



Monmouthshire Replacement Local Development Plan

2018-2033

Report Of Consultation: Appendix 12 Deposit RLDP Representation Responses

Volume 9b – Residential Allocations
Policy HA3

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Policy HA3 – Land at Mounton Road, Chepstow

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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. 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 upgrades, which can be procured via the requisition provisions of the Water Industry Act 1991 (as amended). The public sewerage network can accept potential foul flows from this development site. Add that the Nash Wastewater Treatment Works (WwTW) can accommodate foul flows from the proposed development site.	Comments noted. The Council will continue to work with Dŵr Cymru Welsh Water on the RLDP. The requirement for the Hydraulic Modelling Assessment (HMA) will be further considered as part of the planning application process.	No change required
1412 / Natural Resource Wales (NRW) / Comment	Policy HA3 - Land at Mounton Road - wording change - there doesn't appear to be a strong policy position to ensure the site is integrated into the landscape. Suggest a focused criterion is added which sets out how site design and layout must respond to the designated landscape (AONB) based on the detailed landscape assessment supporting the planning application (points 84 & 85).	Comments noted. The impact considerations upon the Wye Valley National Landscape (AONB) have been robustly considered through the candidate site assessment process and within the RLDP Policy framework. 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 a different promoter during the lifetime of the RLDP. This includes 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 RLDP Policy LC1 covers the topic of impacts on landscape character which will include designated landscapes such as (a) visual intrusion, (b) landscape character (e) harmonising /enhancing landform and landscape and with a further emphasis	No change required.

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		on landscape identified through Landmap LCA as being high and outstanding quality. RLDP Policy LC4 Wye Valley National landscape (AONB) includes a reference to a firm policy statement 'development proposals that are outside the National Landscape (AONB) but would detract unacceptably from its character and setting will not be permitted' RLDP policy LC5 Dark Skies and Lighting also provides robust policy criteria to ensure development proposals involving external lighting must include appropriate lighting details and where proportionate a strategy that includes in brief e) impacts on visual and landscape character g) adverse impacts on biodiversity and ecological connectivity are minimised h) cumulative and in combination lighting impacts are avoided.	
2031 / Peter Fox OBE MS Senedd Member for the Monmouth Constituency / Objection	Huge Infrastructural concerns as levels of traffic will compound existing overstretched infrastructure. Detract from the visual 'Gateway to Wales' and have a detrimental visual impact and coalescence with Pwllmeyric.	As part of the RLDP process, green wedge designations in the current adopted LDP (2011- 2021) have been reviewed. As part of this, the assessment of the parcel of land (CPM10) that contains the proposed Mounton Road allocation concluded that 'the tree belt along St Lawrence Lane forms a strong boundary to the land south west, and the A48 forms a boundary to the south east limiting the impact that development here would have on the adjacent land and on the remaining gap between Chepstow and Pwllmeyric. The parcel makes a moderate contribution to preventing settlement coalescence, managing urban form, safeguarding the countryside from encroachment and protecting the setting of an urban area. It plays a 'moderate buffer role.' Therefore, the potential for green wedge designation is moderate. A Green Wedge Review has also been undertaken to make final conclusions to the green wedge assessments undertaken by LUC. It is considered that in line with the assessment evidence, the parcels of land have been fully and objectively considered for green wedge designations against the identified assessment criteria (green wedge purposes set out in PPW12). It is concluded there is not a significant reason in context of the green wedge purposes that the land parcel CPM10 should be retained as a green wedge designation. Is it, therefore, proposed to remove the green wedge designation. The removal of this parcel of land is also considered to align with national policy, whereby PPW notes that green wedge boundaries should be chosen carefully using physical features and boundaries to include only that land	No change required.

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		which it is necessary to keep open in the longer term. Ensuring a sufficient range of development land which is suitably located in relation to the existing urban edge should be made available, having regard to the longer-term need for development land, the effects of development pressure in the area and the need to minimise demand to travel. For further information please refer to the Green Wedge Assessments (LUC, 2024) and Green Wedge Review. In terms of the visual impact of the proposal upon the gateway to the Wye Valley, a Landscape Visual Baseline (LVB) (EDP, February 2024) has been submitted, which has identified the baseline conditions of the site and surrounding area and determined those landscape and visual characteristics that might inform the design of the proposals, including recommendations for mitigation. Overall, the report concludes that the site's landscape value is considered medium value and the site's immediate and wider context has a medium overall sensitivity to change. Subject to careful design at all stages and inclusion of the recommendations, there appears to be no landscape or visual reasons which would preclude development of the site. The planning application should be further informed by Landscape and Visual Impact Assessment, which would feed into an iterative design solution. MCC's Landscape Officer considers the site from a landscape and GI perspective to be suitable for residential development. It is considered that with appropriate design and layout with development focused on eastern and north western boundaries of the site the proposed development is visually seen as extension of Chepstow's urban boundary. The design layout on the indicative masterplan seeks to retain and emphasise a parkland character by retaining this area as public parkland open space, a requirement set out in Policy HA3 criterion (g). The indicative masterplan also indicates an appropriate woodland buffer retained to the south west St Lawrence Lane boundary with the open countryside/green wedge setting/ setting with the Wye Valley AONB National Landscape, a requirement of Policy HA3 criterion (i). As such, with these design principles to locate development towards the east of the site and protect and enhance the buffer with the open countryside setting, the landscape impact of the site is acceptable. These high-level landscape design requirements are set out in policies S8 and HA3 and are demonstrated on the submitted indicative Masterplan. Collectively, along with policy S5 – Green Infrastructure, Landscape and Nature Recovery and its associated development management policies there are	

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		considered to be sufficient policy requirements to enable the authority 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 also help to ensure development is acceptable. In terms of concerns in relation to the capacity of Highbeech roundabout, the operational capacity of the Highbeech roundabout, is under the jurisdiction of Welsh Government (WG) Highways. 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 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	

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		whole. Nevertheless, the allocation of Land at Mounon 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. A proposal for a Chepstow Bypass is not set out within the current Monmouthshire Local Transport Strategy (LTS) road schemes, nor within the Welsh Government Road building programme. Overall, further detailed Transport Assessments (TAs) are to be considered at the pre/planning application stage. Where relevant the detailed TA has the potential to be informed by the outcome of the Welsh Government's WelTAG assessments.	
3588 / Wye Valley National Landscape - Planning Officer - Miss Catherine Laidlaw / Comment	Refer to the Landscape Sensitivity Update Study noting this justifies its removal from Green Wedge. Note while they don't object to the allocation suggest the change of use of the site from open fields to built form will likely impact the high value landscape and visual receptors associated with the National Landscape. Suggest any development should seek to retain the historic field patterns and associated green infrastructure.	Comment noted. As well as the Landscape Sensitive Update Study, a Landscape Visual Baseline (LVB) (EDP, February 2024) has been submitted, which has identified the baseline conditions of the site and surrounding area and determined those landscape and visual characteristics that might inform the design of the proposals, including recommendations for mitigation. Overall, the report concludes that the site's landscape value is considered medium value and the site's immediate and wider context has a medium overall sensitivity to change. Subject to careful design at all stages and inclusion of the recommendations, there appears to be no landscape or visual reasons which would preclude development of the site. The planning application should be further informed by Landscape and Visual Impact Assessment, which would feed into an iterative design solution. MCC's Landscape Officer considers the site from a landscape and GI perspective to be suitable for residential development. It is considered that with appropriate design and layout with development focused on eastern and north western boundaries of the site the proposed development is visually seen as extension of Chepstow's urban boundary. The design layout on the indicative masterplan seeks	No change required.

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		to retain and emphasise a parkland character by retaining this area as public parkland open space, a requirement set out in Policy HA3 criterion (g). The indicative masterplan also indicates an appropriate woodland buffer retained to the south west St Lawrence Lane boundary with the open countryside/green wedge setting/ setting with the Wye Valley AONB National Landscape, a requirement of Policy HA3 criterion (i). As such, with these design principles to locate development towards the east of the site and protect and enhance the buffer with the open countryside setting, the landscape impact of the site is acceptable. These high-level landscape design requirements are set out in policies S8 and HA3 and are demonstrated on the submitted indicative Masterplan. Collectively, along with policy S5 – Green Infrastructure, Landscape and Nature Recovery and its associated development management policies there are considered to be sufficient policy requirements to enable the authority 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 also help to ensure development is acceptable.	
1803 / Councillor Dr Louise Brown / Objection	Development at Mounton Road Chepstow does not support tourism in Monmouthshire taking away an important rural view as you enter the county and instead creating an impression of a continuous swathe of urban housing.	In terms of the visual impact of the proposal upon the gateway to the Wye Valley, a Landscape Visual Baseline (LVB) (EDP, February 2024) has been submitted, which has identified the baseline conditions of the site and surrounding area and determined those landscape and visual characteristics that might inform the design of the proposals, including recommendations for mitigation. Overall, the report concludes that the site's landscape value is considered medium value and the site's immediate and wider context has a medium overall sensitivity to change. Subject to careful design at all stages and inclusion of the recommendations, there appears to be no landscape or visual reasons which would preclude development of the site. The planning application should be further informed by Landscape and Visual Impact Assessment, which would feed into an iterative design solution. MCC's Landscape Officer considers the site from a landscape and GI perspective to be suitable for residential development. It is considered that with appropriate design and layout with development focused on eastern and north western boundaries of the site the proposed development is visually seen as extension of Chepstow's urban boundary. The design layout on the indicative masterplan seeks to retain and emphasise a parkland character by retaining this area as public	No change required.

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1803 / Councillor Dr Louise Brown / Objection	Contrary to the current green wedge.	As part of the RLDP process, green wedge designations in the current adopted LDP (2011- 2021) have been reviewed. As part of this, the assessment of the parcel of land (CPM10) that contains the proposed Mounon Road allocation concluded that ‘the tree belt along St Lawrence Lane forms a strong boundary to the land south west, and the A48 forms a boundary to the south east limiting the impact that development here would have on the adjacent land and on the remaining gap between Chepstow and Pwllmeyric. The parcel makes a moderate contribution to preventing settlement coalescence, managing urban form, safeguarding the countryside from encroachment and protecting the setting of an urban area. It plays a ‘moderate buffer role.’ Therefore, the potential for green wedge designation is moderate. A Green Wedge Review has also been undertaken to make final conclusions to the green wedge assessments undertaken by LUC. It is considered that in line with the assessment evidence, the parcels of land have been fully and objectively considered for green wedge designations against the identified assessment criteria (green wedge purposes set out in PPW12). It is concluded there is not a significant reason in context of the green wedge purposes that the land parcel CPM10 should be retained as a green wedge designation. Is it, therefore, proposed to remove the	No change required.

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1803 / Councillor Dr Louise Brown / Objection	Would exacerbate existing traffic congestion. Eating places off the garage already cause backflow. Land has been reserved on this site for improvements to Highbeech roundabout. However, it should be a site-specific requirement and contingent upon those improvements being in place using this reserved land prior to any house building development. Otherwise, no building should go ahead but in any event developments in Chepstow need to be taken out of the RLDP.	Comments noted. In terms of concerns in relation to the capacity of Highbeech roundabout, the operational capacity of the Highbeech roundabout, is under the jurisdiction of Welsh Government (WG) Highways. 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 Mounon 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. A proposal for a Chepstow Bypass is not set out within the current Monmouthshire Local Transport Strategy (LTS) road schemes, nor within the Welsh Government Road building programme. Overall, further detailed Transport Assessments (TAs) are to be considered at the pre/planning application stage. Where relevant the detailed TA has the potential to be informed by the outcome of the Welsh Government's WelTAG assessments.	
1803 / Councillor Dr Louise Brown / Objection	Further housing in Chepstow will add to the pollution concerns in the Chepstow air quality area at Hardwick Hill, this development will add to that air pollution.	An Air Quality Assessment (Rapport, April 2024) submitted to support the allocation has demonstrated at this high-level stage of the proposal that air quality levels at the development site (new receptors) would be below the air quality objective levels in the opening year of 2026 and in future year scenarios. Nevertheless, 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.	No change required.

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		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.	
2497 / Councillor Paul Pavia / Objection	Housing Allocation HA3 Mounton Road: green wedge critical for carbon sequestration, biodiversity and recreation. The loss of these spaces is perceived as harmful to community well-being.	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 and community well-being, 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. With regard to site selection, as brownfield opportunities within existing settlements in Monmouthshire are limited, greenfield edge of settlement opportunities have had to be considered to meet our key housing and employment requirements. Having regard to development considerations and the candidate site assessment process, it is considered that Land at Mounton Road, Chepstow will provide a sustainable affordable housing-led mixed-use development, where there are opportunities to co-locate homes and commercial uses. This was set out in a report to Council in October 2023 whereby Council considered that the benefits of the commercial development and associated job creation at the Mounton Road site outweighed the loss of higher quality agricultural land, given the absence of alternative commercial sites and the importance of Chepstow for tourism as the gateway to the Wye Valley.	No change required.
2497 / Councillor Paul Pavia / Objection	HA3 Mounton Road site should be removed due to the following concerns: Environmental and health concerns including air pollution; infrastructure limitations including healthcare provision and transport and traffic; impact on community character and historic and rural character, and high-grade agricultural land; loss of green wedge; conflict with climate	Comments noted. These development considerations have been addressed at high level through the candidate site assessment process. 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 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	No change required.

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	and environmental policies; impact of biodiversity and ecosystems.	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. Another key consideration was the green wedge review, and as a result the parcel of land that contains the Mouton Road site has been removed as green wedge for the RLDP Deposit Plan. The Green Wedge Review concluded that ‘the tree belt along St Lawrence Lane forms a strong boundary to the land south west, and the A48 forms a boundary to the south east limiting the impact that development here would have on the adjacent land and on the remaining gap between Chepstow and Pwllmeyric.’ The parcel makes a moderate contribution to preventing settlement coalescence, managing urban form, safeguarding the countryside from encroachment and protecting the setting of an urban area. It plays a moderate buffer role. Therefore, potential for green wedge designation is moderate and as such, the site is not designated as a green wedge in the Deposit RLDP. The removal of this parcel of land is also considered to align with national policy, whereby PPW notes that green wedge boundaries should be chosen carefully using physical features and boundaries to include only that land which it is necessary to keep open in the longer term. Ensuring a sufficient range of development land which is suitably located in relation to the existing urban edge should be made available, having regard to the longer-term need for development land, the effects of development pressure in the area and the need to minimise demand to travel. With regards to air pollution concerns an Air Quality Assessment (Rapport, April 2024) submitted to support the allocation has demonstrated at this high-level stage of the proposal that air quality levels at the development site (new receptors) would be below the air quality objective levels in the opening year of 2026 and in future year scenarios. Nevertheless, 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	

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		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. In terms of concerns in relation to the capacity of Highbeech roundabout, the operational capacity of the Highbeech roundabout, is under the jurisdiction of Welsh Government (WG) Highways. 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 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 Mounton Road is in a unique position to identify and safeguard land in the southeast part of the site for potential	

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		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. A proposal for a Chepstow Bypass is not set out within the current Monmouthshire Local Transport Strategy (LTS) road schemes, nor within the Welsh Government Road building programme. Overall, further detailed Transport Assessments (TAs) are to be considered at the pre/planning application stage. Where relevant the detailed TA has the potential to be informed by the outcome of the Welsh Government's WelTAG assessments. In terms of the visual impact of the proposal upon the gateway to the Wye Valley, a Landscape Visual Baseline (LVB) (EDP, February 2024) has been submitted, which has identified the baseline conditions of the site and surrounding area and determined those landscape and visual characteristics that might inform the design of the proposals, including recommendations for mitigation. Overall, the report concludes that the site's landscape value is considered medium value and the site's immediate and wider context has a medium overall sensitivity to change. Subject to careful design at all stages and inclusion of the recommendations, there appears to be no landscape or visual reasons which would preclude development of the site. The planning application should be further informed by Landscape and Visual Impact Assessment, which would feed into an iterative design solution. MCC's Landscape Officer considers the site from a landscape and GI perspective to be suitable for residential development. It is considered that with appropriate design and layout with development focused on eastern and north western boundaries of the site the proposed development is visually seen as extension of Chepstow's urban boundary. The design layout on the indicative masterplan seeks to retain and emphasise a parkland character by retaining this area as public parkland open space, a requirement set out in Policy HA3 criterion (g). The	

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		indicative masterplan also indicates an appropriate woodland buffer retained to the south west St Lawrence Lane boundary with the open countryside/green wedge setting/ setting with the Wye Valley AONB National Landscape, a requirement of Policy HA3 criterion (i). As such, with these design principles to locate development towards the east of the site and protect and enhance the buffer with the open countryside setting, the landscape impact of the site is acceptable. These high-level landscape design requirements are set out in policies S8 and HA3 and are demonstrated on the submitted indicative Masterplan. Collectively, along with policy S5 – Green Infrastructure, Landscape and Nature Recovery and its associated development management policies there are considered to be sufficient policy requirements to enable the authority 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 also help to ensure development is acceptable. The site contains groups of mature woodland and mature hedgerows which contain several important natural ecological habitats. The protection and preservation of these habitats is a key consideration in the development of the site. MCC's ecologists note that there are no 'in principle' constraints to the future development of the site subject to implementation of a sensitive masterplan design that incorporates appropriate inherent avoidance, mitigation and enhancement measures and provides net benefit for biodiversity. These policy requirements are set out in policies S8 and HA3 criteria (j), (k) and (l) of the RLDP. 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. With regards to impact on historic character, the site is outside a Conservation Area, however, Mathern's Conservation Area boundary which includes Wyelands Historic Park and Gardens, is just to the south of the site boundary. The site is also within the parkland setting of the Grade II Listed St Lawrence House, which is located just to the north boundary of the site, along with several other characterful	

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		residential properties to the north. Cadw's consultation response to the proposal is that intervening vegetation already provides significant screening of the site from the registered Wyelands historic park and garden and careful design should provide additional screening ensuring that the proposed development will not have a significant impact on their settings. MCC'S Heritage Officer's view is that the retention of the western edge of the site as open parkland on the indicative masterplan ensures the setting of the historic environment can be mitigated. This area is essential for the protection of the listed St Lawrence House and wider historic landscape. 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. In terms of health infrastructure, with regard to lack of NHS dentist and doctors in the locality, the mechanisms for improved health infrastructure sit outside of the planning process. The Council is, however, fully engaged with the health board (ABUHB) to help deliver service improvements in Chepstow and across the County as a whole.	
1001 / Campaign for the Protection of Rural Wales / Objection	Land at Mounton Road (HA3) Chepstow is inappropriate land for housing development. Housing developments need to be planned on a sustainable basis and this includes the necessity of reducing the need to travel by car. The Mounton road site is close to the M48 link road on the edge of Chepstow. The location is not within reasonable walking distance from the centre of Chepstow and public transport is poor. Residents would be almost totally reliant on the car for all journeys from home.	The RLDP Sustainable and Resilient Communities Strategy, represents a sustainable level of growth 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 and having regard to Welsh Government's concerns regarding alignment with Future Wales. In terms of site selection and the spatial distribution of growth throughout the county, the Plan's 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. The level of growth apportioned to Chepstow is considered to be consistent with the findings of the SSA, which confirms the dominant role of Chepstow as a Primary Settlement in	No change required

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	The Welsh Government Planning directorate advised Newport City Council Planning (letter 18/12/2023) that proposed housing developments within easy access of J24 of the M4 (Coldra roundabout) were not in conformity with Future Wales as they failed to reduce the need to travel by car in that there was no easy access to public transport and other public services. A similar argument can be applied to both these sites within the Monmouthshire plan.	Monmouthshire, reflecting the range of services and facilities and sustainable transport options, including a train station, available to Chepstow. With regard to site selection, as brownfield opportunities within existing settlements in Monmouthshire are limited, greenfield edge of settlement opportunities have had to be considered to meet our key housing and employment requirements. Having regard to development considerations and the candidate site assessment process, it is considered that Land at Mounton Road, Chepstow will provide a sustainable affordable housing-led mixed-use development, where there are opportunities to co-locate homes and commercial uses. This was set out in a report to Council in October 2023 whereby Council considered that the benefits of the commercial development and associated job creation at the Mounton Road site outweighed the loss of higher quality agricultural land, given the absence of alternative commercial sites and the importance of Chepstow for tourism as the gateway to the Wye Valley. Furthermore the RLDP sets out the policy framework to ensure that development is delivered as sustainably as possible and in a balanced manner, in reference to the site location not being within reasonable walking distance to the town centre, development proposals are required to accord with the Sustainable Transport Hierarchy, which places an emphasis on development to be located and designed in a way which ensures the reduction in the need to travel and opportunities to facilitate a shift from the private car are fully considered. The site benefits from under 20-minute walking times to Chepstow's town centre and key services and facilities, including the train station. It is considered that there will be opportunities to connect the site to Chepstow's core with active travel links and promote the use of sustainable modes of travel, facilitating modal shift and these key policy requirements are set out in policies S8 and HA3 criterion (m).	
1016 / Chepstow Town Council / Objection	Members are positive regarding the progressive development planning as proposed. However, major concerns were expressed about the infrastructure and the reluctance to approve the development without appropriate commitment to it, particularly until the well-known issues on	Support 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. It sets out the key issues, constraints, policy and infrastructure requirements needed to deliver the Plans site allocations. The detail of these requirements and	No change required

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	Highbeech roundabout are fully addressed. Discussion was largely in favour of Mounton Road and there was some reasonable support for development at Bayfield.	commitments to them will be further considered and agreed via legal agreements (Section 106 agreements) as part of the planning application process. In terms of concerns in relation to the capacity of Highbeech roundabout, the operational capacity of the Highbeech roundabout, is under the jurisdiction of Welsh Government (WG) Highways. 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 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 Mounton Road is in a unique position to identify and safeguard land in the southeast part of the site for potential	

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		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. Overall, further detailed Transport Assessments (TAs) are to be considered at the pre/planning application stage. Where relevant the detailed TA has the potential to be informed by the outcome of the Welsh Government's WelTAG assessments. With reference to support for Bayfield, the site has not been allocated as the allocation HA3- Land at Mounton Road is sufficient to accommodate the housing need in the locality.	
3454 / Chepstow Society / Objection	No consideration of the cumulative impact of the developments over the last few decades on highways infrastructure - existing A48 has a negative impact as separates Tesco side/bulwark from the town centre - improvements to the road system is required and implemented in advance of development. Significantly more radical change will be necessary if England presses forward with the growth in FOD. Not clear if the plan takes into the projected housing growth on the other side of the Wye -FOD.	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	No change required.

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		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 Mounton 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. Overall, further detailed Transport Assessments (TAs) are to be considered at the pre/planning application stage. Where relevant the detailed TA has the potential to be informed by the outcome of the Welsh Government's WelTAG assessments.	
3454 / Chepstow Society / Objection	Chepstow's GP surgeries and dentists are overloaded - they cannot cope with current demand. Healthcare infrastructure is not mentioned in appendix 8 IDP.	The mechanisms for improved health infrastructure sit outside of the planning process. The Council is, however, fully engaged with the health board (ABUHB) to help deliver service improvements in Chepstow and across the County as a whole.	No change required.
3617 / Chepstow Town Juniors FC / Objection	Chepstow development. We would like to raise the issue of the lack of sports grounds compared to the population in Chepstow.	The proposal includes the provision of a community parkland, which will provide opportunities for recreation and leisure and children's play. The proposed development will, therefore, provide additional publicly accessible green space in	No change required.

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	With a large club which is run by volunteers we are now unable to accept anymore players. More sports facilities should be provided as part of this planning development.	this area. Further detail of the type of recreation facility to be provided will be at the planning application stage.	
1281 / Barratt David Wilson Homes / Objection	BDWH objects to the inclusion of Mounon Road rather than their site at Bayfield. It is clear from the Council's initial assessment of the two sites (November 2022) that Bayfield scores far more preferably with 11 points as opposed to 5 for HA3 (table 1 below) and it seems illogical for Mounon Road to take precedence. Indeed, based on this assessment Bayfield was rightly proposed as a strategic site within the Preferred Strategy Dec 2022 (Q10. point 1.12 & table 1)	In October 2023 Council agreed a report of post consultation Preferred Strategy changes. The change in the strategic site allocation in Chepstow from Bayfield, as shown in the consultation version of the Preferred Strategy, to Mounon Road was one such change. On balance, the Council considered that the benefits of the commercial development and associated job creation at the Mounon Road site outweigh the loss of higher quality agricultural land and encroachment into the existing green wedge separating Chepstow and Pwllmeyric (which is proposed to be removed as a green wedge it has a moderate role as a green wedge designation – see the Green Wedge Review, 2025), given the absence of alternative commercial sites and the importance of Chepstow for tourism as the gateway to the Wye Valley.	No change required.
1281 / Barratt David Wilson Homes / Objection	The only apparent switch from supporting Bayfield to Mounon Road appears to be the identification of land for a hotel and care home that will provide limited employment opportunities. The recent EIA screening report for Mounon Road is for outline which indicated no operators interested in the site - as such no certainty that these uses would be implemented or can be relied upon. Questioned how the harms associated with Mounon Road outweigh the benefits when Bayfield presents a more sustainable opportunity and scores higher on the council's criteria (Q10 points 1.15 & 1.16)	In terms of the commercial uses not coming forward Policy HA3 allocates the site for mixed-use development with a requirement for the commercial uses, which could include a hotel and care home, to be located in the north east focal/gateway point of the site, as shown on the indicative masterplan. The site promoter is committed to delivering a mixed-use scheme in accordance with Policy HA3. Policy HA3 criterion (e) also requires the non-residential element of the site to be delivered in line with an agreed phasing schedule. Further details on the commercial element of the scheme will be considered and progressed at the planning application stage in line with the RLDP policy framework	No change required.

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1281 / Barratt David Wilson Homes / Objection	Planning application (DC/2013/00571) for 200 homes at the Mounon Road site was previously refused at Planning Committee for a number of reasons (including loss of an important green space& strategically important view and harm to the defined Green Wedge; unacceptable impact upon the setting of St Lawrence House, a Grade II listed building which makes a significant contribution to the landscape character of the area; the implications for minerals extraction on the site have not been fully investigate). These are significant considerations that weigh heavily against its allocation and the decision notice is appended to this representation (Q10 point 1.18).	DC/2013/00571 for development at this site was refused 13.01/2017 for numerous reasons, however with the key reason that ‘the site is outside the Chepstow Development Boundary and contrary to the housing strategy of the objectives of Policy S1.’ The site has been promoted through the candidate site and Replacement Local Development Plan process and therefore is justified within the context of the RLDP’s overarching growth strategy and, therefore, addresses this concern. With regards to the other reasons for refusal: harm to green wedge, unacceptable impact of Grade II listed building, landscape character impact and implications for minerals extraction these development considerations have been addressed at a high level as part of the candidate site assessment process. As part of the Green Wedge Review the parcel of land has been removed as a green wedge designation. The review considered that ‘the tree belt along St Lawrence Lane forms a strong boundary to the land south west, and the A48 forms a boundary to the south east limiting the impact that development here would have on the adjacent land and on the remaining gap between Chepstow and Pwllmeyric. The parcel makes a moderate contribution to preventing settlement coalescence, managing urban form, safeguarding the countryside from encroachment and protecting the setting of an urban area. It plays a ‘moderate buffer role.’ For further detailed information please refer to the Green Wedge Assessments (LUC, 2024) and Green Wedge Review. In terms of impact upon the Grade II listed building, MCC’S Heritage Officer’s view is that the retention of the western edge of the site as open parkland on the indicative masterplan ensures the setting of the historic environment can be mitigated. This policy requirement is set out in HA3 criterion (g) of the Plan. In relation to landscape impact on the site, MCC’s Landscape Officer considers the site from a landscape and GI perspective to be suitable for residential development. It is considered that with appropriate design and layout with development focused on eastern and north western boundaries of the site the proposed development is visually seen as extension of Chepstow’s urban boundary. The design layout on the indicative masterplan seeks to retain and emphasise a parkland character by retaining this area as public parkland open space, a requirement set out in Policy HA3 criterion (g). The indicative masterplan also	No change required.

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		indicates an appropriate woodland buffer retained to the south west St Lawrence Lane boundary with the open countryside/green wedge setting/ setting with the Wye Valley AONB National Landscape, a requirement of Policy HA3 criterion (i). As such, with these design principles to locate development towards the east of the site and protect and enhance the buffer with the open countryside setting, the landscape impact of the site is acceptable. These high-level landscape design requirements are set out in policies S8 and HA3 and are demonstrated on the submitted indicative Masterplan. Collectively, along with policy S5 – Green Infrastructure, Landscape and Nature Recovery and its associated development management policies there are considered to be sufficient policy requirements to enable the authority 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 also help to ensure development is acceptable. With regards to mineral extraction, the site is located within the Limestone Carboniferous Category 1 Safeguarding Area (BGS) however, the site is adjacent to the existing settlement of Chepstow and consequently mineral extraction would not be feasible in this location.	
2463 / Barwood Development Securities Ltd / Support	Full support is given to Strategic Housing Allocation HA3 - Land at Mounton Road. Site is being promoted by Barwood Land Securities Ltd and has already been the subject of detailed candidate site representations and in support of the allocation a full specialist consultation team have undertaken a full suite of technical assessments. The site represents an appropriate location for new homes, without significant constraints that can deliver housing in the short term.	Comments noted.	No change required.

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2463 / Barwood Development Securities Ltd / Objection	Criterion C - question whether it is too specific to require a focal tree-lined avenue to the community parkland from the A466 entrance point. No objection to the concept of a tree lined avenue but this point of detail would need to be considered further at detailed design stage.	Comments noted. The requirement was considered essential in terms of our placemaking criteria and creating an exemplar development.	No change required.
2463 / Barwood Development Securities Ltd / Objection	Criterion m - question specific wording, particularly use of the phrase 'a legal agreement' which seems unnecessary. No objections to a public transport link being provided, question whether this is likely to be welcomed by operators as a diversion off the main route. Suggest this it could read 'provision of any necessary financial contributions to improve public transport services and nearby infrastructure'.	Comments noted. Legal agreements, such as Section 38 Agreements or Section 278 Agreements are anticipated to be required as part of the development process and this wording has been used as a high-level reference to this requirement. The requirement for a public transport link was considered important in terms of our placemaking criteria to create sustainable communities in line with The Wales Transport Strategy.	No change required.
2463 / Barwood Development Securities Ltd / Objection	Noted that paragraph 14.5.1 of the supporting text to Policy HA3 should refer to National Cycle Network (NCN4) running along both the A466 and Mounton Road.	Comments noted. It is considered appropriate refer to both the A466 and Mounton Road in paragraph 14.5.1 as suggested.	No change required.
3172 / Richard Liddell / Objection	Received a petition against the extension of the Chepstow Settlement Boundary to include Mounton Road Fields (Policy H1) together with the provision of housing, a hotel and care home (Policy HA3). (Signed by 32 properties from the Penterry Park area of Chepstow).	The settlement boundaries defined on the Proposals Map to inform the implementation of the housing policies have been done so having regard to the growth and spatial strategy set out in the Strategic Policies S1 and the Settlement Hierarchy set out in S2. This has been informed by 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, with site allocations made in accordance with this. The SSA confirms the dominant role of the primary settlements of Abergavenny, Chepstow, Caldicot and Monmouth. Welsh Government in response to the Deposit Plan consultation, concluded that the proposed level of growth is in general conformity with Future Wales and did not	No change required.

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		raise an objection to this in principle. Similarly, Welsh Government did not object to the Deposit Plan settlement hierarchy and distribution of housing growth. The settlement boundaries appropriately reflect the growth and spatial strategy, and the allocations considered necessary to deliver the strategy. The settlement boundary defined on the Proposals Map for Chepstow reflects the Council's decision to allocate Land at Mounton Road, Chepstow under Policy HA3. In October 2023 Council agreed a report of post consultation Preferred Strategy changes. The change in the strategic site allocation in Chepstow from Bayfield, as shown in the consultation version of the Preferred Strategy, to Mounton Road was one such change. On balance, the Council considered that the benefits of the commercial development and associated job creation at the Mounton Road site outweigh the loss of higher quality agricultural land and encroachment into the existing green wedge separating Chepstow and Pwllmeyric (which is proposed to be removed as a green wedge as it has a moderate role as a green wedge designation – see the Green Wedge Review, 2025), given the absence of alternative commercial sites and the importance of Chepstow for tourism as the gateway to the Wye Valley. As such, it is considered HA3 – Land at Mounton Road, Chepstow is the preferred site to accommodate Chepstow's housing need.	
1192 / Dr Richard Harries Jones / Objection	Land is green space that is valued by the local community. Previous developments have made little improvement to road structures to cope with increased traffic generated and this development will only exacerbate as has no plan to manage or mitigate. Prior to this site being developed, improvements must be made to the roundabout. View that the land should be retained as an open green space.	Comments noted. With regards to loss of green space, brownfield opportunities within existing settlements in Monmouthshire are limited, greenfield edge of settlement opportunities have had to be considered to meet our key housing and employment requirements. Having regard to development considerations and the candidate site assessment process, it is considered that Land at Mounton Road, Chepstow will provide a sustainable affordable housing-led mixed-use development, where there are opportunities to co-locate homes and commercial uses. Land at Mounton Road is owned by private landowners and these fields are not publicly accessible. The proposal includes the provision of a community parkland, which will provide opportunities for recreation and leisure. The proposed development will, therefore, provide additional publicly accessible green space in this area.	No change required

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		In terms of concerns in relation to the capacity of Highbeech roundabout, the operational capacity of the Highbeech roundabout, is under the jurisdiction of Welsh Government (WG) Highways. 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 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 Mounton 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).	

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		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. Overall, further detailed Transport Assessments (TAs) are to be considered at the pre/planning application stage. Where relevant the detailed TA has the potential to be informed by the outcome of the Welsh Government's WelTAG assessments	
1246 / Mr Philip Jarman / Objection	Highbeech roundabout currently has significant congestion without additional development. Progress needed towards a bypass and upgrading the roundabout prior to additional housing development. Additionally, feels a hotel is unneeded in the location with two hotels opening in Tintern in near future and Two Rivers Hotel located just around the corner. Concerned re loss of green field site that should be protected as little open countryside between Chepstow and Monmouth, unacceptable for urban sprawl to take over the area.	Comments noted. With regards to loss of green space, brownfield opportunities within existing settlements in Monmouthshire are limited, greenfield edge of settlement opportunities have had to be considered to meet our key housing and employment requirements. Having regard to development considerations and the candidate site assessment process, it is considered that Land at Mounon Road, Chepstow will provide a sustainable affordable housing-led mixed-use development, where there are opportunities to co-locate homes and commercial uses. In terms of concerns in relation to the capacity of Highbeech roundabout, the operational capacity of the Highbeech roundabout, is under the jurisdiction of Welsh Government (WG) Highways. Welsh Government Highway Officers have been consulted on the proposed allocation and have not objected to the inclusion of the Mounon 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	No change required.

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		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 Mounon 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. A proposal for a Chepstow Bypass is not set out within the current Monmouthshire Local Transport Strategy (LTS) road schemes, nor within the Welsh Government Road building programme. Overall, further detailed Transport Assessments (TAs) are to be considered at the pre/planning application stage. Where relevant the detailed TA has the potential to be informed by the outcome of the Welsh Government's WelTAG assessments.	

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1284 / Mr G Alan Horne / Objection	HA3 must be strengthened to include the improvements in the road access and flows around Highbeech Roundabout. New residents in the area have to go to Lydney to get an NHS dentist and waiting times for a doctor's appointment are 6 to 8 weeks.	Comments noted. In terms of concerns in relation to the capacity of Highbeech roundabout, the operational capacity of the Highbeech roundabout, is under the jurisdiction of Welsh Government (WG) Highways. 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 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 Mounton 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).	No change required.

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		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. A proposal for a Chepstow Bypass is not set out within the current Monmouthshire Local Transport Strategy (LTS) road schemes, nor within the Welsh Government Road building programme. Overall, further detailed Transport Assessments (TAs) are to be considered at the pre/planning application stage. Where relevant the detailed TA has the potential to be informed by the outcome of the Welsh Government's WelTAG assessments. In terms of health infrastructure, with regard to lack of NHS dentist and doctors in the locality, the mechanisms for improved health infrastructure sit outside of the planning process. The Council is, however, fully engaged with the health board (ABUHB) to help deliver service improvements in Chepstow and across the County as a whole.	
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 Highbeech roundabout, any benefit anticipated from the development will be outweighed by the costs and frustrations created by congestion. HA3 should not be allowed to proceed until traffic issues are resolved.	MCC has commissioned a Strategic Transport Assessment (STA) which undertook modelling using the South East Wales Transport Model (SEWTM) to assess the potential impact 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 and a 2-7% increase in localised traffic on the Severnside highway network. 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. Overall, the analysis from the STA considered that the proposed level of development detailed within the RLDP can be accommodated within the highway network with suitable mitigation. In terms of concerns in relation to the capacity of Highbeech roundabout, the operational capacity of the Highbeech roundabout, is under the jurisdiction of Welsh Government (WG) Highways. Welsh Government Highway Officers have	No change required.

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		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. 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 Mounton 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. A proposal for a Chepstow Bypass is not set out within the current Monmouthshire Local Transport Strategy (LTS) road schemes, nor within the Welsh Government Road building programme.	

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		Overall, further detailed Transport Assessments (TAs) are to be considered at the pre/planning application stage. Where relevant the detailed TA has the potential to be informed by the outcome of the Welsh Government's WelTAG assessments.	
1646 / Mr Brian Williams / Objection	Site HA3 must have a major impact on traffic flows on the A466 and High Beech roundabout, already subject to major congestion – against policy ST1. There must be an inevitable secondary impact on air quality on Hardwick Hill/ Mount Pleasant in contravention of policy PM2 unless and until traffic movement is mainly by EV. HA3 should not be allowed to proceed unless these issues are properly addressed – ‘ambitions’ (Local Transport Strategy) are not enough.	MCC has commissioned a Strategic Transport Assessment (STA) which undertook modelling using the South East Wales Transport Model (SEWTM) to assess the potential impact 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 and a 2-7% increase in localised traffic on the Severnside highway network. 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. Overall, the analysis from the STA considered that the proposed level of development detailed within the RLDP can be accommodated within the highway network with suitable mitigation. In terms of concerns in relation to the capacity of Highbeech roundabout, the operational capacity of the Highbeech roundabout, is under the jurisdiction of Welsh Government (WG) Highways. 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. 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	No change required.

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		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 Mounon 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. A proposal for a Chepstow Bypass is not set out within the current Monmouthshire Local Transport Strategy (LTS) road schemes, nor within the Welsh Government Road building programme. Overall, further detailed Transport Assessments (TAs) are to be considered at the pre/planning application stage. Where relevant the detailed TA has the potential to be informed by the outcome of the Welsh Government's WelTAG assessments. With regards to air pollution concerns, an Air Quality Assessment (Rapport, April 2024) submitted to support the allocation has demonstrated at this high-level stage of the proposal that air quality levels at the development site (new receptors) would be below the air quality objective levels in the opening year of 2026 and in future year scenarios. Nevertheless, 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.	

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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 HA2 will add to this. The site currently acts as a gateway to Chepstow and the Wye Valley; in places the RLDP makes a commitment to a view being important to placemaking. Healthcare and education services are struggling; additional services need to be in place to ensure equal and fair access to all.	MCC has commissioned a Strategic Transport Assessment (STA) which undertook modelling using the South East Wales Transport Model (SEWTM) to assess the potential impact 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 and a 2-7% increase in localised traffic on the Severnside highway network. 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. Overall, the analysis from the STA considered that the proposed level of development detailed within the RLDP can be accommodated within the highway network with suitable mitigation. In terms of concerns in relation to the capacity of Highbeech roundabout, the operational capacity of the Highbeech roundabout, is under the jurisdiction of Welsh Government (WG) Highways. 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. 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	No change required.

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		whole. Nevertheless, the allocation of Land at Mounton 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. A proposal for a Chepstow Bypass is not set out within the current Monmouthshire Local Transport Strategy (LTS) road schemes, nor within the Welsh Government Road building programme. Overall, further detailed Transport Assessments (TAs) are to be considered at the pre/planning application stage. Where relevant the detailed TA has the potential to be informed by the outcome of the Welsh Government's WelTAG assessments. In terms of the visual impact of the proposal upon the gateway to the Wye Valley, a Landscape Visual Baseline (LVB) (EDP, February 2024) has been submitted, which has identified the baseline conditions of the site and surrounding area and determined those landscape and visual characteristics that might inform the design of the proposals, including recommendations for mitigation. Overall, the report concludes that the site's landscape value is considered medium value and the site's immediate and wider context has a medium overall sensitivity to change. Subject to careful design at all stages and inclusion of the recommendations, there appears to be no landscape or visual reasons which would preclude development of the site. The planning application should be further informed by Landscape and Visual Impact Assessment, which would feed into an iterative design solution. MCC's Landscape Officer considers the site from a landscape and GI perspective to be suitable for residential development. It is considered that with appropriate design and layout with development focused on eastern and north western boundaries of the site the proposed development is visually seen as extension of Chepstow's urban boundary. The design layout on the indicative masterplan seeks to retain and emphasise a parkland character by retaining this area as public	

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		parkland open space, a requirement set out in Policy HA3 criterion (g). The indicative masterplan also indicates an appropriate woodland buffer retained to the south west St Lawrence Lane boundary with the open countryside/green wedge setting/ setting with the Wye Valley AONB National Landscape, a requirement of Policy HA3 criterion (i). As such, with these design principles to locate development towards the east of the site and protect and enhance the buffer with the open countryside setting, the landscape impact of the site is acceptable. These high-level landscape design requirements are set out in policies S8 and HA3 and are demonstrated on the submitted indicative Masterplan. Collectively, along with policy S5 – Green Infrastructure, Landscape and Nature Recovery and its associated development management policies there are considered to be sufficient policy requirements to enable the authority 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 also help to ensure development is acceptable. In terms of health infrastructure, with regard to lack of NHS dentist and doctors in the locality, the mechanisms for improved health infrastructure sit outside of the planning process. The Council is, however, fully engaged with the health board (ABUHB) to help deliver service improvements in Chepstow and across the County as a whole	
2114 / Mr Martin Andrews / Objection	There should be no more development in Chepstow until the congestion problems are resolved.	In terms of concerns in relation to the capacity of Highbeech roundabout, the operational capacity of the Highbeech roundabout, is under the jurisdiction of Welsh Government (WG) Highways. Welsh Government Highway Officers have been consulted on the proposed allocation and have not objected to the inclusion of the Mounon 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.	No change required.

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		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 Mounton 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. A proposal for a Chepstow Bypass is not set out within the current Monmouthshire Local Transport Strategy (LTS) road schemes, nor within the Welsh Government Road building programme.	

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		Overall, further detailed Transport Assessments (TAs) are to be considered at the pre/planning application stage. Where relevant the detailed TA has the potential to be informed by the outcome of the Welsh Government's WelTAG assessments.	
2114 / Mr Martin Andrews / Support	The new Mounon Road site is much better than the previous Plan considerations. It is much closer to the Town centre and will encourage walking and cycling rather than car use.	Support of the site location is welcomed.	No change required.
2226 / Mr Gerry Moss / Objection	Urgently upgrade essential infrastructure: Agree local development required but must be done in a society friendly way. Infrastructure should be upgraded before any new housing. Major traffic congestion, especially at hotspots such as Highbeech roundabout, should be alleviated. Developments in surrounding areas will exacerbate the traffic situation. Upgrades to public transport and active travel are required. Better health care and dentist provision along with improved education services required.	In terms of concerns in relation to the capacity of Highbeech roundabout, the operational capacity of the Highbeech roundabout, is under the jurisdiction of Welsh Government (WG) Highways. Welsh Government Highway Officers have been consulted on the proposed allocation and have not objected to the inclusion of the Mounon 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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2317 / Mr Philip Tate / Objection	Traffic infrastructure concerns - cumulative impact of site in Caldicot and Beechley development. Significant improvements to local road and other infrastructure prior to house building.	In terms of concerns in relation to the capacity of Highbeech roundabout, the operational capacity of the Highbeech roundabout, is under the jurisdiction of Welsh Government (WG) Highways. 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	No change required.

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		Overall, further detailed Transport Assessments (TAs) are to be considered at the pre/planning application stage. Where relevant the detailed TA has the potential to be informed by the outcome of the Welsh Government's WelTAG assessments.	
2324 / Mrs Susan Sandford / Objection	Mounon road development will increase traffic issues and air pollution resulting in declining tourism and town centre in Chepstow. Traffic concerns both in the county and in Gloucestershire. Existing WelTAG studies indicate this, and no substantive action has been taken by MCC and WG. ISA acknowledges that traffic is an issues and potential for long term effects - why is MCC ignoring this? Air Quality concerns as also set out in the ISA. Chepstow requires significant infrastructure investment prior to new house building. Adversely impact the setting of the Wye Valley AONB and special landscape features.	In terms of concerns in relation to the capacity of Highbeech roundabout, the operational capacity of the Highbeech roundabout, is under the jurisdiction of Welsh Government (WG) Highways. Welsh Government Highway Officers have been consulted on the proposed allocation and have not objected to the inclusion of the Mounon 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 Mounon Road is in a unique position	No change required.

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		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. A proposal for a Chepstow Bypass is not set out within the current Monmouthshire Local Transport Strategy (LTS) road schemes, nor within the Welsh Government Road building programme. Overall, further detailed Transport Assessments (TAs) are to be considered at the pre/planning application stage. Where relevant the detailed TA has the potential to be informed by the outcome of the Welsh Government's WelTAG assessments. In terms of the visual impact of the proposal upon the gateway to the Wye Valley, a Landscape Visual Baseline (LVB) (EDP, February 2024) has been submitted, which has identified the baseline conditions of the site and surrounding area and determined those landscape and visual characteristics that might inform the design of the proposals, including recommendations for mitigation. Overall, the report concludes that the site's landscape value is considered medium value and the site's immediate and wider context has a medium overall sensitivity to change. Subject to careful design at all stages and inclusion of the recommendations, there appears to be no landscape or visual reasons which would preclude development of the site. The planning application should be further informed by Landscape and Visual Impact Assessment, which would feed into an iterative design solution. MCC's Landscape Officer considers the site from a landscape and GI perspective to be suitable for residential development. It is considered that with appropriate design and layout with development focused on eastern and north western boundaries of the site the proposed development is visually seen as extension of Chepstow's urban boundary. The design layout on the indicative masterplan seeks to retain and emphasise a parkland character by retaining this area as public	

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		parkland open space, a requirement set out in Policy HA3 criterion (g). The indicative masterplan also indicates an appropriate woodland buffer retained to the south west St Lawrence Lane boundary with the open countryside/green wedge setting/ setting with the Wye Valley AONB National Landscape, a requirement of Policy HA3 criterion (i). As such, with these design principles to locate development towards the east of the site and protect and enhance the buffer with the open countryside setting, the landscape impact of the site is acceptable. These high-level landscape design requirements are set out in policies S8 and HA3 and are demonstrated on the submitted indicative Masterplan. Collectively, along with policy S5 – Green Infrastructure, Landscape and Nature Recovery and its associated development management policies there are considered to be sufficient policy requirements to enable the authority 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 also help to ensure development is acceptable. With regards to air pollution concerns, an Air Quality Assessment (Rapport, April 2024) submitted to support the allocation has demonstrated at this high-level stage of the proposal that air quality levels at the development site (new receptors) would be below the air quality objective levels in the opening year of 2026 and in future year scenarios. Nevertheless, 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.	
2535 / Ms Barbara J Dwyer / Objection	Does not object in principle, but concerns re existing and increased levels of traffic, negative effect on air quality.	In terms of concerns in relation to the capacity of Highbeech roundabout, the operational capacity of the Highbeech roundabout, is under the jurisdiction of Welsh Government (WG) Highways. Welsh Government Highway Officers have	No change required.

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	Improvements to Highbeech roundabout to be given careful consideration. Houses should be built to higher, more sustainable standards. Concerns re water and sewage infrastructure, need more open green spaces in and around development.	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 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 Mounton 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	

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		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. A proposal for a Chepstow Bypass is not set out within the current Monmouthshire Local Transport Strategy (LTS) road schemes, nor within the Welsh Government Road building programme. Overall, further detailed Transport Assessments (TAs) are to be considered at the pre/planning application stage. Where relevant the detailed TA has the potential to be informed by the outcome of the Welsh Government's WelTAG assessments. An Air Quality Assessment (Rapport, April 2024) submitted to support the allocation has demonstrated at this high-level stage of the proposal that air quality levels at the development site (new receptors) would be below the air quality objective levels in the opening year of 2026 and in future year scenarios. Nevertheless, 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. With regards to concerns in relation to sewerage infrastructure, The Council has consulted with Dŵr Cymru Welsh Water (DCWW) throughout the preparation of the RLDP. In response the Deposit Plan consultation, DCWW noted that the public sewerage network can accept potential foul flows from the proposed allocation. In terms of the requirement for open green spaces, the allocation includes the provision of a community parkland, which will provide opportunities for recreation and leisure. The proposed development will, therefore, provide additional publicly accessible green space in this area.	

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2595 / Mrs Elda Fouch / Objection	Building new housing developments on green fields and farmland will harm wildlife and natural habitats. No suitable nor sufficient new infrastructure has been proposed. Area already has high levels of traffic and air and noise pollution and the gridlocked Highbeech roundabout will become worse. Overstretched local services: more doctors, dentists, pharmacies and schools are required. Better public transport is required. The proposed site is incompatible with the well-being and sustainability objectives set out by WG and LPAs, is in conflict 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.	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 and community well-being, 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. With regard to site selection, as brownfield opportunities within existing settlements in Monmouthshire are limited, greenfield edge of settlement opportunities have had to be considered to meet our key housing and employment requirements. Having regard to development considerations and the candidate site assessment process, it is considered that Land at Mounon Road, Chepstow will provide a sustainable affordable housing-led mixed-use development, where there are opportunities to co-locate homes and commercial uses. This was set out in a report to Council in October 2023 whereby Council considered that the benefits of the commercial development and associated job creation at the Mounon Road site outweighed the loss of higher quality agricultural land, given the absence of alternative commercial sites and the importance of Chepstow for tourism as the gateway to the Wye Valley. In terms of infrastructure concerns, 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. In terms of health infrastructure, with regard to lack of NHS dentist and doctors in the locality, the mechanisms for improved health infrastructure sit outside of the planning process. The Council is, however, fully engaged with the health board (ABUHB) to help deliver service improvements in Chepstow and across the County as a whole.	No change required.

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		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 Mounon Road. Welsh Government Highway Officers have been consulted on the proposed allocation and have not objected to the inclusion of the Mounon 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 Mounon 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).	

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		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. Overall, further detailed Transport Assessments (TAs) are to be considered at the pre/planning application stage. Where relevant the detailed TA has the potential to be informed by the outcome of the Welsh Government's WelTAG assessments. An Air Quality Assessment (Rapport, April 2024) submitted to support the allocation has demonstrated at this high-level stage of the proposal that air quality levels at the development site (new receptors) would be below the air quality objective levels in the opening year of 2026 and in future year scenarios. Nevertheless, 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. The site contains groups of mature woodland and mature hedgerows which contain several important natural ecological habitats. The protection and preservation of these habitats is a key consideration in the development of the site. MCC's ecologists note that there are no 'in principle' constraints to the future development of the site subject to implementation of a sensitive masterplan design that incorporates appropriate inherent avoidance, mitigation and enhancement measures and provides net benefit for biodiversity. These policy requirements are set out in policies S8 and HA3 criteria (j), (k) and (l) of the RLDP. RLDP proposals will also be required to satisfy national planning policy on maintaining and enhancing biodiversity as set out in Planning Policy Wales including	

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		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.	
2627 / Mrs Deborah O’Brien / Objection	We have very few green spaces remaining in Chepstow, please rethink the proposed redevelopment - we need grassland, trees and livestock for sustainability.	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 and community well-being, 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. With regard to site selection, as brownfield opportunities within existing settlements in Monmouthshire are limited, greenfield edge of settlement opportunities have had to be considered to meet our key housing and employment requirements. Having regard to development considerations and the candidate site assessment process, it is considered that Land at Mounton Road, Chepstow will provide a sustainable affordable housing-led mixed-use development, where there are opportunities to co-locate homes and commercial uses. 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 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. The site contains groups of mature woodland and mature hedgerows which contain several important natural ecological habitats. The protection and preservation of these habitats is a key consideration in the development of the site. MCC’s	No change required.

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		ecologists note that there are no ‘in principle’ constraints to the future development of the site subject to implementation of a sensitive masterplan design that incorporates appropriate inherent avoidance, mitigation and enhancement measures and provides net benefit for biodiversity. These policy requirements are set out in policies S8 and HA3 criteria (j), (k) and (l) of the RLDP. 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.	
2627 / Mrs Deborah O’Brien / Objection	The infrastructure of roads and local amenities need to be considered before any further development. Extra traffic during construction will leave Chepstow at a standstill. Traffic has increased over the last 4 years causing tailbacks, pollution, frustration for commuters and health problems; this will be exacerbated by traffic from the new homes and guests and staff of the hotel. St Lawrence Road could be reopened to ease some congestion at Highbeech roundabout. Chepstow is already overpopulated and visitors are deterred due to the traffic problems; this is impacting local businesses. The racecourse holds amazing events but Chepstow gets slated in the press for the ensuing traffic chaos. We have very few green spaces in Chepstow, the proposed site is currently green land with trees and livestock which we need for sustainability. The site floods annually as does Caldicot Castle; this should not be ignored. Agree more	The RLDP Sustainable and Resilient Communities Strategy, represents a sustainable level of growth 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 and having regard to Welsh Government’s concerns regarding alignment with Future Wales. With regard to site selection, as brownfield opportunities within existing settlements in Monmouthshire are limited, greenfield edge of settlement opportunities have had to be considered to meet our key housing and employment requirements. Having regard to development considerations and the candidate site assessment process, it is considered that Land at Mounton Road, Chepstow will provide a sustainable affordable housing-led mixed-use development, where there are opportunities to co-locate homes and commercial uses. 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. In terms of health infrastructure, with regard to lack of NHS dentist and doctors in the locality, the mechanisms for improved health	No change required.

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	affordable housing is needed but only in the right place. Without improvements to ease the traffic issues residents will be moving away.	infrastructure sit outside of the planning process. The Council is, however, fully engaged with the health board (ABUHB) to help deliver service improvements in Chepstow and across the County as a whole. 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 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 Mounton Road is in a unique position to identify and safeguard land in the southeast part of the site for potential	

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		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. Overall, further detailed Transport Assessments (TAs) are to be considered at the pre/planning application stage. Where relevant the detailed TA has the potential to be informed by the outcome of the Welsh Government's WelTAG assessments. 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. The Flood Map for Planning does not identify any flood zones on the site. The Strategic Flood Consequence High Level Assessment concludes that there are no significant flood risk considerations to the allocation. The site is located within Zone 1 and is at low risk from all sources of flooding. A preliminary Flood Consequences Assessment (Rappor, updated June 2025) has identified that drainage solutions can be implemented, including on site surface water drainage with a Sustainable Drainage System (SuDS) drained via infiltration. Infiltration testing has been carried out, which confirms that that this method of drainage is suitable and viable. Infiltration basins are proposed across the site to serve individual catchments. 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) 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.	

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2629 / Mr Richard Taylor / Objection	Development next to Highbeech Roundabout is simply not acceptable. Traffic congestion, dangerous roundabout (Highbeech). Problems securing healthcare appointments, school places and access to other facilities with very poor public transport links. Pay to park in Chepstow means that residents are having to access shops and leisure facilities elsewhere adding to road congestion. There is little in the way of good quality, highly skilled and paid employment in the town. If the council is committed to improving quality of life and pursuing "net zero" and other environmental aspirations I would suggest that the housing developments in Chepstow are declined without definite commitments to major infrastructure improvements and access to facilities first.	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 and community well-being, 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. With regard to site selection, as brownfield opportunities within existing settlements in Monmouthshire are limited, greenfield edge of settlement opportunities have had to be considered to meet our key housing and employment requirements. Having regard to development considerations and the candidate site assessment process, it is considered that Land at Mounton Road, Chepstow will provide a sustainable affordable housing-led mixed-use development, where there are opportunities to co-locate homes and commercial uses. 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. In terms of health infrastructure, with regard to lack of NHS dentist and doctors in the locality, the mechanisms for improved health infrastructure sit outside of the planning process. The Council is, however, fully engaged with the health board (ABUHB) to help deliver service improvements in Chepstow and across the County as a whole. With regards to Highbeech roundabout, 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	No change required.

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		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 Mounton 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.	

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		Overall, further detailed Transport Assessments (TAs) are to be considered at the pre/planning application stage. Where relevant the detailed TA has the potential to be informed by the outcome of the Welsh Government's WelTAG assessments.	
2640 / Mrs Margaret Beach / Objection	Existing Highbeech roundabout traffic is highly congested and the development would exacerbate the problem. High pollution levels in A48 would be raised post development. Insufficient public infrastructure currently that will be strained further. Concerned re loss of valuable agricultural grazing group and loss of character of area by removing green space and significantly harm environment.	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 and community well-being, 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. With regard to site selection, as brownfield opportunities within existing settlements in Monmouthshire are limited, greenfield edge of settlement opportunities have had to be considered to meet our key housing and employment requirements. Having regard to development considerations and the candidate site assessment process, it is considered that Land at Mounton Road, Chepstow will provide a sustainable affordable housing-led mixed-use development, where there are opportunities to co-locate homes and commercial uses. 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 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. 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	No change required.

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		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 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 Mounton 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	

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		Tunnel Junction and Bristol. These proposals, along with Highbeech Roundabout improvements, are safeguarded from development in Policy ST5 of the RLDP. Overall, further detailed Transport Assessments (TAs) are to be considered at the pre/planning application stage. Where relevant the detailed TA has the potential to be informed by the outcome of the Welsh Government's WelTAG assessments. In terms of air pollution concerns, an Air Quality Assessment (Rapport, April 2024) submitted to support the allocation has demonstrated at this high-level stage of the proposal that air quality levels at the development site (new receptors) would be below the air quality objective levels in the opening year of 2026 and in future year scenarios. Nevertheless, 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. 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. In terms of health infrastructure, with regard to lack of NHS dentist and doctors in the locality, the mechanisms for improved health infrastructure sit outside of the planning process. The Council is, however, fully engaged with the health board (ABUHB) to help deliver service improvements in Chepstow and across the County as a whole.	

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2640 / Mrs Margaret Beach / Objection	Concern re impact on traffic congestion, increase in air pollution, access to social infrastructure and on localised green countryside and wildlife. Also concerned with impact on the wider county, not only Chepstow.	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 and community well-being, 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. With regards to traffic congestion concerns, 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 Mounon Road. Welsh Government Highway Officers have been consulted on the proposed allocation and have not objected to the inclusion of the Mounon 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	No change required.

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		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 Mounton 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. Overall, further detailed Transport Assessments (TAs) are to be considered at the pre/planning application stage. Where relevant the detailed TA has the potential to be informed by the outcome of the Welsh Government's WelTAG assessments. In relation to wildlife concerns, the site contains groups of mature woodland and mature hedgerows which contain several important natural ecological habitats. The protection and preservation of these habitats is a key consideration in the development of the site. MCC's ecologists note that there are no 'in principle' constraints to the future development of the site subject to implementation of a sensitive masterplan design that incorporates appropriate inherent avoidance, mitigation and enhancement measures and provides net benefit for biodiversity. These policy requirements are set out in policies S8 and HA3 criteria (j), (k) and (l) of the RLDP. 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.	

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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. In terms of health infrastructure, with regard to lack of NHS dentist and doctors in the locality, the mechanisms for improved health infrastructure sit outside of the planning process. The Council is, however, fully engaged with the health board (ABUHB) to help deliver service improvements in Chepstow and across the County as a whole.	
2677 / Mr Paul Thomas / Objection	Additional traffic congestion, putting additional strain on Highbeech roundabout. No extra infrastructure, so putting pressure on local amenities. Eyesore on the Wye Valley.	With regards to traffic congestion, 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	No change required.

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		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 Mounton 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. Overall, further detailed Transport Assessments (TAs) are to be considered at the pre/planning application stage. Where relevant the detailed TA has the potential to be informed by the outcome of the Welsh Government's WelTAG assessments. In terms of the visual impact of the proposal upon the gateway to the Wye Valley, a Landscape Visual Baseline (LVB) (EDP, February 2024) has been submitted, which has identified the baseline conditions of the site and surrounding area and determined those landscape and visual characteristics that might inform the design of the proposals, including recommendations for mitigation. Overall, the report concludes that the site's landscape value is considered medium value and the site's immediate and wider context has a medium overall sensitivity to change. Subject to careful design at all stages and inclusion of the recommendations, there appears to be no landscape or visual reasons which would preclude development of the site.	

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		The planning application should be further informed by Landscape and Visual Impact Assessment, which would feed into an iterative design solution. MCC's Landscape Officer considers the site from a landscape and GI perspective to be suitable for residential development. It is considered that with appropriate design and layout with development focused on eastern and north western boundaries of the site the proposed development is visually seen as extension of Chepstow's urban boundary. The design layout on the indicative masterplan seeks to retain and emphasise a parkland character by retaining this area as public parkland open space, a requirement set out in Policy HA3 criterion (g). The indicative masterplan also indicates an appropriate woodland buffer retained to the south west St Lawrence Lane boundary with the open countryside/green wedge setting/ setting with the Wye Valley AONB National Landscape, a requirement of Policy HA3 criterion (i). As such, with these design principles to locate development towards the east of the site and protect and enhance the buffer with the open countryside setting, the landscape impact of the site is acceptable. These high-level landscape design requirements are set out in policies S8 and HA3 and are demonstrated on the submitted indicative Masterplan. Collectively, along with policy S5 – Green Infrastructure, Landscape and Nature Recovery and its associated development management policies there are considered to be sufficient policy requirements to enable the authority 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 also 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. 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. In terms of health infrastructure, with regard to lack of NHS dentist and doctors in the locality, the mechanisms for improved health infrastructure sit outside of the planning process. The Council is, however, fully	

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		engaged with the health board (ABUHB) to help deliver service improvements in Chepstow and across the County as a whole.	
2684 / Dr Hopkins / Objection	Infrastructure and public transport improvements not yet in place, traffic congestion - Highbeech roundabout cannot cope with existing traffic. Landscape impact which will erode the greenbelt gateway to Chepstow. Proposed hotel and care home impact needs to be considered.	With regards to traffic congestion, 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 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 Mounton Road is in a unique position	No change required.

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		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. Overall, further detailed Transport Assessments (TAs) are to be considered at the pre/planning application stage. Where relevant the detailed TA has the potential to be informed by the outcome of the Welsh Government's WelTAG assessments. In terms of the visual impact of the proposal upon the gateway to the Wye Valley, a Landscape Visual Baseline (LVB) (EDP, February 2024) has been submitted, which has identified the baseline conditions of the site and surrounding area and determined those landscape and visual characteristics that might inform the design of the proposals, including recommendations for mitigation. Overall, the report concludes that the site's landscape value is considered medium value and the site's immediate and wider context has a medium overall sensitivity to change. Subject to careful design at all stages and inclusion of the recommendations, there appears to be no landscape or visual reasons which would preclude development of the site. The planning application should be further informed by Landscape and Visual Impact Assessment, which would feed into an iterative design solution. MCC's Landscape Officer considers the site from a landscape and GI perspective to be suitable for residential development. It is considered that with appropriate design and layout with development focused on eastern and north western boundaries of the site the proposed development is visually seen as extension of Chepstow's urban boundary. The design layout on the indicative masterplan seeks to retain and emphasise a parkland character by retaining this area as public parkland open space, a requirement set out in Policy HA3 criterion (g). The indicative masterplan also indicates an appropriate woodland buffer retained to the south west St Lawrence Lane boundary with the open countryside/green wedge setting/ setting with the Wye Valley AONB National Landscape, a	

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		requirement of Policy HA3 criterion (i). As such, with these design principles to locate development towards the east of the site and protect and enhance the buffer with the open countryside setting, the landscape impact of the site is acceptable. These high-level landscape design requirements are set out in policies S8 and HA3 and are demonstrated on the submitted indicative Masterplan. Collectively, along with policy S5 – Green Infrastructure, Landscape and Nature Recovery and its associated development management policies there are considered to be sufficient policy requirements to enable the authority 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 also help to ensure development is acceptable. With regards to the impact of the proposed hotel and care home 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.	
2701 / Mrs Claire Sinclair-Stedman / Objection	Objects to health and environmental impact of the development. Area around Highbeech roundabout has elevated NO2 levels, further development will generate additional car usage, traffic congestion, and increase emissions further. Active travel will not reduce traffic or pollution. Development conflicting with WG Wellbeing of Future Generations Act (2015). Infrastructure investment needed to mitigate the increased traffic. Concerned re impact on essential services that are already under stress. States development is viewed as incompatible with need for sustainable growth due to limited infrastructure capacity and a lack of plan to address potential strain. Concerned that new homes attract out commuters	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 and community well-being, 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 for future generations, which is reflected in the policy framework. With regards to concern of the proposal attracting out commuters, 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. The mixed-use allocation which includes provision for commercial (employment) uses, such as a hotel and residential care home (C2) is an integral element of the allocation to serve both the development site and the wider Chepstow area. The scale of commercial provision reflects a balance between the	No change required.

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	and serve to impede economic activity and growth, creating an over reliance on commuting rather than fostering self-sustaining local economy. Regarding design, concern re impact of care home and hotel on town's character and wider landscape, adjacent to Wye Valley AONB. Fears regarding the creation of an urban sprawl and diminishing of town's local beauty, with development conflicting with objectives of Historic Environment Wales Act (2023). Notes proposal in conflict to several key legal and policy frameworks for sustainable development in Wales - Planning (Wales) Act 2015, Wellbeing of Future Generations (Wales) Act 2015 emphasises sustainable development and health - increase in air pollution, congestion and strain of services conflict this. Welsh Gov Environmental Air Quality and Soundscapes Act 2024 and Public Health Act 2017 also appear to be in conflict due to worsening of air quality and harm to public health.	creation of a sustainable community and job provision/ support for Monmouthshire's economy. With regards to traffic congestion, the operational capacity of the Highbeeche 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 Highbeeche 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 Highbeeche 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 Mounton Road is in a unique position to identify and safeguard land in the southeast part of the site for potential	

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		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. Overall, further detailed Transport Assessments (TAs) are to be considered at the pre/planning application stage. Where relevant the detailed TA has the potential to be informed by the outcome of the Welsh Government's WelTAG assessments. In terms of the visual impact of the proposal upon the gateway to the Wye Valley, a Landscape Visual Baseline (LVB) (EDP, February 2024) has been submitted, which has identified the baseline conditions of the site and surrounding area and determined those landscape and visual characteristics that might inform the design of the proposals, including recommendations for mitigation. Overall, the report concludes that the site's landscape value is considered medium value and the site's immediate and wider context has a medium overall sensitivity to change. Subject to careful design at all stages and inclusion of the recommendations, there appears to be no landscape or visual reasons which would preclude development of the site. The planning application should be further informed by Landscape and Visual Impact Assessment, which would feed into an iterative design solution. MCC's Landscape Officer considers the site from a landscape and GI perspective to be suitable for residential development. It is considered that with appropriate design and layout with development focused on eastern and north western boundaries of the site the proposed development is visually seen as extension of Chepstow's urban boundary. The design layout on the indicative masterplan seeks to retain and emphasise a parkland character by retaining this area as public parkland open space, a requirement set out in Policy HA3 criterion (g). The indicative masterplan also indicates an appropriate woodland buffer retained to the south west St Lawrence Lane boundary with the open countryside/green wedge setting/ setting with the Wye Valley AONB National Landscape, a requirement of Policy HA3 criterion (i). As such, with these design principles to	

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		locate development towards the east of the site and protect and enhance the buffer with the open countryside setting, the landscape impact of the site is acceptable. These high-level landscape design requirements are set out in policies S8 and HA3 and are demonstrated on the submitted indicative Masterplan. Collectively, along with policy S5 – Green Infrastructure, Landscape and Nature Recovery and its associated development management policies there are considered to be sufficient policy requirements to enable the authority 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 also help to ensure development is acceptable. With regards to impact on historic character, the site is outside a Conservation Area, however, Mathern's Conservation Area boundary which includes Wyelands Historic Park and Gardens, is just to the south of the site boundary. The site is also within the parkland setting of the Grade II Listed St Lawrence House, which is located just to the north boundary of the site, along with several other characterful residential properties to the north. Cadw's consultation response to the proposal is that intervening vegetation already provides significant screening of the site from the registered Wyelands historic park and garden and careful design should provide additional screening ensuring that the proposed development will not have a significant impact on their settings. MCC'S Heritage Officer's view is that the retention of the western edge of the site as open parkland on the indicative masterplan ensures the setting of the historic environment can be mitigated. This area is essential for the protection of the listed St Lawrence House and wider historic landscape. In relation to air pollution concerns, an Air Quality Assessment (Rapport, April 2024) submitted to support the allocation has demonstrated at this high-level stage of the proposal that air quality levels at the development site (new receptors) would be below the air quality objective levels in the opening year of 2026 and in future year scenarios. Nevertheless, 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	

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		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.	
2706 / Miss Anna Chapman / Objection	Chepstow just hasn't the infrastructure to cope with any new developments. Roads are crumbling, Larkfield roundabout and A466 can be heavily congested. Air pollution in the area is poor. Without serious changes and improvements to the roads including extra lanes, bypass and continuous road maintenance then this plan is a disgrace.	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 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	No change required.

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		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 Mounon 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. Overall, further detailed Transport Assessments (TAs) are to be considered at the pre/planning application stage. Where relevant the detailed TA has the potential to be informed by the outcome of the Welsh Government's WelTAG assessments. In relation to air pollution concerns, an Air Quality Assessment (Rapport, April 2024) submitted to support the allocation has demonstrated at this high-level stage of the proposal that air quality levels at the development site (new receptors) would be below the air quality objective levels in the opening year of 2026 and in future year scenarios. Nevertheless, 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.	
2709 / Mr Chris Chimes / Objection	I do not think that any more house building should take place in or near Chepstow until a solution is found to the problem of the	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 Mounon Road. Welsh Government Highway	No change required.

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	severe traffic delays that occur at rush hour, and which are also caused by any incident on key roads such as Hardwick Hill.	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 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 Mounton 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	

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		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. Overall, further detailed Transport Assessments (TAs) are to be considered at the pre/planning application stage. Where relevant the detailed TA has the potential to be informed by the outcome of the Welsh Government's WelTAG assessments.	
2709 / Mr Chris Chimes / Objection	Development should not take place in or around Chepstow until significant improvement is made to traffic flow in the area, especially on key roads such as Hardwick Hill	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 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	No change required.

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		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 Mounton 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. Overall, further detailed Transport Assessments (TAs) are to be considered at the pre/planning application stage. Where relevant the detailed TA has the potential to be informed by the outcome of the Welsh Government's WelTAG assessments.	
2736 / Mr Paul Fry / Objection	Currently there are significant issues with delays and traffic queuing at Highbeech roundabout at peak times. This particular pinch point has had no investment or improvements made in the last 8-10 years. This particular Strategic Allocation is proposed "slap bang in the middle" of this significant problem. There is no mention of infrastructure amendments, contingencies etc. I fully understand that the area requires new housing. What are the plans for infrastructure improvements? Where are these located? When will they be delivered? Undertake the required improvements in infrastructure FIRST and THEN propose new housing developments.	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	No change required.

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		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 Mounton 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. Overall, further detailed Transport Assessments (TAs) are to be considered at the pre/planning application stage. Where relevant the detailed TA has the potential to be informed by the outcome of the Welsh Government's WelTAG assessments.	
2761 / Mr John Holdsworth / Objection	The traffic congestion already is beyond that which can be accepted. Until the Welsh government takes significant action to improve the traffic situation these houses should not be given planning permission. The environmental damage done by this new site will affect the wildlife	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	No change required.

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	and views from the Monmouth Road as it leaves Larkfield roundabout towards the Area of Natural Beauty nearby. It seems misguided to use farm land for housing and hotel/care home new builds. Services in Chepstow need to improve to cope with the new build population. Schools and Healthcare are just two of the issues that need addressing.	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 Mounon 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. Overall, further detailed Transport Assessments (TAs) are to be considered at the	

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		pre/planning application stage. Where relevant the detailed TA has the potential to be informed by the outcome of the Welsh Government's WelTAG assessments. With regards to wildlife concerns, the site contains groups of mature woodland and mature hedgerows which contain several important natural ecological habitats. The protection and preservation of these habitats is a key consideration in the development of the site. MCC's ecologists note that there are no 'in principle' constraints to the future development of the site subject to implementation of a sensitive masterplan design that incorporates appropriate inherent avoidance, mitigation and enhancement measures and provides net benefit for biodiversity. These policy requirements are set out in policies S8 and HA3 criteria (j), (k) and (l) of the RLDP. 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. In terms of the visual impact of the proposal upon the gateway to the Wye Valley, a Landscape Visual Baseline (LVB) (EDP, February 2024) has been submitted, which has identified the baseline conditions of the site and surrounding area and determined those landscape and visual characteristics that might inform the design of the proposals, including recommendations for mitigation. Overall, the report concludes that the site's landscape value is considered medium value and the site's immediate and wider context has a medium overall sensitivity to change. Subject to careful design at all stages and inclusion of the recommendations, there appears to be no landscape or visual reasons which would preclude development of the site. The planning application should be further informed by Landscape and Visual Impact Assessment, which would feed into an iterative design solution. MCC's Landscape Officer considers the site from a landscape and GI perspective to be suitable for residential development. It is considered that with appropriate design and layout with development focused on eastern and north western boundaries of the site the proposed development is visually seen as extension of Chepstow's urban boundary. The design layout on the indicative masterplan seeks	

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		to retain and emphasise a parkland character by retaining this area as public parkland open space, a requirement set out in Policy HA3 criterion (g). The indicative masterplan also indicates an appropriate woodland buffer retained to the south west St Lawrence Lane boundary with the open countryside/green wedge setting/ setting with the Wye Valley AONB National Landscape, a requirement of Policy HA3 criterion (i). As such, with these design principles to locate development towards the east of the site and protect and enhance the buffer with the open countryside setting, the landscape impact of the site is acceptable. These high-level landscape design requirements are set out in policies S8 and HA3 and are demonstrated on the submitted indicative Masterplan. Collectively, along with policy S5 – Green Infrastructure, Landscape and Nature Recovery and its associated development management policies there are considered to be sufficient policy requirements to enable the authority 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 also 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. 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, which includes education/ school provision, will be further considered and agreed via legal agreements (Section 106 agreements) as part of the planning application process. In terms of health infrastructure, with regard to lack of NHS dentist and doctors in the locality, the mechanisms for improved health infrastructure sit outside of the planning process. The Council is, however, fully engaged with the health board (ABUHB) to help deliver service improvements in Chepstow and across the County as a whole. With regard to site selection, as brownfield opportunities within existing settlements in Monmouthshire are limited, greenfield edge of settlement opportunities have had to be considered to meet our key housing and employment	

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		requirements. Having regard to development considerations and the candidate site assessment process, it is considered that Land at Mounon Road, Chepstow will provide a sustainable affordable housing-led mixed-use development, where there are opportunities to co-locate homes and commercial uses.	
2761 / Mr John Holdsworth / Objection	The planned location of house and hotel/care home on the entrance to the Wye valley is wrong.	With regard to site selection, as brownfield opportunities within existing settlements in Monmouthshire are limited, greenfield edge of settlement opportunities have had to be considered to meet our key housing and employment requirements. Having regard to development considerations and the candidate site assessment process, it is considered that Land at Mounon Road, Chepstow will provide a sustainable affordable housing-led mixed-use development, where there are opportunities to co-locate homes and commercial uses. This was set out in a report to Council in October 2023 whereby Council considered that the benefits of the commercial development and associated job creation at the Mounon Road site outweighed the loss of higher quality agricultural land, given the absence of alternative commercial sites and the importance of Chepstow for tourism as the gateway to the Wye Valley. In terms of the visual impact of the proposal upon the gateway to the Wye Valley, a Landscape Visual Baseline (LVB) (EDP, February 2024) has been submitted, which has identified the baseline conditions of the site and surrounding area and determined those landscape and visual characteristics that might inform the design of the proposals, including recommendations for mitigation. Overall, the report concludes that the site's landscape value is considered medium value and the site's immediate and wider context has a medium overall sensitivity to change. Subject to careful design at all stages and inclusion of the recommendations, there appears to be no landscape or visual reasons which would preclude development of the site. The planning application should be further informed by Landscape and Visual Impact Assessment, which would feed into an iterative design solution. MCC's Landscape Officer considers the site from a landscape and GI perspective to be suitable for residential development. It is considered that with appropriate design and layout with development focused on eastern and north western boundaries of the site the proposed development is visually seen as extension of Chepstow's urban boundary. The design layout on the indicative masterplan seeks to retain and emphasise a parkland character by retaining this area as public parkland open space, a requirement set out in Policy HA3 criterion (g). The	No change required.

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		indicative masterplan also indicates an appropriate woodland buffer retained to the south west St Lawrence Lane boundary with the open countryside/green wedge setting/ setting with the Wye Valley AONB National Landscape, a requirement of Policy HA3 criterion (i). As such, with these design principles to locate development towards the east of the site and protect and enhance the buffer with the open countryside setting, the landscape impact of the site is acceptable. These high-level landscape design requirements are set out in policies S8 and HA3 and are demonstrated on the submitted indicative Masterplan. Collectively, along with policy S5 – Green Infrastructure, Landscape and Nature Recovery and its associated development management policies there are considered to be sufficient policy requirements to enable the authority 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 also help to ensure development is acceptable.	
2769 / Dr Peter Thompson / Objection	The chosen site is in the wrong place and the traffic will get worse and worse whilst the supporting services will crumble. The A466 is always busy without any further development. exit from the proposed site almost certainly needing traffic lights.	With regard to site selection, as brownfield opportunities within existing settlements in Monmouthshire are limited, greenfield edge of settlement opportunities have had to be considered to meet our key housing and employment requirements. Having regard to development considerations and the candidate site assessment process, it is considered that Land at Mounton Road, Chepstow will provide a sustainable affordable housing-led mixed-use development, where there are opportunities to co-locate homes and commercial uses. This was set out in a report to Council in October 2023 whereby Council considered that the benefits of the commercial development and associated job creation at the Mounton Road site outweighed the loss of higher quality agricultural land, given the absence of alternative commercial sites and the importance of Chepstow for tourism as the gateway to the Wye Valley. 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	No change required.

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		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 Mounon 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. Overall, further detailed Transport Assessments (TAs) are to be considered at the	

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		pre/planning application stage. Where relevant the detailed TA has the potential to be informed by the outcome of the Welsh Government's WelTAG assessments.	
2769 / Dr Peter Thompson / Objection	Before housing can be developed, infrastructure needs to be improved to serve the current population at an acceptable level with social infrastructure not working efficiently currently and roads highly congested in proximity to the site (Highbeech roundabout). Development will exacerbate congestion on the A466. Additionally, the children's play areas set on plans appear minimal and uninviting.	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. With regards to transport infrastructure, 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.	No change required.

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		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 Mounton 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. Overall, further detailed Transport Assessments (TAs) are to be considered at the pre/planning application stage. Where relevant the detailed TA has the potential to be informed by the outcome of the Welsh Government's WelTAG assessments. In relation to the play space on the illustrative masterplan within the Deposit RLDP, this is a high-level indicative plan. The play provision on site will be required to meet the requirements as set out in the Infrastructure Delivery Plan and further detail and design of the play area will be considered as part of the planning application process.	
2775 / Mr Robert Kellaway / Objection	Objection to planned building of houses with no improvement to the existing infrastructure around Chepstow, especially with proximity to Highbeech roundabout and the resulting pollution and congestion that would come as part of the	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	No change required.

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	development, with pollution causing a health hazard for local people. A bypass should be built to remove all but local traffic from Highbeech and Hardwick Hill and without that bypass, no development should take place. Rejects principle of affordable housing due to potential social risks.	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. With regards to transport infrastructure, 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 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 Mounton Road is in a unique position to identify and safeguard land in the southeast part of the site for potential	

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		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. Overall, further detailed Transport Assessments (TAs) are to be considered at the pre/planning application stage. Where relevant the detailed TA has the potential to be informed by the outcome of the Welsh Government's WelTAG assessments. A proposal for a Chepstow Bypass is not set out within the current Monmouthshire Local Transport Strategy (LTS) road schemes, nor within the Welsh Government Road building programme. In relation to social risks of affordable housing provision, the behaviours of people are outside the remit of the RLDP. The plan, however, provides the supportive policy framework to create inclusive, demographically balanced and resilient communities as set out in the Vision of the Plan. Strategic Policy S3 relating to sustainable placemaking and high-quality design and Policy PM1 Creating well-designed places include criteria to ensure safe and inclusive design and safe, secure and accessible environments for all members of the community.	
2790 / Mrs Sue Harwood / Objection	Road infrastructure and traffic concerns need to be dealt with before development, especially around Highbeech roundabout.	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 Mounon Road. Welsh Government Highway Officers have been consulted on the proposed allocation and have not objected to the inclusion of the Mounon 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	No change required.

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		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 Mounton 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. Overall, further detailed Transport Assessments (TAs) are to be considered at the pre/planning application stage. Where relevant the detailed TA has the potential to be informed by the outcome of the Welsh Government's WelTAG assessments.	

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2801 / Mrs Sheona Hawker / Objection	Objects to Mounton Road due to unsuitability for development due to traffic congestion at Highbeech roundabout. Further development will put significant pressure on the roundabout that is already having a detrimental impact on air quality in the area. Concerned re impact on health for future generations. Until infrastructure is improved (roads, recreational facilities, health care) Chepstow cannot sustain further housing. Plans need to be introduced to encourage business into the high street to revitalise the area. Wants concrete plans to ensure affordable housing targets are met. Also concerned re the development being a potential eye sore for visitors coming to the Wye Valley.	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 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 Mounton 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).	No change required.

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		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. Overall, further detailed Transport Assessments (TAs) are to be considered at the pre/planning application stage. Where relevant the detailed TA has the potential to be informed by the outcome of the Welsh Government's WelTAG assessments. With regards to air quality concerns, an Air Quality Assessment (Rapport, April 2024) submitted to support the allocation has demonstrated at this high-level stage of the proposal that air quality levels at the development site (new receptors) would be below the air quality objective levels in the opening year of 2026 and in future year scenarios. Nevertheless, 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. In terms of the visual impact of the proposal upon the gateway to the Wye Valley, a Landscape Visual Baseline (LVB) (EDP, February 2024) has been submitted, which has identified the baseline conditions of the site and surrounding area and determined those landscape and visual characteristics that might inform the design of the proposals, including recommendations for mitigation. Overall, the report concludes that the site's landscape value is considered medium value and the site's immediate and wider context has a medium overall sensitivity to change. Subject to careful design at all stages and inclusion of the recommendations, there appears to be no landscape or visual reasons which would preclude development of the site.	

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		The planning application should be further informed by Landscape and Visual Impact Assessment, which would feed into an iterative design solution. MCC's Landscape Officer considers the site from a landscape and GI perspective to be suitable for residential development. It is considered that with appropriate design and layout with development focused on eastern and north western boundaries of the site the proposed development is visually seen as extension of Chepstow's urban boundary. The design layout on the indicative masterplan seeks to retain and emphasise a parkland character by retaining this area as public parkland open space, a requirement set out in Policy HA3 criterion (g). The indicative masterplan also indicates an appropriate woodland buffer retained to the south west St Lawrence Lane boundary with the open countryside/green wedge setting/ setting with the Wye Valley AONB National Landscape, a requirement of Policy HA3 criterion (i). As such, with these design principles to locate development towards the east of the site and protect and enhance the buffer with the open countryside setting, the landscape impact of the site is acceptable. These high-level landscape design requirements are set out in policies S8 and HA3 and are demonstrated on the submitted indicative Masterplan. Collectively, along with policy S5 – Green Infrastructure, Landscape and Nature Recovery and its associated development management policies there are considered to be sufficient policy requirements to enable the authority 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 also help to ensure development is acceptable. With regards to delivering the affordable homes proposed site promoters for 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. With regards to revitalising Chepstow's town centre, the need to sustain and enhance the County's towns and local centres as vibrant and attractive centres, serving the needs of their population and those of their surrounding hinterlands is	

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		a key objective of the RLDP and is reflected in the Plan's policy framework Strategic Policy S14, Town, Local and Neighbourhood Centres. Furthermore, by having a level of housing growth with provision of homes (affordable and market) as well as economic growth, this provides opportunities for people to live and work in Chepstow/Monmouthshire and utilise the high streets creating footfall and vitality within the town centres.	
2815 / Mr Martin Murkin / Objection	No development should occur in or around Chepstow however the location is not suitable with notorious traffic issues, no infrastructure or road space to allow more housing to this magnitude so needs a new bypass and infrastructure prior to more housing. Additionally concerned with development on green land.	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. With regards to transport infrastructure, 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	No change required.

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		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 Mounon 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. Overall, further detailed Transport Assessments (TAs) are to be considered at the pre/planning application stage. Where relevant the detailed TA has the potential to be informed by the outcome of the Welsh Government's WelTAG assessments. A proposal for a Chepstow Bypass is not set out within the current Monmouthshire Local Transport Strategy (LTS) road schemes, nor within the Welsh Government Road building programme. In terms of the visual impact of the proposal upon the gateway to the Wye Valley, a Landscape Visual Baseline (LVB) (EDP, February 2024) has been submitted, which has identified the baseline conditions of the site and surrounding area and determined those landscape and visual characteristics that might inform the design of the proposals, including recommendations for mitigation. Overall, the report concludes that the site's landscape value is considered medium value and the site's	

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		immediate and wider context has a medium overall sensitivity to change. Subject to careful design at all stages and inclusion of the recommendations, there appears to be no landscape or visual reasons which would preclude development of the site. The planning application should be further informed by Landscape and Visual Impact Assessment, which would feed into an iterative design solution. MCC's Landscape Officer considers the site from a landscape and GI perspective to be suitable for residential development. It is considered that with appropriate design and layout with development focused on eastern and north western boundaries of the site the proposed development is visually seen as extension of Chepstow's urban boundary. The design layout on the indicative masterplan seeks to retain and emphasise a parkland character by retaining this area as public parkland open space, a requirement set out in Policy HA3 criterion (g). The indicative masterplan also indicates an appropriate woodland buffer retained to the south west St Lawrence Lane boundary with the open countryside/green wedge setting/ setting with the Wye Valley AONB National Landscape, a requirement of Policy HA3 criterion (i). As such, with these design principles to locate development towards the east of the site and protect and enhance the buffer with the open countryside setting, the landscape impact of the site is acceptable. These high-level landscape design requirements are set out in policies S8 and HA3 and are demonstrated on the submitted indicative Masterplan. Collectively, along with policy S5 – Green Infrastructure, Landscape and Nature Recovery and its associated development management policies there are considered to be sufficient policy requirements to enable the authority 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 also help to ensure development is acceptable.	
2818 / Mr Graham Anderton / Objection	Objects to Mounton road development due to lack of investment in necessary infrastructure improvements prior to development, objector suggests a by-bass approved to help congestion. Notes struggles of NHS medical service and requests a new surgery in addition to the	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	No change required.

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	hotel and questions what the development will do support children's education in the area.	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 Mounton 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. Overall, further detailed Transport Assessments (TAs) are to be considered at the	

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		pre/planning application stage. Where relevant the detailed TA has the potential to be informed by the outcome of the Welsh Government's WelTAG assessments. A proposal for a Chepstow Bypass is not set out within the current Monmouthshire Local Transport Strategy (LTS) road schemes, nor within the Welsh Government Road building programme. 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, which includes education/ school provision, will be further considered and agreed via legal agreements (Section 106 agreements) as part of the planning application process. In terms of health infrastructure, with regard to lack of NHS dentist and doctors in the locality, the mechanisms for improved health infrastructure sit outside of the planning process. The Council is, however, fully engaged with the health board (ABUHB) to help deliver service improvements in Chepstow and across the County as a whole.	
2820 / Mr Peter Frood / Objection	Developments should be contingent upon a solution to the traffic congestion in Chepstow and the Highbeech Roundabout. This congestion will not facilitate the improving of tourism to the area and possibly do the opposite.	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	No change required.

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		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 Mounton 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. Overall, further detailed Transport Assessments (TAs) are to be considered at the pre/planning application stage. Where relevant the detailed TA has the potential to be informed by the outcome of the Welsh Government's WelTAG assessments.	
2820 / Mr Peter Frood / Objection	Developments should be contingent upon a proper traffic solution to the traffic congestion through Chepstow and Highbeech roundabout.	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	No change required.

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		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 Mounton 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	

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		improvements, are safeguarded from development in Policy ST5 of the RLDLP. Overall, further detailed Transport Assessments (TAs) are to be considered at the pre/planning application stage. Where relevant the detailed TA has the potential to be informed by the outcome of the Welsh Government's WelTAG assessments.	
2823 / P.J.Nurse / Objection	Regional approach to housing development should be introduced rather than by county or settlement to address issues effectively. Traffic from other areas including, Monmouth, Raglan, Caldicot, Caerwent, parts of Gloucestershire and the Forest of Dean, along with bridge closures, increase congestion at Highbeech roundabout.	The RLDLP has been prepared with regard to relevant legislation, national planning policy and regional 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. With regards to considering traffic considerations, 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 RLDLP'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. With regards to Highbeech roundabout, 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 RLDLP policies S13 Sustainable Transport and ST1 Sustainable Transport Proposals. 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 Mounon 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. Overall, further detailed Transport Assessments (TAs) are to be considered at the pre/planning application stage. Where relevant the detailed TA has the potential to be informed by the outcome of the Welsh Government's WelTAG assessments.	
2839 / Paul Doyle / Objection	This proposal will undeniably cause: permanent ruination of a unique and distinctive rural landscape that enhances the character and identity of Chepstow and Monmouthshire, at the entry point to the Wye Valley; destruction of open space and the countryside; impact on the nature and ecosystems therein; increased traffic problems and gridlock; increased pollution; consequent environmental and climate impact; flood risk; consequent reduction in the safety, health, happiness and wellbeing of Chepstow residents. The proposed site is	The RLDP Sustainable and Resilient Communities Strategy, represents a sustainable level of growth 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 and having regard to Welsh Government's concerns regarding alignment with Future Wales. In this respect, the RLDP has a duty to address all elements of sustainable development including the provision of homes and economic growth. 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 development considerations, whilst also providing additional homes and jobs potential. With regard to site selection, as brownfield opportunities within existing settlements in Monmouthshire are limited, greenfield edge of settlement opportunities have had to be considered to meet our key housing and employment requirements. Having regard to development considerations and the candidate site	No change required.

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	inappropriate for additional housing, a new hotel and a care home.	assessment process, it is considered that Land at Mounton Road, Chepstow will provide a sustainable affordable housing-led mixed-use development, where there are opportunities to co-locate homes and commercial uses. In terms of the visual impact of the proposal upon the gateway to the Wye Valley, a Landscape Visual Baseline (LVB) (EDP, February 2024) has been submitted, which has identified the baseline conditions of the site and surrounding area and determined those landscape and visual characteristics that might inform the design of the proposals, including recommendations for mitigation. Overall, the report concludes that the site's landscape value is considered medium value and the site's immediate and wider context has a medium overall sensitivity to change. Subject to careful design at all stages and inclusion of the recommendations, there appears to be no landscape or visual reasons which would preclude development of the site. The planning application should be further informed by Landscape and Visual Impact Assessment, which would feed into an iterative design solution. MCC's Landscape Officer considers the site from a landscape and GI perspective to be suitable for residential development. It is considered that with appropriate design and layout with development focused on eastern and north western boundaries of the site the proposed development is visually seen as extension of Chepstow's urban boundary. The design layout on the indicative masterplan seeks to retain and emphasise a parkland character by retaining this area as public parkland open space, a requirement set out in Policy HA3 criterion (g). The indicative masterplan also indicates an appropriate woodland buffer retained to the south west St Lawrence Lane boundary with the open countryside/green wedge setting/ setting with the Wye Valley AONB National Landscape, a requirement of Policy HA3 criterion (i). As such, with these design principles to locate development towards the east of the site and protect and enhance the buffer with the open countryside setting, the landscape impact of the site is acceptable. These high-level landscape design requirements are set out in policies S8 and HA3 and are demonstrated on the submitted indicative Masterplan. Collectively, along with policy S5 – Green Infrastructure, Landscape and Nature Recovery and its associated development management policies there are considered to be sufficient policy requirements to enable the authority 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	

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		Country Planning (Environmental Impact Assessment) (Wales) Regulations 2017 and PPW12 will also help to ensure development is acceptable. The site contains groups of mature woodland and mature hedgerows which contain several important natural ecological habitats. The protection and preservation of these habitats is a key consideration in the development of the site. MCC's ecologists note that there are no 'in principle' constraints to the future development of the site subject to implementation of a sensitive masterplan design that incorporates appropriate inherent avoidance, mitigation and enhancement measures and provides net benefit for biodiversity. These policy requirements are set out in policies S8 and HA3 criteria (j), (k) and (l) of the RLDP. 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. With regards to traffic infrastructure, 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	

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		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 Mounton 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. Overall, further detailed Transport Assessments (TAs) are to be considered at the pre/planning application stage. Where relevant the detailed TA has the potential to be informed by the outcome of the Welsh Government's WelTAG assessments. In relation to air quality concerns, an Air Quality Assessment (Rappor, April 2024) submitted to support the allocation has demonstrated at this high-level stage of the proposal that air quality levels at the development site (new receptors) would be below the air quality objective levels in the opening year of 2026 and in future year scenarios. Nevertheless, 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	

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		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. With regards to flood risk, 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. The Flood Map for Planning does not identify any flood zones on the site. The Strategic Flood Consequence High Level Assessment concludes that there are no significant flood risk considerations to the allocation. The site is located within Zone 1 and is at low risk from all sources of flooding. A preliminary Flood Consequences Assessment (Rappor, updated June 2025) has identified that drainage solutions can be implemented, including on site surface water drainage with a Sustainable Drainage System (SuDS) drained via infiltration. Infiltration testing has been carried out which confirms that that this method of drainage is suitable and viable. Infiltration basins are proposed across the site to serve individual catchments. 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) 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.	
2866 / Enid Aston / Objection	Proposed development will cause issues with increased traffic, and pollution. Concerns re road infrastructure around Highbeech roundabout and throughout the town and quality of road surfaces. Concerns re provision of medical facilities. Sewage systems need updating and reduced water pollution and	With regards to traffic infrastructure, 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,	No change required.

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	contamination. Concerns that affordable homes will not be delivered.	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 Mounton 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. Overall, further detailed Transport Assessments (TAs) are to be considered at the	

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		pre/planning application stage. Where relevant the detailed TA has the potential to be informed by the outcome of the Welsh Government's WelTAG assessments. In relation to air quality concerns, an Air Quality Assessment (Rappor, April 2024) submitted to support the allocation has demonstrated at this high-level stage of the proposal that air quality levels at the development site (new receptors) would be below the air quality objective levels in the opening year of 2026 and in future year scenarios. Nevertheless, 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. 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. In terms of health infrastructure, with regard to lack of NHS dentist and doctors in the locality, the mechanisms for improved health infrastructure sit outside of the planning process. The Council is, however, fully engaged with the health board (ABUHB) to help deliver service improvements in Chepstow and across the County as a whole. With regards to sewerage infrastructure, The Council has consulted with Dŵr Cymru Welsh Water (DCWW) throughout the preparation of the RLDP. In response the Deposit Plan consultation, DCWW noted that the public sewerage network has sufficient existing capacity and can accept potential foul flows from the proposed allocation.	

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		In terms of delivering the proposed affordable homes, the site promoter has completed site specific financial viability assessments (FVA) to support their proposal and ensure their sites is viable based on 50% affordable housing requirements, 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.	
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 RLDP Sustainable and Resilient Communities Strategy, represents a sustainable level of growth 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 and having regard to Welsh Government's concerns regarding alignment with Future Wales. In this respect, the RLDP has a duty to address all elements of sustainable development including the provision of homes and economic growth. 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 development considerations, whilst also providing additional homes and jobs potential. 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 of 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. With regards to infrastructure provision, in accordance with Welsh Government guidance set out in the Development Plans Manual Wales (2020), an	No change required.

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		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. With regards to Chepstow's transport infrastructure issues, 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 Mounton 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.	
2922 / Paul Greenfield / Objection	Comments on the loss of the meadows, increased congestion - of which is already bad, which leads to pollution. The location of housing doesn't make sense. Negative impact on the environment. Not future proofed.	The RLDP Sustainable and Resilient Communities Strategy, represents a sustainable level of growth 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 and having regard to Welsh Government's concerns regarding alignment with Future Wales. In this respect, the RLDP has a duty to address all elements of sustainable development including the provision of homes and economic growth. The RLDP sets out the policy framework to ensure that development is delivered as	No change required.

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		sustainably as possible and in a balanced manner, having regard to development considerations, whilst also providing additional homes and jobs potential. With regard to site selection, as brownfield opportunities within existing settlements in Monmouthshire are limited, greenfield edge of settlement opportunities have had to be considered to meet our key housing and employment requirements. Having regard to development considerations and the candidate site assessment process, it is considered that Land at Mounton Road, Chepstow will provide a sustainable affordable housing-led mixed-use development, where there are opportunities to co-locate homes and commercial uses. This was set out in a report to Council in October 2023 whereby Council considered that the benefits of the commercial development and associated job creation at the Mounton Road site outweighed the loss of higher quality agricultural land, given the absence of alternative commercial sites and the importance of Chepstow for tourism as the gateway to the Wye Valley. With regards to traffic congestion concerns, 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	

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		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 Mounon 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. With regards to air quality concerns, an Air Quality Assessment (Rappor, April 2024) submitted to support the allocation has demonstrated at this high-level stage of the proposal that air quality levels at the development site (new receptors) would be below the air quality objective levels in the opening year of 2026 and in future year scenarios. Nevertheless, 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.	

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		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. The site contains groups of mature woodland and mature hedgerows which contain several important natural ecological habitats. The protection and preservation of these habitats is a key consideration in the development of the site. MCC's ecologists note that there are no 'in principle' constraints to the future development of the site subject to implementation of a sensitive masterplan design that incorporates appropriate inherent avoidance, mitigation and enhancement measures and provides net benefit for biodiversity. These policy requirements are set out in policies S8 and HA3 criteria (j), (k) and (l) of the RLDP. 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.	
2987 / Mr Mike Gleeson / Objection	Anticipated increase in air pollution, particularly nitrogen dioxide (NO₂) levels, which could worsen the already poor air quality in Chepstow. NO₂ a pollutant linked to respiratory issues and overall negative health impacts. Concern that the proposed development will exacerbate air pollution by increasing traffic congestion. The Welsh Government's Wellbeing of Future Generations Act (2015) - this development is seen as conflicting with this. Concerns are also raised about the lack of infrastructure plans to mitigate the increased traffic. The congestion caused by increased traffic will also hinder access for essential services, such as healthcare and social care workers, further straining the	The RLDP Sustainable and Resilient Communities Strategy, represents a sustainable level of growth 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 and having regard to Welsh Government's concerns regarding alignment with Future Wales. In this respect, the RLDP has a duty to address all elements of sustainable development including the provision of homes and economic growth. 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 development considerations, whilst also providing additional homes and jobs potential. With regard to site selection for residential and employment land, as brownfield opportunities within existing settlements in Monmouthshire are limited, greenfield edge of settlement opportunities have had to be considered. Having regard to development considerations and the candidate site assessment process, it is considered that Land at Mounton Road, Chepstow will provide a sustainable affordable housing-led mixed-use development, where there are opportunities to	No change required.

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	local community's health infrastructure. Concentration of pollutants in Chepstow undermines the goal 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. Location of development on Mounton rd. completely unsuitable as will exacerbate existing traffic congestion and access issues.	co-locate homes and commercial uses. This was set out in a report to Council in October 2023 whereby Council considered that the benefits of the commercial development and associated job creation at the Mounton Road site outweighed the loss of higher quality agricultural land, given the absence of alternative commercial sites and the importance of Chepstow for tourism as the gateway to the Wye Valley. With regards to traffic congestion concerns, 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 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	

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		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 Mounon 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. With regards to air quality concerns, an Air Quality Assessment (Rappor, April 2024) submitted to support the allocation has demonstrated at this high-level stage of the proposal that air quality levels at the development site (new receptors) would be below the air quality objective levels in the opening year of 2026 and in future year scenarios. Nevertheless, 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. 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	

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		and agreed via legal agreements (Section 106 agreements) as part of the planning application process. In terms of health infrastructure, with regard to lack of NHS dentist and doctors in the locality, the mechanisms for improved health infrastructure sit outside of the planning process. The Council is, however, fully engaged with the health board (ABUHB) to help deliver service improvements in Chepstow and across the County as a whole.	
3016 / Mr Matthew Brown / Objection	Does not understand the requirement for commercial use buildings, with new premises at Mounon road bringing traffic and pollution. New hotel unnecessary with low demand - concerned for small B&B owners' business. Concerned re levels of congestion on Highbeech roundabout that is already significant and resulting pollution. States Green transport plan inadequate to encourage people to use public transport over private vehicles.	The RLDP Sustainable and Resilient Communities Strategy, represents a sustainable level of growth 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 and having regard to Welsh Government's concerns regarding alignment with Future Wales. In this respect, the RLDP has a duty to address all elements of sustainable development including the provision of homes and economic growth. 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 development considerations, whilst also providing additional homes and jobs potential. With regard to site selection for residential and employment land, as brownfield opportunities within existing settlements in Monmouthshire are limited, greenfield edge of settlement opportunities have had to be considered. Having regard to development considerations and the candidate site assessment process, it is considered that Land at Mounon Road, Chepstow will provide a sustainable affordable housing-led mixed-use development, where there are opportunities to co-locate homes and commercial uses. This was set out in a report to Council in October 2023 whereby Council considered that the benefits of the commercial development and associated job creation at the Mounon Road site outweighed the loss of higher quality agricultural land, given the absence of alternative commercial sites and the importance of Chepstow for tourism as the gateway to the Wye Valley. The scale of commercial provision reflects a balance between the creation of a sustainable community and job provision/ support for Monmouthshire's economy. With regard to concerns on whether a hotel is required in the locality, the RLDP's approach to sustaining Monmouthshire's visitor economy is consistent with national policy (PPW and Future Wales), which advocates an approach for LDPs to	No change required.

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		plan positively and recognise the importance of tourism to economic prosperity and job creation in both urban and rural areas. The RLDP seeks to support economic growth, including the visitor economy which is a fundamental part of the County's economy. The Council's Tourism Strategy is seeking to increase overnight stay within Monmouthshire as current statistics indicate that most of Monmouthshire's visitors are day visitors (see Monmouthshire's Destination Management Plan 2017-2020 for further information). The proposed hotel allocation at Mounton Road being edge of settlement and approximately a 20-minute walk to the town centre, is considered to meet national planning policy objectives, as well as RLDP objectives: Objective 1 Economic Growth/Employment; Objective 2 sustaining and enhancing Monmouthshire's town centres; and Objective 16 Culture, Heritage and Welsh Language. The site's sustainable location provides the opportunity for visitors to walk to Chepstow's town centre and enable visitor trips to the high street and local businesses. A motorway/out of town location could mean that these vital visits to the town centres are missed. It is not the role of the planning system to restrict competition/innovation or preserve existing commercial interests. It is considered an additional hotel within Chepstow will support Monmouthshire's economic objectives as well as giving visitors additional choice for overnight stays within Chepstow. In relation to traffic congestion concerns, 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.	

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		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 Mounton 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. Overall, further detailed Transport Assessments (TAs) are to be considered at the pre/planning application stage. Where relevant the detailed TA has the potential to be informed by the outcome of the Welsh Government's WelTAG assessments. With regards to air pollution concerns, an Air Quality Assessment (Rappor, April 2024) submitted to support the allocation has demonstrated at this high-level stage of the proposal that air quality levels at the development site (new receptors)	

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		would be below the air quality objective levels in the opening year of 2026 and in future year scenarios. Nevertheless, 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.	
3063 / Mr Peter Hudson / Objection	More housing cannot be achieved without regard to infrastructure needed to support the increased population. Chepstow is a nightmare for commuting traffic and existing road infrastructure cannot cope. No action with regards to Chepstow bypass so development should be delayed until it is a reality. Careful thought should be given to the housing mix as 1-2 bedroom properties would be more beneficial. Medical and dentist facilities are needed as services are currently overstretched. Infrastructure improvements should be in place before additional housing is pursued.	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. In terms of health infrastructure, with regard to lack of NHS dentist and doctors in the locality, the mechanisms for improved health infrastructure sit outside of the planning process. The Council is, however, fully engaged with the health board (ABUHB) to help deliver service improvements in Chepstow and across the County as a whole. With regards to road infrastructure and Highbeech roundabout improvements, 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	No change required.

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		(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 Mounton 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.	

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		Overall, further detailed Transport Assessments (TAs) are to be considered at the pre/planning application stage. Where relevant the detailed TA has the potential to be informed by the outcome of the Welsh Government's WelTAG assessments. A proposal for a Chepstow Bypass is not set out within the current Monmouthshire Local Transport Strategy (LTS) road schemes, nor within the Welsh Government Road building Programme. With regards to housing mix of the proposal, the RLDP provides the supportive policy framework with Policy H8 'Housing Mix' to ensure a range and mix of house, types, tenure and sizes are to be required with new development proposals. 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 retaining and attracting younger age groups to help rebalance the County's demographic - a key objective of the RLDP's strategy.	
3066 / Mrs Caroline Cobbe / Objection	Objects due to lack of infrastructure in place to cope with the extra people and vehicles that would come with the development with the roads from Highbeech Roundabout currently strained. Social infrastructure also an issue (Doctors, Dentists etc). Public transport needs improving for people to use it reliably.	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. In terms of health infrastructure, with regard to lack of NHS dentist and doctors in the locality, the mechanisms for improved health infrastructure sit outside of the planning process. The Council is, however, fully engaged with the health board (ABUHB) to help deliver service improvements in Chepstow and across the County as a whole. With regards to road infrastructure and Highbeech roundabout improvements, 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	No change required.

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		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 Mounton 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	

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		Tunnel Junction and Bristol. These proposals, along with Highbeech Roundabout improvements, are safeguarded from development in Policy ST5 of the RLDP. Overall, further detailed Transport Assessments (TAs) are to be considered at the pre/planning application stage. Where relevant the detailed TA has the potential to be informed by the outcome of the Welsh Government's WelTAG assessments.	
3068 / Mrs M. Gibbs / Objection	The strategic allocation of land at Mounton Road refers to ensuring land is safeguarded for potential future improvements to the Highbeech Roundabout. This cannot be a 'potential future proposal' - it must be in place before any proposed development is started. The number of houses proposed and new commercial developments will only exacerbate existing traffic problems. Health infrastructure - Chepstow has outgrown its existing healthcare provision, wait times for GP and dental services are often excessive. Chepstow is fast becoming overdeveloped. The proposals for Mounton Road will undoubtedly change the character of Chepstow further - the beautiful landscape around Chepstow as a main route to The Wye Valley AONB is fast becoming just another urban sprawl.	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. In terms of health infrastructure, with regard to lack of NHS dentist and doctors in the locality, the mechanisms for improved health infrastructure sit outside of the planning process. The Council is, however, fully engaged with the health board (ABUHB) to help deliver service improvements in Chepstow and across the County as a whole. With regards to road infrastructure and Highbeech roundabout improvements, 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 Mounton 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. Overall, further detailed Transport Assessments (TAs) are to be considered at the pre/planning application stage. Where relevant the detailed TA has the potential to be informed by the outcome of the Welsh Government's WelTAG assessments. In terms of the visual impact of the proposal upon the gateway to the Wye Valley, a Landscape Visual Baseline (LVB) (EDP, February 2024) has been submitted, which has identified the baseline conditions of the site and surrounding area and determined those landscape and visual characteristics that might inform the design of the proposals, including recommendations for mitigation. Overall, the report	

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		concludes that the site's landscape value is considered medium value and the site's immediate and wider context has a medium overall sensitivity to change. Subject to careful design at all stages and inclusion of the recommendations, there appears to be no landscape or visual reasons which would preclude development of the site. The planning application should be further informed by Landscape and Visual Impact Assessment, which would feed into an iterative design solution. MCC's Landscape Officer considers the site from a landscape and GI perspective to be suitable for residential development. It is considered that with appropriate design and layout with development focused on eastern and north western boundaries of the site the proposed development is visually seen as extension of Chepstow's urban boundary. The design layout on the indicative masterplan seeks to retain and emphasise a parkland character by retaining this area as public parkland open space, a requirement set out in Policy HA3 criterion (g). The indicative masterplan also indicates an appropriate woodland buffer retained to the south west St Lawrence Lane boundary with the open countryside/green wedge setting/ setting with the Wye Valley AONB National Landscape, a requirement of Policy HA3 criterion (i). As such, with these design principles to locate development towards the east of the site and protect and enhance the buffer with the open countryside setting, the landscape impact of the site is acceptable. These high-level landscape design requirements are set out in policies S8 and HA3 and are demonstrated on the submitted indicative Masterplan. Collectively, along with policy S5 – Green Infrastructure, Landscape and Nature Recovery and its associated development management policies there are considered to be sufficient policy requirements to enable the authority 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 also help to ensure development is acceptable.	
3069 / Mrs Lindsey Painter / Objection	Adding hotel, care home, and 146 houses would increase traffic past its current unacceptable levels. Social infrastructure struggling due to influx of properties and there is no infrastructure in relation to	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	No change required.

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	buses and trains ensuring reliability on cars.	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. In terms of health infrastructure, with regard to lack of NHS dentist and doctors in the locality, the mechanisms for improved health infrastructure sit outside of the planning process. The Council is, however, fully engaged with the health board (ABUHB) to help deliver service improvements in Chepstow and across the County as a whole. With regards to road infrastructure and Highbeech roundabout improvements, 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 solutions based on deliverability, well- being and affordability considerations. Subsequently, there is a wider strategic approach to travel and traffic	

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3072 / Mrs Anne Winter / Objection	Traffic is already bad, Chepstow is often grid locked Our infrastructure cannot take another 140 houses Also why build a hotel? Who wants to come to stay in Chepstow when the high street looks so awful. Maybe think about reducing rent/ giving incentives so businesses can thrive. Maybe use some of the space in town to convert into flats. Understands that there is a need for housing but there must be a better way than building in an area which would negatively impact the wellbeing of those already living there.	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. In terms of health infrastructure, with regard to lack of NHS dentist and doctors in the locality, the mechanisms for improved health infrastructure sit outside of the planning process. The Council is, however, fully engaged with the health board (ABUHB) to help deliver service improvements in Chepstow and across the County as a whole. With regards to road infrastructure and Highbeech roundabout improvements, the operational capacity of the Highbeech roundabout, which is under the jurisdiction of Welsh Government (WG) Highways, is a key consideration to the development	No change required.

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		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 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 Mounton 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. Overall, further detailed Transport Assessments (TAs) are to be considered at the pre/planning application stage. Where relevant the detailed TA has the potential to be informed by the outcome of the Welsh Government's WelTAG assessments. With regards to supporting residential uses within Chepstow's town centre, the need to sustain and enhance the County's towns and local centres as vibrant and attractive centres, is a key objective of the RLDP and is reflected in the Plan's policy framework Strategic Policy S14, Town, Local and Neighbourhood Centres, which supports a variety of retail, commercial, leisure and cultural uses within town centre locations including residential uses, where appropriate, as it is recognised residential uses can help increase vitality and viability of town centres. The Plan is supportive of converting vacant units and change of uses to residential uses in the town centres providing it meets the Policy requirements of RC1 - Central Shopping and Commercial Areas.	
3072 / Mrs Anne Winter / Objection	Can't see the need for a new hotel in Chepstow. Why not spend money on improving the ones already built?	The RLDP's approach to sustaining Monmouthshire's visitor economy is consistent with national policy (PPW and Future Wales), which advocates an approach for LDPs to plan positively and recognise the importance of tourism to economic prosperity and job creation in both urban and rural areas. The RLDP seeks to support economic growth, including the visitor economy which is a fundamental part of the County's economy. The Council's Tourism Strategy is seeking to increase overnight stay within Monmouthshire as current statistics indicate that most of Monmouthshire's visitors are day visitors (see Monmouthshire's Destination Management Plan 2017-2020 for further information). The proposed hotel allocation at Mounon Road being edge of settlement and approximately a 20-minute walk to the town centre, is considered to meet national planning policy objectives, as well as RLDP objectives : Objective 1 Economic Growth/Employment; Objective 2 sustaining and enhancing Monmouthshire's town centres; and Objective 16 Culture, Heritage and Welsh Language. The site's sustainable location provides the opportunity for visitors to walk to Chepstow's town centre and enable visitor trips to the high street and local businesses. A	No change required.

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		motorway/out of town location could mean that these vital visits to the town centres are missed. It is not the role of the planning system to restrict competition/innovation or preserve existing commercial interests. It is considered an additional hotel within Chepstow will support Monmouthshire's economic objectives as well as giving visitors additional choice for overnight stays within Chepstow.	
3075 / Mr David Neal / Objection	Concerns of an increase in air pollution from increased car usage, traffic and congestion, particularly around Highbeech roundabout as the area is an AQMA, conflicting with WG's Wellbeing of future generations act. Concerns re lack of infrastructure to reduce increased traffic hindering access to essential services, such as health infrastructure and oversubscribed schools. Concerns on economic impact caused by out commuters from Bristol, Cardiff and Newport increasing car dependency. Concerns re design of development and impact on Chepstow's character, landscape and loss of greenspace including setting of Wye Valley AONB conflicting with Historic Environment Wales Act. Local Authority should reconsider the developments inclusion in the RLDP, and formal complaints will be considered if development proceeds without adequate consideration.	The RLDP Sustainable and Resilient Communities Strategy, represents a sustainable level of growth 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 and having regard to Welsh Government's concerns regarding alignment with Future Wales. In this respect, the RLDP has a duty to address all elements of sustainable development including the provision of homes and economic growth. 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 development considerations, whilst also providing additional homes and jobs potential. With regards to concern of the proposal attracting out commuters, 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. The mixed-use allocation which includes provision for commercial (employment) uses, such as a hotel and residential care home (C2) is an integral element of the allocation to serve both the development site and the wider Chepstow area. The scale of commercial provision reflects a balance between the creation of a sustainable community and job provision/ support for Monmouthshire's economy. With regards to traffic congestion, 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	No change required.

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		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 Mounton 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.	

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		Overall, further detailed Transport Assessments (TAs) are to be considered at the pre/planning application stage. Where relevant the detailed TA has the potential to be informed by the outcome of the Welsh Government's WelTAG assessments. With regards to air quality concerns, an Air Quality Assessment (Rappor, April 2024) submitted to support the allocation has demonstrated at this high-level stage of the proposal that air quality levels at the development site (new receptors) would be below the air quality objective levels in the opening year of 2026 and in future year scenarios. Nevertheless, 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. In terms of the visual impact of the proposal upon the gateway to the Wye Valley, a Landscape Visual Baseline (LVB) (EDP, February 2024) has been submitted, which has identified the baseline conditions of the site and surrounding area and determined those landscape and visual characteristics that might inform the design of the proposals, including recommendations for mitigation. Overall, the report concludes that the site's landscape value is considered medium value and the site's immediate and wider context has a medium overall sensitivity to change. Subject to careful design at all stages and inclusion of the recommendations, there appears to be no landscape or visual reasons which would preclude development of the site. The planning application should be further informed by Landscape and Visual Impact Assessment, which would feed into an iterative design solution. MCC's Landscape Officer considers the site from a landscape and GI perspective to be suitable for residential development. It is considered that with appropriate design and layout with development focused on eastern and north western boundaries of the site the proposed development is visually seen as extension of Chepstow's urban boundary. The design layout on the indicative masterplan seeks to retain and emphasise a parkland character by retaining this area as public	

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		parkland open space, a requirement set out in Policy HA3 criterion (g). The indicative masterplan also indicates an appropriate woodland buffer retained to the south west St Lawrence Lane boundary with the open countryside/green wedge setting/ setting with the Wye Valley AONB National Landscape, a requirement of Policy HA3 criterion (i). As such, with these design principles to locate development towards the east of the site and protect and enhance the buffer with the open countryside setting, the landscape impact of the site is acceptable. These high-level landscape design requirements are set out in policies S8 and HA3 and are demonstrated on the submitted indicative Masterplan. Collectively, along with policy S5 – Green Infrastructure, Landscape and Nature Recovery and its associated development management policies there are considered to be sufficient policy requirements to enable the authority 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 also help to ensure development is acceptable. With regards to impact on historic character, the site is outside a Conservation Area, however, Mathern's Conservation Area boundary which includes Wyelands Historic Park and Gardens, is just to the south of the site boundary. The site is also within the parkland setting of the Grade II Listed St Lawrence House, which is located just to the north boundary of the site, along with several other characterful residential properties to the north. Cadw's consultation response to the proposal is that intervening vegetation already provides significant screening of the site from the registered Wyelands historic park and garden and careful design should provide additional screening ensuring that the proposed development will not have a significant impact on their settings. MCC'S Heritage Officer's view is that the retention of the western edge of the site as open parkland on the indicative masterplan ensures the setting of the historic environment can be mitigated. This area is essential for the protection of the listed St Lawrence House and wider historic landscape.	
3076 / Mr Dominic Lea / Objection	St Lawrence Road already extremely busy, with insufficient pedestrian crossing, made even worse when bridges are closed. Other nearby developments (Caldicot, Magor,	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	No change required.

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	Cricket) will also exacerbate this. Insufficient infrastructure (doctors, dentists) in Chepstow already. The field for proposed development is currently an attractive entrance into Wye Valley (with sheep in the fields and far stretching views). Removing this would be a significant detriment to the character of the area.	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 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 Mounton 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	

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		Tunnel Junction and Bristol. These proposals, along with Highbeech Roundabout improvements, are safeguarded from development in Policy ST5 of the RLDP. Overall, further detailed Transport Assessments (TAs) are to be considered at the pre/planning application stage. Where relevant the detailed TA has the potential to be informed by the outcome of the Welsh Government's WelTAG assessments. 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. In terms of health infrastructure, with regard to lack of NHS dentist and doctors in the locality, the mechanisms for improved health infrastructure sit outside of the planning process. The Council is, however, fully engaged with the health board (ABUHB) to help deliver service improvements in Chepstow and across the County as a whole. In terms of the visual impact of the proposal upon the gateway to the Wye Valley, a Landscape Visual Baseline (LVB) (EDP, February 2024) has been submitted, which has identified the baseline conditions of the site and surrounding area and determined those landscape and visual characteristics that might inform the design of the proposals, including recommendations for mitigation. Overall, the report concludes that the site's landscape value is considered medium value and the site's immediate and wider context has a medium overall sensitivity to change. Subject to careful design at all stages and inclusion of the recommendations, there appears to be no landscape or visual reasons which would preclude development of the site. The planning application should be further informed by Landscape and Visual Impact Assessment, which would feed into an iterative design solution. MCC's Landscape Officer considers the site from a landscape and GI perspective to be suitable for residential development. It is considered that with appropriate design and layout with development focused on eastern and north western boundaries of the site the proposed development is visually seen as extension of	

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		Chepstow's urban boundary. The design layout on the indicative masterplan seeks to retain and emphasise a parkland character by retaining this area as public parkland open space, a requirement set out in Policy HA3 criterion (g). The indicative masterplan also indicates an appropriate woodland buffer retained to the south west St Lawrence Lane boundary with the open countryside/green wedge setting/ setting with the Wye Valley AONB National Landscape, a requirement of Policy HA3 criterion (i). As such, with these design principles to locate development towards the east of the site and protect and enhance the buffer with the open countryside setting, the landscape impact of the site is acceptable. These high-level landscape design requirements are set out in policies S8 and HA3 and are demonstrated on the submitted indicative Masterplan. Collectively, along with policy S5 – Green Infrastructure, Landscape and Nature Recovery and its associated development management policies there are considered to be sufficient policy requirements to enable the authority 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 also help to ensure development is acceptable.	
3081 / Mr Richard Watkins / Objection	Highbeech roundabout suffers from severe congestion at most times of day. The congestion has got much worse over the last 10 years as more housing has been built. building more houses right on top of probably the worst bottleneck in the county is a recipe for gridlock. The Plan should be changed by scrapping the proposed development of this land and, if necessary, substituting development elsewhere in the county where transport links are under less pressure.	The RLDP Sustainable and Resilient Communities Strategy, represents a sustainable level of growth 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 and having regard to Welsh Government's concerns regarding alignment with Future Wales. In this respect, the RLDP has a duty to address all elements of sustainable development including the provision of homes and economic growth. 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 development considerations, whilst also providing additional homes and jobs potential. 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 of 37%. This	No change required.

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		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. In terms of congestion concerns, 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	

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		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 Mounton 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. Overall, further detailed Transport Assessments (TAs) are to be considered at the pre/planning application stage. Where relevant the detailed TA has the potential to be informed by the outcome of the Welsh Government's WelTAG assessments.	
3083 / Mr Andrew Murray / Objection	Cannot support such a plan until something constructive has been achieved with Chepstow's significant and seemingly increasing infrastructure problems. Chepstow's core infrastructure urgently needs addressing and the council's proposal is simply ignoring the current infrastructure reality.	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.	No change required.

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		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 Mounton 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. Overall, further detailed Transport Assessments (TAs) are to be considered at the pre/planning application stage. Where relevant the detailed TA has the potential to be informed by the outcome of the Welsh Government's WelTAG assessments. Moreover with regards to the provision of all type of infrastructure required to support the proposal, in accordance with Welsh Government guidance set out in the Development Plans Manual Wales (2020), an Infrastructure Delivery Plan has	

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		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.	
3084 / Mary Evans / Objection	Land at Bayfield was first choice and more suitable. Concerns re road infrastructure, traffic, pollution and pedestrian safety around Highbeech roundabout needs improvement. Doctors, dentists and public services cannot cope. Use of greenfield land will negatively impact setting of Wye Valley. Development will negatively impact already suffering town centre and retail/commercial prospects. Bristol and Cardiff are the preferred shopping areas. Hotel not needed as already a few around Highbeech roundabout.	In October 2023, Council agreed a report of post consultation Preferred Strategy changes. The change in the strategic site allocation in Chepstow from Bayfield, as shown in the consultation version of the Preferred Strategy, to Mounon Road was one such change. On balance, the Council considered that the benefits of the commercial development and associated job creation at the Mounon Road site outweigh the loss of higher quality agricultural land and encroachment into the existing green wedge separating Chepstow and Pwllmeyric, given the absence of alternative commercial sites and the importance of Chepstow for tourism as the gateway to the Wye Valley. With regard to concerns on whether a hotel is required in the locality, The RLDP's approach to sustaining Monmouthshire's visitor economy is consistent with national policy (PPW and Future Wales), which advocates an approach for LDPs to plan positively and recognise the importance of tourism to economic prosperity and job creation in both urban and rural areas. The RLDP seeks to support economic growth, including the visitor economy which is a fundamental part of the County's economy. The Council's Tourism Strategy is seeking to increase overnight stay within Monmouthshire as current statistics indicate that most of Monmouthshire's visitors are day visitors (see Monmouthshire's Destination Management Plan 2017-2020 for further information). The proposed hotel allocation at Mounon Road being edge of settlement and approximately a 20-minute walk to the town centre, is considered to meet national planning policy objectives, as well as RLDP objectives : Objective 1 Economic Growth/Employment; Objective 2 sustaining and enhancing Monmouthshire's town centres; and Objective 16 Culture, Heritage and Welsh Language. The site's sustainable location provides the opportunity for visitors to walk to Chepstow's town centre and enable visitor trips to the high street and local businesses.	No change required.

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		The RLDP also provides the supportive framework to sustain and enhance the County's towns and local centres reflected in the Plan's policy framework Strategic Policy S14, Town, Local and Neighbourhood Centres. Furthermore, by having a level of housing growth with provision of homes (affordable and market) as well as economic growth, this provides opportunities for people to live and work in Chepstow/Monmouthshire and utilise the high streets creating footfall and vitality within our town centres. 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. In terms of health infrastructure, with regard to lack of NHS dentist and doctors in the locality, the mechanisms for improved health infrastructure sit outside of the planning process. The Council is, however, fully engaged with the health board (ABUHB) to help deliver service improvements in Chepstow and across the County as a whole. In relation to road infrastructure, 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.	

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		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 Mounton 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. Overall, further detailed Transport Assessments (TAs) are to be considered at the pre/planning application stage. Where relevant the detailed TA has the potential to be informed by the outcome of the Welsh Government's WelTAG assessments. With regards to air quality concerns, an Air Quality Assessment (Rappor, April 2024) submitted to support the allocation has demonstrated at this high-level stage of	

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		the proposal that air quality levels at the development site (new receptors) would be below the air quality objective levels in the opening year of 2026 and in future year scenarios. Nevertheless, 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. In terms of the visual impact of the proposal upon the gateway to the Wye Valley, a Landscape Visual Baseline (LVB) (EDP, February 2024) has been submitted, which has identified the baseline conditions of the site and surrounding area and determined those landscape and visual characteristics that might inform the design of the proposals, including recommendations for mitigation. Overall, the report concludes that the site’s landscape value is considered medium value and the site’s immediate and wider context has a medium overall sensitivity to change. Subject to careful design at all stages and inclusion of the recommendations, there appears to be no landscape or visual reasons which would preclude development of the site. The planning application should be further informed by Landscape and Visual Impact Assessment, which would feed into an iterative design solution. MCC’s Landscape Officer considers the site from a landscape and GI perspective to be suitable for residential development. It is considered that with appropriate design and layout with development focused on eastern and north western boundaries of the site the proposed development is visually seen as extension of Chepstow’s urban boundary. The design layout on the indicative masterplan seeks to retain and emphasise a parkland character by retaining this area as public parkland open space, a requirement set out in Policy HA3 criterion (g). The indicative masterplan also indicates an appropriate woodland buffer retained to the south west St Lawrence Lane boundary with the open countryside/green wedge setting/ setting with the Wye Valley AONB National Landscape, a requirement of Policy HA3 criterion (i). As such, with these design principles to locate development towards the east of the site and protect and enhance the	

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		buffer with the open countryside setting, the landscape impact of the site is acceptable. These high-level landscape design requirements are set out in policies S8 and HA3 and are demonstrated on the submitted indicative Masterplan. Collectively, along with policy S5 – Green Infrastructure, Landscape and Nature Recovery and its associated development management policies there are considered to be sufficient policy requirements to enable the authority 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 also help to ensure development is acceptable.	
3097 / Mr Renton Doig / Objection	Doesn't have mitigation for impact on existing road network and services. Wants to see a clear plan regarding the houses and suggests it is located in the wrong place.	In relation to being located in the wrong place, brownfield opportunities within existing settlements in Monmouthshire are limited, and therefore greenfield edge of settlement opportunities have had to be considered to meet our key housing and employment requirements. Having regard to development considerations and the candidate site assessment process, it is considered that Land at Mounton Road, Chepstow will provide a sustainable affordable housing-led mixed-use development, where there are opportunities to co-locate homes and commercial uses. With regards to road network considerations, 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 Mounon 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. Overall, further detailed Transport Assessments (TAs) are to be considered at the pre/planning application stage. Where relevant the detailed TA has the potential to be informed by the outcome of the Welsh Government's WelTAG assessments. Further details of the masterplan design and design of houses will be at the planning application stage.	

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3099 / Mr John Ackroyd / Objection	Plan has failed to adequately consider the lack of appropriate infrastructure in particular in relation to the volume of traffic on the A466 leading to and from Highbeech roundabout. The proposed development will add significant volumes of traffic and add to the air pollution with dangerous levels of Nitrogen Oxide and Nitrogen Dioxide - detriment to the health of locals. any future development should take place on brown field sites where the appropriate infrastructure has already been established.	With regard to site selection, as brownfield opportunities within existing settlements in Monmouthshire are limited, greenfield edge of settlement opportunities have had to be considered to meet our key housing and employment requirements. Having regard to development considerations and the candidate site assessment process, it is considered that Land at Mounon Road, Chepstow will provide a sustainable affordable housing-led mixed-use development, where there are opportunities to co-locate homes and commercial uses. 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. With regards to road network considerations, 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 Mounon Road. Welsh Government Highway Officers have been consulted on the proposed allocation and have not objected to the inclusion of the Mounon 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	No change required.

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		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 Mounon 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. Overall, further detailed Transport Assessments (TAs) are to be considered at the pre/planning application stage. Where relevant the detailed TA has the potential to be informed by the outcome of the Welsh Government's WelTAG assessments. In relation to air pollution concerns, an Air Quality Assessment (Rappor, April 2024) submitted to support the allocation has demonstrated at this high-level stage of the proposal that air quality levels at the development site (new receptors) would be below the air quality objective levels in the opening year of 2026 and in future year scenarios. Nevertheless, 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	

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		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.	
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.	MCC has commissioned a Strategic Transport Assessment (STA) which undertook modelling using the South East Wales Transport Model (SEWTM) to assess the potential impact 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 and a 2-7% increase in localised traffic on the Severnside highway network. 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. Overall, the analysis from the STA considered that the proposed level of development detailed within the RLDP can be accommodated within the highway network with suitable mitigation. In terms of concerns in relation to the capacity of Highbeech roundabout, the operational capacity of the Highbeech roundabout, is under the jurisdiction of Welsh Government (WG) Highways. 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. 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	No change required.

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		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 Mounon 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. A proposal for a Chepstow Bypass is not set out within the current Monmouthshire Local Transport Strategy (LTS) road schemes, nor within the Welsh Government Road building programme. Overall, further detailed Transport Assessments (TAs) are to be considered at the pre/planning application stage. Where relevant the detailed TA has the potential to be informed by the outcome of the Welsh Government's WelTAG assessments. 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. In terms of health infrastructure, with regard to lack of NHS dentist and doctors in the locality, the mechanisms for improved health infrastructure sit outside of the planning process. The Council is, however, fully engaged with the health board (ABUHB) to help deliver service improvements in Chepstow and across the County as a whole.	

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3103 / Mr & Mrs Bradshaw / Objection	No more new houses should be built before the infrastructure is improved i.e. public transport, GP surgeries, pharmacies, schools and particularly Highbeech roundabout and Hardwick. Hill which is frequently gridlocked.	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. In terms of health infrastructure, with regard to lack of NHS dentist and doctors in the locality, the mechanisms for improved health infrastructure sit outside of the planning process. The Council is, however, fully engaged with the health board (ABUHB) to help deliver service improvements in Chepstow and across the County as a whole. MCC has commissioned a Strategic Transport Assessment (STA) which undertook modelling using the South East Wales Transport Model (SEWTM) to assess the potential impact 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 and a 2-7% increase in localised traffic on the Severnside highway network. 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. Overall, the analysis from the STA considered that the proposed level of development detailed within the RLDP can be accommodated within the highway network with suitable mitigation. In terms of concerns in relation to the capacity of Highbeech roundabout, the operational capacity of the Highbeech roundabout, is under the jurisdiction of Welsh Government (WG) Highways. 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	No change required.

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		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. 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 Mounton 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. A proposal for a Chepstow Bypass is not set out within the current Monmouthshire Local Transport Strategy (LTS) road schemes, nor within the Welsh Government Road building programme. Overall, further detailed Transport Assessments (TAs) are to be considered at the pre/planning application stage. Where relevant the detailed TA has the potential to be informed by the outcome of the Welsh Government's WelTAG assessments.	
3103 / Mr & Mrs Bradshaw / Objection	Not feasible because apart from it spoiling the entrance into Wales and the Wye Valley, Chepstow does not have the facilities or infrastructure to accommodate more people and cars and the 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. It sets out the	No change required.

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	levels. The plan for building near Chepstow Racecourse did not go ahead and now it is proposed that the houses should be built further down the road towards the motorway which will make frequent traffic jams on St Lawrence Road.	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. In terms of health infrastructure, with regard to lack of NHS dentist and doctors in the locality, the mechanisms for improved health infrastructure sit outside of the planning process. The Council is, however, fully engaged with the health board (ABUHB) to help deliver service improvements in Chepstow and across the County as a whole. MCC has commissioned a Strategic Transport Assessment (STA) which undertook modelling using the South East Wales Transport Model (SEWTM) to assess the potential impact 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 and a 2-7% increase in localised traffic on the Severnside highway network. 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. Overall, the analysis from the STA considered that the proposed level of development detailed within the RLDP can be accommodated within the highway network with suitable mitigation. In terms of concerns in relation to the capacity of Highbeech roundabout, the operational capacity of the Highbeech roundabout, is under the jurisdiction of Welsh Government (WG) Highways. 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. In reference to Chepstow and national aspirations to improve sustainable transport travel in the town, the Welsh Government are currently undertaking a funded	

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		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 Mounon 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. A proposal for a Chepstow Bypass is not set out within the current Monmouthshire Local Transport Strategy (LTS) road schemes, nor within the Welsh Government Road building programme. Overall, further detailed Transport Assessments (TAs) are to be considered at the pre/planning application stage. Where relevant the detailed TA has the potential to be informed by the outcome of the Welsh Government's WelTAG assessments. With regards to air pollution concerns, an Air Quality Assessment (Rappor, April 2024) submitted to support the allocation has demonstrated at this high-level stage of the proposal that air quality levels at the development site (new receptors) would be below the air quality objective levels in the opening year of 2026 and in future year scenarios. Nevertheless, 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	

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		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. In terms of the visual impact of the proposal upon the gateway to the Wye Valley, a Landscape Visual Baseline (LVB) (EDP, February 2024) has been submitted, which has identified the baseline conditions of the site and surrounding area and determined those landscape and visual characteristics that might inform the design of the proposals, including recommendations for mitigation. Overall, the report concludes that the site's landscape value is considered medium value and the site's immediate and wider context has a medium overall sensitivity to change. Subject to careful design at all stages and inclusion of the recommendations, there appears to be no landscape or visual reasons which would preclude development of the site. The planning application should be further informed by Landscape and Visual Impact Assessment, which would feed into an iterative design solution. MCC's Landscape Officer considers the site from a landscape and GI perspective to be suitable for residential development. It is considered that with appropriate design and layout with development focused on eastern and north western boundaries of the site the proposed development is visually seen as extension of Chepstow's urban boundary. The design layout on the indicative masterplan seeks to retain and emphasise a parkland character by retaining this area as public parkland open space, a requirement set out in Policy HA3 criterion (g). The indicative masterplan also indicates an appropriate woodland buffer retained to the south west St Lawrence Lane boundary with the open countryside/green wedge setting/ setting with the Wye Valley AONB National Landscape, a requirement of Policy HA3 criterion (i). As such, with these design principles to locate development towards the east of the site and protect and enhance the buffer with the open countryside setting, the landscape impact of the site is acceptable. These high-level landscape design requirements are set out in policies S8 and HA3 and are demonstrated on the submitted indicative Masterplan. Collectively, along with policy S5 – Green Infrastructure, Landscape and Nature Recovery and its associated development management policies there are considered to be sufficient policy requirements to enable the authority 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	

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		Country Planning (Environmental Impact Assessment) (Wales) Regulations 2017 and PPW12 will also help to ensure development is acceptable.	
3137 / Mr G D Greening / Objection	Cites the traffic congestion as primary concern with regard to the Larkfield/Highbeech roundabout. Believes no further building work should commence in the area until roads are improved to better cope with the level of traffic. Concerns re air pollution as a result of increased traffic. Objects to location of development amid environmental concerns.	MCC has commissioned a Strategic Transport Assessment (STA) which undertook modelling using the South East Wales Transport Model (SEWTM) to assess the potential impact 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 and a 2-7% increase in localised traffic on the Severnside highway network. 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. Overall, the analysis from the STA considered that the proposed level of development detailed within the RLDP can be accommodated within the highway network with suitable mitigation. In terms of concerns in relation to the capacity of Highbeech roundabout, the operational capacity of the Highbeech roundabout, is under the jurisdiction of Welsh Government (WG) Highways. Welsh Government Highway Officers have been consulted on the proposed allocation and have not objected to the inclusion of the Mouton 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. 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	No change required.

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		roundabout, strategically assessing transport improvements to the town as a whole. Nevertheless, the allocation of Land at Mounon 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. A proposal for a Chepstow Bypass is not set out within the current Monmouthshire Local Transport Strategy (LTS) road schemes, nor within the Welsh Government Road building programme. Overall, further detailed Transport Assessments (TAs) are to be considered at the pre/planning application stage. Where relevant the detailed TA has the potential to be informed by the outcome of the Welsh Government's WelTAG assessments. With regards to air pollution concerns, an Air Quality Assessment (Rappor, April 2024) submitted to support the allocation has demonstrated at this high-level stage of the proposal that air quality levels at the development site (new receptors) would be below the air quality objective levels in the opening year of 2026 and in future year scenarios. Nevertheless, 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. In terms of the visual impact of the proposal upon the gateway to the Wye Valley, a Landscape Visual Baseline (LVB) (EDP, February 2024) has been submitted, which	

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		has identified the baseline conditions of the site and surrounding area and determined those landscape and visual characteristics that might inform the design of the proposals, including recommendations for mitigation. Overall, the report concludes that the site's landscape value is considered medium value and the site's immediate and wider context has a medium overall sensitivity to change. Subject to careful design at all stages and inclusion of the recommendations, there appears to be no landscape or visual reasons which would preclude development of the site. The planning application should be further informed by Landscape and Visual Impact Assessment, which would feed into an iterative design solution. MCC's Landscape Officer considers the site from a landscape and GI perspective to be suitable for residential development. It is considered that with appropriate design and layout with development focused on eastern and north western boundaries of the site the proposed development is visually seen as extension of Chepstow's urban boundary. The design layout on the indicative masterplan seeks to retain and emphasise a parkland character by retaining this area as public parkland open space, a requirement set out in Policy HA3 criterion (g). The indicative masterplan also indicates an appropriate woodland buffer retained to the south west St Lawrence Lane boundary with the open countryside/green wedge setting/ setting with the Wye Valley AONB National Landscape, a requirement of Policy HA3 criterion (i). As such, with these design principles to locate development towards the east of the site and protect and enhance the buffer with the open countryside setting, the landscape impact of the site is acceptable. These high-level landscape design requirements are set out in policies S8 and HA3 and are demonstrated on the submitted indicative Masterplan. Collectively, along with policy S5 – Green Infrastructure, Landscape and Nature Recovery and its associated development management policies there are considered to be sufficient policy requirements to enable the authority 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 also help to ensure development is acceptable. The site contains groups of mature woodland and mature hedgerows which contain several important natural ecological habitats. The protection and preservation of these habitats is a key consideration in the development of the site. MCC's	

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		ecologists note that there are no 'in principle' constraints to the future development of the site subject to implementation of a sensitive masterplan design that incorporates appropriate inherent avoidance, mitigation and enhancement measures and provides net benefit for biodiversity. These policy requirements are set out in policies S8 and HA3 criteria (j), (k) and (l) of the RLDP. 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.	
3150 / Hilary and David Phillips / Objection	The landscape would be violated. The space here is valuable as it forms a green belt for Chepstow, is an attractive gateway to the Wye Valley and Wales and provides a beautiful vista over Monmouthshire countryside. We are lacking in local services. Parking in the high street is dangerous. No incentives to use the town. Hospital is not fit for purpose. Chepstow should be better supported by Mon CC. More traffic directly on that roundabout will make congestion and pollution far worse. Chepstow is not well connected. Public transport is not good. Biking and walking everywhere locally is totally unrealistic.	The RLDP Sustainable and Resilient Communities Strategy, represents a sustainable level of growth 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 and having regard to Welsh Government's concerns regarding alignment with Future Wales. In this respect, the RLDP has a duty to address all elements of sustainable development including the provision of homes and economic growth. 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 development considerations, whilst also providing additional homes and jobs potential. With regard to site selection, as brownfield opportunities within existing settlements in Monmouthshire are limited, greenfield edge of settlement opportunities have had to be considered to meet our key housing and employment requirements. Having regard to development considerations and the candidate site assessment process, it is considered that Land at Mounton Road, Chepstow will provide a sustainable affordable housing-led mixed-use development, where there are opportunities to co-locate homes and commercial uses. In reference to the site location not being within reasonable walking distance to the town centre, development proposals are required to accord with the Sustainable Transport Hierarchy, which places an emphasis on development to be located and designed in a way which ensures the reduction in the need to travel and opportunities to facilitate a shift from the private car are fully considered. The site	No change required.

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		benefits from approximately 20-minute walking times to Chepstow's town centre and key services and facilities, including the train station. It is considered that there will be opportunities to connect the site to Chepstow's core with active travel links and promote the use of sustainable modes of travel, facilitating modal shift and these key policy requirements are set out in policies S8 and HA3 criterion (m). The steep topography of the area is recognised. This issue has been initially considered within the preliminary Transport Assessment (TA) (Rappor 2024), which begins to address the topography issue Chepstow has in relation to sustainable travel. At this strategic stage however, the TA is high level and solutions and further detail will be considered at the planning application stage. With regards to congestion at Highbeech roundabout, 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	

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		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 Mounon 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. Overall, further detailed Transport Assessments (TAs) are to be considered at the pre/planning application stage. Where relevant the detailed TA has the potential to be informed by the outcome of the Welsh Government's WelTAG assessments. In terms of the visual impact of the proposal upon the gateway to the Wye Valley, a Landscape Visual Baseline (LVB) (EDP, February 2024) has been submitted, which has identified the baseline conditions of the site and surrounding area and determined those landscape and visual characteristics that might inform the design of the proposals, including recommendations for mitigation. Overall, the report concludes that the site's landscape value is considered medium value and the site's immediate and wider context has a medium overall sensitivity to change. Subject to careful design at all stages and inclusion of the recommendations, there appears to be no landscape or visual reasons which would preclude development of the site. The planning application should be further informed by Landscape and Visual Impact Assessment, which would feed into an iterative design solution. MCC's Landscape Officer considers the site from a landscape and GI perspective to be suitable for residential development. It is considered that with appropriate	

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		design and layout with development focused on eastern and north western boundaries of the site the proposed development is visually seen as extension of Chepstow's urban boundary. The design layout on the indicative masterplan seeks to retain and emphasise a parkland character by retaining this area as public parkland open space, a requirement set out in Policy HA3 criterion (g). The indicative masterplan also indicates an appropriate woodland buffer retained to the south west St Lawrence Lane boundary with the open countryside/green wedge setting/ setting with the Wye Valley AONB National Landscape, a requirement of Policy HA3 criterion (i). As such, with these design principles to locate development towards the east of the site and protect and enhance the buffer with the open countryside setting, the landscape impact of the site is acceptable. These high-level landscape design requirements are set out in policies S8 and HA3 and are demonstrated on the submitted indicative Masterplan. Collectively, along with policy S5 – Green Infrastructure, Landscape and Nature Recovery and its associated development management policies there are considered to be sufficient policy requirements to enable the authority 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 also help to ensure development is acceptable.	
3158 / Mr Gavin Payn / Objection	Air pollution/quality concerns, traffic congestion concerns, landscape and biodiversity. Impact on local infrastructure and question the economic/job creation as likely to increase out commuting rather than contribute to Chepstow's local economy. Visual impact of the care home and hotel as potential for taller buildings. Conflicts with public health acts and future generation acts. Development at Mounon Road conflicts with objectives 3, 8, 14 17 of the RLDP and ISA objectives.	The RLDP Sustainable and Resilient Communities Strategy, represents a sustainable level of growth 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 and having regard to Welsh Government's concerns regarding alignment with Future Wales. In this respect, the RLDP has a duty to address all elements of sustainable development including the provision of homes and economic growth. 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 development considerations, whilst also providing additional homes and jobs potential. There is a requirement to address all the objectives set out in the Plan/ISA Objectives and apply planning balance. With regards to air quality concerns, an Air Quality Assessment (Rappor, April 2024) submitted to support the allocation has demonstrated at this high-level stage of the proposal that air quality levels at the	No change required.

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		development site (new receptors) would be below the air quality objective levels in the opening year of 2026 and in future year scenarios. Nevertheless, 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. With regards to traffic congestion concerns, 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.	

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		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 Mounton 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. Overall, further detailed Transport Assessments (TAs) are to be considered at the pre/planning application stage. Where relevant the detailed TA has the potential to be informed by the outcome of the Welsh Government's WelTAG assessments. In terms of the visual impact of the proposal upon the gateway to the Wye Valley, a Landscape Visual Baseline (LVB) (EDP, February 2024) has been submitted, which has identified the baseline conditions of the site and surrounding area and determined those landscape and visual characteristics that might inform the design of the proposals, including recommendations for mitigation. Overall, the report concludes that the site's landscape value is considered medium value and the site's immediate and wider context has a medium overall sensitivity to change. Subject to careful design at all stages and inclusion of the recommendations, there appears to be no landscape or visual reasons which would preclude development of the site. The planning application should be further informed by Landscape and Visual Impact Assessment, which would feed into an iterative design solution.	

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		MCC's Landscape Officer considers the site from a landscape and GI perspective to be suitable for residential development. It is considered that with appropriate design and layout with development focused on eastern and north western boundaries of the site the proposed development is visually seen as extension of Chepstow's urban boundary. The design layout on the indicative masterplan seeks to retain and emphasise a parkland character by retaining this area as public parkland open space, a requirement set out in Policy HA3 criterion (g). The indicative masterplan also indicates an appropriate woodland buffer retained to the south west St Lawrence Lane boundary with the open countryside/green wedge setting/ setting with the Wye Valley AONB National Landscape, a requirement of Policy HA3 criterion (i). As such, with these design principles to locate development towards the east of the site and protect and enhance the buffer with the open countryside setting, the landscape impact of the site is acceptable. These high-level landscape design requirements are set out in policies S8 and HA3 and are demonstrated on the submitted indicative Masterplan. Collectively, along with policy S5 – Green Infrastructure, Landscape and Nature Recovery and its associated development management policies there are considered to be sufficient policy requirements to enable the authority 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 also help to ensure development is acceptable. In relation to concern of visual amenity impact of the care-home/hotel building proposals are required to satisfy Policy PM1 –Creating well-designed places, which assesses proposals with regards to form, siting, scale, height, massing, materials and layout of its setting. With regards to ecology impact, the site contains groups of mature woodland and mature hedgerows which contain several important natural ecological habitats. The protection and preservation of these habitats is a key consideration in the development of the site. MCC's ecologists note that there are no 'in principle' constraints to the future development of the site subject to implementation of a sensitive masterplan design that incorporates appropriate inherent avoidance, mitigation and enhancement measures and provides net benefit for biodiversity. These policy requirements are set out in policies S8 and HA3 criteria (j), (k) and (l) of the RLDP.	

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		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. With regards to concern of the proposal attracting out commuters, a key objective of the Replacement Local Development Plan (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. The mixed-use allocation which includes provision for commercial (employment) uses, such as a hotel and residential care home (C2) is an integral element of the allocation to serve both the development site and the wider Chepstow area. The scale of commercial provision reflects a balance between the creation of a sustainable community and job provision/ support for Monmouthshire's economy.	
3172 / Richard Liddell / Objection	Mounon Road Site is entrance to Wye Valley and setting of Chepstow - has a parkland/agricultural setting and development on the site contrary to objectives set out In Growth and spatial options paper (September 2022).	In terms of site selection and the spatial distribution of growth throughout the county, the Plan's 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. The level of growth apportioned to Chepstow is considered to be consistent with the findings of the SSA, which confirms the dominant role of Chepstow as a Primary Settlement in Monmouthshire, reflecting the range of services and facilities and sustainable transport options, including a train station, available to Chepstow. With regard to site selection, as brownfield opportunities within existing settlements in Monmouthshire are limited, greenfield edge of settlement opportunities have had to be considered to meet our key housing and employment requirements. Having regard to development considerations and the candidate site assessment process, it is considered that Land at Mounon Road, Chepstow will provide a sustainable affordable housing-led mixed-use development, where there are opportunities to co-locate homes and commercial uses. This was set out in a post consultation Preferred Strategy report to Council in October 2023 whereby	No change required.

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		Council considered that the benefits of the commercial development and associated job creation at the Mounton Road site outweighed the loss of higher quality agricultural land, given the absence of alternative commercial sites and the importance of Chepstow for tourism as the gateway to the Wye Valley. As such a change was made to Mounton Road as the Preferred strategic site allocation in Chepstow. With regards to concerns on impact on the setting of Chepstow and gateway to the Wye Valley, a Landscape Visual Baseline (LVB) (EDP, February 2024) has been submitted, which has identified the baseline conditions of the site and surrounding area and determined those landscape and visual characteristics that might inform the design of the proposals, including recommendations for mitigation. Overall, the report concludes that the site's landscape value is considered medium value and the site's immediate and wider context has a medium overall sensitivity to change. Subject to careful design at all stages and inclusion of the recommendations, there appears to be no landscape or visual reasons which would preclude development of the site. The planning application should be further informed by Landscape and Visual Impact Assessment, which would feed into an iterative design solution. MCC's Landscape Officer considers the site from a landscape and GI perspective to be suitable for residential development. It is considered that with appropriate design and layout with development focused on eastern and north western boundaries of the site the proposed development is visually seen as extension of Chepstow's urban boundary. The design layout on the indicative masterplan seeks to retain and emphasise a parkland character by retaining this area as public parkland open space, a requirement set out in Policy HA3 criterion (g). The indicative masterplan also indicates an appropriate woodland buffer retained to the south west St Lawrence Lane boundary with the open countryside/green wedge setting/ setting with the Wye Valley AONB National Landscape, a requirement of Policy HA3 criterion (i). As such, with these design principles to locate development towards the east of the site and protect and enhance the buffer with the open countryside setting, the landscape impact of the site is acceptable. These high-level landscape design requirements are set out in policies S8 and HA3 and are demonstrated on the submitted indicative Masterplan. Collectively, along with policy S5 – Green Infrastructure, Landscape and Nature Recovery and its associated development management policies there are	

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		considered to be sufficient policy requirements to enable the authority 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 also help to ensure development is acceptable.	
3172 / Richard Liddell / Objection	Mounon Road Site protected for 43 years - designated green space since the Gwent Structure Plan 1981 (see attachment for previous protection policies of this site as green space).	As part of the RLDP process, green wedge designations in the current adopted LDP (2011- 2021) have been reviewed. As part of this, the assessment of the parcel of land (CPM10) that contains the proposed Mounon Road allocation concluded that 'the tree belt along St Lawrence Lane forms a strong boundary to the land south west, and the A48 forms a boundary to the south east limiting the impact that development here would have on the adjacent land and on the remaining gap between Chepstow and Pwllmeyric. The parcel makes a moderate contribution to preventing settlement coalescence, managing urban form, safeguarding the countryside from encroachment and protecting the setting of an urban area. It plays a 'moderate buffer role.' Therefore, the potential for green wedge designation is moderate. A Green Wedge Review has also been undertaken to make final conclusions to the green wedge assessments undertaken by LUC. It is considered that in line with the assessment evidence, the parcels of land have been fully and objectively considered for green wedge designations against the identified assessment criteria (green wedge purposes set out in PPW12). It is concluded there is not a significant reason in context of the green wedge purposes that the land parcel CPM10 should be retained as a green wedge designation. Is it, therefore, proposed to remove the green wedge designation. The removal of this parcel of land is also considered to align with national policy, whereby PPW notes that green wedge boundaries should be chosen carefully using physical features and boundaries to include only that land which it is necessary to keep open in the longer term. Ensuring a sufficient range of development land which is suitably located in relation to the existing urban edge should be made available, having regard to the longer-term need for development land, the effects of development pressure in the area and the need to minimise demand to travel. For further information please refer to the Green Wedge Assessments (LUC, 2024) and Green Wedge Review.	No change required.

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3172 / Richard Liddell / Objection	Concerns that sites not deliverable nor viable. There is no information in relation to care home/hotel	In terms of the commercial uses not coming forward Policy HA3 allocates the site for mixed-use development with a requirement for the commercial uses, which could include a hotel and care home, to be located in the north east focal/gateway point of the site, as shown on the indicative masterplan. The site promoter is committed to delivering a mixed-use scheme in accordance with Policy HA3. Policy HA3 criterion (e) also requires the non-residential element of the site to be delivered in line with an agreed phasing schedule. Further details on the commercial element of the scheme will be considered and progressed at the planning application stage in line with the RLDP policy framework.	No change required.
3249 / Mrs Lisa Riddington / Objection	Before any new housing can be considered, infrastructure in Chepstow needs to be improved with existing social infrastructure strained particularly in healthcare and education sectors. Traffic congestion already significant and housing development will exacerbate this and add to environmental degradation in the area. Hardwick Hill pollution should not be added to further.	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, which includes education sectors, 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. In terms of health infrastructure, with regard to lack of NHS dentist and doctors in the locality, the mechanisms for improved health infrastructure sit outside of the planning process. The Council is, however, fully engaged with the health board (ABUHB) to help deliver service improvements in Chepstow and across the County as a whole. With regards to traffic congestion, 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	No change required.

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		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 Mounon 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. Overall, further detailed Transport Assessments (TAs) are to be considered at the pre/planning application stage. Where relevant the detailed TA has the potential to be informed by the outcome of the Welsh Government's WelTAG assessments.	

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		An Air Quality Assessment (Rappor, April 2024) submitted to support the allocation has demonstrated at this high-level stage of the proposal that air quality levels at the development site (new receptors) would be below the air quality objective levels in the opening year of 2026 and in future year scenarios. Nevertheless, 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.	
3284 / Mr Allen Smith / Objection	The volume of traffic conversing on the Highbeech roundabout creates pollution. The traffic build up is a major issue and requires major infrastructure changes, which has not been identified within the development plan. This volume of traffic from Gloucester is also having a major impact on the condition of the roads which Monmouth County Council are responsible for. The identified area for development would also increase the volume of traffic throughout the day. There is no identification within the development plan to include additional schools, Doctors or Dentist Surgery's which is currently insufficient. Further greenfield sites are being destroyed for future generations.	With regard to site selection, as brownfield opportunities within existing settlements in Monmouthshire are limited, greenfield edge of settlement opportunities have had to be considered to meet our key housing and employment requirements. Having regard to development considerations and the candidate site assessment process, it is considered that Land at Mounton Road, Chepstow will provide a sustainable affordable housing-led mixed-use development, where there are opportunities to co-locate homes and commercial uses. With regards to traffic congestion, 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	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, which includes education sectors, 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. In terms of health infrastructure, with regard to lack of NHS dentist and doctors in the locality, the mechanisms for improved health infrastructure sit outside of the planning process. The Council is, however, fully engaged with the health board (ABUHB) to help deliver service improvements in Chepstow and across the County as a whole.	
3296 / Michelle Holman / Objection	Concerns re increased traffic and air pollution particularly at Highbeech roundabout where pollution levels breach the EU Limits. Highbeech is the main route for Chepstow Race course events as well as access to Gloucester and the north exacerbating existing congestion. Construction of this site plus HA3 would see a surge in construction traffic for approx. 8 years. Impact on tourism and local businesses, landscape and historical amenity plus the wellbeing of the existing community. Social infrastructure already struggling to cope. In conflict with the ISA with regards to Communities and Infrastructure.	The RLDP Sustainable and Resilient Communities Strategy, represents a sustainable level of growth 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 and having regard to Welsh Government's concerns regarding alignment with Future Wales. In this respect, the RLDP has a duty to address all elements of sustainable development and well-being, including the provision of homes and economic growth. 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 development considerations, whilst also providing additional homes and jobs potential. With regards to traffic congestion, 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,	No change required.

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		the south west St Lawrence Lane boundary with the open countryside/green wedge setting/ setting with the Wye Valley AONB National Landscape, a requirement of Policy HA3 criterion (i). As such, with these design principles to locate development towards the east of the site and protect and enhance the buffer with the open countryside setting, the landscape impact of the site is acceptable. These high-level landscape design requirements are set out in policies S8 and HA3 and are demonstrated on the submitted indicative Masterplan. Collectively, along with policy S5 – Green Infrastructure, Landscape and Nature Recovery and its associated development management policies there are considered to be sufficient policy requirements to enable the authority 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 also help to ensure development is acceptable. With regards to impact on historic character, the site is outside a Conservation Area, however, Mathern's Conservation Area boundary which includes Wyelands Historic Park and Gardens, is just to the south of the site boundary. The site is also within the parkland setting of the Grade II Listed St Lawrence House, which is located just to the north boundary of the site, along with several other characterful residential properties to the north. Cadw's consultation response to the proposal is that intervening vegetation already provides significant screening of the site from the registered Wyelands historic park and garden and careful design should provide additional screening ensuring that the proposed development will not have a significant impact on their settings. MCC'S Heritage Officer's view is that the retention of the western edge of the site as open parkland on the indicative masterplan ensures the setting of the historic environment can be mitigated. This area is essential for the protection of the listed St Lawrence House and wider historic landscape. In relation to impact on tourism and local businesses, the proposed hotel allocation, being edge of settlement and approximately a 20-minute walk to the town centre, is considered to meet national planning policy objectives, as well as RLDP objectives: Objective 1 Economic Growth/Employment; Objective 2 sustaining and enhancing Monmouthshire's town centres; and Objective 16 Culture, Heritage and Welsh Language. The site's sustainable location provides the opportunity for	

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		visitors to walk to Chepstow's town centre and enable visitor trips to the high street and local businesses. Furthermore, by having a level of housing growth with provision of homes (affordable and market) as well as economic growth, this provides opportunities for people to live and work in Chepstow/Monmouthshire and utilise the high streets creating footfall and vitality within the town centres. With regards to conflict with the ISA in relation to communities and infrastructure, this is a desktop analysis that acknowledges the site's location within an existing green wedge location. Following a Green Wedge Review, it is concluded there is not a significant reason in context of the green wedge purposes that the land parcel CPM10 should be retained as a green wedge designation. Is it, therefore, proposed to remove the green wedge designation that contains the Mounon Road allocation. The removal of this parcel of land is also considered to align with national policy, whereby PPW notes that green wedge boundaries should be chosen carefully using physical features and boundaries to include only that land which it is necessary to keep open in the longer term. Ensuring a sufficient range of development land which is suitably located in relation to the existing urban edge should be made available, having regard to the longer-term need for development land, the effects of development pressure in the area and the need to minimise demand to travel. For further information please refer to the Green Wedge Assessments (LUC, 2024) and Green Wedge Review (2025).	
3317 / Mrs Caitlin Golaup / Objection	The wrong location for new development, traffic congestion will significantly worsen as a result of development - at the detriment to existing residents. Other local roads are regularly gridlocked thanks to multiple new building projects in the wider area. Do we really need to add to the problem? Council has been unable to relieve the pressure on the town for some decades now. It is dangerous in terms of impeded access for emergency services and threatens the health and wellbeing of residents by negatively impacting air quality. Will also have a negative impact on	The RLDP Sustainable and Resilient Communities Strategy, represents a sustainable level of growth 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 and having regard to Welsh Government's concerns regarding alignment with Future Wales. In this respect, the RLDP has a duty to address all elements of sustainable development and well-being, including the provision of homes and economic growth. 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 development considerations, whilst also providing additional homes and jobs potential. With regards to traffic congestion, the operational capacity of the Highbeech roundabout, which is under the jurisdiction of Welsh Government (WG) Highways,	No change required.

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	the health and wellbeing of commuters and their families, with a likely knock-on effect on demand for health and social care. Quality of life already compromised by pressure on roads and amenities. Chepstow's infrastructure is struggling to cope. For whose benefit is this? In what way does approving development in this location improve the quality of life for Chepstow's residents? How do London-quality traffic jams keep air pollution at an acceptable level appropriate to a small country town? How will the council ensure that this development does not cause more harm than good to our community? Approving Chepstow development is no longer in the wider interests of Chepstow as a whole.	is a key consideration to the development proposal Land at Mounon Road. Welsh Government Highway Officers have been consulted on the proposed allocation and have not objected to the inclusion of the Mounon 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 Mounon 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	

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		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. Overall, further detailed Transport Assessments (TAs) are to be considered at the pre/planning application stage. Where relevant the detailed TA has the potential to be informed by the outcome of the Welsh Government's WelTAG assessments. 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, which includes education sectors, 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. In terms of health infrastructure, with regard to lack of NHS dentist and doctors in the locality, the mechanisms for improved health infrastructure sit outside of the planning process. The Council is, however, fully engaged with the health board (ABUHB) to help deliver service improvements in Chepstow and across the County as a whole.	
3318 / Mrs Adrian and Elizabeth Appleton / Objection	No objection in principle but traffic congestion at the roundabout is heavy. The infrastructure must be in place beforehand to cope with the increased traffic levels. Also, schools and NHS facilities are already stretched.	The RLDP Sustainable and Resilient Communities Strategy, represents a sustainable level of growth 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 and having regard to Welsh Government's concerns regarding alignment with Future Wales. In this respect, the RLDP has a duty to address all elements of sustainable development and well-being, including the provision of homes and economic growth. 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 development considerations, whilst also providing additional homes and jobs potential.	No change required.

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3321 / Mrs Abbie Boodeny / Objection	Objecting due to impact on environment and traffic. Highbeech is at a standstill and M48 not fit for purpose. The impact of additional traffic would impact on travel time. The road layout needs to be considered before more houses are added. Impact on the high street economy due to the congestion.	With regards to traffic congestion, 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	No change required.

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		pre/planning application stage. Where relevant the detailed TA has the potential to be informed by the outcome of the Welsh Government's WelTAG assessments. In terms of the visual impact of the proposal upon the gateway to the Wye Valley, a Landscape Visual Baseline (LVB) (EDP, February 2024) has been submitted, which has identified the baseline conditions of the site and surrounding area and determined those landscape and visual characteristics that might inform the design of the proposals, including recommendations for mitigation. Overall, the report concludes that the site's landscape value is considered medium value and the site's immediate and wider context has a medium overall sensitivity to change. Subject to careful design at all stages and inclusion of the recommendations, there appears to be no landscape or visual reasons which would preclude development of the site. The planning application should be further informed by Landscape and Visual Impact Assessment, which would feed into an iterative design solution. MCC's Landscape Officer considers the site from a landscape and GI perspective to be suitable for residential development. It is considered that with appropriate design and layout with development focused on eastern and north western boundaries of the site the proposed development is visually seen as extension of Chepstow's urban boundary. The design layout on the indicative masterplan seeks to retain and emphasise a parkland character by retaining this area as public parkland open space, a requirement set out in Policy HA3 criterion (g). The indicative masterplan also indicates an appropriate woodland buffer retained to the south west St Lawrence Lane boundary with the open countryside/green wedge setting/ setting with the Wye Valley AONB National Landscape, a requirement of Policy HA3 criterion (i). As such, with these design principles to locate development towards the east of the site and protect and enhance the buffer with the open countryside setting, the landscape impact of the site is acceptable. These high-level landscape design requirements are set out in policies S8 and HA3 and are demonstrated on the submitted indicative Masterplan. Collectively, along with policy S5 – Green Infrastructure, Landscape and Nature Recovery and its associated development management policies there are considered to be sufficient policy requirements to enable the authority 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	

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		Country Planning (Environmental Impact Assessment) (Wales) Regulations 2017 and PPW12 will also help to ensure development is acceptable. In relation to impact on this high street economy, the proposed allocation, being edge of settlement and approximately a 20-minute walk to the town centre provides the opportunity for residents and visitors of the hotel to walk to Chepstow's town centre and enable visitor trips to the high street creating footfall and vitality within the town centres and supporting local businesses.	
3322 / Miss Angela / Objection	The location of the development is problematic, as the area surrounding the main roundabout is already prone to congestion. The main roundabout, a key access point to the motorway, is frequently gridlocked and without significant improvements to the road infrastructure, this development could lead to even longer delays and unsafe driving conditions. Additionally, the construction of such a large estate would drastically alter the character of the area, potentially damaging natural landscapes, green spaces, and local wildlife habitats.	The RLDP Sustainable and Resilient Communities Strategy, represents a sustainable level of growth 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 and having regard to Welsh Government's concerns regarding alignment with Future Wales. In this respect, the RLDP has a duty to address all elements of sustainable development and well-being, including the provision of homes and economic growth. 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 development considerations, whilst also providing additional homes and jobs potential. With regards to traffic congestion, 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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		concludes that the site's landscape value is considered medium value and the site's immediate and wider context has a medium overall sensitivity to change. Subject to careful design at all stages and inclusion of the recommendations, there appears to be no landscape or visual reasons which would preclude development of the site. The planning application should be further informed by Landscape and Visual Impact Assessment, which would feed into an iterative design solution. MCC's Landscape Officer considers the site from a landscape and GI perspective to be suitable for residential development. It is considered that with appropriate design and layout with development focused on eastern and north western boundaries of the site the proposed development is visually seen as extension of Chepstow's urban boundary. The design layout on the indicative masterplan seeks to retain and emphasise a parkland character by retaining this area as public parkland open space, a requirement set out in Policy HA3 criterion (g). The indicative masterplan also indicates an appropriate woodland buffer retained to the south west St Lawrence Lane boundary with the open countryside/green wedge setting/ setting with the Wye Valley AONB National Landscape, a requirement of Policy HA3 criterion (i). As such, with these design principles to locate development towards the east of the site and protect and enhance the buffer with the open countryside setting, the landscape impact of the site is acceptable. These high-level landscape design requirements are set out in policies S8 and HA3 and are demonstrated on the submitted indicative Masterplan. Collectively, along with policy S5 – Green Infrastructure, Landscape and Nature Recovery and its associated development management policies there are considered to be sufficient policy requirements to enable the authority 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 also help to ensure development is acceptable. With regards to impact on historic character, the site is outside a Conservation Area, however, Mathern's Conservation Area boundary which includes Wyelands Historic Park and Gardens, is just to the south of the site boundary. The site is also within the parkland setting of the Grade II Listed St Lawrence House, which is located just to the north boundary of the site, along with several other characterful residential properties to the north. Cadw's consultation response to the proposal is	

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		that intervening vegetation already provides significant screening of the site from the registered Wyelands historic park and garden and careful design should provide additional screening ensuring that the proposed development will not have a significant impact on their settings. MCC'S Heritage Officer's view is that the retention of the western edge of the site as open parkland on the indicative masterplan ensures the setting of the historic environment can be mitigated. This area is essential for the protection of the listed St Lawrence House and wider historic landscape. The site contains groups of mature woodland and mature hedgerows which contain several important natural ecological habitats. The protection and preservation of these habitats is a key consideration in the development of the site. MCC's ecologists note that there are no 'in principle' constraints to the future development of the site subject to implementation of a sensitive masterplan design that incorporates appropriate inherent avoidance, mitigation and enhancement measures and provides net benefit for biodiversity. These policy requirements are set out in policies S8 and HA3 criteria (j), (k) and (l) of the RLDP. 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.	
3324 / Mrs Anne / Objection	Nothing addresses the real concerns of Chepstow residents. The infrastructure in Chepstow cannot support the plan. The mitigations suggested do not address the root of the problem and are insufficient.	With regards to traffic congestion, 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	No change required.

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3325 / Mrs Barker / Objection	There are not enough facilities (doctors/dentists/roads). Affordability concerns.	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. In terms of health infrastructure, with regard to lack of NHS dentist and doctors in the locality, the mechanisms for improved health infrastructure sit outside of the planning process. The Council is, however, fully engaged with the health board (ABUHB) to help deliver service improvements in Chepstow and across the County as a whole.	No change required.

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		With regards to affordability concerns, the RLDP provides the supportive policy framework with Policy H8 'Housing Mix' to ensure a range and mix of house, types, tenure and sizes are to be required with new development proposals. 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 retaining and attracting younger age groups to help rebalance the County's demographic - a key objective of the RLDP's strategy.	
3328 / Dr Bethany Wright / Objection	The core infrastructure required for such development (in particular roads and transport) is not in place, with existing infrastructure already overwhelmed. There is very significant congestion at Highbeech roundabout already. This expansion also erodes into precious green belt. Visitors crucial to supporting Chepstow Town will instead choose to avoid traffic and congestion, instead using their spending power in out-of-town malls. The viability of any hotel and care home also needs to be clearly evidenced.	The RLDP Sustainable and Resilient Communities Strategy, represents a sustainable level of growth 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 and having regard to Welsh Government's concerns regarding alignment with Future Wales. In this respect, the RLDP has a duty to address all elements of sustainable development and well-being, including the provision of homes and economic growth. 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 development considerations, whilst also providing additional homes and jobs potential. With regard to site selection, as brownfield opportunities within existing settlements in Monmouthshire are limited, greenfield edge of settlement opportunities have had to be considered to meet our key housing and employment requirements. Having regard to development considerations and the candidate site assessment process, it is considered that Land at Mounton Road, Chepstow will provide a sustainable affordable housing-led mixed-use development, where there are opportunities to co-locate homes and commercial uses. This was set out in a report to Council in October 2023 whereby Council considered that the benefits of the commercial development and associated job creation at the Mounton Road site outweighed the loss of higher quality agricultural land, given the absence of alternative commercial sites and the importance of Chepstow for tourism as the gateway to the Wye Valley With regards to traffic congestion, 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	No change required.

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		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 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 Mounton 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. Overall, further detailed Transport Assessments (TAs) are to be considered at the pre/planning application stage. Where relevant the detailed TA has the potential to be informed by the outcome of the Welsh Government's WelTAG assessments. With regard to concerns on whether a hotel is required in the locality, the RLDP's approach to sustaining Monmouthshire's economy is consistent with national policy (PPW and Future Wales), which advocates an approach for LDPs to plan positively and recognise the Importance of economic prosperity and job creation in both urban and rural areas. The RLDP seeks to support economic growth, including the visitor economy which is a fundamental part of the County's economy. The proposed mixed-use allocation at Mounton Road being edge of settlement and approximately a 20-minute walk to the town centre, is considered to meet national planning policy objectives, as well as RLDP objectives: Objective 1 Economic Growth/Employment; Objective 2 sustaining and enhancing Monmouthshire's town centres; and Objective 16 Culture, Heritage and Welsh Language. The site's sustainable location provides the opportunity for visitors and residents to walk to Chepstow's town centre and enable visitor trips to the high street and local businesses. The site promoter is committed to delivering a mixed-use scheme in accordance with Policy HA3. Policy HA3 criterion (e) also requires the non-residential element of the site to be delivered in line with an agreed phasing schedule. Further details on the commercial element of the scheme will be considered and progressed at the planning application stage in line with the RLDP policy framework.	
3329 / Mrs Bonnie Li / Objection	Concern re traffic issues around Chepstow as a result of the development with peak times incredibly busy currently. Believes that Chepstow cannot sustain more people with current road capacity and as a result, road capacity needs to be improved prior to any further 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	No change required.

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		pre/planning application stage. Where relevant the detailed TA has the potential to be informed by the outcome of the Welsh Government's WelTAG assessments.	
3332 / Mr Brian Lloyd / Objection	The plan should include Improvements to the A466 at Highbeech Roundabout should be implemented prior to any development taking place on this site. Current road infrastructure is not able to cope with the current volume of traffic. Developers should fund infrastructure improvements and that should be written into the plan. Consideration should be given to additional filter lanes on the roundabout and so reserving more land than shown on the plan to facilitate this being possible. This should include using the old St Lawrence Road as a filter lane into Chepstow, and additional lanes on the roundabout itself. Developers should fund these infrastructure improvements and that should be written into the plan. Additionally, because of the congestion caused by traffic turning right into the Larkfield Garage site to businesses located on that site, I would suggest that no right turn is allowed into that site by traffic travelling east along the A48 to Gloucester. Recommendation is to look at improving the existing road layouts. MCC should also press the Welsh & UK Governments to fund the Chepstow bypass. Consideration should be taken in relation to current pressure on community services such as Schools and GP Surgeries and the impact of building 143 new houses on such services	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 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 Mounton Road is in a unique position to identify and safeguard land in the southeast part of the site for potential	No change required.

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	and working with the governing bodies to ensure that sufficient cover is provided for the population as it increases.	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. Overall, further detailed Transport Assessments (TAs) are to be considered at the pre/planning application stage. Where relevant the detailed TA has the potential to be informed by the outcome of the Welsh Government's WelTAG assessments. A proposal for a Chepstow Bypass is not set out within the current Monmouthshire Local Transport Strategy (LTS) road schemes, nor within the Welsh Government Road building programme. 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. In terms of health infrastructure, with regard to lack of NHS dentist and doctors in the locality, the mechanisms for improved health infrastructure sit outside of the planning process. The Council is, however, fully engaged with the health board (ABUHB) to help deliver service improvements in Chepstow and across the County as a whole.	
3333 / Mr Brian McDaid / Objection	Objects to the development as it would stretch already broken infrastructure. The roads, school and health infrastructures could not cope. The traffic is already cited	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	No change required.

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	as a major pollution hotspot and more traffic will make this worse.	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 Mounton 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	

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		improvements, are safeguarded from development in Policy ST5 of the RLDP. Overall, further detailed Transport Assessments (TAs) are to be considered at the pre/planning application stage. Where relevant the detailed TA has the potential to be informed by the outcome of the Welsh Government's WelTAG assessments. 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. In terms of health infrastructure, with regard to lack of NHS dentist and doctors in the locality, the mechanisms for improved health infrastructure sit outside of the planning process. The Council is, however, fully engaged with the health board (ABUHB) to help deliver service improvements in Chepstow and across the County as a whole.	
3336 / Mrs Carolyn Chapman / Objection	Employment at Chepstow would be unsustainable. It would be an inappropriate location for either and create more traffic problems and with it, more carbon emissions. It would be inhumane to locate the elderly here where they could not have open windows and fresh air without being exposed to noise and excessive air pollution. Similarly, home owners and hotel guests would suffer the same fate.	The mixed-use allocation which includes provision for commercial (employment) uses, such as a hotel and residential care home (C2) is an integral element of the allocation to serve both the development site and the wider Chepstow area. The scale of commercial provision reflects a balance between the creation of a sustainable community and job provision/ support for Monmouthshire's economy. In terms of air pollution and amenity impact of the development, an Air Quality Assessment (Rapport, April 2024) submitted to support the allocation has demonstrated at this high-level stage of the proposal that air quality levels at the development site (new receptors) would be below the air quality objective levels in the opening year of 2026 and in future year scenarios. Nevertheless, 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	No change required.

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		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.	
3336 / Mrs Carolyn Chapman / Objection	Whist recognising there is a need for affordable housing in Monmouthshire, MCC also have a duty of care to all. The proposed Chepstow site is adjacent to the regularly gridlocked Highbeech roundabout. Inappropriate to place any development here. Already a recognised bottleneck, this would merely cause further problems for residents and visitors. During the construction phase there would be the additional traffic of heavy machinery and after completion, the additional traffic that this development would create. Infrastructure needs to be improved prior to any developments. Moreover, it is a scientific fact that idling and excessive stop starting contributes vastly to pollution from emissions. Further consideration should be applied to the effects of those harmful carbon emissions on those individuals who would actually be condemned to live on this development.	The RLDP Sustainable and Resilient Communities Strategy, represents a sustainable level of growth 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 and having regard to Welsh Government's concerns regarding alignment with Future Wales. In this respect, the RLDP has a duty to address all elements of sustainable development and well-being, including the provision of homes and economic growth. 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 development considerations, whilst also providing additional homes and jobs potential. 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	No change required.

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		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 Mounton 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. Overall, further detailed Transport Assessments (TAs) are to be considered at the pre/planning application stage. Where relevant the detailed TA has the potential to be informed by the outcome of the Welsh Government's WelTAG assessments. An Air Quality Assessment (Rappor, April 2024) submitted to support the allocation has demonstrated at this high-level stage of the proposal that air quality levels at the development site (new receptors) would be below the air quality objective levels in the opening year of 2026 and in future year scenarios. Nevertheless, 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	

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		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.	
3338 / Mrs Cerys Mutton / Objection	It is fine to build the new plans but only when the infrastructure around Chepstow has been significantly improved. The traffic is horrendous. The development will make this worse if it is not addressed.	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 Mouton Road. Welsh Government Highway Officers have been consulted on the proposed allocation and have not objected to the inclusion of the Mouton 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	No change required.

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		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 Mounon 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. Overall, further detailed Transport Assessments (TAs) are to be considered at the pre/planning application stage. Where relevant the detailed TA has the potential to be informed by the outcome of the Welsh Government's WelTAG assessments. 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. In terms of health infrastructure, with regard to lack of NHS dentist and doctors in the locality, the mechanisms for improved health infrastructure sit outside of the planning process. The Council is, however, fully engaged with the health board (ABUHB) to help deliver service improvements in Chepstow and across the County as a whole.	
3342 / Mrs Christine Fowkes / Objection	The development will have a totally adverse effect on Chepstow. The traffic situation is unsustainable currently, and	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 Mounon Road. Welsh Government Highway	No change required.

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	the addition of extra houses will make this much worse. The town does not have the infrastructure to support it, the doctors/schools and dentists are at capacity already.	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 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 Mounton 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	

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		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. Overall, further detailed Transport Assessments (TAs) are to be considered at the pre/planning application stage. Where relevant the detailed TA has the potential to be informed by the outcome of the Welsh Government's WelTAG assessments. 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. In terms of health infrastructure, with regard to lack of NHS dentist and doctors in the locality, the mechanisms for improved health infrastructure sit outside of the planning process. The Council is, however, fully engaged with the health board (ABUHB) to help deliver service improvements in Chepstow and across the County as a whole.	
3352 / David Adams / Objection	Major concern is the increase in pollution, traffic congestion, the amount of disruption caused while building.	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.	No change required.

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		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 Mounon 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. Overall, further detailed Transport Assessments (TAs) are to be considered at the pre/planning application stage. Where relevant the detailed TA has the potential to be informed by the outcome of the Welsh Government's WelTAG assessments. An Air Quality Assessment (Rappor, April 2024) submitted to support the allocation has demonstrated at this high-level stage of the proposal that air quality levels at the development site (new receptors) would be below the air quality objective	

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		levels in the opening year of 2026 and in future year scenarios. Nevertheless, 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.	
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. Portskewett and Caldicot cannot sustain the additional amount of traffic on the road and around the local area.	MCC has commissioned a Strategic Transport Assessment (STA) which undertook modelling using the South East Wales Transport Model (SEWTM) to assess the potential impact 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 and a 2-7% increase in localised traffic on the Severnside highway network. 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. Overall, the analysis from the STA considered that the proposed level of development detailed within the RLDP can be accommodated within the highway network with suitable mitigation. 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.	No change required.

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		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 Mounton 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.	
3358 / Mr Craig Wooler / Objection	Plans for development in Chepstow are unsustainable 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.	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, which includes education sectors, 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. In terms of health infrastructure, with regard to lack of NHS dentist and doctors in the locality, the mechanisms for improved health infrastructure sit outside of the planning process. The Council is, however, fully engaged with the health board (ABUHB) to help deliver service improvements in Chepstow and across the County as a whole.	No change required.

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	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.	With regards to traffic congestion, the operational capacity of the Highbeeche 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 Highbeeche 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 Highbeeche 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 Mounton 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).	

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		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. Overall, further detailed Transport Assessments (TAs) are to be considered at the pre/planning application stage. Where relevant the detailed TA has the potential to be informed by the outcome of the Welsh Government's WelTAG assessments.	
3365 / Mr David Sim / Objection	A new, futureproof Highbeech Roundabout, Chepstow solution is key to effectively delivering so much of your plan. This is so fundamental to give the best chance of delivering success to the region.	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 Mounon Road. Welsh Government Highway Officers have been consulted on the proposed allocation and have not objected to the inclusion of the Mounon 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	No change required.

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3370 / Ms Deborah Hayler / Objection	There is not sufficient infrastructure, roads, schools or healthcare to sustain any additional housing. It is at capacity, basic services are no longer available for the people who currently live here. Congestion is a daily dangerous occurrence. Please put residents over continuous greed.	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, which includes education sectors, 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. In terms of health infrastructure, with regard to lack of NHS dentist and doctors in the locality, the mechanisms for improved health infrastructure sit outside of the planning process. The Council is, however, fully engaged with the health board (ABUHB) to help deliver service improvements in Chepstow and across the County as a whole.	No change required.

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		With regards to traffic congestion, 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 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 Mounton 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).	

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		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. Overall, further detailed Transport Assessments (TAs) are to be considered at the pre/planning application stage. Where relevant the detailed TA has the potential to be informed by the outcome of the Welsh Government's WelTAG assessments.	
3372 / Mrs Deborah Jones / Objection	This area is frequently gridlocked at several times throughout the day particularly commuting times school drop off and especially when there is an event at the racecourse. Why hasn't Monmouthshire council completed a traffic congestion feasibility study.? Amount of traffic in this area has dramatically increased making work commute times double. The prospect of housing and commercial use of property care home and hotel would mean a higher increase in vehicles in this area! The infrastructure roads GPS and schools will struggle to take on another 146 homes!	MCC has commissioned a Strategic Transport Assessment (STA) which undertook modelling using the South East Wales Transport Model (SEWTM) to assess the potential impact 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 and a 2-7% increase in localised traffic on the Severnside highway network. 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. Overall, the analysis from the STA considered that the proposed level of development detailed within the RLDP can be accommodated within the highway network with suitable mitigation. 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	No change required.

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		reflected in national planning policy (PPW and Future Wales), as well as RLDP policies S13 Sustainable Transport and ST1 Sustainable Transport Proposals. 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 Mounton 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. 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, which includes education sectors, 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. In terms of health infrastructure, with regard to lack of NHS dentist and doctors in the locality, the mechanisms for improved health infrastructure sit outside of the planning process. The Council is,	

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		however, fully engaged with the health board (ABUHB) to help deliver service improvements in Chepstow and across the County as a whole.	
3374 / Mrs Delysia Mary Evans / Objection	Mounon Site not viewed as ideal due to current levels of traffic, stating that new infrastructure is needed prior to development. Views the development as an eye sore rather than aiding to enhance the area, rebuking idea that development will attract and support economy in the area. Says green field should remain and development would increase carbon emissions and concerned re pollution from traffic without a new bypass with emissions on Hardwick Hill at very high level already.	The RLDP Sustainable and Resilient Communities Strategy, represents a sustainable level of growth 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 and having regard to Welsh Government's concerns regarding alignment with Future Wales. In this respect, the RLDP has a duty to address all elements of sustainable development and well-being, including the provision of homes and economic growth. 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 development considerations, whilst also providing additional homes and jobs potential. With regard to site selection, as brownfield opportunities within existing settlements in Monmouthshire are limited, greenfield edge of settlement opportunities have had to be considered to meet our key housing and employment requirements. Having regard to development considerations and the candidate site assessment process, it is considered that Land at Mounon Road, Chepstow will provide a sustainable affordable housing-led mixed-use development, where there are opportunities to co-locate homes and commercial uses. This was set out in a report to Council in October 2023 whereby Council considered that the benefits of the commercial development and associated job creation at the Mounon Road site outweighed the loss of higher quality agricultural land, given the absence of alternative commercial sites and the importance of Chepstow for tourism as the gateway to the Wye Valley With regards to traffic congestion, 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 Mounon Road. Welsh Government Highway Officers have been consulted on the proposed allocation and have not objected to the inclusion of the Mounon 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	No change required.

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		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 Mounton 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. Overall, further detailed Transport Assessments (TAs) are to be considered at the	

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		pre/planning application stage. Where relevant the detailed TA has the potential to be informed by the outcome of the Welsh Government's WelTAG assessments. A proposal for a Chepstow Bypass is not set out within the current Monmouthshire Local Transport Strategy (LTS) road schemes, nor within the Welsh Government Road building programme. An Air Quality Assessment (Rappor, April 2024) submitted to support the allocation has demonstrated at this high-level stage of the proposal that air quality levels at the development site (new receptors) would be below the air quality objective levels in the opening year of 2026 and in future year scenarios. Nevertheless, 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. In terms of the visual impact of the proposal upon the gateway to the Wye Valley, a Landscape Visual Baseline (LVB) (EDP, February 2024) has been submitted, which has identified the baseline conditions of the site and surrounding area and determined those landscape and visual characteristics that might inform the design of the proposals, including recommendations for mitigation. Overall, the report concludes that the site's landscape value is considered medium value and the site's immediate and wider context has a medium overall sensitivity to change. Subject to careful design at all stages and inclusion of the recommendations, there appears to be no landscape or visual reasons which would preclude development of the site. The planning application should be further informed by Landscape and Visual Impact Assessment, which would feed into an iterative design solution. MCC's Landscape Officer considers the site from a landscape and GI perspective to be suitable for residential development. It is considered that with appropriate design and layout with development focused on eastern and north western boundaries of the site the proposed development is visually seen as extension of Chepstow's urban boundary. The design layout on the indicative masterplan seeks	

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		to retain and emphasise a parkland character by retaining this area as public parkland open space, a requirement set out in Policy HA3 criterion (g). The indicative masterplan also indicates an appropriate woodland buffer retained to the south west St Lawrence Lane boundary with the open countryside/green wedge setting/ setting with the Wye Valley AONB National Landscape, a requirement of Policy HA3 criterion (i). As such, with these design principles to locate development towards the east of the site and protect and enhance the buffer with the open countryside setting, the landscape impact of the site is acceptable. These high-level landscape design requirements are set out in policies S8 and HA3 and are demonstrated on the submitted indicative Masterplan. Collectively, along with policy S5 – Green Infrastructure, Landscape and Nature Recovery and its associated development management policies there are considered to be sufficient policy requirements to enable the authority 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 also help to ensure development is acceptable. Moreover, the proposals are required to satisfy Policy PM1 –Creating well-designed places, which assesses proposals with regards to form, siting, scale, height, massing, materials and layout of its setting.	
3375 / Mr Derek Segger / Objection	Chepstow cannot accommodate the new housing proposed without any new infrastructure. It is currently gridlocked on the roads and its public services.	MCC has commissioned a Strategic Transport Assessment (STA) which undertook modelling using the South East Wales Transport Model (SEWTM) to assess the potential impact 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 and a 2-7% increase in localised traffic on the Severnside highway network. 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. Overall, the analysis from the STA considered that the proposed level of development detailed within the RLDP can be accommodated within the highway network with suitable mitigation. The operational capacity of the Highbeech roundabout, which is under the jurisdiction of Welsh Government (WG) Highways, is a key consideration to the	No change required.

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3378 / Mrs Elizabeth Parnell / Objection	Until all the houses, many reasonably priced, are sold in Chepstow, is there really a need to build more toy houses? Chepstow doesn't have the infrastructure to cope with any more housing. always congested. We don't need it. Not the right place at all - it is not the location for urban sprawl, it's a very small town without the necessary infrastructure & services.	The RLDP Sustainable and Resilient Communities Strategy, represents a sustainable level of growth 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 and having regard to Welsh Government's concerns regarding alignment with Future Wales. In this respect, the RLDP has a duty to address all elements of sustainable development including the provision of homes and economic growth. 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 development considerations, whilst also providing additional homes and jobs potential. With regard to site selection, as brownfield opportunities within existing settlements in Monmouthshire are limited, greenfield edge of settlement opportunities have had to be considered to meet our key housing and employment requirements. Having regard to development considerations and the candidate site assessment process, it is considered that Land at Mounton Road, Chepstow will provide a sustainable affordable housing-led mixed-use development, where there are opportunities to co-locate homes and commercial uses. This was set out in a report to Council in October 2023 whereby Council considered that the benefits of the commercial development and associated job creation at the Mounton Road site outweighed the loss of higher quality agricultural land, given the absence of alternative commercial sites and the importance of Chepstow for tourism as the gateway to the Wye Valley. With regards to traffic congestion, 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	No change required.

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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. Overall, further detailed Transport Assessments (TAs) are to be considered at the pre/planning application stage. Where relevant the detailed TA has the potential to be informed by the outcome of the Welsh Government's WelTAG assessments. 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, which includes education sectors, 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. In terms of health infrastructure, with regard to lack of NHS dentist and doctors in the locality, the mechanisms for improved health infrastructure sit outside of the planning process. The Council is, however, fully engaged with the health board (ABUHB) to help deliver service improvements in Chepstow and across the County as a whole.	
3381 / Mrs Emily Morgan / Objection	The development would add to the worsening congestion in and around the town. The congestion is causing people to leave Chepstow which is impacting the local economy. Focus funding on revamping the high street, making streets safer and reassessing the flow of traffic.	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 Mounon 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. Overall, further detailed Transport Assessments (TAs) are to be considered at the pre/planning application stage. Where relevant the detailed TA has the potential to be informed by the outcome of the Welsh Government's WelTAG assessments.	
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	MCC has commissioned a Strategic Transport Assessment (STA) which undertook modelling using the South East Wales Transport Model (SEWTM) to assess the potential impact the proposed RLDP'S housing growth on the highway network compared to the existing baseline movements. In relation to Chepstow this	No change required.

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	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 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.	indicated a 2-4% increase in localised traffic at Highbeech roundabout junction and a 2-7% increase in localised traffic on the Severnside highway network. 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. Overall, the analysis from the STA considered that the proposed level of development detailed within the RLDP can be accommodated within the highway network with suitable mitigation. 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. 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 Mounton 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	

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		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. 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, which includes education sectors, 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. In terms of health infrastructure, with regard to lack of NHS dentist and doctors in the locality, the mechanisms for improved health infrastructure sit outside of the planning process. The Council is, however, fully engaged with the health board (ABUHB) to help deliver service improvements in Chepstow and across the County as a whole. The Council has consulted with Dŵr Cymru Welsh Water (DCWW) throughout the preparation of the RLDP. In response the Deposit Plan consultation for HA3 – Land at Mounton Road, DCWW noted that the public sewerage network has sufficient existing capacity and can accept potential foul flows from the proposed allocation.	
3396 / Mrs Gray / Objection	Concerns re lack of road, transport and social infrastructure which should be implemented prior to development. Existing traffic and pollution issues at Larkfield roundabout are exacerbated by new developments in surrounding areas. Residents are frustrated and opposed to low quality developments that increase strain on public services. Objects to the inclusion of commercial use on the site and instead should be located in established	The RLDP Sustainable and Resilient Communities Strategy, represents a sustainable level of growth 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 and having regard to Welsh Government's concerns regarding alignment with Future Wales. In this respect, the RLDP has a duty to address all elements of sustainable development including the provision of homes and economic growth. 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 development considerations, whilst also providing additional homes and jobs potential.	No change required.

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	industrial areas. The appeal of Chepstow as a historic market town with green areas is being ruined by current and future developments, creating a commuter town and causing a decline of the Highstreet, with lack of services. Companies hoarding multiple homes which limits fair access for buyers should be addressed. Residents are frustrated that development plans are being made without considering their impact on the local community.	The RLDP's approach to sustaining Monmouthshire's economy is consistent with national policy (PPW and Future Wales), which advocates an approach for LDPs to plan positively and recognise the importance economic prosperity and job creation in both urban and rural areas. The RLDP seeks to support economic growth, including the visitor economy which is a fundamental part of the County's economy. The proposed mixed-use allocation at Mounton Road, being edge of settlement and approximately a 20-minute walk to the town centre, is considered to meet national planning policy objectives, as well as RLDP objectives: Objective 1 Economic Growth/Employment; Objective 2 sustaining and enhancing Monmouthshire's town centres; and Objective 16 Culture, Heritage and Welsh Language. The site's sustainable location provides the opportunity for visitors to walk to Chepstow's town centre and enable visitor trips to the high street and local businesses. With regards to concern of the proposal attracting out commuters/creating a commuter town, a key objective of the Replacement Local Development Plan (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. The mixed-use allocation which includes provision for commercial (employment) uses, such as a hotel and residential care home (C2) is an integral element of the allocation to serve both the development site and the wider Chepstow area. The scale of commercial provision reflects a balance between the creation of a sustainable community and job provision/ support for Monmouthshire's economy. 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	

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		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 Mounton 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. Overall, further detailed Transport Assessments (TAs) are to be considered at the pre/planning application stage. Where relevant the detailed TA has the potential to be informed by the outcome of the Welsh Government's WelTAG assessments.	

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		In terms of the visual impact of the proposal upon the gateway to the Wye Valley, a Landscape Visual Baseline (LVB) (EDP, February 2024) has been submitted, which has identified the baseline conditions of the site and surrounding area and determined those landscape and visual characteristics that might inform the design of the proposals, including recommendations for mitigation. Overall, the report concludes that the site's landscape value is considered medium value and the site's immediate and wider context has a medium overall sensitivity to change. Subject to careful design at all stages and inclusion of the recommendations, there appears to be no landscape or visual reasons which would preclude development of the site. The planning application should be further informed by Landscape and Visual Impact Assessment, which would feed into an iterative design solution. MCC's Landscape Officer considers the site from a landscape and GI perspective to be suitable for residential development. It is considered that with appropriate design and layout with development focused on eastern and north western boundaries of the site the proposed development is visually seen as extension of Chepstow's urban boundary. The design layout on the indicative masterplan seeks to retain and emphasise a parkland character by retaining this area as public parkland open space, a requirement set out in Policy HA3 criterion (g). The indicative masterplan also indicates an appropriate woodland buffer retained to the south west St Lawrence Lane boundary with the open countryside/green wedge setting/ setting with the Wye Valley AONB National Landscape, a requirement of Policy HA3 criterion (i). As such, with these design principles to locate development towards the east of the site and protect and enhance the buffer with the open countryside setting, the landscape impact of the site is acceptable. These high-level landscape design requirements are set out in policies S8 and HA3 and are demonstrated on the submitted indicative Masterplan. Collectively, along with policy S5 – Green Infrastructure, Landscape and Nature Recovery and its associated development management policies there are considered to be sufficient policy requirements to enable the authority 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 also help to ensure development is acceptable.	

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		With regards to impact on historic character, the site is outside a Conservation Area, however, Mathern's Conservation Area boundary which includes Wyelands Historic Park and Gardens, is just to the south of the site boundary. The site is also within the parkland setting of the Grade II Listed St Lawrence House, which is located just to the north boundary of the site, along with several other characterful residential properties to the north. Cadw's consultation response to the proposal is that intervening vegetation already provides significant screening of the site from the registered Wyelands historic park and garden and careful design should provide additional screening ensuring that the proposed development will not have a significant impact on their settings. MCC'S Heritage Officer's view is that the retention of the western edge of the site as open parkland on the indicative masterplan ensures the setting of the historic environment can be mitigated. This area is essential for the protection of the listed St Lawrence House and wider historic landscape. 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. In terms of health infrastructure, with regard to lack of NHS dentist and doctors in the locality, the mechanisms for improved health infrastructure sit outside of the planning process. The Council is, however, fully engaged with the health board (ABUHB) to help deliver service improvements in Chepstow and across the County as a whole.	
3397 / Dr H Pearson / Objection	Brownfield sites in Monmouthshire should be considered before building on green fields. The infrastructure of Chepstow needs to be addressed before new homes are built. This includes schools, childcare,	With regard to site selection, as brownfield opportunities within existing settlements in Monmouthshire are limited, greenfield edge of settlement opportunities have had to be considered to meet our key housing and employment requirements. Having regard to development considerations and the candidate site assessment process, it is considered that Land at Mounton Road, Chepstow will	No change required.

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	dentist, optician, NHS, police and GP provisions. Our infrastructure is already at capacity following several other developments in the town over recent years. The proposed Mounton road development plans fail to maintain the rural aesthetics of Chepstow. How will we manage the additional traffic new houses will bring? Chepstow already regularly sees gridlock. Concern that the development will house asylum seekers and homeless people. Increased pollution. Flooding issues. Trees within the site should be protected. Every effort should be taken to maintain and support protected species.	provide a sustainable affordable housing-led mixed-use development, where there are opportunities to co-locate homes and commercial uses. This was set out in a report to Council in October 2023 whereby Council considered that the benefits of the commercial development and associated job creation at the Mounton Road site outweighed the loss of higher quality agricultural land, given the absence of alternative commercial sites and the importance of Chepstow for tourism as the gateway to the Wye Valley. 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. In terms of health infrastructure, with regard to lack of NHS dentist and doctors in the locality, the mechanisms for improved health infrastructure sit outside of the planning process. The Council is, however, fully engaged with the health board (ABUHB) to help deliver service improvements in Chepstow and across the County as a whole. With regards to the traffic congestion, 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	

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		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 Mounton 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. Overall, further detailed Transport Assessments (TAs) are to be considered at the pre/planning application stage. Where relevant the detailed TA has the potential to be informed by the outcome of the Welsh Government's WelTAG assessments.	

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		With regards to impact on historic character, the site is outside a Conservation Area, however, Mathern's Conservation Area boundary which includes Wyelands Historic Park and Gardens, is just to the south of the site boundary. The site is also within the parkland setting of the Grade II Listed St Lawrence House, which is located just to the north boundary of the site, along with several other characterful residential properties to the north. Cadw's consultation response to the proposal is that intervening vegetation already provides significant screening of the site from the registered Wyelands historic park and garden and careful design should provide additional screening ensuring that the proposed development will not have a significant impact on their settings. MCC'S Heritage Officer's view is that the retention of the western edge of the site as open parkland on the indicative masterplan ensures the setting of the historic environment can be mitigated. This area is essential for the protection of the listed St Lawrence House and wider historic landscape. The site contains groups of mature woodland and mature hedgerows which contain several important natural ecological habitats. The protection and preservation of these habitats is a key consideration in the development of the site. MCC's ecologists note that there are no 'in principle' constraints to the future development of the site subject to implementation of a sensitive masterplan design that incorporates appropriate inherent avoidance, mitigation and enhancement measures and provides net benefit for biodiversity. These policy requirements are set out in policies S8 and HA3 criteria (j), (k) and (l) of the RLDP. 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. In relation to social risks of affordable housing provision, the behaviours of people are outside the remit of the RLDP. The plan, however, provides the supportive policy framework to create inclusive, demographically balanced and resilient communities as set out in the Vision of the Plan. Strategic Policy S3 relating to sustainable placemaking and high-quality design and Policy PM1 Creating well-	

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		designed places include criteria to ensure safe and inclusive design and safe, secure and accessible environments for all members of the community.	
3410 / Lucy Thompson / Objection	Chepstow is saturated with the weight of new housing. How will the increased number of cars from the development not affect traffic levels. Concerns re infrastructure not being able to cope with the traffic and commuting times, especially into Chepstow town centre and St Lawrence roundabout. Concerns Chepstow is becoming a concrete jungle and development is an irresponsible pressure to add the area.	The RLDP Sustainable and Resilient Communities Strategy, represents a sustainable level of growth 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 and having regard to Welsh Government's concerns regarding alignment with Future Wales. In this respect, the RLDP has a duty to address all elements of sustainable development including the provision of homes and economic growth. 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 development considerations, whilst also providing additional homes and jobs potential. With regards to traffic congestion, 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	No change required.

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		improved health infrastructure sit outside of the planning process. The Council is, however, fully engaged with the health board (ABUHB) to help deliver service improvements in Chepstow and across the County as a whole.	
3435 / Miss Ceri Peach / Objection	Current infrastructure unable to support any further housing in Chepstow or wider areas, especially in immediate locality to development with substantial pressure on Highbeech roundabout with recent developments in proximity increasing travel times and causing significant levels of congestion, pollution, and impact on the health and wellbeing of residents. Social infrastructure struggling without further development (doctors).	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 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 Mounton Road is in a unique position	No change required.

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		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. Overall, further detailed Transport Assessments (TAs) are to be considered at the pre/planning application stage. Where relevant the detailed TA has the potential to be informed by the outcome of the Welsh Government's WelTAG assessments. 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, which includes education sectors, 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. In terms of health infrastructure, with regard to lack of NHS dentist and doctors in the locality, the mechanisms for improved health infrastructure sit outside of the planning process. The Council is, however, fully engaged with the health board (ABUHB) to help deliver service improvements in Chepstow and across the County as a whole.	
3436 / Mr Christopher Banner / Objection	There is no infrastructure which can support this new development. Traffic is often at a standstill. Transport links are poor and needs to be addressed. You are building on more land, which in one way or another will lead to flooding. Building by the Highbeech Roundabout is madness. Are new schools being built in this	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	No change required.

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	development? Are new doctor surgeries being built? Council do not listen. Net zero is to make Wales look good. Electric car- The manufacture of, lithium for the batteries, tyre pollution. If the motor/batteries fails, the car is a right off. Going green costs the consumer. Cycling: Monmouthshire does not have the countryside around Chepstow, that lends itself to cycling.	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 Mounon 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. Overall, further detailed Transport Assessments (TAs) are to be considered at the pre/planning application stage. Where relevant the detailed TA has the potential to	

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		be informed by the outcome of the Welsh Government's WelTAG assessments. 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, which includes education sectors, 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. In terms of health infrastructure, with regard to lack of NHS dentist and doctors in the locality, the mechanisms for improved health infrastructure sit outside of the planning process. The Council is, however, fully engaged with the health board (ABUHB) to help deliver service improvements in Chepstow and across the County as a whole. The site benefits from approximately 20-minute walking times to Chepstow's town centre and key services and facilities, including the train station. It is considered that there will be opportunities to connect the site to Chepstow's core with active travel links, including cycling, and promote the use of sustainable modes of travel, facilitating modal shift and these key policy requirements are set out in policies S8 and HA3 criterion (m). The steep topography of the area is recognised. This issue has been initially considered within the preliminary Transport Assessment (TA) (Rappor 2024), which begins to address the topography issue Chepstow has in relation to sustainable travel. At this strategic stage however, the TA is high level and solutions and further detail will be considered at the planning application stage. With regard to flood risk concerns, 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. The Flood Map for Planning does not identify any flood zones on the site. The Strategic Flood Consequence High Level Assessment concludes that there are no significant flood risk considerations to the allocation. The site is located within Zone 1 and is at low risk from all sources of flooding. A preliminary Flood Consequences Assessment (Rappor, updated June	

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		2025) has identified that drainage solutions can be implemented, including on site surface water drainage with a Sustainable Drainage System (SuDS) drained via infiltration. Infiltration testing has been carried out which confirms that that this method of drainage is suitable and viable. Infiltration basins are proposed across the site to serve individual catchments. 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) 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. In relation to delivering net zero carbon homes, this is supplemented by the detailed development management policy NZ1 – Monmouthshire Zero Carbon Homes, which sets out the detailed policy requirements for meeting net zero carbon homes. Further guidance on how developments will be expected to satisfy the requirements of this policy will be set out in supplementary planning guidance.	
3438 / Docter Alan Hudson / Objection	There is insufficient local infrastructure to support increased housing in the area of Highbeech roundabout, Chepstow. This plan will add to the considerable traffic congestion around the area of the Highbeech roundabout.	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	No change required.

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		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 Mounton 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. Overall, further detailed Transport Assessments (TAs) are to be considered at the pre/planning application stage. Where relevant the detailed TA has the potential to be informed by the outcome of the Welsh Government's WelTAG assessments. 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, which includes education sectors, 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	

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		part of the planning application process. In terms of health infrastructure, with regard to lack of NHS dentist and doctors in the locality, the mechanisms for improved health infrastructure sit outside of the planning process. The Council is, however, fully engaged with the health board (ABUHB) to help deliver service improvements in Chepstow and across the County as a whole.	
3441 / Mr Freddie Blake / Objection	This site is the gateway to the Wye Valley and Chepstow, and I believe that any development on this site will go against the council's own vision 'to protect, enhance and manage Monmouthshire's natural environment.....while at the same time maximising benefits for the economy, tourism, health and well-being. This includes the Wye Valley National Landscape'. The infrastructure for the area desperately needs improvement. The huge volume of traffic heading towards the Highbeech roundabout is already bad, issue will be exacerbated.	The RLDP Sustainable and Resilient Communities Strategy, represents a sustainable level of growth 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 and having regard to Welsh Government's concerns regarding alignment with Future Wales. In this respect, the RLDP has a duty to address all elements of sustainable development including the provision of homes and economic growth. 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 development considerations, whilst also providing additional homes and jobs potential. In terms of the visual impact of the proposal upon the gateway to the Wye Valley, a Landscape Visual Baseline (LVB) (EDP, February 2024) has been submitted, which has identified the baseline conditions of the site and surrounding area and determined those landscape and visual characteristics that might inform the design of the proposals, including recommendations for mitigation. Overall, the report concludes that the site's landscape value is considered medium value and the site's immediate and wider context has a medium overall sensitivity to change. Subject to careful design at all stages and inclusion of the recommendations, there appears to be no landscape or visual reasons which would preclude development of the site. The planning application should be further informed by Landscape and Visual Impact Assessment, which would feed into an iterative design solution. MCC's Landscape Officer considers the site from a landscape and GI perspective to be suitable for residential development. It is considered that with appropriate design and layout with development focused on eastern and north western boundaries of the site the proposed development is visually seen as extension of Chepstow's urban boundary. The design layout on the indicative masterplan seeks to retain and emphasise a parkland character by retaining this area as public parkland open space, a requirement set out in Policy HA3 criterion (g). The	No change required.

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		indicative masterplan also indicates an appropriate woodland buffer retained to the south west St Lawrence Lane boundary with the open countryside/green wedge setting/ setting with the Wye Valley AONB National Landscape, a requirement of Policy HA3 criterion (i). As such, with these design principles to locate development towards the east of the site and protect and enhance the buffer with the open countryside setting, the landscape impact of the site is acceptable. These high-level landscape design requirements are set out in policies S8 and HA3 and are demonstrated on the submitted indicative Masterplan. Collectively, along with policy S5 – Green Infrastructure, Landscape and Nature Recovery and its associated development management policies there are considered to be sufficient policy requirements to enable the authority 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 also help to ensure development is acceptable. 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 Mounon Road. Welsh Government Highway Officers have been consulted on the proposed allocation and have not objected to the inclusion of the Mounon 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	

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		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 Mounon 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. Overall, further detailed Transport Assessments (TAs) are to be considered at the pre/planning application stage. Where relevant the detailed TA has the potential to be informed by the outcome of the Welsh Government's WelTAG assessments.	
3445 / Mrs Heidi McAllister / Objection	The houses at Mounon Road will be a long way from town and not near main bus or train station so traffic volume will increase. Chepstow is a historic market town and gateway to Wales and The Wye Valley. Having an urban strip will detract from this. It will also affect biodiversity. So it should be a protected rural landscape. Mounon road site is likely to cause severe traffic	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 of 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	No change required.

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	problems on a busy junction. The local infrastructure currently doesn't support more housing. A better plan would be to plan and build a sustainable new town along the M48 corridor.	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. With regards to the consideration of a new settlement, paragraph 3.53 of Planning Policy Wales states that "due to their strategic nature new settlements should only be proposed as part of a joint LDP, an SDP or Future Wales. This is due to their significance and impacts extending beyond a single local authority." National Policy does therefore not allow New Settlements to be considered as part of the LDP process. With regard to site selection, as brownfield opportunities within existing settlements in Monmouthshire are limited, greenfield edge of settlement opportunities have had to be considered to meet our key housing and employment requirements. Having regard to development considerations and the candidate site assessment process, it is considered that Land at Mounton Road, Chepstow will provide a sustainable affordable housing-led mixed-use development, where there are opportunities to co-locate homes and commercial uses. This was set out in a report to Council in October 2023 whereby Council considered that the benefits of the commercial development and associated job creation at the Mounton Road site outweighed the loss of higher quality agricultural land, given the absence of alternative commercial sites and the importance of Chepstow for tourism as the gateway to the Wye Valley. The site benefits from approximately 20-minute walking times to Chepstow's town centre and key services and facilities, including the train station. It is considered that there will be opportunities to connect the site to Chepstow's core with active travel links, including cycling, and promote the use of sustainable modes of travel, facilitating modal shift and these key policy requirements are set out in policies S8 and HA3 criterion (m). The steep topography of the area is recognised. This issue has been initially considered within the preliminary Transport Assessment (TA) (Rappor 2024), which begins to address the topography issue Chepstow has in relation to sustainable travel. At this strategic stage however, the TA is high level	

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		and solutions and further detail will be considered at the planning application stage. 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 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 Mounton Road is in a unique position to identify and safeguard land in the southeast part of the site for potential	

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		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. Overall, further detailed Transport Assessments (TAs) are to be considered at the pre/planning application stage. Where relevant the detailed TA has the potential to be informed by the outcome of the Welsh Government's WelTAG assessments. In terms of the visual impact of the proposal upon the gateway to the Wye Valley, a Landscape Visual Baseline (LVB) (EDP, February 2024) has been submitted, which has identified the baseline conditions of the site and surrounding area and determined those landscape and visual characteristics that might inform the design of the proposals, including recommendations for mitigation. Overall, the report concludes that the site's landscape value is considered medium value and the site's immediate and wider context has a medium overall sensitivity to change. Subject to careful design at all stages and inclusion of the recommendations, there appears to be no landscape or visual reasons which would preclude development of the site. The planning application should be further informed by Landscape and Visual Impact Assessment, which would feed into an iterative design solution. MCC's Landscape Officer considers the site from a landscape and GI perspective to be suitable for residential development. It is considered that with appropriate design and layout with development focused on eastern and north western boundaries of the site the proposed development is visually seen as extension of Chepstow's urban boundary. The design layout on the indicative masterplan seeks to retain and emphasise a parkland character by retaining this area as public parkland open space, a requirement set out in Policy HA3 criterion (g). The indicative masterplan also indicates an appropriate woodland buffer retained to the south west St Lawrence Lane boundary with the open countryside/green wedge setting/ setting with the Wye Valley AONB National Landscape, a requirement of Policy HA3 criterion (i). As such, with these design principles to	

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		locate development towards the east of the site and protect and enhance the buffer with the open countryside setting, the landscape impact of the site is acceptable. These high-level landscape design requirements are set out in policies S8 and HA3 and are demonstrated on the submitted indicative Masterplan. Collectively, along with policy S5 – Green Infrastructure, Landscape and Nature Recovery and its associated development management policies there are considered to be sufficient policy requirements to enable the authority 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 also help to ensure development is acceptable. With regards to impact on historic character, the site is outside a Conservation Area, however, Mathern's Conservation Area boundary which includes Wyelands Historic Park and Gardens, is just to the south of the site boundary. The site is also within the parkland setting of the Grade II Listed St Lawrence House, which is located just to the north boundary of the site, along with several other characterful residential properties to the north. Cadw's consultation response to the proposal is that intervening vegetation already provides significant screening of the site from the registered Wyelands historic park and garden and careful design should provide additional screening ensuring that the proposed development will not have a significant impact on their settings. MCC's Heritage Officer's view is that the retention of the western edge of the site as open parkland on the indicative masterplan ensures the setting of the historic environment can be mitigated. This area is essential for the protection of the listed St Lawrence House and wider historic landscape. The site contains groups of mature woodland and mature hedgerows which contain several important natural ecological habitats. The protection and preservation of these habitats is a key consideration in the development of the site. MCC's ecologists note that there are no 'in principle' constraints to the future development of the site subject to implementation of a sensitive masterplan design that incorporates appropriate inherent avoidance, mitigation and enhancement measures and provides net benefit for biodiversity. These policy requirements are set out in policies S8 and HA3 criteria (j), (k) and (l) of the RLDP.	

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		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.	
3447 / Julie Stollery / Objection	Objection to new housing and traveller sites in Chepstow until the existing roads and infrastructure are improved.	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 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	No change required.

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		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 Mounton 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. Overall, further detailed Transport Assessments (TAs) are to be considered at the pre/planning application stage. Where relevant the detailed TA has the potential to be informed by the outcome of the Welsh Government's WelTAG assessments. 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. In terms of health infrastructure, with regard to lack of NHS dentist and doctors in the locality, the mechanisms for improved health infrastructure sit outside of the planning process. The Council is, however, fully engaged with the health board (ABUHB) to help deliver service improvements in Chepstow and across the County as a whole.	
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	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	No change required.

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	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.	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 Mounton 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	

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		improvements, are safeguarded from development in Policy ST5 of the RLDP. Overall, further detailed Transport Assessments (TAs) are to be considered at the pre/planning application stage. Where relevant the detailed TA has the potential to be informed by the outcome of the Welsh Government's WelTAG assessments. 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. In terms of health infrastructure, with regard to lack of NHS dentist and doctors in the locality, the mechanisms for improved health infrastructure sit outside of the planning process. The Council is, however, fully engaged with the health board (ABUHB) to help deliver service improvements in Chepstow and across the County as a whole. In terms of the visual impact of the proposal upon the gateway to the Wye Valley, a Landscape Visual Baseline (LVB) (EDP, February 2024) has been submitted, which has identified the baseline conditions of the site and surrounding area and determined those landscape and visual characteristics that might inform the design of the proposals, including recommendations for mitigation. Overall, the report concludes that the site's landscape value is considered medium value and the site's immediate and wider context has a medium overall sensitivity to change. Subject to careful design at all stages and inclusion of the recommendations, there appears to be no landscape or visual reasons which would preclude development of the site. The planning application should be further informed by Landscape and Visual Impact Assessment, which would feed into an iterative design solution. MCC's Landscape Officer considers the site from a landscape and GI perspective to be suitable for residential development. It is considered that with appropriate design and layout with development focused on eastern and north western boundaries of the site the proposed development is visually seen as extension of Chepstow's urban boundary. The design layout on the indicative masterplan seeks to retain and emphasise a parkland character by retaining this area as public	

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		parkland open space, a requirement set out in Policy HA3 criterion (g). The indicative masterplan also indicates an appropriate woodland buffer retained to the south west St Lawrence Lane boundary with the open countryside/green wedge setting/ setting with the Wye Valley AONB National Landscape, a requirement of Policy HA3 criterion (i). As such, with these design principles to locate development towards the east of the site and protect and enhance the buffer with the open countryside setting, the landscape impact of the site is acceptable. These high-level landscape design requirements are set out in policies S8 and HA3 and are demonstrated on the submitted indicative Masterplan. Collectively, along with policy S5 – Green Infrastructure, Landscape and Nature Recovery and its associated development management policies there are considered to be sufficient policy requirements to enable the authority 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 also help to ensure development is acceptable. With regards to impact on historic character, the site is outside a Conservation Area, however, Mathern's Conservation Area boundary which includes Wyelands Historic Park and Gardens, is just to the south of the site boundary. The site is also within the parkland setting of the Grade II Listed St Lawrence House, which is located just to the north boundary of the site, along with several other characterful residential properties to the north. Cadw's consultation response to the proposal is that intervening vegetation already provides significant screening of the site from the registered Wyelands historic park and garden and careful design should provide additional screening ensuring that the proposed development will not have a significant impact on their settings. MCC'S Heritage Officer's view is that the retention of the western edge of the site as open parkland on the indicative masterplan ensures the setting of the historic environment can be mitigated. This area is essential for the protection of the listed St Lawrence House and wider historic landscape. The site contains groups of mature woodland and mature hedgerows which contain several important natural ecological habitats. The protection and preservation of these habitats is a key consideration in the development of the site. MCC's ecologists note that there are no 'in principle' constraints to the future	

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		development of the site subject to implementation of a sensitive masterplan design that incorporates appropriate inherent avoidance, mitigation and enhancement measures and provides net benefit for biodiversity. These policy requirements are set out in policies S8 and HA3 criteria (j), (k) and (l) of the RLDP. 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.	
3462 / Mrs Laura Cullinane / Objection	Traffic generation versus the known capacity issues at Highbeech roundabout is a concern. There is no infrastructure plan to mitigate the impact of traffic growth. How will vehicles leave the site to turn right into queuing traffic? If Monmouthshire County Council and the WG add the Mouton Road Development Site to the RLDP they are doing so knowing that the nitrogen dioxide (NO₂) levels in the air at Highbeech roundabout and surrounding roads will increase. The housing growth figures are still predicated on creating huge numbers of new jobs in the county. New homes close to the M48 would attract out-commuters and work against the plan's ambition to create thriving local communities. Impact on landscape/historical amenity is also a concern. There is no evidence or plan to enable modal shift (i.e. more people onto public transport or active travel). This causes me huge concern regarding children safely walking on a known route to schools.	The RLDP Sustainable and Resilient Communities Strategy, represents a sustainable level of growth 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 and having regard to Welsh Government's concerns regarding alignment with Future Wales. In this respect, the RLDP has a duty to address all elements of sustainable development including the provision of homes and economic growth. 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 development considerations, whilst also providing additional homes and jobs potential. The jobs figure contained in the RLDP is based on demographic-led modelling which is considered to be robust and includes appropriate assumptions. The associated jobs figure represents the number of jobs that could be supported by the population and housing growth planned for over the Plan period, rather than a precise target. It is recognised that it is above the baseline forecasts, however, a policy-on approach provides an appropriate basis for the RLDP to ensure that the Plan can be sufficiently flexible in respect of changing circumstances and that the County can support long term growth in accordance with Welsh Government policy, which encourages the adoption of a long term and positive strategy, and the economic ambitions of the Council and the Cardiff Capital Region. With regards to concern of the proposal attracting out commuters, a key objective of the Replacement Local Development Plan (RLDP) is to reduce the levels of out-commuting. To address this the RLDP identifies a level of growth that aims to	No change required.

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	Development on this site would spoil the natural character of the area. Provision of social infrastructure such as healthcare and education is a huge concern.	provide an appropriate balance of housing and employment development, to reduce the need to travel and travel to work distances. The mixed-use allocation which includes provision for commercial (employment) uses, such as a hotel and residential care home (C2) is an integral element of the allocation to serve both the development site and the wider Chepstow area. The scale of commercial provision reflects a balance between the creation of a sustainable community and job provision/ support for Monmouthshire's economy. With regards to traffic congestion concerns, the operational capacity of the Highbeeche roundabout, which is under the jurisdiction of Welsh Government (WG) Highways, is a key consideration to the development proposal Land at Mounon Road. Welsh Government Highway Officers have been consulted on the proposed allocation and have not objected to the inclusion of the Mounon 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 Highbeeche 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	

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		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 Mounton 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. Overall, further detailed Transport Assessments (TAs) are to be considered at the pre/planning application stage. Where relevant the detailed TA has the potential to be informed by the outcome of the Welsh Government's WelTAG assessments. With regards to air quality concerns, an Air Quality Assessment (Rappor, April 2024) submitted to support the allocation has demonstrated at this high-level stage of the proposal that air quality levels at the development site (new receptors) would be below the air quality objective levels in the opening year of 2026 and in future year scenarios. Nevertheless, 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. In terms of the visual impact of the proposal upon the gateway to the Wye Valley, a Landscape Visual Baseline (LVB) (EDP, February 2024) has been submitted, which has identified the baseline conditions of the site and surrounding area and determined those landscape and	

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		visual characteristics that might inform the design of the proposals, including recommendations for mitigation. Overall, the report concludes that the site's landscape value is considered medium value and the site's immediate and wider context has a medium overall sensitivity to change. Subject to careful design at all stages and inclusion of the recommendations, there appears to be no landscape or visual reasons which would preclude development of the site. The planning application should be further informed by Landscape and Visual Impact Assessment, which would feed into an iterative design solution. MCC's Landscape Officer considers the site from a landscape and GI perspective to be suitable for residential development. It is considered that with appropriate design and layout with development focused on eastern and north western boundaries of the site the proposed development is visually seen as extension of Chepstow's urban boundary. The design layout on the indicative masterplan seeks to retain and emphasise a parkland character by retaining this area as public parkland open space, a requirement set out in Policy HA3 criterion (g). The indicative masterplan also indicates an appropriate woodland buffer retained to the south west St Lawrence Lane boundary with the open countryside/green wedge setting/ setting with the Wye Valley AONB National Landscape, a requirement of Policy HA3 criterion (i). As such, with these design principles to locate development towards the east of the site and protect and enhance the buffer with the open countryside setting, the landscape impact of the site is acceptable. These high-level landscape design requirements are set out in policies S8 and HA3 and are demonstrated on the submitted indicative Masterplan. Collectively, along with policy S5 – Green Infrastructure, Landscape and Nature Recovery and its associated development management policies there are considered to be sufficient policy requirements to enable the authority 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 also 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. It sets out the key issues, constraints, policy	

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		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. In terms of health infrastructure, with regard to lack of NHS dentist and doctors in the locality, the mechanisms for improved health infrastructure sit outside of the planning process. The Council is, however, fully engaged with the health board (ABUHB) to help deliver service improvements in Chepstow and across the County as a whole.	
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 in to Caldicot and Portskewett from Chepstow will cause extra traffic chaos. High Beach roundabout will be a nightmare. There's not the facilities for extra people, doctors, dentists, chemists etc who are already struggling with demand.	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 solutions based on deliverability, well-being and affordability considerations.	No change required.

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		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 Mounon 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. Overall, further detailed Transport Assessments (TAs) are to be considered at the pre/planning application stage. Where relevant the detailed TA has the potential to be informed by the outcome of the Welsh Government's WelTAG assessments. 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. In terms of health infrastructure, with regard to lack of NHS dentist and doctors in the locality, the mechanisms for improved health infrastructure sit outside of the planning process. The Council is, however, fully engaged with the health board (ABUHB) to help deliver service improvements in Chepstow and across the County as a whole.	

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3466 / Andrew Sincok / Objection	The road infrastructure is overwhelmed with extra vehicles making this worse. Journey times take too long which a new development will increase.	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 Mounon Road. Welsh Government Highway Officers have been consulted on the proposed allocation and have not objected to the inclusion of the Mounon 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 Mounon 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).	No change required.

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		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. Overall, further detailed Transport Assessments (TAs) are to be considered at the pre/planning application stage. Where relevant the detailed TA has the potential to be informed by the outcome of the Welsh Government's WelTAG assessments. 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.	
3468 / Ann Corbett / Objection	146 Homes and commercial units will obliterate green space on entry to Chepstow and irreversibly damage the nature of the town. In conjunction with the Crick Road site (HA2), 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. Topography of Chepstow restricts ability of people to engage in active travel and with poor public transport- offering little to sway new residents away from private vehicles, the	With regard to site selection, as brownfield opportunities within existing settlements in Monmouthshire are limited, greenfield edge of settlement opportunities have had to be considered to meet our key housing and employment requirements. Having regard to development considerations and the candidate site assessment process, it is considered that Land at Mounton Road, Chepstow will provide a sustainable affordable housing-led mixed-use development, where there are opportunities to co-locate homes and commercial uses. This was set out in a report to Council in October 2023 whereby Council considered that the benefits of the commercial development and associated job creation at the Mounton Road site outweighed the loss of higher quality agricultural land, given the absence of alternative commercial sites and the importance of Chepstow for tourism as the gateway to the Wye Valley. MCC has commissioned a Strategic Transport Assessment (STA) which undertook modelling using the South East Wales Transport Model (SEWTM) to assess the	No change required.

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	Highbeech roundabout will become increasingly dangerous.	potential impact 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 and a 2-7% increase in localised traffic on the Severnside highway network. 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. Overall, the analysis from the STA considered that the proposed level of development detailed within the RLDP can be accommodated within the highway network with suitable mitigation. 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. 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 Mounton 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).	

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		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. Overall, further detailed Transport Assessments (TAs) are to be considered at the pre/planning application stage. Where relevant the detailed TA has the potential to be informed by the outcome of the Welsh Government's WelTAG assessments. With regards to air quality concerns, an Air Quality Assessment (Rappor, April 2024) submitted to support the allocation has demonstrated at this high-level stage of the proposal that air quality levels at the development site (new receptors) would be below the air quality objective levels in the opening year of 2026 and in future year scenarios. Nevertheless, 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. The site benefits from approximately 20-minute walking times to Chepstow's town centre and key services and facilities, including the train station. It is considered that there will be opportunities to connect the site to Chepstow's core with active travel links, including cycling, and promote the use of sustainable modes of travel, facilitating modal shift and these key policy requirements are set out in policies S8 and HA3 criterion (m). The steep topography of the area is recognised. This issue has been initially considered within the preliminary Transport Assessment (TA) (Rappor 2024), which begins to address the topography issue Chepstow has in relation to sustainable travel. At this strategic stage however, the TA is high level	

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		and solutions and further detail will be considered at the planning application stage.	
3473 / Alan Thompson / Objection	Traffic congestion is getting worse, even without this development, the new development will exacerbate the issue. Chepstow has already seen large housing developments Brunel Quater.	With regard to site selection, as brownfield opportunities within existing settlements in Monmouthshire are limited, greenfield edge of settlement opportunities have had to be considered to meet our key housing and employment requirements. Having regard to development considerations and the candidate site assessment process, it is considered that Land at Mounton Road, Chepstow will provide a sustainable affordable housing-led mixed-use development, where there are opportunities to co-locate homes and commercial uses. This was set out in a report to Council in October 2023 whereby Council considered that the benefits of the commercial development and associated job creation at the Mounton Road site outweighed the loss of higher quality agricultural land, given the absence of alternative commercial sites and the importance of Chepstow for tourism as the gateway to the Wye Valley.	No change required.
3478 / Alan Cullinane / Objection	Issues regarding traffic congestion at Highbeech roundabout with no infrastructure plan to mitigate the impact of traffic growth or ease the generation of pollution that will further go above the EU limit value of 40µg/m ³ , causing additional pollution. No job growth in Chepstow to accommodate the influx of people, likely to attract out commuters and work against ambition to create thriving local communities not reliant on car usage. High impact on landscape/historical amenity through the proximity to St Lawrence House and green wedge, spoiling natural character of the area, diminishing wellbeing of existing community. Significant investment in healthcare and education required for existing	MCC has commissioned a Strategic Transport Assessment (STA) which undertook modelling using the South East Wales Transport Model (SEWTM) to assess the potential impact 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 and a 2-7% increase in localised traffic on the Severnside highway network. 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. Overall, the analysis from the STA considered that the proposed level of development detailed within the RLDP can be accommodated within the highway network with suitable mitigation. 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	No change required.

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	infrastructure to keep up with population influx from this development.	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. 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 Mounton 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. Overall, further detailed Transport Assessments (TAs) are to be considered at the pre/planning application stage. Where relevant the detailed TA has the potential to be informed by the outcome of the Welsh Government's WelTAG assessments. With regards to air quality concerns, an Air Quality Assessment (Rappor, April 2024) submitted to support the allocation has demonstrated at this high-level stage of the proposal that air quality levels at the development site (new receptors) would be below the air quality objective levels in the opening year of 2026 and in future year scenarios. Nevertheless, 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	

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		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. In terms of the visual impact of the proposal upon the gateway to the Wye Valley, a Landscape Visual Baseline (LVB) (EDP, February 2024) has been submitted, which has identified the baseline conditions of the site and surrounding area and determined those landscape and visual characteristics that might inform the design of the proposals, including recommendations for mitigation. Overall, the report concludes that the site’s landscape value is considered medium value and the site’s immediate and wider context has a medium overall sensitivity to change. Subject to careful design at all stages and inclusion of the recommendations, there appears to be no landscape or visual reasons which would preclude development of the site. The planning application should be further informed by Landscape and Visual Impact Assessment, which would feed into an iterative design solution. MCC’s Landscape Officer considers the site from a landscape and GI perspective to be suitable for residential development. It is considered that with appropriate design and layout with development focused on eastern and north western boundaries of the site the proposed development is visually seen as extension of Chepstow’s urban boundary. The design layout on the indicative masterplan seeks to retain and emphasise a parkland character by retaining this area as public parkland open space, a requirement set out in Policy HA3 criterion (g). The indicative masterplan also indicates an appropriate woodland buffer retained to the south west St Lawrence Lane boundary with the open countryside/green wedge setting/ setting with the Wye Valley AONB National Landscape, a requirement of Policy HA3 criterion (i). As such, with these design principles to locate development towards the east of the site and protect and enhance the buffer with the open countryside setting, the landscape impact of the site is acceptable. These high-level landscape design requirements are set out in policies S8 and HA3 and are demonstrated on the submitted indicative Masterplan. Collectively, along with policy S5 – Green Infrastructure, Landscape and Nature Recovery and its associated development management policies there are	

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		considered to be sufficient policy requirements to enable the authority 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 also help to ensure development is acceptable. With regards to impact on historic character, the site is outside a Conservation Area, however, Mathern's Conservation Area boundary which includes Wyelands Historic Park and Gardens, is just to the south of the site boundary. The site is also within the parkland setting of the Grade II Listed St Lawrence House, which is located just to the north boundary of the site, along with several other characterful residential properties to the north. Cadw's consultation response to the proposal is that intervening vegetation already provides significant screening of the site from the registered Wyelands historic park and garden and careful design should provide additional screening ensuring that the proposed development will not have a significant impact on their settings. MCC'S Heritage Officer's view is that the retention of the western edge of the site as open parkland on the indicative masterplan ensures the setting of the historic environment can be mitigated. This area is essential for the protection of the listed St Lawrence House and wider historic landscape. In relation to developing within a green wedge, a Green Wedge Review has been undertaken which concludes that 'The parcel makes a moderate contribution to preventing settlement coalescence, managing urban form, safeguarding the countryside from encroachment and protecting the setting of an urban area. It plays a 'moderate buffer role.' It is therefore, proposed to remove the green wedge designation that contains the Mounton Road allocation. The removal of this parcel of land is also considered to align with national policy, whereby PPW notes that green wedge boundaries should be chosen carefully using physical features and boundaries to include only that land which it is necessary to keep open in the longer term. Ensuring a sufficient range of development land which is suitably located in relation to the existing urban edge should be made available, having regard to the longer-term need for development land, the effects of development pressure in the area and the need to minimise demand to travel. For further information please refer to the Green Wedge Assessments (LUC, 2024) and Green Wedge Review (2025). With regards to the provision of infrastructure, in	

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		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. In terms of health infrastructure, with regard to lack of NHS dentist and doctors in the locality, the mechanisms for improved health infrastructure sit outside of the planning process. The Council is, however, fully engaged with the health board (ABUHB) to help deliver service improvements in Chepstow and across the County as a whole.	
3481 / Ashley Cullinane / Objection	Concerns re increased traffic and lack of infrastructure causing air pollution and having a negative impact on resident's health and wellbeing. Suggests air quality has not improved since 2007 study. Concerns there is no infrastructure plans to mitigate traffic growth. Concerns the development is therefore in conflict will Welsh Governments Wellbeing Objectives, ISA, The Public Health Wales Act 2017, Wellbeing of Future Generations Act (Wales 2015), The Planning Act Wales 2015, PPW12, Gwent PSB Wellbeing Plan Steps, Community and Corporate Plan. RLDP Objectives, 3, 8, 12, 14, and 17, Environment Air Quality and Soundscapes Wales Act 2024, Health and Social Care Quality and Engagement Act Wales 2020, Historic Environment Wales Act 2023. Concerns housing growth figures are based on unachievable job growth levels	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 jobs figure contained in the RLDP is based on demographic-led modelling which is considered to be robust and includes appropriate assumptions. The associated jobs figure represents the number of jobs that could be supported by the population and housing growth planned for over the Plan period, rather than a precise target. It is recognised that it is above the baseline forecasts, however, a policy-on approach provides an appropriate basis for the RLDP to ensure that the Plan can be sufficiently flexible in respect of changing circumstances and that the County can support long term growth in accordance with Welsh Government policy, which encourages the adoption of a long term and positive strategy, and the economic ambitions of the Council and the Cardiff Capital Region.	No change required.

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	increasing out commuting and private car usage. Concerns development on this site was previously refused so what has changed?	With regards to concern of the proposal attracting out commuters, a key objective of the Replacement Local Development Plan (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. The mixed-use allocation which includes provision for commercial (employment) uses, such as a hotel and residential care home (C2) is an integral element of the allocation to serve both the development site and the wider Chepstow area. The scale of commercial provision reflects a balance between the creation of a sustainable community and job provision/ support for Monmouthshire's economy. With regards to traffic congestion concerns, 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	

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		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 Mounon 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. Overall, further detailed Transport Assessments (TAs) are to be considered at the pre/planning application stage. Where relevant the detailed TA has the potential to be informed by the outcome of the Welsh Government's WelTAG assessments. With regards to air quality concerns, an Air Quality Assessment (Rappor, April 2024) submitted to support the allocation has demonstrated at this high-level stage of the proposal that air quality levels at the development site (new receptors) would be below the air quality objective levels in the opening year of 2026 and in future year scenarios. Nevertheless, 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. DC/2013/00571 for development at	

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		this site was refused 13.01/2017 for numerous reasons, however with the key reason that ‘the site is outside the Chepstow Development Boundary and contrary to the housing strategy of the objectives of Policy S1.’ The site has been promoted through the candidate site and Replacement Local Development Plan process and therefore is justified within the context of the RLDP’s overarching growth strategy and, therefore, addresses this concern. With regards to the other reasons for refusal: harm to green wedge, unacceptable impact of Grade II listed building, landscape character impact and implications for minerals extraction these development considerations have been addressed at a high level as part of the candidate site assessment process. As part of the Green Wedge Review the parcel of land has been removed as a green wedge designation. The review considered that ‘the tree belt along St Lawrence Lane forms a strong boundary to the land south west, and the A48 forms a boundary to the south east limiting the impact that development here would have on the adjacent land and on the remaining gap between Chepstow and Pwllmeyric. The parcel makes a moderate contribution to preventing settlement coalescence, managing urban form, safeguarding the countryside from encroachment and protecting the setting of an urban area. It plays a ‘moderate buffer role.’ For further detailed information please refer to the Green Wedge Assessments (LUC, 2024) and Green Wedge Review. In terms of impact upon the Grade II listed building, MCC’S Heritage Officer’s view is that the retention of the western edge of the site as open parkland on the indicative masterplan ensures the setting of the historic environment can be mitigated. This policy requirement is set out in HA3 criterion (g) of the Plan. In relation to landscape impact on the site, MCC’s Landscape Officer considers the site from a landscape and GI perspective to be suitable for residential development. It is considered that with appropriate design and layout with development focused on eastern and north western boundaries of the site the proposed development is visually seen as extension of Chepstow’s urban boundary. The design layout on the indicative masterplan seeks to retain and emphasise a parkland character by retaining this area as public parkland open space, a requirement set out in Policy HA3 criterion (g). The indicative masterplan also indicates an appropriate woodland buffer retained to the south west St Lawrence	

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		Lane boundary with the open countryside/green wedge setting/ setting with the Wye Valley AONB National Landscape, a requirement of Policy HA3 criterion (i). As such, with these design principles to locate development towards the east of the site and protect and enhance the buffer with the open countryside setting, the landscape impact of the site is acceptable. These high-level landscape design requirements are set out in policies S8 and HA3 and are demonstrated on the submitted indicative Masterplan. Collectively, along with policy S5 – Green Infrastructure, Landscape and Nature Recovery and its associated development management policies there are considered to be sufficient policy requirements to enable the authority 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 also help to ensure development is acceptable. With regards to mineral extraction, the site is located within the Limestone Carboniferous Category 1 Safeguarding Area (BGS) however, the site is adjacent to the existing settlement of Chepstow and consequently mineral extraction would not be feasible in this location.	
3483 / Brian Jones / Objection	Concerns re increased traffic and lack of infrastructure causing air pollution and having a negative impact on resident's health and wellbeing. Suggests air quality has not improved since 2007 study. Concerns there is no infrastructure plans to mitigate traffic growth. Concerns the development is therefore in conflict will Welsh Governments Wellbeing Objectives, ISA, The Public Health Wales Act 2017, Wellbeing of Future Generations Act (Wales 2015), The Planning Act Wales 2015, PPW12, Gwent PSB Wellbeing Plan Steps, Community and Corporate Plan. RLDP Objectives, 3, 8, 12, 14, and 17, Environment Air Quality and Soundscapes	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 jobs figure contained in the RLDP is based on demographic-led modelling which is considered to be robust and includes appropriate assumptions. The associated jobs figure represents the number of jobs that could be supported by the population and housing growth planned for over the Plan period, rather than a precise target. It is recognised that it is above the baseline forecasts, however, a	No change required.

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	Wales Act 2024, Health and Social Care Quality and Engagement Act Wales 2020, Historic Environment Wales Act 2023. Concerns housing growth figures are based on unachievable job growth levels increasing out commuting and private car usage. Concerns development on this site was previously refused so what has changed?	policy-on approach provides an appropriate basis for the RLDP to ensure that the Plan can be sufficiently flexible in respect of changing circumstances and that the County can support long term growth in accordance with Welsh Government policy, which encourages the adoption of a long term and positive strategy, and the economic ambitions of the Council and the Cardiff Capital Region. With regards to concern of the proposal attracting out commuters, a key objective of the Replacement Local Development Plan (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. The mixed-use allocation which includes provision for commercial (employment) uses, such as a hotel and residential care home (C2) is an integral element of the allocation to serve both the development site and the wider Chepstow area. The scale of commercial provision reflects a balance between the creation of a sustainable community and job provision/ support for Monmouthshire's economy. With regards to traffic congestion concerns, the operational capacity of the Highbeeche 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 Highbeeche roundabout junction. It should be noted however, that the	

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		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 Mounton 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. Overall, further detailed Transport Assessments (TAs) are to be considered at the pre/planning application stage. Where relevant the detailed TA has the potential to be informed by the outcome of the Welsh Government's WelTAG assessments. With regards to air quality concerns, an Air Quality Assessment (Rappor, April 2024) submitted to support the allocation has demonstrated at this high-level stage of the proposal that air quality levels at the development site (new receptors) would be below the air quality objective levels in the opening year of 2026 and in future year scenarios. Nevertheless, 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	

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		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. DC/2013/00571 for development at this site was refused 13.01/2017 for numerous reasons, however with the key reason that ‘the site is outside the Chepstow Development Boundary and contrary to the housing strategy of the objectives of Policy S1.’ The site has been promoted through the candidate site and Replacement Local Development Plan process and therefore is justified within the context of the RLDP’s overarching growth strategy and, therefore, addresses this concern. With regards to the other reasons for refusal: harm to green wedge, unacceptable impact of Grade II listed building, landscape character impact and implications for minerals extraction these development considerations have been addressed at a high level as part of the candidate site assessment process. As part of the Green Wedge Review the parcel of land has been removed as a green wedge designation. The review considered that ‘the tree belt along St Lawrence Lane forms a strong boundary to the land south west, and the A48 forms a boundary to the south east limiting the impact that development here would have on the adjacent land and on the remaining gap between Chepstow and Pwllmeyric. The parcel makes a moderate contribution to preventing settlement coalescence, managing urban form, safeguarding the countryside from encroachment and protecting the setting of an urban area. It plays a ‘moderate buffer role.’ For further detailed information please refer to the Green Wedge Assessments (LUC, 2024) and Green Wedge Review. In terms of impact upon the Grade II listed building, MCC’S Heritage Officer’s view is that the retention of the western edge of the site as open parkland on the indicative masterplan ensures the setting of the historic environment can be mitigated. This policy requirement is set out in HA3 criterion (g) of the Plan. In relation to landscape impact on the site, MCC’s Landscape Officer considers the site from a landscape and GI perspective to be suitable for residential development. It is considered that with appropriate design and layout with development focused on eastern and north western boundaries of the site the	

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		proposed development is visually seen as extension of Chepstow's urban boundary. The design layout on the indicative masterplan seeks to retain and emphasise a parkland character by retaining this area as public parkland open space, a requirement set out in Policy HA3 criterion (g). The indicative masterplan also indicates an appropriate woodland buffer retained to the south west St Lawrence Lane boundary with the open countryside/green wedge setting/ setting with the Wye Valley AONB National Landscape, a requirement of Policy HA3 criterion (i). As such, with these design principles to locate development towards the east of the site and protect and enhance the buffer with the open countryside setting, the landscape impact of the site is acceptable. These high-level landscape design requirements are set out in policies S8 and HA3 and are demonstrated on the submitted indicative Masterplan. Collectively, along with policy S5 – Green Infrastructure, Landscape and Nature Recovery and its associated development management policies there are considered to be sufficient policy requirements to enable the authority 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 also help to ensure development is acceptable. With regards to mineral extraction, the site is located within the Limestone Carboniferous Category 1 Safeguarding Area (BGS) however, the site is adjacent to the existing settlement of Chepstow and consequently mineral extraction would not be feasible in this location.	
3486 / Bryony Davis / Objection	The scale and location are inappropriate. Traffic is already bad, this will exacerbate the issue. Inappropriate to build on agricultural land, loss of hedgerow/GI. No infrastructure or provisions to facilitate the increase in housing/residents.	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. The mixed- use allocation which includes provision for commercial (employment) uses, such as a hotel and residential care home (C2) is an integral element of the allocation to serve both the development site and the wider Chepstow area. The scale of commercial provision reflects a balance between the creation of a sustainable community and job provision/ support for Monmouthshire's economy. With regard to site selection, as brownfield opportunities within existing settlements in Monmouthshire are limited, greenfield edge of settlement	No change required.

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		opportunities have had to be considered to meet our key housing and employment requirements. Having regard to development considerations and the candidate site assessment process, it is considered that Land at Mounton Road, Chepstow will provide a sustainable affordable housing-led mixed-use development, where there are opportunities to co-locate homes and commercial uses. This was set out in a report to Council in October 2023 whereby Council considered that the benefits of the commercial development and associated job creation at the Mounton Road site outweighed the loss of higher quality agricultural land, given the absence of alternative commercial sites and the importance of Chepstow for tourism as the gateway to the Wye Valley. With regard to traffic congestion concerns, 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	

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		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 Mounon 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. Overall, further detailed Transport Assessments (TAs) are to be considered at the pre/planning application stage. Where relevant the detailed TA has the potential to be informed by the outcome of the Welsh Government's WelTAG assessments. The site contains groups of mature woodland and mature hedgerows which contain several important natural ecological habitats. The protection and preservation of these habitats is a key consideration in the development of the site. MCC's ecologists note that there are no 'in principle' constraints to the future development of the site subject to implementation of a sensitive masterplan design that incorporates appropriate inherent avoidance, mitigation and enhancement measures and provides net benefit for biodiversity. These policy requirements are set out in policies S8 and HA3 criteria (j), (k) and (l) of the RLDP. 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. With regards to the provision of infrastructure, in accordance with Welsh	

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		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. In terms of health infrastructure, with regard to lack of NHS dentist and doctors in the locality, the mechanisms for improved health infrastructure sit outside of the planning process. The Council is, however, fully engaged with the health board (ABUHB) to help deliver service improvements in Chepstow and across the County as a whole.	
3487 / Carl Davies / Objection	It is not wanted by the people of Chepstow (undemocratic decision). Environmental impact will be massive which means more pollution and destruction of wildlife habitat. Massive damage to the cultural area.	The RLDP Sustainable and Resilient Communities Strategy, represents a sustainable level of growth 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 and having regard to Welsh Government's concerns regarding alignment with Future Wales. In this respect, the RLDP has a duty to address all elements of sustainable development including the provision of homes and economic growth. 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 development considerations, whilst also providing additional homes and jobs potential. With regards to site selection, as brownfield opportunities within existing settlements in Monmouthshire are limited, greenfield edge of settlement opportunities have had to be considered to meet our key housing and employment requirements. Having regard to development considerations and the candidate site assessment process, it is considered that Land at Mounton Road, Chepstow will provide a sustainable affordable housing-led mixed-use development, where there are opportunities to co-locate homes and commercial uses. This was set out in a report to Council in October 2023 whereby Council considered that the benefits of the commercial development and associated job creation at the Mounton Road site outweighed the loss of higher quality agricultural land, given the absence of	No change required.

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		alternative commercial sites and the importance of Chepstow for tourism as the gateway to the Wye Valley. The site contains groups of mature woodland and mature hedgerows which contain several important natural ecological habitats. The protection and preservation of these habitats is a key consideration in the development of the site. MCC's ecologists note that there are no 'in principle' constraints to the future development of the site subject to implementation of a sensitive masterplan design that incorporates appropriate inherent avoidance, mitigation and enhancement measures and provides net benefit for biodiversity. These policy requirements are set out in policies S8 and HA3 criteria (j), (k) and (l) of the RLDP. 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 reference to Policy NR1 – Nature Recovery. With regards to pollution concerns, an Air Quality Assessment (Rappor, April 2024) submitted to support the allocation has demonstrated at this high-level stage of the proposal that air quality levels at the development site (new receptors) would be below the air quality objective levels in the opening year of 2026 and in future year scenarios. Nevertheless, 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.	
3489 / Catherine Mead / Comment	Traffic has never been worse than it has in the past 3-4 years. Cannot see how Chepstow's infrastructure can possibly	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 Mouton Road. Welsh Government Highway	No change required.

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	cope with the additional pressure of new housing. Questioned when the new bypass will be built.	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 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 Mounton 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	

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		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. Overall, further detailed Transport Assessments (TAs) are to be considered at the pre/planning application stage. Where relevant the detailed TA has the potential to be informed by the outcome of the Welsh Government's WelTAG assessments. A proposal for a Chepstow Bypass is not set out within the current Monmouthshire Local Transport Strategy (LTS) road schemes, nor within the Welsh Government Road building programme.	
3496 / Mr John Valentine / Objection	Refers to sites in the Chepstow area (as well as Portskewett and Caldicot but this is covered elsewhere), raising serious concerns regarding the Plan in the following areas. 1. Medical and Dental provision - The addition of new residents will 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	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. In terms of health infrastructure, with regard to lack of NHS dentist and doctors in the locality, the mechanisms for improved health infrastructure sit outside of the planning process. The Council is, however, fully engaged with the health board (ABUHB) to help deliver service improvements in Chepstow and across the County as a whole. MCC has commissioned a Strategic Transport Assessment (STA) which undertook modelling using the South East Wales Transport Model (SEWTM) to assess the potential impact 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 and a 2-7% increase in localised traffic on the Severnside highway network. 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. Overall, the analysis from the STA considered that the proposed level	No change required.

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	the local economy, what enhancements are planned to increase footfall?	of development detailed within the RLDP can be accommodated within the highway network with suitable mitigation. 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 Mounon Road. Welsh Government Highway Officers have been consulted on the proposed allocation and have not objected to the inclusion of the Mounon 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. 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 Mounon 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. Overall, further detailed Transport Assessments (TAs) are to be considered at the	

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		pre/planning application stage. Where relevant the detailed TA has the potential to be informed by the outcome of the Welsh Government's WelTAG assessments. With regards to revitalising the County's town centres, the need to sustain and enhance the County's towns and local centres as vibrant and attractive centres, serving the needs of their population and those of their surrounding hinterlands is a key objective of the RLDP and is reflected in the Plan's policy framework Strategic Policy S14, Town, Local and Neighbourhood Centres. Furthermore, by having a level of housing growth with provision of homes (affordable and market) as well as economic growth, this provides opportunities for people to live and work in Monmouthshire and utilise the high streets creating footfall and vitality within the town centres. The RLDP's approach to sustaining Monmouthshire's visitor economy is consistent with national policy (PPW and Future Wales), which advocates an approach for LDPs to plan positively and recognise the importance of tourism to economic prosperity and job creation in both urban and rural areas. The RLDP seeks to support economic growth, including the visitor economy which is a fundamental part of the County's economy. The Council's Tourism Strategy is seeking to increase overnight stay within Monmouthshire as current statistics indicate that most of Monmouthshire's visitors are day visitors (see Monmouthshire's Destination Management Plan 2017-2020 for further information). The proposed hotel allocation at Mounton Road being edge of settlement and approximately a 20-minute walk to the town centre, is considered to meet national planning policy objectives, as well as RLDP objectives: Objective 1 Economic Growth/Employment; Objective 2 sustaining and enhancing Monmouthshire's town centres; and Objective 16 Culture, Heritage and Welsh Language. The site's sustainable location provides the opportunity for visitors to walk to Chepstow's town centre and enable visitor trips to the high street and local businesses.	
3501 / Mr Alan Tyrrell / Objection	The recent housing developments have exacerbated the traffic issues into Chepstow. All routes into town being congested. The developments come with no investment in local infrastructure or traffic flow enhancement. It will make the	MCC has commissioned a Strategic Transport Assessment (STA) which undertook modelling using the South East Wales Transport Model (SEWTM) to assess the potential impact 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 and a 2-7% increase in localised traffic on the Severnside highway network. It should be	No change required.

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	problem worse in the locality. Have traffic lights or closure of rat runs.	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. Overall, the analysis from the STA considered that the proposed level of development detailed within the RLDP can be accommodated within the highway network with suitable mitigation. 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. 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 Mounton 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	

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		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. Overall, further detailed Transport Assessments (TAs) are to be considered at the pre/planning application stage. Where relevant the detailed TA has the potential to be informed by the outcome of the Welsh Government's WelTAG assessments.	
3502 / Mr Alex Harvey / Objection	The access to the proposed development needs to be reviewed and the whole roundabout needs to be changed. traffic coming from St Arvans cannot get onto the roundabout as the access is permanently blocked. With the increase in development in the area this will get worse. Also traffic emissions are a big issue with poor air quality which again will get worse with more traffic.	MCC has commissioned a Strategic Transport Assessment (STA) which undertook modelling using the South East Wales Transport Model (SEWTM) to assess the potential impact 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 and a 2-7% increase in localised traffic on the Severnside highway network. 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. Overall, the analysis from the STA considered that the proposed level of development detailed within the RLDP can be accommodated within the highway network with suitable mitigation. 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. 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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3508 / Mr Jonathan Wheeler-Jones / Objection	Development cannot happen until Highbeech roundabout is improved as infrastructure cannot withstand additional pressure.	MCC has commissioned a Strategic Transport Assessment (STA) which undertook modelling using the South East Wales Transport Model (SEWTM) to assess the potential impact 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 and a 2-7% increase in localised traffic on the Severnside highway network. 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. Overall, the analysis from the STA considered that the proposed level of development detailed within the RLDP can be accommodated within the highway network with suitable mitigation. 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. 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 Mounton Road is in a unique position to identify and safeguard land in the southeast part of the site for potential	No change required.

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		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. Overall, further detailed Transport Assessments (TAs) are to be considered at the pre/planning application stage. Where relevant the detailed TA has the potential to be informed by the outcome of the Welsh Government's WelTAG assessments.	
3510 / Miss Laura Walters / Objection	Chepstow already at maximum capacity and additional housing is unsustainable with current infrastructure and amenities insufficient for the existing population (schools, dentists, town centre gone). Proposals killing the green belt and countryside. Existing residents need to be put first, and amenities invested into, rather than new housing. Traffic is key concern.	MCC has commissioned a Strategic Transport Assessment (STA) which undertook modelling using the South East Wales Transport Model (SEWTM) to assess the potential impact 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 and a 2-7% increase in localised traffic on the Severnside highway network. 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. Overall, the analysis from the STA considered that the proposed level of development detailed within the RLDP can be accommodated within the highway network with suitable mitigation. 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	No change required.

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		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. 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 Mounton 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. Overall, further detailed Transport Assessments (TAs) are to be considered at the pre/planning application stage. Where relevant the detailed TA has the potential to be informed by the outcome of the Welsh Government's WelTAG assessments. 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. In terms of health	

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		infrastructure, with regard to lack of NHS dentist and doctors in the locality, the mechanisms for improved health infrastructure sit outside of the planning process. The Council is, however, fully engaged with the health board (ABUHB) to help deliver service improvements in Chepstow and across the County as a whole.	
3511 / Mrs Laura Giles / Objection	Concerns that development does not respond to the climate emergency and is not sustainable development due to building on greenfield land, obscuring the gateway to the AONB and a loss in biodiversity. Concerns this is the last greenspace left in the approach to the town and AONB and suggests positive placemaking should be focused in the town centre. Concerns economic prosperity of the town will be hindered by the development increasing traffic and pollution with road and social infrastructure struggling already. Concerns development will encourage people to move out of the area and work elsewhere.	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 site selection, as brownfield opportunities within existing settlements in Monmouthshire are limited, greenfield edge of settlement opportunities have had to be considered to meet our key housing and employment requirements. Having regard to development considerations and the candidate site assessment process, it is considered that Land at Mounton Road, Chepstow will provide a sustainable affordable housing-led mixed-use development, where there are opportunities to co-locate homes and commercial uses. This was set out in a report to Council in October 2023 whereby Council considered that the benefits of the commercial development and associated job creation at the Mounton Road site outweighed the loss of higher quality agricultural land, given the absence of alternative commercial sites and the importance of Chepstow for tourism as the gateway to the Wye Valley. In terms of the visual impact of the proposal upon the gateway to the Wye Valley, a Landscape Visual Baseline (LVB) (EDP, February 2024) has been submitted, which has identified the baseline conditions of the site and surrounding area and determined those landscape and visual characteristics that might inform the design of the proposals, including recommendations for mitigation. Overall, the report concludes that the site's landscape value is considered medium value and the site's immediate and wider context has a medium overall sensitivity to change. Subject to	No change required.

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		careful design at all stages and inclusion of the recommendations, there appears to be no landscape or visual reasons which would preclude development of the site. The planning application should be further informed by Landscape and Visual Impact Assessment, which would feed into an iterative design solution. MCC's Landscape Officer considers the site from a landscape and GI perspective to be suitable for residential development. It is considered that with appropriate design and layout with development focused on eastern and north western boundaries of the site the proposed development is visually seen as extension of Chepstow's urban boundary. The design layout on the indicative masterplan seeks to retain and emphasise a parkland character by retaining this area as public parkland open space, a requirement set out in Policy HA3 criterion (g). The indicative masterplan also indicates an appropriate woodland buffer retained to the south west St Lawrence Lane boundary with the open countryside/green wedge setting/ setting with the Wye Valley AONB National Landscape, a requirement of Policy HA3 criterion (i). As such, with these design principles to locate development towards the east of the site and protect and enhance the buffer with the open countryside setting, the landscape impact of the site is acceptable. These high-level landscape design requirements are set out in policies S8 and HA3 and are demonstrated on the submitted indicative Masterplan. Collectively, along with policy S5 – Green Infrastructure, Landscape and Nature Recovery and its associated development management policies there are considered to be sufficient policy requirements to enable the authority 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 also help to ensure development is acceptable. The site contains groups of mature woodland and mature hedgerows which contain several important natural ecological habitats. The protection and preservation of these habitats is a key consideration in the development of the site. MCC's ecologists note that there are no 'in principle' constraints to the future development of the site subject to implementation of a sensitive masterplan design that incorporates appropriate inherent avoidance, mitigation and enhancement measures and provides net benefit for biodiversity. These policy requirements are set out in policies S8 and HA3 criteria (j), (k) and (l) of the RLDP.	

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		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. With regards to traffic congestion concerns, 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 WeITAGs, 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	

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		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 Mounton 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. Overall, further detailed Transport Assessments (TAs) are to be considered at the pre/planning application stage. Where relevant the detailed TA has the potential to be informed by the outcome of the Welsh Government's WelTAG assessments. With regards to air quality concerns, an Air Quality Assessment (Rappor, April 2024) submitted to support the allocation has demonstrated at this high-level stage of the proposal that air quality levels at the development site (new receptors) would be below the air quality objective levels in the opening year of 2026 and in future year scenarios. Nevertheless, 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.	
3512 / Mr Mark Jones / Objection	There is a complete lack of sufficient infrastructure within the town to cope with the current traffic conditions, let alone the	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	No change required.

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	additional increase with this development. A solution for the Highbeech roundabout has yet to be found and congestion is worsening. Unless these roads improvements are completed, they will continue to object. The development does not comply with ST1 given the historical objections have made clear it will adversely affect the safe and efficient operation of the highway system. Chepstow does not have the capacity to house more people - unable to get dentist, doctor appointment and the schools are at capacity with no plans to improve this.	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 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 Mounton 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	

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		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. Overall, further detailed Transport Assessments (TAs) are to be considered at the pre/planning application stage. Where relevant the detailed TA has the potential to be informed by the outcome of the Welsh Government's WelTAG assessments. 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. In terms of health infrastructure, with regard to lack of NHS dentist and doctors in the locality, the mechanisms for improved health infrastructure sit outside of the planning process. The Council is, however, fully engaged with the health board (ABUHB) to help deliver service improvements in Chepstow and across the County as a whole.	
3513 / Mr Mark Kettle / Objection	The road infrastructure is beyond breaking point due to previous developments not considering additional pressures to roads/shops/schools/medical facilities. The development would add greater pressure to an overstretched number of GP and Dentist surgeries. It will nearly double the traffic with the hotel/care home. It will overburden the roundabout at High Beech. It will increase the pollution levels. There must be another location that could reuse grey belt land or has better facilities.	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 Mounon 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. Overall, further detailed Transport Assessments (TAs) are to be considered at the pre/planning application stage. Where relevant the detailed TA has the potential to be informed by the outcome of the Welsh Government's WelTAG assessments. 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	

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		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. In terms of health infrastructure, with regard to lack of NHS dentist and doctors in the locality, the mechanisms for improved health infrastructure sit outside of the planning process. The Council is, however, fully engaged with the health board (ABUHB) to help deliver service improvements in Chepstow and across the County as a whole. With regards to air quality concerns, an Air Quality Assessment (Rappor, April 2024) submitted to support the allocation has demonstrated at this high-level stage of the proposal that air quality levels at the development site (new receptors) would be below the air quality objective levels in the opening year of 2026 and in future year scenarios. Nevertheless, 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. With regard to site selection, as brownfield opportunities within existing settlements in Monmouthshire are limited, greenfield edge of settlement opportunities have had to be considered to meet our key housing and employment requirements. Having regard to development considerations and the candidate site assessment process, it is considered that Land at Mounton Road, Chepstow will provide a sustainable affordable housing-led mixed-use development, where there are opportunities to co-locate homes and commercial uses. This was set out in a report to Council in October 2023 whereby Council considered that the benefits of the commercial development and associated job creation at the Mounton Road site outweighed the loss of higher quality agricultural land, given the absence of alternative commercial sites and the importance of Chepstow for tourism as the gateway to the Wye Valley.	

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3515 / Mr Philip Cotterell / Objection	Objecting as the traffic congestion is horrendous due to recent developments and there being no changes to the road infrastructure to accommodate. Increased air pollution, lack of doctor's surgery and no minor injuries unit within Chepstow. This proposal will add to the current problems. Please don't enhance the current unacceptable living condition.	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 Mounon Road. Welsh Government Highway Officers have been consulted on the proposed allocation and have not objected to the inclusion of the Mounon 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 Mounon 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).	No change required.

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		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. Overall, further detailed Transport Assessments (TAs) are to be considered at the pre/planning application stage. Where relevant the detailed TA has the potential to be informed by the outcome of the Welsh Government's WelTAG assessments. 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. In terms of health infrastructure, with regard to lack of NHS dentist and doctors in the locality, the mechanisms for improved health infrastructure sit outside of the planning process. The Council is, however, fully engaged with the health board (ABUHB) to help deliver service improvements in Chepstow and across the County as a whole. With regards to air quality concerns, an Air Quality Assessment (Rappor, April 2024) submitted to support the allocation has demonstrated at this high-level stage of the proposal that air quality levels at the development site (new receptors) would be below the air quality objective levels in the opening year of 2026 and in future year scenarios. Nevertheless, 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	

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		Amenity, which assesses proposals with regards to amenity issues including air pollution, light pollution and noise pollution.	
3517 / Miss Vicky-Leigh Sayer / Objection	The worst place with that part of town already severely congested.	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 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 Mounton Road is in a unique position to identify and safeguard land in the southeast part of the site for potential	No change required.

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		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. Overall, further detailed Transport Assessments (TAs) are to be considered at the pre/planning application stage. Where relevant the detailed TA has the potential to be informed by the outcome of the Welsh Government's WelTAG assessments.	
3518 / Mr Jason Smith / Objection	It does not say how the infrastructure of roads will affect Chepstow. Chepstow is heavily congested and cannot deal with more traffic. There is no plan for additional doctors/dentists/schools. Please add into the plan what is going to be done about the road network and how essential services will accommodate more people.	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 Mounon Road. Welsh Government Highway Officers have been consulted on the proposed allocation and have not objected to the inclusion of the Mounon 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.	No change required.

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		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 Mounton 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. Overall, further detailed Transport Assessments (TAs) are to be considered at the pre/planning application stage. Where relevant the detailed TA has the potential to be informed by the outcome of the Welsh Government's WelTAG assessments. 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. In terms of health infrastructure, with regard to lack of NHS dentist and doctors in the locality, the mechanisms for improved health infrastructure sit outside of the planning process.	

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		The Council is, however, fully engaged with the health board (ABUHB) to help deliver service improvements in Chepstow and across the County as a whole.	
3520 / Mrs Karen / Objection	Chepstow cannot support all the new developments it has currently, and quality of life has decreased. This will drive people out of Chepstow. Do not put more pressure on already struggling infrastructure. The road and Highbeech roundabout cannot cope with any more traffic. Chepstow is already polluted and this will exacerbate the problem. Transport is dire to anywhere so cars are the only option and if more are added it will get worse.	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 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 Mounton Road is in a unique position to identify and safeguard land in the southeast part of the site for potential	No change required.

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		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. Overall, further detailed Transport Assessments (TAs) are to be considered at the pre/planning application stage. Where relevant the detailed TA has the potential to be informed by the outcome of the Welsh Government's WelTAG assessments. 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. In terms of health infrastructure, with regard to lack of NHS dentist and doctors in the locality, the mechanisms for improved health infrastructure sit outside of the planning process. The Council is, however, fully engaged with the health board (ABUHB) to help deliver service improvements in Chepstow and across the County as a whole. With regards to air quality concerns, an Air Quality Assessment (Rappor, April 2024) submitted to support the allocation has demonstrated at this high-level stage of the proposal that air quality levels at the development site (new receptors) would be below the air quality objective levels in the opening year of 2026 and in future year scenarios. Nevertheless, 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	

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		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.	
3539 / Mrs Lynn Waters / Objection	Lack of local infrastructure to service additional housing. Chepstow does not need additional housing. The proposed area is the only large green space left in that part of Chepstow. Infrastructure in terms of roads is entirely inadequate and there appears to be a lack of will to alter this. Cannot comment on the potential impact on schools but I have recently waited 6 weeks for a GP appointment.	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 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	No change required.

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		roundabout, strategically assessing transport improvements to the town as a whole. Nevertheless, the allocation of Land at Mounton 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. Overall, further detailed Transport Assessments (TAs) are to be considered at the pre/planning application stage. Where relevant the detailed TA has the potential to be informed by the outcome of the Welsh Government's WelTAG assessments. 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. In terms of health infrastructure, with regard to lack of NHS dentist and doctors in the locality, the mechanisms for improved health infrastructure sit outside of the planning process. The Council is, however, fully engaged with the health board (ABUHB) to help deliver service improvements in Chepstow and across the County as a whole. With regards to air quality concerns, an Air Quality Assessment (Rappor, April 2024) submitted to support the allocation has demonstrated at this high-level stage of the proposal that air quality levels at the development site (new receptors) would be below the air quality objective levels in the opening year of 2026 and in future year scenarios. Nevertheless, air quality impact will be further assessed as part of the planning application process and Policy HA3 criterion (n) of the Plan ensures	

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		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. With regard to site selection, as brownfield opportunities within existing settlements in Monmouthshire are limited, greenfield edge of settlement opportunities have had to be considered to meet our key housing and employment requirements. Having regard to development considerations and the candidate site assessment process, it is considered that Land at Mounton Road, Chepstow will provide a sustainable affordable housing-led mixed-use development, where there are opportunities to co-locate homes and commercial uses. This was set out in a report to Council in October 2023 whereby Council considered that the benefits of the commercial development and associated job creation at the Mounton Road site outweighed the loss of higher quality agricultural land, given the absence of alternative commercial sites and the importance of Chepstow for tourism as the gateway to the Wye Valley.	
3545 / Mrs Tracy / Objection	Why build more houses? No need for more cars etc in this area.	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 regards to traffic congestion concerns, 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	No change required.

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		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 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 Mounton 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. Overall, further detailed Transport Assessments (TAs) are to be considered at the pre/planning application stage. Where relevant the detailed TA has the potential to be informed by the outcome of the Welsh Government's WelTAG assessments.	
3545 / Mrs Tracy / Objection	Do not build on this site. Chepstow has no infrastructure to support more housing, not enough doctors/schools etc. The roads are completely blocked. It is ruining the town and taking more green areas is detrimental to the health of the public due to extremely high pollution.	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 solutions based on deliverability, well-being and affordability considerations. Subsequently, there is a wider strategic approach to travel and traffic	No change required.

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		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 Mounon 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. Overall, further detailed Transport Assessments (TAs) are to be considered at the pre/planning application stage. Where relevant the detailed TA has the potential to be informed by the outcome of the Welsh Government's WelTAG assessments. With regards to air quality concerns, an Air Quality Assessment (Rappor, April 2024) submitted to support the allocation has demonstrated at this high-level stage of the proposal that air quality levels at the development site (new receptors) would be below the air quality objective levels in the opening year of 2026 and in future year scenarios. Nevertheless, 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. With regard to site selection, as brownfield opportunities within existing settlements in Monmouthshire are limited, greenfield edge of settlement	

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		opportunities have had to be considered to meet our key housing and employment requirements. Having regard to development considerations and the candidate site assessment process, it is considered that Land at Mounton Road, Chepstow will provide a sustainable affordable housing-led mixed-use development, where there are opportunities to co-locate homes and commercial uses. This was set out in a report to Council in October 2023 whereby Council considered that the benefits of the commercial development and associated job creation at the Mounton Road site outweighed the loss of higher quality agricultural land, given the absence of alternative commercial sites and the importance of Chepstow for tourism as the gateway to the Wye Valley.	
3551 / Miss Amanda Jones / Objection	The proposal has not considered current pollution levels, and the additional traffic will have a detrimental impact on the environment. The road infrastructure cannot cope already. Where will the access point to the development be? The road layout needs to change. This is the gateway to the Wye Valley and a tourist attraction so a concrete jungle would be a dreadful look. The site is also agricultural land. No capacity with doctors/dentists and public facilities in the area.	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	No change required.

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		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 Mounon 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. Overall, further detailed Transport Assessments (TAs) are to be considered at the pre/planning application stage. Where relevant the detailed TA has the potential to be informed by the outcome of the Welsh Government's WelTAG assessments. With regards to air quality concerns, an Air Quality Assessment (Rappor, April 2024) submitted to support the allocation has demonstrated at this high-level stage of the proposal that air quality levels at the development site (new receptors) would be below the air quality objective levels in the opening year of 2026 and in future year scenarios. Nevertheless, 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	

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		Amenity, which assesses proposals with regards to amenity issues including air pollution, light pollution and noise pollution. With regard to site selection, as brownfield opportunities within existing settlements in Monmouthshire are limited, greenfield edge of settlement opportunities have had to be considered to meet our key housing and employment requirements. Having regard to development considerations and the candidate site assessment process, it is considered that Land at Mounton Road, Chepstow will provide a sustainable affordable housing-led mixed-use development, where there are opportunities to co-locate homes and commercial uses. This was set out in a report to Council in October 2023 whereby Council considered that the benefits of the commercial development and associated job creation at the Mounton Road site outweighed the loss of higher quality agricultural land, given the absence of alternative commercial sites and the importance of Chepstow for tourism as the gateway to the Wye Valley. In terms of the visual impact of the proposal upon the gateway to the Wye Valley, a Landscape Visual Baseline (LVB) (EDP, February 2024) has been submitted, which has identified the baseline conditions of the site and surrounding area and determined those landscape and visual characteristics that might inform the design of the proposals, including recommendations for mitigation. Overall, the report concludes that the site's landscape value is considered medium value and the site's immediate and wider context has a medium overall sensitivity to change. Subject to careful design at all stages and inclusion of the recommendations, there appears to be no landscape or visual reasons which would preclude development of the site. The planning application should be further informed by Landscape and Visual Impact Assessment, which would feed into an iterative design solution. MCC's Landscape Officer considers the site from a landscape and GI perspective to be suitable for residential development. It is considered that with appropriate design and layout with development focused on eastern and north western boundaries of the site the proposed development is visually seen as extension of Chepstow's urban boundary. The design layout on the indicative masterplan seeks to retain and emphasise a parkland character by retaining this area as public parkland open space, a requirement set out in Policy HA3 criterion (g). The indicative masterplan also indicates an appropriate woodland buffer retained to the south west St Lawrence Lane boundary with the open countryside/green	

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		wedge setting/ setting with the Wye Valley AONB National Landscape, a requirement of Policy HA3 criterion (i). As such, with these design principles to locate development towards the east of the site and protect and enhance the buffer with the open countryside setting, the landscape impact of the site is acceptable. These high-level landscape design requirements are set out in policies S8 and HA3 and are demonstrated on the submitted indicative Masterplan. Collectively, along with policy S5 – Green Infrastructure, Landscape and Nature Recovery and its associated development management policies there are considered to be sufficient policy requirements to enable the authority 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 also 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. 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. In terms of health infrastructure, with regard to lack of NHS dentist and doctors in the locality, the mechanisms for improved health infrastructure sit outside of the planning process. The Council is, however, fully engaged with the health board (ABUHB) to help deliver service improvements in Chepstow and across the County as a whole.	
3552 / Mr Andrew Bringhurst / Objection	Road infrastructure unable to cope with additional development, hospital already full, GP already having significant delays. Hotel and housing will serve to increase traffic congestion at Highbeech roundabout. Question why there is no thought to improvement and regeneration of town centre. Asks for improvement in	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	No change required.

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	accessibility at train station and to consider type of affordable housing and if it can be better positioned. Concerned re erosion of green areas on Chepstow's fringe and impact on the wildlife and pollution levels in an already heavily polluted area. Requests a safe crossing at Highbeech Roundabout as there currently isn't any. States development will be for commuter homes, increasing usage of private vehicles and suggests rail network should be improved to combat this. Requests improvement to town centre with funds instead.	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 Mounton 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.	

Rep. No. / Name / Support, Objection or Comment	Representation Summary	Council Response	Council Recommendation
		Overall, further detailed Transport Assessments (TAs) are to be considered at the pre/planning application stage. Where relevant the detailed TA has the potential to be informed by the outcome of the Welsh Government's WelTAG assessments. With regards to air quality concerns, an Air Quality Assessment (Rappor, April 2024) submitted to support the allocation has demonstrated at this high-level stage of the proposal that air quality levels at the development site (new receptors) would be below the air quality objective levels in the opening year of 2026 and in future year scenarios. Nevertheless, 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. With regard to site selection, as brownfield opportunities within existing settlements in Monmouthshire are limited, greenfield edge of settlement opportunities have had to be considered to meet our key housing and employment requirements. Having regard to development considerations and the candidate site assessment process, it is considered that Land at Mounton Road, Chepstow will provide a sustainable affordable housing-led mixed-use development, where there are opportunities to co-locate homes and commercial uses. This was set out in a report to Council in October 2023 whereby Council considered that the benefits of the commercial development and associated job creation at the Mounton Road site outweighed the loss of higher quality agricultural land, given the absence of alternative commercial sites and the importance of Chepstow for tourism as the gateway to the Wye Valley. With regards to concern of the proposal attracting out commuters, a key objective of the Replacement Local Development Plan (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. The mixed-use allocation	

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		which includes provision for commercial (employment) uses, such as a hotel and residential care home (C2) is an integral element of the allocation to serve both the development site and the wider Chepstow area. The scale of commercial provision reflects a balance between the creation of a sustainable community and job provision/ support for Monmouthshire's economy. In terms of the visual impact of the proposal upon the gateway to the Wye Valley, a Landscape Visual Baseline (LVB) (EDP, February 2024) has been submitted, which has identified the baseline conditions of the site and surrounding area and determined those landscape and visual characteristics that might inform the design of the proposals, including recommendations for mitigation. Overall, the report concludes that the site's landscape value is considered medium value and the site's immediate and wider context has a medium overall sensitivity to change. Subject to careful design at all stages and inclusion of the recommendations, there appears to be no landscape or visual reasons which would preclude development of the site. The planning application should be further informed by Landscape and Visual Impact Assessment, which would feed into an iterative design solution. MCC's Landscape Officer considers the site from a landscape and GI perspective to be suitable for residential development. It is considered that with appropriate design and layout with development focused on eastern and north western boundaries of the site the proposed development is visually seen as extension of Chepstow's urban boundary. The design layout on the indicative masterplan seeks to retain and emphasise a parkland character by retaining this area as public parkland open space, a requirement set out in Policy HA3 criterion (g). The indicative masterplan also indicates an appropriate woodland buffer retained to the south west St Lawrence Lane boundary with the open countryside/green wedge setting/ setting with the Wye Valley AONB National Landscape, a requirement of Policy HA3 criterion (i). As such, with these design principles to locate development towards the east of the site and protect and enhance the buffer with the open countryside setting, the landscape impact of the site is acceptable. These high-level landscape design requirements are set out in policies S8 and HA3 and are demonstrated on the submitted indicative Masterplan. Collectively, along with policy S5 – Green Infrastructure, Landscape and Nature Recovery and its associated development management policies there are considered to be sufficient policy requirements to enable the authority to address	

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		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 also help to ensure development is acceptable. The site contains groups of mature woodland and mature hedgerows which contain several important natural ecological habitats. The protection and preservation of these habitats is a key consideration in the development of the site. MCC's ecologists note that there are no 'in principle' constraints to the future development of the site subject to implementation of a sensitive masterplan design that incorporates appropriate inherent avoidance, mitigation and enhancement measures and provides net benefit for biodiversity. These policy requirements are set out in policies S8 and HA3 criteria (j), (k) and (l) of the RLDP. 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. 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. In terms of health infrastructure, with regard to lack of NHS dentist and doctors in the locality, the mechanisms for improved health infrastructure sit outside of the planning process. The Council is, however, fully engaged with the health board (ABUHB) to help deliver service improvements in Chepstow and across the County as a whole.	

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3554 / Mr Andrew Mand / Objection	The development needs to be completely removed.	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. In terms of site selection and the spatial distribution of growth throughout the county, the Plan's 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. The level of growth apportioned to Chepstow is considered to be consistent with the findings of the SSA, which confirms the dominant role of Chepstow as a Primary Settlement in Monmouthshire, reflecting the range of services and facilities and sustainable transport options, including a train station, available to Chepstow. With regard to site selection, as brownfield opportunities within existing settlements in Monmouthshire are limited, greenfield edge of settlement opportunities have had to be considered to meet our key housing and employment requirements. Having regard to development considerations and the candidate site assessment process, it is considered that Land at Moun-ton Road, Chepstow will provide a sustainable affordable housing-led mixed-use development, where there are opportunities to co-locate homes and commercial uses. This was set out in a report to Council in October 2023 whereby Council considered that the benefits of the commercial development and associated job creation at the Moun-ton Road site outweighed the loss of higher quality agricultural land, given the absence of alternative commercial sites and the importance of Chepstow for tourism as the gateway to the Wye Valley.	No change required.

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3557 / Mr Andy Whittaker / Objection	The development must not be allowed to proceed. Chepstow is gridlocked with traffic most days. The local GP surgery and dentist is maxed out and the schools are at full capacity. Use brownfield sites.	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 Mounon Road. Welsh Government Highway Officers have been consulted on the proposed allocation and have not objected to the inclusion of the Mounon 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 Mounon 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).	No change required.

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		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. Overall, further detailed Transport Assessments (TAs) are to be considered at the pre/planning application stage. Where relevant the detailed TA has the potential to be informed by the outcome of the Welsh Government's WelTAG assessments. With regard to site selection, as brownfield opportunities within existing settlements in Monmouthshire are limited, greenfield edge of settlement opportunities have had to be considered to meet our key housing and employment requirements. Having regard to development considerations and the candidate site assessment process, it is considered that Land at Mounton Road, Chepstow will provide a sustainable affordable housing-led mixed-use development, where there are opportunities to co-locate homes and commercial uses. This was set out in a report to Council in October 2023 whereby Council considered that the benefits of the commercial development and associated job creation at the Mounton Road site outweighed the loss of higher quality agricultural land, given the absence of alternative commercial sites and the importance of Chepstow for tourism as the gateway to the Wye Valley.	
3566 / Mrs Angharad Jones / Objection	Given the current infrastructure issues, additional houses won't benefit anyone. Significant congestion at the roundabout. There is too much traffic. Chepstow needs a bypass. Doctors' surgeries are already full.	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.	No change required.

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		In terms of site selection and the spatial distribution of growth throughout the county, the Plan's 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. The level of growth apportioned to Chepstow is considered to be consistent with the findings of the SSA, which confirms the dominant role of Chepstow as a Primary Settlement in Monmouthshire, reflecting the range of services and facilities and sustainable transport options, including a train station, available to Chepstow. With regard to site selection, as brownfield opportunities within existing settlements in Monmouthshire are limited, greenfield edge of settlement opportunities have had to be considered to meet our key housing and employment requirements. Having regard to development considerations and the candidate site assessment process, it is considered that Land at Mounton Road, Chepstow will provide a sustainable affordable housing-led mixed-use development, where there are opportunities to co-locate homes and commercial uses. This was set out in a report to Council in October 2023 whereby Council considered that the benefits of the commercial development and associated job creation at the Mounton Road site outweighed the loss of higher quality agricultural land, given the absence of alternative commercial sites and the importance of Chepstow for tourism as the gateway to the Wye Valley. With regards to traffic concerns, 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	

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		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 Mounton 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. Overall, further detailed Transport Assessments (TAs) are to be considered at the pre/planning application stage. Where relevant the detailed TA has the potential to be informed by the outcome of the Welsh Government's WelTAG assessments.	

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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. In terms of health infrastructure, with regard to lack of NHS dentist and doctors in the locality, the mechanisms for improved health infrastructure sit outside of the planning process. The Council is, however, fully engaged with the health board (ABUHB) to help deliver service improvements in Chepstow and across the County as a whole.	
3569 / Ms Anne Rainsbury / Objection	Concerns re developments negative impact on traffic and congestion due to lack of road infrastructure especially on the A466 and Highbeech roundabout. Concerns Chepstow is becoming a dormitory town for Bristol having a negative impact on the town centre suggesting key premises need Council intervention to enable local independent retailers. Suggests there should be no new housing developments until road infrastructure issues have been addressed. Public transport provision is inadequate and encourages car dependency. Suggest a direct rail link between Lydney, Chepstow and Bristol would improve the situation. Concerns re lack of access and provision to health services. Concerns affordable housing disappears after it is bought and that the area needs more developments that are for rent. Developments across the county	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. In terms of site selection and the spatial distribution of growth throughout the county, the Plan's 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. The level of growth apportioned to Chepstow is considered to be consistent with the findings of the SSA, which confirms the dominant role of Chepstow as a Primary Settlement in Monmouthshire, reflecting the range of services and facilities and sustainable transport options, including a train station, available to Chepstow.	No change required.

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	should be considered as a whole and the impact they have cumulatively.	With regard to site selection, as brownfield opportunities within existing settlements in Monmouthshire are limited, greenfield edge of settlement opportunities have had to be considered to meet our key housing and employment requirements. Having regard to development considerations and the candidate site assessment process, it is considered that Land at Mounton Road, Chepstow will provide a sustainable affordable housing-led mixed-use development, where there are opportunities to co-locate homes and commercial uses. This was set out in a report to Council in October 2023 whereby Council considered that the benefits of the commercial development and associated job creation at the Mounton Road site outweighed the loss of higher quality agricultural land, given the absence of alternative commercial sites and the importance of Chepstow for tourism as the gateway to the Wye Valley. With regards to traffic concerns, 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.	

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		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 Mounton 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. Overall, further detailed Transport Assessments (TAs) are to be considered at the pre/planning application stage. Where relevant the detailed TA has the potential to be informed by the outcome of the Welsh Government's WelTAG assessments. A proposal for a Chepstow Bypass is not set out within the current Monmouthshire Local Transport Strategy (LTS) road schemes, nor within the Welsh Government Road building programme. In terms of the issue that there is no direct train between Chepstow and Bristol, TfW has proposals for improved train services for Chepstow, which would provide good connections to/from Bristol via Severn Tunnel Junction station. Much of these improvements are funded by various Welsh and UK Government grants. With regards to air quality concerns, an Air Quality Assessment (Rappor, April 2024) submitted to support the allocation has demonstrated at this high-level stage of the proposal that air quality levels at the development site (new receptors) would be below the air quality objective levels in the opening year of 2026 and in future year scenarios. Nevertheless, air quality impact will be further assessed as part of	

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		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. 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. In terms of health infrastructure, with regard to lack of NHS dentist and doctors in the locality, the mechanisms for improved health infrastructure sit outside of the planning process. The Council is, however, fully engaged with the health board (ABUHB) to help deliver service improvements in Chepstow and across the County as a whole. With regards to revitalising Chepstow’s town centre, the need to sustain and enhance the County's towns and local centres as vibrant and attractive centres, serving the needs of their population and those of their surrounding hinterlands is a key objective of the RLDP and is reflected in the Plan’s policy framework Strategic Policy S14, Town, Local and Neighbourhood Centres. Furthermore, by having a level of housing growth with provision of homes (affordable and market) as well as employment growth, this provides opportunities for people to live and work in Chepstow/Monmouthshire and utilise the high streets creating footfall and vitality within the town centres. With regards to delivering affordable homes, site promoters of the allocated sites have completed site specific financial viability assessments (FVA) to support their proposals and ensure their sites are viable based on 50% affordable housing	

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		requirements, 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.	
3570 / Mr Anthony John Hall / Objection	The development at Chepstow must be cancelled.	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. In terms of site selection and the spatial distribution of growth throughout the county, the Plan's 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. The level of growth apportioned to Chepstow is considered to be consistent with the findings of the SSA, which confirms the dominant role of Chepstow as a Primary Settlement in Monmouthshire, reflecting the range of services and facilities and sustainable transport options, including a train station, available to Chepstow. With regard to site selection, as brownfield opportunities within existing settlements in Monmouthshire are limited, greenfield edge of settlement opportunities have had to be considered to meet our key housing and employment requirements. Having regard to development considerations and the candidate site assessment process, it is considered that Land at Mounton Road, Chepstow will provide a sustainable affordable housing-led mixed-use development, where there are opportunities to co-locate homes and commercial uses. This was set out in a report to Council in October 2023 whereby Council considered that the benefits of the commercial development and associated job creation at the Mounton Road site outweighed the loss of higher quality agricultural land,	No change required.

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		given the absence of alternative commercial sites and the importance of Chepstow for tourism as the gateway to the Wye Valley.	
3571 / Mrs Anwen Dobbin / Objection	Object to the Mounton road development site. It does not have a safe access to an already congested road with dangerously high levels of carbon emissions. The roundabout is overloaded.	With regards to traffic concerns, 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 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 Mounton Road is in a unique position	No change required.

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		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. Overall, further detailed Transport Assessments (TAs) are to be considered at the pre/planning application stage. Where relevant the detailed TA has the potential to be informed by the outcome of the Welsh Government's WelTAG assessments. With regards to air quality concerns, an Air Quality Assessment (Rappor, April 2024) submitted to support the allocation has demonstrated at this high-level stage of the proposal that air quality levels at the development site (new receptors) would be below the air quality objective levels in the opening year of 2026 and in future year scenarios. Nevertheless, 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. 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	

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		and agreed via legal agreements (Section 106 agreements) as part of the planning application process. In terms of health infrastructure, with regard to lack of NHS dentist and doctors in the locality, the mechanisms for improved health infrastructure sit outside of the planning process. The Council is, however, fully engaged with the health board (ABUHB) to help deliver service improvements in Chepstow and across the County as a whole.	
3574 / Mrs Barbara Shean / Objection	Focus on what the town needs, not the loss of another green belt. Traffic congestion is a key issue and the development will make this worse. Schools/doctors/dentist are overloaded. The hospital is not fit for purpose. Try rebuilding the town centre. Chepstow should stand out proudly, not be overshadowed by more expensive housing. Keep it away from the A466 and plan other routes to the Severn Bridge. Relieve the present congestion first.	With regards to traffic concerns, 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 solutions based on deliverability, well-being and affordability considerations. Subsequently, there is a wider strategic approach to travel and traffic	No change required.

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		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 Mounon 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. Overall, further detailed Transport Assessments (TAs) are to be considered at the pre/planning application stage. Where relevant the detailed TA has the potential to be informed by the outcome of the Welsh Government's WelTAG assessments. A proposal for a Chepstow Bypass is not set out within the current Monmouthshire Local Transport Strategy (LTS) road schemes, nor within the Welsh Government Road building programme. With regards to air quality concerns, an Air Quality Assessment (Rappor, April 2024) submitted to support the allocation has demonstrated at this high-level stage of the proposal that air quality levels at the development site (new receptors) would be below the air quality objective levels in the opening year of 2026 and in future year scenarios. Nevertheless, 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. With regards to the provision of infrastructure, in accordance with Welsh Government guidance set out in the Development Plans Manual Wales	

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		(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. In terms of health infrastructure, with regard to lack of NHS dentist and doctors in the locality, the mechanisms for improved health infrastructure sit outside of the planning process. The Council is, however, fully engaged with the health board (ABUHB) to help deliver service improvements in Chepstow and across the County as a whole. With regards to revitalising Chepstow's town centre, the need to sustain and enhance the County's towns and local centres as vibrant and attractive centres, serving the needs of their population and those of their surrounding hinterlands is a key objective of the RLDP and is reflected in the Plan's policy framework Strategic Policy S14, Town, Local and Neighbourhood Centres. Furthermore, by having a level of housing growth with provision of homes (affordable and market) as well as employment growth, this provides opportunities for people to live and work in Chepstow/Monmouthshire and utilise the high streets creating footfall and vitality within the town centres.	
3575 / Professor Brian Duerden / Objection	There is insufficient attention to the infrastructure required to accommodate new housing. In Chepstow, it will increase pressure on health services, schools and traffic. Serious problem with congestion and air pollution. It should not be proposing a greenfield development adjacent to a major roundabout without any improvement in road infrastructure. Road use would increase significantly due to commuting. It will adversely affect efforts to address climate change. The site is occupied by sheep, wild flowers and wildlife. It is not clear that the Chepstow	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 site selection, as brownfield opportunities within existing settlements in Monmouthshire are limited, greenfield edge of settlement opportunities have had to be considered to meet our key housing and employment	No change required.

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	development would address affordable housing. The public transport links will not be suitable for most people because it is far from the station and bus routes would take too long for most commuters. Community infrastructure such as schools has not been improved to accommodate even the expansion so far and needs attention.	requirements. Having regard to development considerations and the candidate site assessment process, it is considered that Land at Mounton Road, Chepstow will provide a sustainable affordable housing-led mixed-use development, where there are opportunities to co-locate homes and commercial uses. This was set out in a report to Council in October 2023 whereby Council considered that the benefits of the commercial development and associated job creation at the Mounton Road site outweighed the loss of higher quality agricultural land, given the absence of alternative commercial sites and the importance of Chepstow for tourism as the gateway to the Wye Valley. With regards to traffic congestion, 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	

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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 Mounton 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. Overall, further detailed Transport Assessments (TAs) are to be considered at the pre/planning application stage. Where relevant the detailed TA has the potential to be informed by the outcome of the Welsh Government's WelTAG assessments. With regards to air quality concerns, an Air Quality Assessment (Rappor, April 2024) submitted to support the allocation has demonstrated at this high-level stage of the proposal that air quality levels at the development site (new receptors) would be below the air quality objective levels in the opening year of 2026 and in future year scenarios. Nevertheless, 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.	

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		The site contains groups of mature woodland and mature hedgerows which contain several important natural ecological habitats. The protection and preservation of these habitats is a key consideration in the development of the site. MCC's ecologists note that there are no 'in principle' constraints to the future development of the site subject to implementation of a sensitive masterplan design that incorporates appropriate inherent avoidance, mitigation and enhancement measures and provides net benefit for biodiversity. These policy requirements are set out in policies S8 and HA3 criteria (j), (k) and (l) of the RLDP. 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. 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. In terms of health infrastructure, with regard to lack of NHS dentist and doctors in the locality, the mechanisms for improved health infrastructure sit outside of the planning process. The Council is, however, fully engaged with the health board (ABUHB) to help deliver service improvements in Chepstow and across the County as a whole.	
3579 / Mrs Beverley Strickland / Objection	Objects on ground of traffic, noise and population. Existing traffic conditions are to be exacerbated by the development, especially in conjunction with other developments in the area. Needs more than just development to St Lawrence Roundabout. Not enough facilities to cope	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	No change required.

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	with extra population. Siting would spoil open countryside.	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 site selection, as brownfield opportunities within existing settlements in Monmouthshire are limited, greenfield edge of settlement opportunities have had to be considered to meet our key housing and employment requirements. Having regard to development considerations and the candidate site assessment process, it is considered that Land at Mounton Road, Chepstow will provide a sustainable affordable housing-led mixed-use development, where there are opportunities to co-locate homes and commercial uses. This was set out in a report to Council in October 2023 whereby Council considered that the benefits of the commercial development and associated job creation at the Mounton Road site outweighed the loss of higher quality agricultural land, given the absence of alternative commercial sites and the importance of Chepstow for tourism as the gateway to the Wye Valley. With regards to traffic congestion, 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	

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		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 Mounton 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. Overall, further detailed Transport Assessments (TAs) are to be considered at the pre/planning application stage. Where relevant the detailed TA has the potential to be informed by the outcome of the Welsh Government's WelTAG assessments. With regards to air quality concerns, an Air Quality Assessment (Rappor, April 2024) submitted to support the allocation has demonstrated at this high-level stage of the proposal that air quality levels at the development site (new receptors) would be below the air quality objective levels in the opening year of 2026 and in future year scenarios. Nevertheless, 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	

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		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. The site contains groups of mature woodland and mature hedgerows which contain several important natural ecological habitats. The protection and preservation of these habitats is a key consideration in the development of the site. MCC’s ecologists note that there are no ‘in principle’ constraints to the future development of the site subject to implementation of a sensitive masterplan design that incorporates appropriate inherent avoidance, mitigation and enhancement measures and provides net benefit for biodiversity. These policy requirements are set out in policies S8 and HA3 criteria (j), (k) and (l) of the RLDP. 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. 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. In terms of health infrastructure, with regard to lack of NHS dentist and doctors in the locality, the mechanisms for improved health infrastructure sit outside of the planning process. The Council is, however, fully engaged with the health board (ABUHB) to help deliver service improvements in Chepstow and across the County as a whole.	

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3581 / Mrs Brenda Rees / Objection	Concerns re current and increased traffic, congestion and therefore pollution levels at Highbeech roundabout and safety implications for pedestrians.	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 Mounon Road. Welsh Government Highway Officers have been consulted on the proposed allocation and have not objected to the inclusion of the Mounon 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 Mounon 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).	No change required.

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		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. Overall, further detailed Transport Assessments (TAs) are to be considered at the pre/planning application stage. Where relevant the detailed TA has the potential to be informed by the outcome of the Welsh Government's WelTAG assessments. With regards to air quality concerns, an Air Quality Assessment (Rappor, April 2024) submitted to support the allocation has demonstrated at this high-level stage of the proposal that air quality levels at the development site (new receptors) would be below the air quality objective levels in the opening year of 2026 and in future year scenarios. Nevertheless, 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.	
3585 / Ms Carol Evans / Objection	Object to the Highbeech development. No infrastructure upgrade. Roads in this area already gridlocked. Plus taking away the natural beauty for the gateway to Wales and the Wye Valley. Air pollution is already high enough around Chepstow.	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 Mounon Road. Welsh Government Highway Officers have been consulted on the proposed allocation and have not objected to the inclusion of the Mounon 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	No change required.

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		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 Mounton 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.	

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		Overall, further detailed Transport Assessments (TAs) are to be considered at the pre/planning application stage. Where relevant the detailed TA has the potential to be informed by the outcome of the Welsh Government's WelTAG assessments. With regards to air quality concerns, an Air Quality Assessment (Rappor, April 2024) submitted to support the allocation has demonstrated at this high-level stage of the proposal that air quality levels at the development site (new receptors) would be below the air quality objective levels in the opening year of 2026 and in future year scenarios. Nevertheless, 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. The site contains groups of mature woodland and mature hedgerows which contain several important natural ecological habitats. The protection and preservation of these habitats is a key consideration in the development of the site. MCC's ecologists note that there are no 'in principle' constraints to the future development of the site subject to implementation of a sensitive masterplan design that incorporates appropriate inherent avoidance, mitigation and enhancement measures and provides net benefit for biodiversity. These policy requirements are set out in policies S8 and HA3 criteria (j), (k) and (l) of the RLDP. 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. In terms of the visual impact of the proposal upon the gateway to the Wye Valley, a Landscape Visual Baseline (LVB) (EDP, February 2024) has been submitted, which	

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		has identified the baseline conditions of the site and surrounding area and determined those landscape and visual characteristics that might inform the design of the proposals, including recommendations for mitigation. Overall, the report concludes that the site's landscape value is considered medium value and the site's immediate and wider context has a medium overall sensitivity to change. Subject to careful design at all stages and inclusion of the recommendations, there appears to be no landscape or visual reasons which would preclude development of the site. The planning application should be further informed by Landscape and Visual Impact Assessment, which would feed into an iterative design solution. MCC's Landscape Officer considers the site from a landscape and GI perspective to be suitable for residential development. It is considered that with appropriate design and layout with development focused on eastern and north western boundaries of the site the proposed development is visually seen as extension of Chepstow's urban boundary. The design layout on the indicative masterplan seeks to retain and emphasise a parkland character by retaining this area as public parkland open space, a requirement set out in Policy HA3 criterion (g). The indicative masterplan also indicates an appropriate woodland buffer retained to the south west St Lawrence Lane boundary with the open countryside/green wedge setting/ setting with the Wye Valley AONB National Landscape, a requirement of Policy HA3 criterion (i). As such, with these design principles to locate development towards the east of the site and protect and enhance the buffer with the open countryside setting, the landscape impact of the site is acceptable. These high-level landscape design requirements are set out in policies S8 and HA3 and are demonstrated on the submitted indicative Masterplan. Collectively, along with policy S5 – Green Infrastructure, Landscape and Nature Recovery and its associated development management policies there are considered to be sufficient policy requirements to enable the authority 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 also help to ensure development is acceptable.	
3586 / Mrs Catherine	This land has been considered before and rejected, and these reasons still stand. The current road infrastructure is not going to	DC/2013/00571 for development at this site was refused 13.01/2017 for numerous reasons, however with the key reason that 'the site is outside the Chepstow	No change required.

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A'Herne / Objection	cope. Current residents not being able to get access to doctors/dentists. Adding more houses is poor planning. The land is farmland and provides a natural break between villages. Important vista for people heading to the area of outstanding natural beauty. These areas need to be protected. Houses need to be built in appropriate areas and this is not one.	Development Boundary and contrary to the housing strategy of the objectives of Policy S1.' The site has been promoted through the candidate site and Replacement Local Development Plan process and therefore is justified within the context of the RLDP's overarching growth strategy and, therefore, addresses this concern. With regards to the other reasons for refusal: harm to green wedge, unacceptable impact of Grade II listed building, landscape character impact and implications for minerals extraction these development considerations have been addressed at a high level as part of the candidate site assessment process. As part of the Green Wedge Review the parcel of land has been removed as a green wedge designation. The review considered that 'the tree belt along St Lawrence Lane forms a strong boundary to the land south west, and the A48 forms a boundary to the south east limiting the impact that development here would have on the adjacent land and on the remaining gap between Chepstow and Pwllmeyric. The parcel makes a moderate contribution to preventing settlement coalescence, managing urban form, safeguarding the countryside from encroachment and protecting the setting of an urban area. It plays a 'moderate buffer role.' For further detailed information please refer to the Green Wedge Assessments (LUC, 2024) and Green Wedge Review. In terms of impact upon the Grade II listed building, MCC'S Heritage Officer's view is that the retention of the western edge of the site as open parkland on the indicative masterplan ensures the setting of the historic environment can be mitigated. This policy requirement is set out in HA3 criterion (g) of the Plan. In relation to landscape impact on the site, MCC's Landscape Officer considers the site from a landscape and GI perspective to be suitable for residential development. It is considered that with appropriate design and layout with development focused on eastern and north western boundaries of the site the proposed development is visually seen as extension of Chepstow's urban boundary. The design layout on the indicative masterplan seeks to retain and emphasise a parkland character by retaining this area as public parkland open space, a requirement set out in Policy HA3 criterion (g). The indicative masterplan also indicates an appropriate woodland buffer retained to the south west St Lawrence Lane boundary with the open countryside/green wedge setting/ setting with the	

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		Wye Valley AONB National Landscape, a requirement of Policy HA3 criterion (i). As such, with these design principles to locate development towards the east of the site and protect and enhance the buffer with the open countryside setting, the landscape impact of the site is acceptable. These high-level landscape design requirements are set out in policies S8 and HA3 and are demonstrated on the submitted indicative Masterplan. Collectively, along with policy S5 – Green Infrastructure, Landscape and Nature Recovery and its associated development management policies there are considered to be sufficient policy requirements to enable the authority 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 also help to ensure development is acceptable. With regards to mineral extraction, the site is located within the Limestone Carboniferous Category 1 Safeguarding Area (BGS) however, the site is adjacent to the existing settlement of Chepstow and consequently mineral extraction would not be feasible in this location.	
3589 / Mrs Catriona Standingford / Objection	Chepstow suffers from major infrastructure issues in relations to roads (Highbeech roundabout in particular) and GP services. The roundabout is badly laid out.	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	No change required.

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		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 Mounon 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. Overall, further detailed Transport Assessments (TAs) are to be considered at the pre/planning application stage. Where relevant the detailed TA has the potential to be informed by the outcome of the Welsh Government's WelTAG assessments. 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	

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		them will be further considered and agreed via legal agreements (Section 106 agreements) as part of the planning application process. In terms of health infrastructure, with regard to lack of NHS dentist and doctors in the locality, the mechanisms for improved health infrastructure sit outside of the planning process. The Council is, however, fully engaged with the health board (ABUHB) to help deliver service improvements in Chepstow and across the County as a whole.	
3590 / Mrs Catherine Smith / Objection	Roads and services in Chepstow cannot cope with this.	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 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	No change required.

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		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 Mounon 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. Overall, further detailed Transport Assessments (TAs) are to be considered at the pre/planning application stage. Where relevant the detailed TA has the potential to be informed by the outcome of the Welsh Government's WelTAG assessments. 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. In terms of health infrastructure, with regard to lack of NHS dentist and doctors in the locality, the mechanisms for improved health infrastructure sit outside of the planning process. The Council is, however, fully engaged with the health board (ABUHB) to help deliver service improvements in Chepstow and across the County as a whole.	
3592 / Catherine Lewis / Objection	It would be detrimental to the environment, visually, taking away beautiful views, destroying good agricultural land, trees, flora and fauna,	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	No change required.

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	destroying natural habitat and an ugly eyesore to the beautiful gateway to Wye Valley. The impact on traffic will be terrible. Find another site.	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 site selection, as brownfield opportunities within existing settlements in Monmouthshire are limited, greenfield edge of settlement opportunities have had to be considered to meet our key housing and employment requirements. Having regard to development considerations and the candidate site assessment process, it is considered that Land at Mounton Road, Chepstow will provide a sustainable affordable housing-led mixed-use development, where there are opportunities to co-locate homes and commercial uses. This was set out in a report to Council in October 2023 whereby Council considered that the benefits of the commercial development and associated job creation at the Mounton Road site outweighed the loss of higher quality agricultural land, given the absence of alternative commercial sites and the importance of Chepstow for tourism as the gateway to the Wye Valley. In terms of the visual impact of the proposal upon the gateway to the Wye Valley, a Landscape Visual Baseline (LVB) (EDP, February 2024) has been submitted, which has identified the baseline conditions of the site and surrounding area and determined those landscape and visual characteristics that might inform the design of the proposals, including recommendations for mitigation. Overall, the report concludes that the site's landscape value is considered medium value and the site's immediate and wider context has a medium overall sensitivity to change. Subject to careful design at all stages and inclusion of the recommendations, there appears to be no landscape or visual reasons which would preclude development of the site. The planning application should be further informed by Landscape and Visual Impact Assessment, which would feed into an iterative design solution. MCC's Landscape Officer considers the site from a landscape and GI perspective to be suitable for residential development. It is considered that with appropriate design and layout with development focused on eastern and north western boundaries of the site the proposed development is visually seen as extension of Chepstow's urban boundary. The design layout on the indicative masterplan seeks	

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		to retain and emphasise a parkland character by retaining this area as public parkland open space, a requirement set out in Policy HA3 criterion (g). The indicative masterplan also indicates an appropriate woodland buffer retained to the south west St Lawrence Lane boundary with the open countryside/green wedge setting/ setting with the Wye Valley AONB National Landscape, a requirement of Policy HA3 criterion (i). As such, with these design principles to locate development towards the east of the site and protect and enhance the buffer with the open countryside setting, the landscape impact of the site is acceptable. These high-level landscape design requirements are set out in policies S8 and HA3 and are demonstrated on the submitted indicative Masterplan. Collectively, along with policy S5 – Green Infrastructure, Landscape and Nature Recovery and its associated development management policies there are considered to be sufficient policy requirements to enable the authority 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 also help to ensure development is acceptable. The site contains groups of mature woodland and mature hedgerows which contain several important natural ecological habitats. The protection and preservation of these habitats is a key consideration in the development of the site. MCC's ecologists note that there are no 'in principle' constraints to the future development of the site subject to implementation of a sensitive masterplan design that incorporates appropriate inherent avoidance, mitigation and enhancement measures and provides net benefit for biodiversity. These policy requirements are set out in policies S8 and HA3 criteria (j), (k) and (l) of the RLDP. 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. In terms of traffic concerns, 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	

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		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 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 Mounton 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. Overall, further detailed Transport Assessments (TAs) are to be considered at the pre/planning application stage. Where relevant the detailed TA has the potential to be informed by the outcome of the Welsh Government's WelTAG assessments.	
3593 / Mrs Chloe Payn / Objection	Objects for the following reason: Environmental and health impacts - The area around Highbeech roundabout already experiences elevated levels of NO2. No significant improvements have been made in the region. The development will increase traffic congestion making the air pollution worse. There is no proposed bypass or improvements to public transport infrastructure. It contradicts WG objectives aimed at reducing emissions, improving air quality and enhancing public health. It will have a detrimental effect on the environment and the health of residents. Infrastructure, planning and sustainability issues - Presents significant challenges in terms of local infrastructure and alignment with planning policies. Chepstow's infrastructure is at capacity already. The Highbeech roundabout is heavily congested and the development will make this worse. The site is near areas of high ecological and historical value and this raises concerns about the loss of natural and cultural heritage. It is in direct conflict with local and national policies that	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 site selection, as brownfield opportunities within existing settlements in Monmouthshire are limited, greenfield edge of settlement opportunities have had to be considered to meet our key housing and employment requirements. Having regard to development considerations and the candidate site assessment process, it is considered that Land at Mounon Road, Chepstow will provide a sustainable affordable housing-led mixed-use development, where there are opportunities to co-locate homes and commercial uses. This was set out in a report to Council in October 2023 whereby Council considered that the benefits of the commercial development and associated job creation at the Mounon Road site outweighed the loss of higher quality agricultural land, given the absence of alternative commercial sites and the importance of Chepstow for tourism as the gateway to the Wye Valley. Land at Mounon Road is owned by private landowners and these fields are not publicly accessible. The proposal includes the provision of a community parkland, which will provide opportunities for recreation and leisure. The proposed	No change required.

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	prioritise the preservation of these spaces. Risks Chepstow transforming into an urban sprawl which undermines the town's character and quality of life. There is insufficient investment in necessary infrastructure. It fails to meet the sustainability and well-being objectives set by WG and contradicts the planning principles to ensure balanced, sustainable development for both the community and environment. To address the concerns - improvements to Highbeech roundabout and surrounding roads. Should protect high grade agricultural land and local areas of natural beauty. Prioritise brownfield site or underused urban areas would help limit the impact on the environment. Incorporating significant green spaces such as parks would enhance biodiversity and create recreational spaces for residents. It would help maintain the natural character of the area.	development will, therefore, provide additional publicly accessible green space in this area. In terms of the visual impact of the proposal upon the gateway to the Wye Valley, a Landscape Visual Baseline (LVB) (EDP, February 2024) has been submitted, which has identified the baseline conditions of the site and surrounding area and determined those landscape and visual characteristics that might inform the design of the proposals, including recommendations for mitigation. Overall, the report concludes that the site's landscape value is considered medium value and the site's immediate and wider context has a medium overall sensitivity to change. Subject to careful design at all stages and inclusion of the recommendations, there appears to be no landscape or visual reasons which would preclude development of the site. The planning application should be further informed by Landscape and Visual Impact Assessment, which would feed into an iterative design solution. MCC's Landscape Officer considers the site from a landscape and GI perspective to be suitable for residential development. It is considered that with appropriate design and layout with development focused on eastern and north western boundaries of the site the proposed development is visually seen as extension of Chepstow's urban boundary. The design layout on the indicative masterplan seeks to retain and emphasise a parkland character by retaining this area as public parkland open space, a requirement set out in Policy HA3 criterion (g). The indicative masterplan also indicates an appropriate woodland buffer retained to the south west St Lawrence Lane boundary with the open countryside/green wedge setting/ setting with the Wye Valley AONB National Landscape, a requirement of Policy HA3 criterion (i). As such, with these design principles to locate development towards the east of the site and protect and enhance the buffer with the open countryside setting, the landscape impact of the site is acceptable. These high-level landscape design requirements are set out in policies S8 and HA3 and are demonstrated on the submitted indicative Masterplan. Collectively, along with policy S5 – Green Infrastructure, Landscape and Nature Recovery and its associated development management policies there are considered to be sufficient policy requirements to enable the authority 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	

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		Country Planning (Environmental Impact Assessment) (Wales) Regulations 2017 and PPW12 will also help to ensure development is acceptable. The site contains groups of mature woodland and mature hedgerows which contain several important natural ecological habitats. The protection and preservation of these habitats is a key consideration in the development of the site. MCC's ecologists note that there are no 'in principle' constraints to the future development of the site subject to implementation of a sensitive masterplan design that incorporates appropriate inherent avoidance, mitigation and enhancement measures and provides net benefit for biodiversity. These policy requirements are set out in policies S8 and HA3 criteria (j), (k) and (l) of the RLDP. 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. With regards to impact on historic character, the site is outside a Conservation Area, however, Mathern's Conservation Area boundary which includes Wyelands Historic Park and Gardens, is just to the south of the site boundary. The site is also within the parkland setting of the Grade II Listed St Lawrence House, which is located just to the north boundary of the site, along with several other characterful residential properties to the north. Cadw's consultation response to the proposal is that intervening vegetation already provides significant screening of the site from the registered Wyelands historic park and garden and careful design should provide additional screening ensuring that the proposed development will not have a significant impact on their settings. MCC'S Heritage Officer's view is that the retention of the western edge of the site as open parkland on the indicative masterplan ensures the setting of the historic environment can be mitigated. This area is essential for the protection of the listed St Lawrence House and wider historic landscape. In terms of traffic concerns, 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	

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		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 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 Mounton 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. Overall, further detailed Transport Assessments (TAs) are to be considered at the pre/planning application stage. Where relevant the detailed TA has the potential to be informed by the outcome of the Welsh Government's WelTAG assessments. With regards to air quality concerns, an Air Quality Assessment (Rappor, April 2024) submitted to support the allocation has demonstrated at this high-level stage of the proposal that air quality levels at the development site (new receptors) would be below the air quality objective levels in the opening year of 2026 and in future year scenarios. Nevertheless, 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.	
3594 / Mr Chad Sankey / Objection	Chepstow has regular traffic congestion and high pollution, strained social infrastructure (school & doctors) which need addressing prior to 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.	No change required.

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		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 Mounton 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. Overall, further detailed Transport Assessments (TAs) are to be considered at the pre/planning application stage. Where relevant the detailed TA has the potential to be informed by the outcome of the Welsh Government's WelTAG assessments. 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. 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. In terms of health infrastructure, with regard to lack of NHS dentist and doctors in the locality, the mechanisms for improved health infrastructure sit outside of the planning process. The Council is, however, fully engaged with the health board (ABUHB) to help deliver service improvements in Chepstow and across the County as a whole.	
3595 / Miss Clare Lawrence / Objection	Chepstow does not have the infrastructure to support such a significant increase in population and traffic. This development would irrevocably alter the landscape. We must prioritise sustainable planning and consider the impact on both residents and the environment. Chepstow deserves thoughtful development that respects its history, infrastructure limitations, and natural beauty.	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 site selection, as brownfield opportunities within existing settlements in Monmouthshire are limited, greenfield edge of settlement opportunities have had to be considered to meet our key housing and employment requirements. Having regard to development considerations and the candidate site assessment process, it is considered that Land at Mounton Road, Chepstow will provide a sustainable affordable housing-led mixed-use development, where there are opportunities to co-locate homes and commercial uses. This was set out in a report to Council in October 2023 whereby Council considered that the benefits of the commercial development and associated job creation at the Mounton Road site outweighed the loss of higher quality agricultural land, given the absence of alternative commercial sites and the importance of Chepstow for tourism as the gateway to the Wye Valley.	No change required.

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		In terms of the visual impact of the proposal upon the gateway to the Wye Valley, a Landscape Visual Baseline (LVB) (EDP, February 2024) has been submitted, which has identified the baseline conditions of the site and surrounding area and determined those landscape and visual characteristics that might inform the design of the proposals, including recommendations for mitigation. Overall, the report concludes that the site's landscape value is considered medium value and the site's immediate and wider context has a medium overall sensitivity to change. Subject to careful design at all stages and inclusion of the recommendations, there appears to be no landscape or visual reasons which would preclude development of the site. The planning application should be further informed by Landscape and Visual Impact Assessment, which would feed into an iterative design solution. MCC's Landscape Officer considers the site from a landscape and GI perspective to be suitable for residential development. It is considered that with appropriate design and layout with development focused on eastern and north western boundaries of the site the proposed development is visually seen as extension of Chepstow's urban boundary. The design layout on the indicative masterplan seeks to retain and emphasise a parkland character by retaining this area as public parkland open space, a requirement set out in Policy HA3 criterion (g). The indicative masterplan also indicates an appropriate woodland buffer retained to the south west St Lawrence Lane boundary with the open countryside/green wedge setting/ setting with the Wye Valley AONB National Landscape, a requirement of Policy HA3 criterion (i). As such, with these design principles to locate development towards the east of the site and protect and enhance the buffer with the open countryside setting, the landscape impact of the site is acceptable. These high-level landscape design requirements are set out in policies S8 and HA3 and are demonstrated on the submitted indicative Masterplan. Collectively, along with policy S5 – Green Infrastructure, Landscape and Nature Recovery and its associated development management policies there are considered to be sufficient policy requirements to enable the authority 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 also help to ensure development is acceptable.	

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		The site contains groups of mature woodland and mature hedgerows which contain several important natural ecological habitats. The protection and preservation of these habitats is a key consideration in the development of the site. MCC's ecologists note that there are no 'in principle' constraints to the future development of the site subject to implementation of a sensitive masterplan design that incorporates appropriate inherent avoidance, mitigation and enhancement measures and provides net benefit for biodiversity. These policy requirements are set out in policies S8 and HA3 criteria (j), (k) and (l) of the RLDP. 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. With regards to impact on historic character, the site is outside a Conservation Area, however, Mathern's Conservation Area boundary which includes Wyelands Historic Park and Gardens, is just to the south of the site boundary. The site is also within the parkland setting of the Grade II Listed St Lawrence House, which is located just to the north boundary of the site, along with several other characterful residential properties to the north. Cadw's consultation response to the proposal is that intervening vegetation already provides significant screening of the site from the registered Wyelands historic park and garden and careful design should provide additional screening ensuring that the proposed development will not have a significant impact on their settings. MCC'S Heritage Officer's view is that the retention of the western edge of the site as open parkland on the indicative masterplan ensures the setting of the historic environment can be mitigated. This area is essential for the protection of the listed St Lawrence House and wider historic landscape. In terms of traffic concerns, 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	

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		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 Mounton 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	

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		improvements, are safeguarded from development in Policy ST5 of the RLDP. Overall, further detailed Transport Assessments (TAs) are to be considered at the pre/planning application stage. Where relevant the detailed TA has the potential to be informed by the outcome of the Welsh Government's WelTAG assessments. With regards to air quality concerns, an Air Quality Assessment (Rappor, April 2024) submitted to support the allocation has demonstrated at this high-level stage of the proposal that air quality levels at the development site (new receptors) would be below the air quality objective levels in the opening year of 2026 and in future year scenarios. Nevertheless, 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.	
3596 / Mrs Charlotte Gilmore / Objection	Negative impact on the local infrastructure, in particular, Highbeech roundabout. This roundabout can already not cope with the level of traffic arriving to and departing from Chepstow. The proposed development will only add to this traffic. complete loss of green space. This area is very aesthetically pleasing and results in a lovely entrance to the Chepstow area. The development will completely destroy the green space view. OC1 d) the development will have no unacceptable adverse impact on landscape...biodiversity. The proposed development on Mounon Road will have a considerable negative impact on landscape. development will never	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 development 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. With regard to site selection, as brownfield opportunities within existing settlements in Monmouthshire are limited, greenfield edge of settlement	No change required.

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	maintain the beauty of the landscape that is currently there.	opportunities have had to be considered to meet our key housing and employment requirements. Having regard to development considerations and the candidate site assessment process, it is considered that Land at Mounton Road, Chepstow will provide a sustainable affordable housing-led mixed-use development, where there are opportunities to co-locate homes and commercial uses. This was set out in a report to Council in October 2023 whereby Council considered that the benefits of the commercial development and associated job creation at the Mounton Road site outweighed the loss of higher quality agricultural land, given the absence of alternative commercial sites and the importance of Chepstow for tourism as the gateway to the Wye Valley. Land at Mounton Road is owned by private landowners and these fields are not publicly accessible. The proposal includes the provision of a community parkland, which will provide opportunities for recreation and leisure. The proposed development will, therefore, provide additional publicly accessible green space in this area. In terms of the visual impact of the proposal upon the gateway to the Wye Valley, a Landscape Visual Baseline (LVB) (EDP, February 2024) has been submitted, which has identified the baseline conditions of the site and surrounding area and determined those landscape and visual characteristics that might inform the design of the proposals, including recommendations for mitigation. Overall, the report concludes that the site's landscape value is considered medium value and the site's immediate and wider context has a medium overall sensitivity to change. Subject to careful design at all stages and inclusion of the recommendations, there appears to be no landscape or visual reasons which would preclude development of the site. The planning application should be further informed by Landscape and Visual Impact Assessment, which would feed into an iterative design solution. MCC's Landscape Officer considers the site from a landscape and GI perspective to be suitable for residential development. It is considered that with appropriate design and layout with development focused on eastern and north western boundaries of the site the proposed development is visually seen as extension of Chepstow's urban boundary. The design layout on the indicative masterplan seeks to retain and emphasise a parkland character by retaining this area as public parkland open space, a requirement set out in Policy HA3 criterion (g). The indicative masterplan also indicates an appropriate woodland buffer retained to	

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		the south west St Lawrence Lane boundary with the open countryside/green wedge setting/ setting with the Wye Valley AONB National Landscape, a requirement of Policy HA3 criterion (i). As such, with these design principles to locate development towards the east of the site and protect and enhance the buffer with the open countryside setting, the landscape impact of the site is acceptable. These high-level landscape design requirements are set out in policies S8 and HA3 and are demonstrated on the submitted indicative Masterplan. Collectively, along with policy S5 – Green Infrastructure, Landscape and Nature Recovery and its associated development management policies there are considered to be sufficient policy requirements to enable the authority 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 also help to ensure development is acceptable. The site contains groups of mature woodland and mature hedgerows which contain several important natural ecological habitats. The protection and preservation of these habitats is a key consideration in the development of the site. MCC's ecologists note that there are no 'in principle' constraints to the future development of the site subject to implementation of a sensitive masterplan design that incorporates appropriate inherent avoidance, mitigation and enhancement measures and provides net benefit for biodiversity. These policy requirements are set out in policies S8 and HA3 criteria (j), (k) and (l) of the RLDP. 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. With regards to impact on historic character, the site is outside a Conservation Area, however, Mathern's Conservation Area boundary which includes Wyelands Historic Park and Gardens, is just to the south of the site boundary. The site is also within the parkland setting of the Grade II Listed St Lawrence House, which is located just to the north boundary of the site, along with several other characterful residential properties to the north. Cadw's consultation response to the proposal is	

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		that intervening vegetation already provides significant screening of the site from the registered Wyelands historic park and garden and careful design should provide additional screening ensuring that the proposed development will not have a significant impact on their settings. MCC'S Heritage Officer's view is that the retention of the western edge of the site as open parkland on the indicative masterplan ensures the setting of the historic environment can be mitigated. This area is essential for the protection of the listed St Lawrence House and wider historic landscape. In terms of traffic concerns, 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 solutions based on deliverability, well- being and affordability considerations.	

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		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 Mounon 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. Overall, further detailed Transport Assessments (TAs) are to be considered at the pre/planning application stage. Where relevant the detailed TA has the potential to be informed by the outcome of the Welsh Government's WelTAG assessments.	
3597 / Ms Claire McDonald / Objection	Needs improved infrastructure. Chepstow has grown exponentially over the last 25 plus years and yet there has been limited improvements of the same. Is often gridlocked. A very clear example of a market town that has been over extended beyond its capacity. Furthermore, public services such as schools and general practice are oversubscribed by the increased population and struggling to cope with the additional demands. The planned development will cause further traffic congestion and pollution and needs to be sited elsewhere, not in central	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 development 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.	No change required.

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	Chepstow given the limitations of roads and public services provision.	In terms of site selection and the spatial distribution of growth throughout the county, the Plan's 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. The level of growth apportioned to Chepstow is considered to be consistent with the findings of the SSA, which confirms the dominant role of Chepstow as a Primary Settlement in Monmouthshire, reflecting the range of services and facilities and sustainable transport options, including a train station, available to Chepstow. As brownfield opportunities within existing settlements in Monmouthshire are limited, greenfield edge of settlement opportunities have had to be considered to meet our key housing and employment requirements. Having regard to development considerations and the candidate site assessment process, it is considered that Land at Mounton Road, Chepstow will provide a sustainable affordable housing-led mixed-use development, where there are opportunities to co-locate homes and commercial uses. This was set out in a report to Council in October 2023 whereby Council considered that the benefits of the commercial development and associated job creation at the Mounton Road site outweighed the loss of higher quality agricultural land, given the absence of alternative commercial sites and the importance of Chepstow for tourism as the gateway to the Wye Valley. 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.	

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		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 Mounton 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. Overall, further detailed Transport Assessments (TAs) are to be considered at the pre/planning application stage. Where relevant the detailed TA has the potential to be informed by the outcome of the Welsh Government's WelTAG assessments. 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. 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. In terms of health infrastructure, with regard to lack of NHS dentist and doctors in the locality, the mechanisms for improved health infrastructure sit outside of the planning process. The Council is, however, fully engaged with the health board (ABUHB) to help deliver service improvements in Chepstow and across the County as a whole.	
3601 / Mr Christian Burrows / Objection	Site fails to comply with several key policies - LC4, ST1, HE1, NR1, S4. Poses significant risks to environment, heritage, and infrastructure whilst undermining objective for sustainable and resilient communities. It is located within the parkland setting for St Lawrence House. Proposed development undermines the historical and cultural value of the LB, disrupting visual and environmental context with no detailing on how design will mitigate impact on the site, contrary to HE1 and LC1.	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 development 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. In terms of site selection and the spatial distribution of growth throughout the county, the Plan's 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. The level of growth apportioned to Chepstow is considered to be consistent with the findings of the SSA, which confirms the dominant role of Chepstow as a Primary Settlement in	No change required.

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		Monmouthshire, reflecting the range of services and facilities and sustainable transport options, including a train station, available to Chepstow. As brownfield opportunities within existing settlements in Monmouthshire are limited, greenfield edge of settlement opportunities have had to be considered to meet our key housing and employment requirements. Having regard to development considerations and the candidate site assessment process, it is considered that Land at Mounton Road, Chepstow will provide a sustainable affordable housing-led mixed-use development, where there are opportunities to co-locate homes and commercial uses. This was set out in a report to Council in October 2023 whereby Council considered that the benefits of the commercial development and associated job creation at the Mounton Road site outweighed the loss of higher quality agricultural land, given the absence of alternative commercial sites and the importance of Chepstow for tourism as the gateway to the Wye Valley. 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	

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		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 Mounon 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. Overall, further detailed Transport Assessments (TAs) are to be considered at the pre/planning application stage. Where relevant the detailed TA has the potential to be informed by the outcome of the Welsh Government's WelTAG assessments. 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. In terms of health infrastructure, with regard to lack of NHS dentist and doctors in the locality, the	

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		mechanisms for improved health infrastructure sit outside of the planning process. The Council is, however, fully engaged with the health board (ABUHB) to help deliver service improvements in Chepstow and across the County as a whole. In terms of the visual impact of the proposal upon the gateway to the Wye Valley, a Landscape Visual Baseline (LVB) (EDP, February 2024) has been submitted, which has identified the baseline conditions of the site and surrounding area and determined those landscape and visual characteristics that might inform the design of the proposals, including recommendations for mitigation. Overall, the report concludes that the site's landscape value is considered medium value and the site's immediate and wider context has a medium overall sensitivity to change. Subject to careful design at all stages and inclusion of the recommendations, there appears to be no landscape or visual reasons which would preclude development of the site. The planning application should be further informed by Landscape and Visual Impact Assessment, which would feed into an iterative design solution. MCC's Landscape Officer considers the site from a landscape and GI perspective to be suitable for residential development. It is considered that with appropriate design and layout with development focused on eastern and north western boundaries of the site the proposed development is visually seen as extension of Chepstow's urban boundary. The design layout on the indicative masterplan seeks to retain and emphasise a parkland character by retaining this area as public parkland open space, a requirement set out in Policy HA3 criterion (g). The indicative masterplan also indicates an appropriate woodland buffer retained to the south west St Lawrence Lane boundary with the open countryside/green wedge setting/ setting with the Wye Valley AONB National Landscape, a requirement of Policy HA3 criterion (i). As such, with these design principles to locate development towards the east of the site and protect and enhance the buffer with the open countryside setting, the landscape impact of the site is acceptable. These high-level landscape design requirements are set out in policies S8 and HA3 and are demonstrated on the submitted indicative Masterplan. Collectively, along with policy S5 – Green Infrastructure, Landscape and Nature Recovery and its associated development management policies there are considered to be sufficient policy requirements to enable the authority 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	

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		Country Planning (Environmental Impact Assessment) (Wales) Regulations 2017 and PPW12 will also help to ensure development is acceptable. With regards to impact on historic character, the site is outside a Conservation Area, however, Mathern's Conservation Area boundary which includes Wyelands Historic Park and Gardens, is just to the south of the site boundary. The site is also within the parkland setting of the Grade II Listed St Lawrence House, which is located just to the north boundary of the site, along with several other characterful residential properties to the north. Cadw's consultation response to the proposal is that intervening vegetation already provides significant screening of the site from the registered Wyelands historic park and garden and careful design should provide additional screening ensuring that the proposed development will not have a significant impact on their settings. MCC's Heritage Officer's view is that the retention of the western edge of the site as open parkland on the indicative masterplan ensures the setting of the historic environment can be mitigated. This area is essential for the protection of the listed St Lawrence House and wider historic landscape. The site contains groups of mature woodland and mature hedgerows which contain several important natural ecological habitats. The protection and preservation of these habitats is a key consideration in the development of the site. MCC's ecologists note that there are no 'in principle' constraints to the future development of the site subject to implementation of a sensitive masterplan design that incorporates appropriate inherent avoidance, mitigation and enhancement measures and provides net benefit for biodiversity. These policy requirements are set out in policies S8 and HA3 criteria (j), (k) and (l) of the RLDP. 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. In relation to delivering net zero carbon homes, this is supplemented by the detailed development management policy NZ1 – Monmouthshire Zero Carbon Homes, which sets out the detailed policy requirements for meeting net zero	

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		carbon homes. Further guidance on how developments will be expected to satisfy the requirements of this policy will be set out in supplementary planning guidance.	
3601 / Mr Christian Burrows / Objection	Site fails to comply with several key policies - LC4, ST1, HE1, NR1, S4. Poses significant risks to environment, heritage, and infrastructure whilst undermining objective for sustainable and resilient communities. It is located within the parkland setting for St Lawrence House. Proposed development undermines the historical and cultural value of the LB, disrupting visual and environmental context with no detailing on how design will mitigate impact on the site, contrary to HE1 and LC1. Development also fails to comply with S4 as lacks a clear plan for achieving net zero carbon standards and will rely heavily on car-dependent infrastructure. Concern re impact on AONB through degradation of visual and environmental quality of gateway to Wye Valley, doesn't sufficiently mitigate impact on local landscape such as mature woodlands or hedgerows that are critical habitats for local wildlife. NR1 and GI2 emphasize need to protect and enhance biodiversity with no net loss of ecological value. Significant measures required to preserve and enhance landscape. Current plans have insufficient integration of GI and destroys woodlands and hedgerows that support biodiversity and mitigate Climate Change. Site lacks adequate provision for community facilities, schools and healthcare services to cope with	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 development 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. In terms of site selection and the spatial distribution of growth throughout the county, the Plan's 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. The level of growth apportioned to Chepstow is considered to be consistent with the findings of the SSA, which confirms the dominant role of Chepstow as a Primary Settlement in Monmouthshire, reflecting the range of services and facilities and sustainable transport options, including a train station, available to Chepstow. As brownfield opportunities within existing settlements in Monmouthshire are limited, greenfield edge of settlement opportunities have had to be considered to meet our key housing and employment requirements. Having regard to development considerations and the candidate site assessment process, it is considered that Land at Mounon Road, Chepstow will provide a sustainable affordable housing-led mixed-use development, where there are opportunities to co-locate homes and commercial uses. This was set out in a report to Council in October 2023 whereby Council considered that the benefits of the commercial	No change required.

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	population influx and doesn't integrate PROW into site and will exacerbate longstanding issues of traffic congestion and pollution, raising safety concerns, environmental degradation, and with no attempt to improve public transport for active travel infrastructure to offset this.	development and associated job creation at the Mounton Road site outweighed the loss of higher quality agricultural land, given the absence of alternative commercial sites and the importance of Chepstow for tourism as the gateway to the Wye Valley. 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 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 Mounton Road is in a unique position	

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		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. Overall, further detailed Transport Assessments (TAs) are to be considered at the pre/planning application stage. Where relevant the detailed TA has the potential to be informed by the outcome of the Welsh Government's WelTAG assessments. 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. In terms of health infrastructure, with regard to lack of NHS dentist and doctors in the locality, the mechanisms for improved health infrastructure sit outside of the planning process. The Council is, however, fully engaged with the health board (ABUHB) to help deliver service improvements in Chepstow and across the County as a whole. In terms of the visual impact of the proposal upon the gateway to the Wye Valley, a Landscape Visual Baseline (LVB) (EDP, February 2024) has been submitted, which has identified the baseline conditions of the site and surrounding area and determined those landscape and visual characteristics that might inform the design of the proposals, including recommendations for mitigation. Overall, the report concludes that the site's landscape value is considered medium value and the site's immediate and wider context has a medium overall sensitivity to change. Subject to careful design at all stages and inclusion of the recommendations, there appears to	

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		be no landscape or visual reasons which would preclude development of the site. The planning application should be further informed by Landscape and Visual Impact Assessment, which would feed into an iterative design solution. MCC's Landscape Officer considers the site from a landscape and GI perspective to be suitable for residential development. It is considered that with appropriate design and layout with development focused on eastern and north western boundaries of the site the proposed development is visually seen as extension of Chepstow's urban boundary. The design layout on the indicative masterplan seeks to retain and emphasise a parkland character by retaining this area as public parkland open space, a requirement set out in Policy HA3 criterion (g). The indicative masterplan also indicates an appropriate woodland buffer retained to the south west St Lawrence Lane boundary with the open countryside/green wedge setting/ setting with the Wye Valley AONB National Landscape, a requirement of Policy HA3 criterion (i). As such, with these design principles to locate development towards the east of the site and protect and enhance the buffer with the open countryside setting, the landscape impact of the site is acceptable. These high-level landscape design requirements are set out in policies S8 and HA3 and are demonstrated on the submitted indicative Masterplan. Collectively, along with policy S5 – Green Infrastructure, Landscape and Nature Recovery and its associated development management policies there are considered to be sufficient policy requirements to enable the authority 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 also help to ensure development is acceptable. With regards to impact on historic character, the site is outside a Conservation Area, however, Mathern's Conservation Area boundary which includes Wyelands Historic Park and Gardens, is just to the south of the site boundary. The site is also within the parkland setting of the Grade II Listed St Lawrence House, which is located just to the north boundary of the site, along with several other characterful residential properties to the north. Cadw's consultation response to the proposal is that intervening vegetation already provides significant screening of the site from the registered Wyelands historic park and garden and careful design should provide additional screening ensuring that the proposed development will not have a	

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		significant impact on their settings. MCC'S Heritage Officer's view is that the retention of the western edge of the site as open parkland on the indicative masterplan ensures the setting of the historic environment can be mitigated. This area is essential for the protection of the listed St Lawrence House and wider historic landscape. The site contains groups of mature woodland and mature hedgerows which contain several important natural ecological habitats. The protection and preservation of these habitats is a key consideration in the development of the site. MCC's ecologists note that there are no 'in principle' constraints to the future development of the site subject to implementation of a sensitive masterplan design that incorporates appropriate inherent avoidance, mitigation and enhancement measures and provides net benefit for biodiversity. These policy requirements are set out in policies S8 and HA3 criteria (j), (k) and (l) of the RLDP. 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. In relation to delivering net zero carbon homes, this is supplemented by the detailed development management policy NZ1 – Monmouthshire Zero Carbon Homes, which sets out the detailed policy requirements for meeting net zero carbon homes. Further guidance on how developments will be expected to satisfy the requirements of this policy will be set out in supplementary planning guidance.	
3603 / Mr Darren / Objection	This area was renowned for its beauty, now it is only known for one thing. Attracting an influx and traffic issues. There is little greenbelt left around the town area. The gateway to Wales should be a pleasant one.	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	No change required.

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		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 Mounton 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. Overall, further detailed Transport Assessments (TAs) are to be considered at the pre/planning application stage. Where relevant the detailed TA has the potential to	

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		be informed by the outcome of the Welsh Government's WelTAG assessments. 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. In terms of health infrastructure, with regard to lack of NHS dentist and doctors in the locality, the mechanisms for improved health infrastructure sit outside of the planning process. The Council is, however, fully engaged with the health board (ABUHB) to help deliver service improvements in Chepstow and across the County as a whole. In terms of the visual impact of the proposal upon the gateway to the Wye Valley, a Landscape Visual Baseline (LVB) (EDP, February 2024) has been submitted, which has identified the baseline conditions of the site and surrounding area and determined those landscape and visual characteristics that might inform the design of the proposals, including recommendations for mitigation. Overall, the report concludes that the site's landscape value is considered medium value and the site's immediate and wider context has a medium overall sensitivity to change. Subject to careful design at all stages and inclusion of the recommendations, there appears to be no landscape or visual reasons which would preclude development of the site. The planning application should be further informed by Landscape and Visual Impact Assessment, which would feed into an iterative design solution. MCC's Landscape Officer considers the site from a landscape and GI perspective to be suitable for residential development. It is considered that with appropriate design and layout with development focused on eastern and north western boundaries of the site the proposed development is visually seen as extension of Chepstow's urban boundary. The design layout on the indicative masterplan seeks to retain and emphasise a parkland character by retaining this area as public parkland open space, a requirement set out in Policy HA3 criterion (g). The indicative masterplan also indicates an appropriate woodland buffer retained to the south west St Lawrence Lane boundary with the open countryside/green	

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		wedge setting/ setting with the Wye Valley AONB National Landscape, a requirement of Policy HA3 criterion (i). As such, with these design principles to locate development towards the east of the site and protect and enhance the buffer with the open countryside setting, the landscape impact of the site is acceptable. These high-level landscape design requirements are set out in policies S8 and HA3 and are demonstrated on the submitted indicative Masterplan. Collectively, along with policy S5 – Green Infrastructure, Landscape and Nature Recovery and its associated development management policies there are considered to be sufficient policy requirements to enable the authority 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 also help to ensure development is acceptable. With regards to impact on historic character, the site is outside a Conservation Area, however, Mathern's Conservation Area boundary which includes Wyelands Historic Park and Gardens, is just to the south of the site boundary. The site is also within the parkland setting of the Grade II Listed St Lawrence House, which is located just to the north boundary of the site, along with several other characterful residential properties to the north. Cadw's consultation response to the proposal is that intervening vegetation already provides significant screening of the site from the registered Wyelands historic park and garden and careful design should provide additional screening ensuring that the proposed development will not have a significant impact on their settings. MCC'S Heritage Officer's view is that the retention of the western edge of the site as open parkland on the indicative masterplan ensures the setting of the historic environment can be mitigated. This area is essential for the protection of the listed St Lawrence House and wider historic landscape. The site contains groups of mature woodland and mature hedgerows which contain several important natural ecological habitats. The protection and preservation of these habitats is a key consideration in the development of the site. MCC's ecologists note that there are no 'in principle' constraints to the future development of the site subject to implementation of a sensitive masterplan design that incorporates appropriate inherent avoidance, mitigation and enhancement	

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		measures and provides net benefit for biodiversity. These policy requirements are set out in policies S8 and HA3 criteria (j), (k) and (l) of the RLDP. 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.	
3603 / Mr Darren / Objection	People's lives have become stressful, caused by Chepstow congestion. Traffic situation has got even worse. It's sad as I love my job but the extra hour each way, caused solely in Chepstow makes it impossible. How would I like the plan changing, scrap it or include a bypass of some description.	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 solutions based on deliverability, well- being and affordability considerations.	No change required.

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		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 Mounon 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. Overall, further detailed Transport Assessments (TAs) are to be considered at the pre/planning application stage. Where relevant the detailed TA has the potential to be informed by the outcome of the Welsh Government's WelTAG assessments. A proposal for a Chepstow Bypass is not set out within the current Monmouthshire Local Transport Strategy (LTS) road schemes, nor within the Welsh Government Road building programme.	
3605 / Mrs Deborah Jones / Objection	It is the wrong area for housing. It will bring more vehicles to the area. Chepstow doesn't have enough infrastructure to serve its existing residents. No benefit to Monmouthshire residents. A tiny play area is not enough. People out of the area will move here. The traffic is chaotic at the best of times. Bus and train services are inadequate and if there is no further provision then road congestion will be worse. Health provision is inadequate.	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. In terms of site selection and the spatial distribution of growth throughout the county, the Plan's Settlement Hierarchy set out in Policy S2 reflects the findings of	No change required.

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		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 Chepstow is considered to be consistent with the findings of the SSA, which confirms the dominant role of Chepstow as a Primary Settlement in Monmouthshire, reflecting the range of services and facilities and sustainable transport options, including a train station, available to Chepstow. As brownfield opportunities within existing settlements in Monmouthshire are limited, greenfield edge of settlement opportunities have had to be considered to meet our key housing and employment requirements. Having regard to development considerations and the candidate site assessment process, it is considered that Land at Mounton Road, Chepstow will provide a sustainable affordable housing-led mixed-use development, where there are opportunities to co-locate homes and commercial uses. This was set out in a report to Council in October 2023 whereby Council considered that the benefits of the commercial development and associated job creation at the Mounton Road site outweighed the loss of higher quality agricultural land, given the absence of alternative commercial sites and the importance of Chepstow for tourism as the gateway to the Wye Valley. 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	

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		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 Mounton 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. Overall, further detailed Transport Assessments (TAs) are to be considered at the pre/planning application stage. Where relevant the detailed TA has the potential to be informed by the outcome of the Welsh Government's WelTAG assessments. 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	

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		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. In terms of health infrastructure, with regard to lack of NHS dentist and doctors in the locality, the mechanisms for improved health infrastructure sit outside of the planning process. The Council is, however, fully engaged with the health board (ABUHB) to help deliver service improvements in Chepstow and across the County as a whole. Land at Mounton Road is owned by private landowners and these fields are not publicly accessible. The proposal includes the provision of a community parkland, which will provide opportunities for recreation and leisure and children's play. The proposed development will, therefore, provide additional publicly accessible green space in this area. Further detail to be required at the planning application stage.	
3608 / Dr Dean Goff / Objection	This development will have a very negative impact on the town. Loss of green space. Increase in traffic right next to an already heavily congested roundabout. This development will make the journeys less safe. I'd also suggest that easing congestion in the town, by building a bypass. I'd also suggest that if a hotel is needed then a brownfield site, such as the old NatWest bank building in the town centre be considered before a greenfield site.	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. In terms of site selection and the spatial distribution of growth throughout the county, the Plan's 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. The level of growth apportioned to Chepstow is considered to be consistent with the findings of the SSA, which confirms the dominant role of Chepstow as a Primary Settlement in Monmouthshire, reflecting the range of services and facilities and sustainable transport options, including a train station, available to Chepstow. As brownfield opportunities within existing settlements in Monmouthshire are limited, greenfield edge of settlement opportunities have had to be considered to	No change required.

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		meet our key housing and employment requirements. Having regard to development considerations and the candidate site assessment process, it is considered that Land at Mounton Road, Chepstow will provide a sustainable affordable housing-led mixed-use development, where there are opportunities to co-locate homes and commercial uses. This was set out in a report to Council in October 2023 whereby Council considered that the benefits of the commercial development and associated job creation at the Mounton Road site outweighed the loss of higher quality agricultural land, given the absence of alternative commercial sites and the importance of Chepstow for tourism as the gateway to the Wye Valley. 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	

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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 Mounton 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. Overall, further detailed Transport Assessments (TAs) are to be considered at the pre/planning application stage. Where relevant the detailed TA has the potential to be informed by the outcome of the Welsh Government's WelTAG assessments. 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. In terms of health infrastructure, with regard to lack of NHS dentist and doctors in the locality, the mechanisms for improved health infrastructure sit outside of the planning process. The Council is, however, fully engaged with the health board (ABUHB) to help deliver service improvements in Chepstow and across the County as a whole. Land at Mounton Road is owned by private landowners and these fields are not publicly accessible. The proposal includes the provision of a community parkland,	

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		which will provide opportunities for recreation and leisure and children's play. The proposed development will, therefore, provide additional publicly accessible green space in this area. Further detail to be required at the planning application stage.	
3619 / Mrs Emma Gomersall / Objection	It is not a suitable site for a large development. The traffic is frequently gridlocked and the development will add more traffic. The plans do not go far enough to improve traffic flow. Chepstow is continually having large developments with no consideration given to infrastructure or pollution levels which are already high and impact on air quality and health. Without addressing the issue of a bypass, growth will be detrimental to the town. It is one of the few areas of green land around Chepstow.	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. In terms of site selection and the spatial distribution of growth throughout the county, the Plan's 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. The level of growth apportioned to Chepstow is considered to be consistent with the findings of the SSA, which confirms the dominant role of Chepstow as a Primary Settlement in Monmouthshire, reflecting the range of services and facilities and sustainable transport options, including a train station, available to Chepstow. As brownfield opportunities within existing settlements in Monmouthshire are limited, greenfield edge of settlement opportunities have had to be considered to meet our key housing and employment requirements. Having regard to development considerations and the candidate site assessment process, it is considered that Land at Mounon Road, Chepstow will provide a sustainable affordable housing-led mixed-use development, where there are opportunities to co-locate homes and commercial uses. This was set out in a report to Council in October 2023 whereby Council considered that the benefits of the commercial development and associated job creation at the Mounon Road site outweighed the loss of higher quality agricultural land, given the absence of alternative	No change required.

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		commercial sites and the importance of Chepstow for tourism as the gateway to the Wye Valley. 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 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 Mounton Road is in a unique position to identify and safeguard land in the southeast part of the site for potential	

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		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. Overall, further detailed Transport Assessments (TAs) are to be considered at the pre/planning application stage. Where relevant the detailed TA has the potential to be informed by the outcome of the Welsh Government's WelTAG assessments. A proposal for a Chepstow Bypass is not set out within the current Monmouthshire Local Transport Strategy (LTS) road schemes, nor within the Welsh Government Road building programme. 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. In terms of health infrastructure, with regard to lack of NHS dentist and doctors in the locality, the mechanisms for improved health infrastructure sit outside of the planning process. The Council is, however, fully engaged with the health board (ABUHB) to help deliver service improvements in Chepstow and across the County as a whole. With regards to air quality concerns, an Air Quality Assessment (Rappor, April 2024) submitted to support the allocation has demonstrated at this high-level stage of the proposal that air quality levels at the development site (new receptors) would be below the air quality objective levels in the opening year of 2026 and in future year scenarios. Nevertheless, air quality impact will be further assessed as part of the planning application process and Policy HA3 criterion (n) of the Plan ensures	

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		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.	
3624 / Ms Felicia Severns / Objection	Objects to the proposed development due to concerns regarding traffic congestion and the stress on existing infrastructure with rail networks, access roads and bus lines needing to be improved	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 Mounon Road. Welsh Government Highway Officers have been consulted on the proposed allocation and have not objected to the inclusion of the Mounon 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.	No change required.

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3632 / Mr George RV Ashworth / Objection	The site will be highly damaging to views from the A466, an important tourist entry into Wales and Monmouthshire. The listed St Lawrence House and its unspoilt setting make an important contribution to the parkland landscape. Its allocation is contrary to the Inspector's report on the UDP.	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. In terms of site selection and the spatial distribution of growth throughout the county, the Plan's 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. The level of growth	No change required.

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		coalescence, managing urban form, safeguarding the countryside from encroachment and protecting the setting of an urban area. It plays a 'moderate buffer role.' For further detailed information please refer to the Green Wedge Assessments (LUC, 2024) and Green Wedge Review. In terms of impact upon the Grade II listed building, MCC'S Heritage Officer's view is that the retention of the western edge of the site as open parkland on the indicative masterplan ensures the setting of the historic environment can be mitigated. This policy requirement is set out in HA3 criterion (g) of the Plan. In relation to landscape impact on the site, MCC's Landscape Officer considers the site from a landscape and GI perspective to be suitable for residential development. It is considered that with appropriate design and layout with development focused on eastern and north western boundaries of the site the proposed development is visually seen as extension of Chepstow's urban boundary. The design layout on the indicative masterplan seeks to retain and emphasise a parkland character by retaining this area as public parkland open space, a requirement set out in Policy HA3 criterion (g). The indicative masterplan also indicates an appropriate woodland buffer retained to the south west St Lawrence Lane boundary with the open countryside/green wedge setting/ setting with the Wye Valley AONB National Landscape, a requirement of Policy HA3 criterion (i). As such, with these design principles to locate development towards the east of the site and protect and enhance the buffer with the open countryside setting, the landscape impact of the site is acceptable. These high-level landscape design requirements are set out in policies S8 and HA3 and are demonstrated on the submitted indicative Masterplan. Collectively, along with policy S5 – Green Infrastructure, Landscape and Nature Recovery and its associated development management policies there are considered to be sufficient policy requirements to enable the authority 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 also help to ensure development is acceptable. With regards to mineral extraction, the site is located within the Limestone Carboniferous Category 1 Safeguarding Area (BGS) however, the site is adjacent to	

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		the existing settlement of Chepstow and consequently mineral extraction would not be feasible in this location.	
3634 / Dr Greg Palka / Objection	While I appreciate the insights provided, I remain concerned about the methodological robustness of the assessments underscoring the proposed development, especially in light of the Council's ambitious housing agenda. Upon reviewing the available DEFRA resources and other pertinent pollution data, I note a discrepancy between your findings and those of other monitoring providers. I would like to reference the DEFRA's UK-AIR (Air Information Resource), which provides comprehensive data on air quality monitoring across the UK (https://uk-air.defra.gov.uk/). I am prepared to provide a detailed analysis of the profound health impacts attributable to these pollutants. Therefore, I strongly suggest the employment of a meta-analysis. Further, I suggest an on-site assessment of the air quality. An evening walk through Chepstow's main thoroughfares would serve to directly observe and experience the air quality that residents are subjected to daily. The decision to forgo a bypass construction. In this context, the projected housing development, poised to increase emissions and diminish green space, contradicts established tenets of Green Infrastructure, Sustainable Design, and Climate Resilience espoused by local and national policies. Therefore, the Council's	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 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 Mounton Road is in a unique position to identify and safeguard land in the southeast part of the site for potential	No change required.

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	decision diverges significantly from the eco-conscious environmental Welsh and UK-wide policies, which are imperative in these pressing environmental times. Therefore, I implore the Council to re-evaluate its stance through: - A rigorous meta-analysis of recent pollution data using credible scientific methods. - An independent simulation study to foresee the impact of the proposed housing estate, notably on a bustling roundabout.	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. Overall, further detailed Transport Assessments (TAs) are to be considered at the pre/planning application stage. Where relevant the detailed TA has the potential to be informed by the outcome of the Welsh Government's WelTAG assessments. A proposal for a Chepstow Bypass is not set out within the current Monmouthshire Local Transport Strategy (LTS) road schemes, nor within the Welsh Government Road building programme. With regards to air quality concerns, an Air Quality Assessment (Rappor, April 2024) submitted to support the allocation has demonstrated at this high-level stage of the proposal that air quality levels at the development site (new receptors) would be below the air quality objective levels in the opening year of 2026 and in future year scenarios. Nevertheless, 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.	
3634 / Dr Greg Palka / Objection	I would request the plan to build a development between Mounon Road, Pwllmeyric and Highbeech Roundabout in Chepstow is cancelled. The main issues are	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	No change required.

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	as follows: 1. The lack of availability of an Environmental Impact Assessment (EIA) This omission is arguably in contravention of The Town and Country Planning (Environmental Impact Assessment) (Wales) Regulations 2017 and undermines public trust. 2. The failure to properly consult the public on these matters disregards obligations under Section 61W of the Town and Country Planning Act 1990. 3. It is unacceptable that these issues have been ignored, especially in the context of the council's legal and moral duty to address the climate emergency and Save our Planet. Environmental and Public Interest Concerns 4. Deeply worried and anxious about the proposed development plans for Chepstow. Key points of concern include: 5.1 Contravention of Wales's Climate Commitments: 5.2 The decision to build a large estate disregards recommendations by the Committee on Climate Change 5.3 Impact of the Proposed Development on Carbon Emissions: 6. The Chepstow bypass proposal was rejected by the Senedd who felt it would be useful to prioritise the environment by increasing the already severe daily congestion in Chepstow as evidenced by the harmful emissions (please see below). The planned estate directly contradicts this decision, as it will exacerbate local traffic and pollution levels. Before the plan can be considered, these significant discrepancies will need to be resolved with the respective	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 development is delivered as sustainably as possible and in a balanced manner, having regard to the climate and nature emergencies, whilst also providing additional homes and jobs potential In terms of site selection and the spatial distribution of growth throughout the county, the Plan's 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. The level of growth apportioned to Chepstow is considered to be consistent with the findings of the SSA, which confirms the dominant role of Chepstow as a Primary Settlement in Monmouthshire, reflecting the range of services and facilities and sustainable transport options, including a train station, available to Chepstow. As brownfield opportunities within existing settlements in Monmouthshire are limited, greenfield edge of settlement opportunities have had to be considered to meet our key housing and employment requirements. Having regard to development considerations and the candidate site assessment process, it is considered that Land at Mounon Road, Chepstow will provide a sustainable affordable housing-led mixed-use development, where there are opportunities to co-locate homes and commercial uses. This was set out in a report to Council in October 2023 whereby Council considered that the benefits of the commercial development and associated job creation at the Mounon Road site outweighed the loss of higher quality agricultural land, given the absence of alternative commercial sites and the importance of Chepstow for tourism as the gateway to the Wye Valley. 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 Mounon Road. Welsh Government Highway	

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	stakeholders, including the Government and NGO Climate Action institutions. I challenge the council's plans under the principles of the Well-being of Future Generations (Wales) Act 2015. There is an inconsistency between the proposed development and the broader environmental agenda of the Welsh Government and Senedd to Save our Planet.	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 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 Mounton 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	

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		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. Overall, further detailed Transport Assessments (TAs) are to be considered at the pre/planning application stage. Where relevant the detailed TA has the potential to be informed by the outcome of the Welsh Government's WelTAG assessments. 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. In terms of health infrastructure, with regard to lack of NHS dentist and doctors in the locality, the mechanisms for improved health infrastructure sit outside of the planning process. The Council is, however, fully engaged with the health board (ABUHB) to help deliver service improvements in Chepstow and across the County as a whole. With regards to reference to the requirement for an Environmental Impact Assessment (EIA) a screening (Dm/2024/01242) and scoping (DM/2025/0133) opinion has been submitted to the LPA. The LPA has confirmed an EIA will be required as part of the planning application process.	
3635 / Mr Gavin Rees / Objection	it impinges on green field barrier to West of Chepstow and will contribute to the already dire traffic situation in the area. Any development directly adjacent to this area will just make things worse and should be objected to in strongest terms	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.	No change required.

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		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 climate and nature emergencies, whilst also providing additional homes and jobs potential In terms of site selection and the spatial distribution of growth throughout the county, the Plan's 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. The level of growth apportioned to Chepstow is considered to be consistent with the findings of the SSA, which confirms the dominant role of Chepstow as a Primary Settlement in Monmouthshire, reflecting the range of services and facilities and sustainable transport options, including a train station, available to Chepstow. As brownfield opportunities within existing settlements in Monmouthshire are limited, greenfield edge of settlement opportunities have had to be considered to meet our key housing and employment requirements. Having regard to development considerations and the candidate site assessment process, it is considered that Land at Mounton Road, Chepstow will provide a sustainable affordable housing-led mixed-use development, where there are opportunities to co-locate homes and commercial uses. This was set out in a report to Council in October 2023 whereby Council considered that the benefits of the commercial development and associated job creation at the Mounton Road site outweighed the loss of higher quality agricultural land, given the absence of alternative commercial sites and the importance of Chepstow for tourism as the gateway to the Wye Valley. 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	

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		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 Mounton 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. Overall, further detailed Transport Assessments (TAs) are to be considered at the pre/planning application stage. Where relevant the detailed TA has the potential to be informed by the outcome of the Welsh Government's WelTAG assessments. With regards to the provision of infrastructure, in accordance with Welsh	

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		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. In terms of health infrastructure, with regard to lack of NHS dentist and doctors in the locality, the mechanisms for improved health infrastructure sit outside of the planning process. The Council is, however, fully engaged with the health board (ABUHB) to help deliver service improvements in Chepstow and across the County as a whole.	
3656 / David Nicholson / Objection	Concerns development does not consider residents wellbeing and only that of future generations. Concerns current medical infrastructure cannot cope with more residents. Traffic has increased in the area especially at Highbeech, increasing noise pollution, air pollution, light pollution, and concerns re safety of pedestrians. Concerns re loss of greenspace, greenbelt and wider impact on gateway to Wales and Wye Valley AONB, with development's design also impacting character and landscape increasing Urban Sprawl and undermining towns attractiveness. Concerns development conflicts with Wellbeing of Future Generations Act 2015, ISA, RLDP Objectives, Environmental Air Quality and Soundscapes Act 2024, The Planning Wales Act 2015 and Public Health Wales Act 2017. Concerns re lack of public infrastructure including school spaces with no real plans for mitigation. Concerns	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 development is delivered as sustainably as possible and in a balanced manner, having regard to the climate and nature emergencies and well-being, whilst also providing additional homes and jobs potential. In terms of site selection and the spatial distribution of growth throughout the county, the Plan's 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. The level of growth apportioned to Chepstow is considered to be consistent with the findings of the SSA, which confirms the dominant role of Chepstow as a Primary Settlement in	No change required.

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	development will attract out commuting and increase private car usage. Concern previous proposal on this site was rejected so what has changed? Suggests no more housing in Chepstow or Bulwark until infrastructure issue have been resolved.	Monmouthshire, reflecting the range of services and facilities and sustainable transport options, including a train station, available to Chepstow. As brownfield opportunities within existing settlements in Monmouthshire are limited, greenfield edge of settlement opportunities have had to be considered to meet our key housing and employment requirements. Having regard to development considerations and the candidate site assessment process, it is considered that Land at Mounon Road, Chepstow will provide a sustainable affordable housing-led mixed-use development, where there are opportunities to co-locate homes and commercial uses. This was set out in a report to Council in October 2023 whereby Council considered that the benefits of the commercial development and associated job creation at the Mounon Road site outweighed the loss of higher quality agricultural land, given the absence of alternative commercial sites and the importance of Chepstow for tourism as the gateway to the Wye Valley. 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 Mounon Road. Welsh Government Highway Officers have been consulted on the proposed allocation and have not objected to the inclusion of the Mounon 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	

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		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 Mounon 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. Overall, further detailed Transport Assessments (TAs) are to be considered at the pre/planning application stage. Where relevant the detailed TA has the potential to be informed by the outcome of the Welsh Government's WelTAG assessments. 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. In terms of health infrastructure, with regard to lack of NHS dentist and doctors in the locality, the	

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		mechanisms for improved health infrastructure sit outside of the planning process. The Council is, however, fully engaged with the health board (ABUHB) to help deliver service improvements in Chepstow and across the County as a whole. DC/2013/00571 for development at this site was refused 13.01/2017 for numerous reasons, however with the key reason that ‘the site is outside the Chepstow Development Boundary and contrary to the housing strategy of the objectives of Policy S1.’ The site has been promoted through the candidate site and Replacement Local Development Plan process and therefore is justified within the context of the RLDP’s overarching growth strategy and, therefore, addresses this concern. With regards to the other reasons for refusal: harm to green wedge, unacceptable impact of Grade II listed building, landscape character impact and implications for minerals extraction these development considerations have been addressed at a high level as part of the candidate site assessment process. As part of the Green Wedge Review the parcel of land has been removed as a green wedge designation. The review considered that ‘the tree belt along St Lawrence Lane forms a strong boundary to the land south west, and the A48 forms a boundary to the south east limiting the impact that development here would have on the adjacent land and on the remaining gap between Chepstow and Pwllmeyric. The parcel makes a moderate contribution to preventing settlement coalescence, managing urban form, safeguarding the countryside from encroachment and protecting the setting of an urban area. It plays a ‘moderate buffer role.’ For further detailed information please refer to the Green Wedge Assessments (LUC, 2024) and Green Wedge Review. In terms of impact upon the Grade II listed building, MCC’S Heritage Officer’s view is that the retention of the western edge of the site as open parkland on the indicative masterplan ensures the setting of the historic environment can be mitigated. This policy requirement is set out in HA3 criterion (g) of the Plan. In relation to landscape impact on the site, MCC’s Landscape Officer considers the site from a landscape and GI perspective to be suitable for residential development. It is considered that with appropriate design and layout with development focused on eastern and north western boundaries of the site the proposed development is visually seen as extension of Chepstow’s urban boundary.	

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		The design layout on the indicative masterplan seeks to retain and emphasise a parkland character by retaining this area as public parkland open space, a requirement set out in Policy HA3 criterion (g). The indicative masterplan also indicates an appropriate woodland buffer retained to the south west St Lawrence Lane boundary with the open countryside/green wedge setting/ setting with the Wye Valley AONB National Landscape, a requirement of Policy HA3 criterion (i). As such, with these design principles to locate development towards the east of the site and protect and enhance the buffer with the open countryside setting, the landscape impact of the site is acceptable. These high-level landscape design requirements are set out in policies S8 and HA3 and are demonstrated on the submitted indicative Masterplan. Collectively, along with policy S5 – Green Infrastructure, Landscape and Nature Recovery and its associated development management policies there are considered to be sufficient policy requirements to enable the authority 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 also help to ensure development is acceptable. With regards to mineral extraction, the site is located within the Limestone Carboniferous Category 1 Safeguarding Area (BGS) however, the site is adjacent to the existing settlement of Chepstow and consequently mineral extraction would not be feasible in this location.	
3657 / Fiona Nicholson / Objection	Concerns development does not consider residents wellbeing and only that of future generations. Concerns current medical infrastructure cannot cope with more residents. Traffic has increased in the area especially at Highbeech, increasing noise pollution, air pollution, light pollution, and concerns re safety of pedestrians. Concerns re loss of greenspace, greenbelt and wider impact on gateway to Wales and Wye Valley AONB, with development's design also impacting character and landscape	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.	No change required.

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	increasing Urban Sprawl and undermining towns attractiveness. Concerns development conflicts with Wellbeing of Future Generations Act 2015, ISA, RLDP Objectives, Environmental Air Quality and Soundscapes Act 2024, The Planning Wales Act 2015 and Public Health Wales Act 2017. Concerns re lack of public infrastructure including school spaces with no real plans for mitigation. Concerns development will attract out commuting and increase private car usage. Concern previous proposal on this site was rejected so what has changed? Suggests no more housing in Chepstow or Bulwark until infrastructure issue have been resolved.	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 climate and nature emergencies and well-being, whilst also providing additional homes and jobs potential. In terms of site selection and the spatial distribution of growth throughout the county, the Plan's 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. The level of growth apportioned to Chepstow is considered to be consistent with the findings of the SSA, which confirms the dominant role of Chepstow as a Primary Settlement in Monmouthshire, reflecting the range of services and facilities and sustainable transport options, including a train station, available to Chepstow. As brownfield opportunities within existing settlements in Monmouthshire are limited, greenfield edge of settlement opportunities have had to be considered to meet our key housing and employment requirements. Having regard to development considerations and the candidate site assessment process, it is considered that Land at Mounton Road, Chepstow will provide a sustainable affordable housing-led mixed-use development, where there are opportunities to co-locate homes and commercial uses. This was set out in a report to Council in October 2023 whereby Council considered that the benefits of the commercial development and associated job creation at the Mounton Road site outweighed the loss of higher quality agricultural land, given the absence of alternative commercial sites and the importance of Chepstow for tourism as the gateway to the Wye Valley. 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	

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		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 Mounon 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. Overall, further detailed Transport Assessments (TAs) are to be considered at the pre/planning application stage. Where relevant the detailed TA has the potential to be informed by the outcome of the Welsh Government's WelTAG assessments.	

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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. In terms of health infrastructure, with regard to lack of NHS dentist and doctors in the locality, the mechanisms for improved health infrastructure sit outside of the planning process. The Council is, however, fully engaged with the health board (ABUHB) to help deliver service improvements in Chepstow and across the County as a whole. DC/2013/00571 for development at this site was refused 13.01/2017 for numerous reasons, however with the key reason that ‘the site is outside the Chepstow Development Boundary and contrary to the housing strategy of the objectives of Policy S1.’ The site has been promoted through the candidate site and Replacement Local Development Plan process and therefore is justified within the context of the RLDP’s overarching growth strategy and, therefore, addresses this concern. With regards to the other reasons for refusal: harm to green wedge, unacceptable impact of Grade II listed building, landscape character impact and implications for minerals extraction these development considerations have been addressed at a high level as part of the candidate site assessment process. As part of the Green Wedge Review the parcel of land has been removed as a green wedge designation. The review considered that ‘the tree belt along St Lawrence Lane forms a strong boundary to the land south west, and the A48 forms a boundary to the south east limiting the impact that development here would have on the adjacent land and on the remaining gap between Chepstow and Pwllmeyric. The parcel makes a moderate contribution to preventing settlement coalescence, managing urban form, safeguarding the countryside from encroachment and protecting the setting of an urban area. It plays a ‘moderate	

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		buffer role.’ For further detailed information please refer to the Green Wedge Assessments (LUC, 2024) and Green Wedge Review. In terms of impact upon the Grade II listed building, MCC’S Heritage Officer’s view is that the retention of the western edge of the site as open parkland on the indicative masterplan ensures the setting of the historic environment can be mitigated. This policy requirement is set out in HA3 criterion (g) of the Plan. In relation to landscape impact on the site, MCC’s Landscape Officer considers the site from a landscape and GI perspective to be suitable for residential development. It is considered that with appropriate design and layout with development focused on eastern and north western boundaries of the site the proposed development is visually seen as extension of Chepstow’s urban boundary. The design layout on the indicative masterplan seeks to retain and emphasise a parkland character by retaining this area as public parkland open space, a requirement set out in Policy HA3 criterion (g). The indicative masterplan also indicates an appropriate woodland buffer retained to the south west St Lawrence Lane boundary with the open countryside/green wedge setting/ setting with the Wye Valley AONB National Landscape, a requirement of Policy HA3 criterion (i). As such, with these design principles to locate development towards the east of the site and protect and enhance the buffer with the open countryside setting, the landscape impact of the site is acceptable. These high-level landscape design requirements are set out in policies S8 and HA3 and are demonstrated on the submitted indicative Masterplan. Collectively, along with policy S5 – Green Infrastructure, Landscape and Nature Recovery and its associated development management policies there are considered to be sufficient policy requirements to enable the authority 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 also help to ensure development is acceptable. With regards to mineral extraction, the site is located within the Limestone Carboniferous Category 1 Safeguarding Area (BGS) however, the site is adjacent to the existing settlement of Chepstow and consequently mineral extraction would not be feasible in this location.	

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3658 / Eleanor Nicholson / Objection	Concerns development does not consider residents wellbeing and only that of future generations. Concerns current medical infrastructure cannot cope with more residents. Traffic has increased in the area especially at Highbeech, increasing noise pollution, air pollution, light pollution, and concerns re safety of pedestrians. Concerns re loss of greenspace, greenbelt and wider impact on gateway to Wales and Wye Valley AONB, with development's design also impacting character and landscape increasing Urban Sprawl and undermining towns attractiveness. Concerns development conflicts with Wellbeing of Future Generations Act 2015, ISA, RLDP Objectives, Environmental Air Quality and Soundscapes Act 2024, The Planning Wales Act 2015 and Public Health Wales Act 2017. Concerns re lack of public infrastructure including school spaces with no real plans for mitigation. Concerns development will attract out commuting and increase private car usage. Concern previous proposal on this site was rejected so what has changed? Suggests no more housing in Chepstow or Bulwark until infrastructure issue have been resolved.	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 development is delivered as sustainably as possible and in a balanced manner, having regard to the climate and nature emergencies and well-being, whilst also providing additional homes and jobs potential. In terms of site selection and the spatial distribution of growth throughout the county, the Plan's 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. The level of growth apportioned to Chepstow is considered to be consistent with the findings of the SSA, which confirms the dominant role of Chepstow as a Primary Settlement in Monmouthshire, reflecting the range of services and facilities and sustainable transport options, including a train station, available to Chepstow. As brownfield opportunities within existing settlements in Monmouthshire are limited, greenfield edge of settlement opportunities have had to be considered to meet our key housing and employment requirements. Having regard to development considerations and the candidate site assessment process, it is considered that Land at Mounton Road, Chepstow will provide a sustainable affordable housing-led mixed-use development, where there are opportunities to co-locate homes and commercial uses. This was set out in a report to Council in October 2023 whereby Council considered that the benefits of the commercial development and associated job creation at the Mounton Road site outweighed the loss of higher quality agricultural land, given the absence of alternative	No change required.

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		commercial sites and the importance of Chepstow for tourism as the gateway to the Wye Valley. 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 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 Mounton Road is in a unique position to identify and safeguard land in the southeast part of the site for potential	

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		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. Overall, further detailed Transport Assessments (TAs) are to be considered at the pre/planning application stage. Where relevant the detailed TA has the potential to be informed by the outcome of the Welsh Government's WelTAG assessments. 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. In terms of health infrastructure, with regard to lack of NHS dentist and doctors in the locality, the mechanisms for improved health infrastructure sit outside of the planning process. The Council is, however, fully engaged with the health board (ABUHB) to help deliver service improvements in Chepstow and across the County as a whole. DC/2013/00571 for development at this site was refused 13.01/2017 for numerous reasons, however with the key reason that 'the site is outside the Chepstow Development Boundary and contrary to the housing strategy of the objectives of Policy S1.' The site has been promoted through the candidate site and Replacement Local Development Plan process and therefore is justified within the context of the RLDP's overarching growth strategy and, therefore, addresses this concern.	

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		With regards to the other reasons for refusal: harm to green wedge, unacceptable impact of Grade II listed building, landscape character impact and implications for minerals extraction these development considerations have been addressed at a high level as part of the candidate site assessment process. As part of the Green Wedge Review the parcel of land has been removed as a green wedge designation. The review considered that ‘the tree belt along St Lawrence Lane forms a strong boundary to the land south west, and the A48 forms a boundary to the south east limiting the impact that development here would have on the adjacent land and on the remaining gap between Chepstow and Pwllmeyric. The parcel makes a moderate contribution to preventing settlement coalescence, managing urban form, safeguarding the countryside from encroachment and protecting the setting of an urban area. It plays a ‘moderate buffer role.’ For further detailed information please refer to the Green Wedge Assessments (LUC, 2024) and Green Wedge Review. In terms of impact upon the Grade II listed building, MCC’S Heritage Officer’s view is that the retention of the western edge of the site as open parkland on the indicative masterplan ensures the setting of the historic environment can be mitigated. This policy requirement is set out in HA3 criterion (g) of the Plan. In relation to landscape impact on the site, MCC’s Landscape Officer considers the site from a landscape and GI perspective to be suitable for residential development. It is considered that with appropriate design and layout with development focused on eastern and north western boundaries of the site the proposed development is visually seen as extension of Chepstow’s urban boundary. The design layout on the indicative masterplan seeks to retain and emphasise a parkland character by retaining this area as public parkland open space, a requirement set out in Policy HA3 criterion (g). The indicative masterplan also indicates an appropriate woodland buffer retained to the south west St Lawrence Lane boundary with the open countryside/green wedge setting/ setting with the Wye Valley AONB National Landscape, a requirement of Policy HA3 criterion (i). As such, with these design principles to locate development towards the east of the site and protect and enhance the buffer with the open countryside setting, the landscape impact of the site is acceptable. These high-level landscape design requirements are set out in policies S8 and HA3 and are demonstrated on the submitted indicative Masterplan. Collectively, along with policy S5 – Green	

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		Infrastructure, Landscape and Nature Recovery and its associated development management policies there are considered to be sufficient policy requirements to enable the authority 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 also help to ensure development is acceptable. With regards to mineral extraction, the site is located within the Limestone Carboniferous Category 1 Safeguarding Area (BGS) however, the site is adjacent to the existing settlement of Chepstow and consequently mineral extraction would not be feasible in this location.	
3659 / Mahairi Nicholson / Objection	Concerns development does not consider residents wellbeing and only that of future generations. Concerns current medical infrastructure cannot cope with more residents. Traffic has increased in the area especially at Highbeech, increasing noise pollution, air pollution, light pollution, and concerns re safety of pedestrians. Concerns re loss of greenspace, greenbelt and wider impact on gateway to Wales and Wye Valley AONB, with development's design also impacting character and landscape increasing Urban Sprawl and undermining towns attractiveness. Concerns development conflicts with Wellbeing of Future Generations Act 2015, ISA, RLDP Objectives, Environmental Air Quality and Soundscapes Act 2024, The Planning Wales Act 2015 and Public Health Wales Act 2017. Concerns re lack of public infrastructure including school spaces with no real plans for mitigation. Concerns development will attract out commuting	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 development is delivered as sustainably as possible and in a balanced manner, having regard to the climate and nature emergencies and well-being, whilst also providing additional homes and jobs potential. In terms of site selection and the spatial distribution of growth throughout the county, the Plan's 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. The level of growth apportioned to Chepstow is considered to be consistent with the findings of the SSA, which confirms the dominant role of Chepstow as a Primary Settlement in	No change required.

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	and increase private car usage. Concern previous proposal on this site was rejected so what has changed? Suggests no more housing in Chepstow or Bulwark until infrastructure issue have been resolved.	Monmouthshire, reflecting the range of services and facilities and sustainable transport options, including a train station, available to Chepstow. As brownfield opportunities within existing settlements in Monmouthshire are limited, greenfield edge of settlement opportunities have had to be considered to meet our key housing and employment requirements. Having regard to development considerations and the candidate site assessment process, it is considered that Land at Mounton Road, Chepstow will provide a sustainable affordable housing-led mixed-use development, where there are opportunities to co-locate homes and commercial uses. This was set out in a report to Council in October 2023 whereby Council considered that the benefits of the commercial development and associated job creation at the Mounton Road site outweighed the loss of higher quality agricultural land, given the absence of alternative commercial sites and the importance of Chepstow for tourism as the gateway to the Wye Valley. 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	

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		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 Mounon 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. Overall, further detailed Transport Assessments (TAs) are to be considered at the pre/planning application stage. Where relevant the detailed TA has the potential to be informed by the outcome of the Welsh Government's WelTAG assessments. 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. In terms of health infrastructure, with regard to lack of NHS dentist and doctors in the locality, the	

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		mechanisms for improved health infrastructure sit outside of the planning process. The Council is, however, fully engaged with the health board (ABUHB) to help deliver service improvements in Chepstow and across the County as a whole. DC/2013/00571 for development at this site was refused 13.01/2017 for numerous reasons, however with the key reason that ‘the site is outside the Chepstow Development Boundary and contrary to the housing strategy of the objectives of Policy S1.’ The site has been promoted through the candidate site and Replacement Local Development Plan process and therefore is justified within the context of the RLDP’s overarching growth strategy and, therefore, addresses this concern. With regards to the other reasons for refusal: harm to green wedge, unacceptable impact of Grade II listed building, landscape character impact and implications for minerals extraction these development considerations have been addressed at a high level as part of the candidate site assessment process. As part of the Green Wedge Review the parcel of land has been removed as a green wedge designation. The review considered that ‘the tree belt along St Lawrence Lane forms a strong boundary to the land south west, and the A48 forms a boundary to the south east limiting the impact that development here would have on the adjacent land and on the remaining gap between Chepstow and Pwllmeyric. The parcel makes a moderate contribution to preventing settlement coalescence, managing urban form, safeguarding the countryside from encroachment and protecting the setting of an urban area. It plays a ‘moderate buffer role.’ For further detailed information please refer to the Green Wedge Assessments (LUC, 2024) and Green Wedge Review. In terms of impact upon the Grade II listed building, MCC’S Heritage Officer’s view is that the retention of the western edge of the site as open parkland on the indicative masterplan ensures the setting of the historic environment can be mitigated. This policy requirement is set out in HA3 criterion (g) of the Plan. In relation to landscape impact on the site, MCC’s Landscape Officer considers the site from a landscape and GI perspective to be suitable for residential development. It is considered that with appropriate design and layout with development focused on eastern and north western boundaries of the site the proposed development is visually seen as extension of Chepstow’s urban boundary.	

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		The design layout on the indicative masterplan seeks to retain and emphasise a parkland character by retaining this area as public parkland open space, a requirement set out in Policy HA3 criterion (g). The indicative masterplan also indicates an appropriate woodland buffer retained to the south west St Lawrence Lane boundary with the open countryside/green wedge setting/ setting with the Wye Valley AONB National Landscape, a requirement of Policy HA3 criterion (i). As such, with these design principles to locate development towards the east of the site and protect and enhance the buffer with the open countryside setting, the landscape impact of the site is acceptable. These high-level landscape design requirements are set out in policies S8 and HA3 and are demonstrated on the submitted indicative Masterplan. Collectively, along with policy S5 – Green Infrastructure, Landscape and Nature Recovery and its associated development management policies there are considered to be sufficient policy requirements to enable the authority 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 also help to ensure development is acceptable. With regards to mineral extraction, the site is located within the Limestone Carboniferous Category 1 Safeguarding Area (BGS) however, the site is adjacent to the existing settlement of Chepstow and consequently mineral extraction would not be feasible in this location.	
3660 / Fraser Nicholson / Objection	Concerns development does not consider residents wellbeing and only that of future generations. Concerns current medical infrastructure cannot cope with more residents. Traffic has increased in the area especially at Highbeech, increasing noise pollution, air pollution, light pollution, and concerns re safety of pedestrians. Concerns re loss of greenspace, greenbelt and wider impact on gateway to Wales and Wye Valley AONB, with development's design also impacting character and landscape	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.	No change required.

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	increasing Urban Sprawl and undermining towns attractiveness. Concerns development conflicts with Wellbeing of Future Generations Act 2015, ISA, RLDP Objectives, Environmental Air Quality and Soundscapes Act 2024, The Planning Wales Act 2015 and Public Health Wales Act 2017. Concerns re lack of public infrastructure including school spaces with no real plans for mitigation. Concerns development will attract out commuting and increase private car usage. Concern previous proposal on this site was rejected so what has changed? Suggests no more housing in Chepstow or Bulwark until infrastructure issue have been resolved.	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 climate and nature emergencies and well-being, whilst also providing additional homes and jobs potential. In terms of site selection and the spatial distribution of growth throughout the county, the Plan's 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. The level of growth apportioned to Chepstow is considered to be consistent with the findings of the SSA, which confirms the dominant role of Chepstow as a Primary Settlement in Monmouthshire, reflecting the range of services and facilities and sustainable transport options, including a train station, available to Chepstow. As brownfield opportunities within existing settlements in Monmouthshire are limited, greenfield edge of settlement opportunities have had to be considered to meet our key housing and employment requirements. Having regard to development considerations and the candidate site assessment process, it is considered that Land at Mounton Road, Chepstow will provide a sustainable affordable housing-led mixed-use development, where there are opportunities to co-locate homes and commercial uses. This was set out in a report to Council in October 2023 whereby Council considered that the benefits of the commercial development and associated job creation at the Mounton Road site outweighed the loss of higher quality agricultural land, given the absence of alternative commercial sites and the importance of Chepstow for tourism as the gateway to the Wye Valley. 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	

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		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 Mounton 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. Overall, further detailed Transport Assessments (TAs) are to be considered at the pre/planning application stage. Where relevant the detailed TA has the potential to be informed by the outcome of the Welsh Government's WelTAG assessments.	

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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. In terms of health infrastructure, with regard to lack of NHS dentist and doctors in the locality, the mechanisms for improved health infrastructure sit outside of the planning process. The Council is, however, fully engaged with the health board (ABUHB) to help deliver service improvements in Chepstow and across the County as a whole. DC/2013/00571 for development at this site was refused 13.01/2017 for numerous reasons, however with the key reason that ‘the site is outside the Chepstow Development Boundary and contrary to the housing strategy of the objectives of Policy S1.’ The site has been promoted through the candidate site and Replacement Local Development Plan process and therefore is justified within the context of the RLDP’s overarching growth strategy and, therefore, addresses this concern. With regards to the other reasons for refusal: harm to green wedge, unacceptable impact of Grade II listed building, landscape character impact and implications for minerals extraction these development considerations have been addressed at a high level as part of the candidate site assessment process. As part of the Green Wedge Review the parcel of land has been removed as a green wedge designation. The review considered that ‘the tree belt along St Lawrence Lane forms a strong boundary to the land south west, and the A48 forms a boundary to the south east limiting the impact that development here would have on the adjacent land and on the remaining gap between Chepstow and Pwllmeyric. The parcel makes a moderate contribution to preventing settlement coalescence, managing urban form, safeguarding the countryside from encroachment and protecting the setting of an urban area. It plays a ‘moderate	

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		buffer role.’ For further detailed information please refer to the Green Wedge Assessments (LUC, 2024) and Green Wedge Review. In terms of impact upon the Grade II listed building, MCC’S Heritage Officer’s view is that the retention of the western edge of the site as open parkland on the indicative masterplan ensures the setting of the historic environment can be mitigated. This policy requirement is set out in HA3 criterion (g) of the Plan. In relation to landscape impact on the site, MCC’s Landscape Officer considers the site from a landscape and GI perspective to be suitable for residential development. It is considered that with appropriate design and layout with development focused on eastern and north western boundaries of the site the proposed development is visually seen as extension of Chepstow’s urban boundary. The design layout on the indicative masterplan seeks to retain and emphasise a parkland character by retaining this area as public parkland open space, a requirement set out in Policy HA3 criterion (g). The indicative masterplan also indicates an appropriate woodland buffer retained to the south west St Lawrence Lane boundary with the open countryside/green wedge setting/ setting with the Wye Valley AONB National Landscape, a requirement of Policy HA3 criterion (i). As such, with these design principles to locate development towards the east of the site and protect and enhance the buffer with the open countryside setting, the landscape impact of the site is acceptable. These high-level landscape design requirements are set out in policies S8 and HA3 and are demonstrated on the submitted indicative Masterplan. Collectively, along with policy S5 – Green Infrastructure, Landscape and Nature Recovery and its associated development management policies there are considered to be sufficient policy requirements to enable the authority 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 also help to ensure development is acceptable. With regards to mineral extraction, the site is located within the Limestone Carboniferous Category 1 Safeguarding Area (BGS) however, the site is adjacent to the existing settlement of Chepstow and consequently mineral extraction would not be feasible in this location.	

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3668 / George Smith / Objection	The area is designated Green Belt and is also within an AONB. Concerns re congestion and capacity of road infrastructure, area in need of a bypass. Capacity issues at Doctors and Schools. Development would negatively impact market town. Lack of employment opportunities in the area. Employment opportunities provided will not be sufficient. Other sites in Monmouthshire are more suitable. Turning Chepstow into one massive housing estate.	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 development is delivered as sustainably as possible and in a balanced manner, having regard to the climate and nature emergencies and well-being, whilst also providing additional homes and jobs potential. In terms of site selection and the spatial distribution of growth throughout the county, the Plan's 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. The level of growth apportioned to Chepstow is considered to be consistent with the findings of the SSA, which confirms the dominant role of Chepstow as a Primary Settlement in Monmouthshire, reflecting the range of services and facilities and sustainable transport options, including a train station, available to Chepstow. As brownfield opportunities within existing settlements in Monmouthshire are limited, greenfield edge of settlement opportunities have had to be considered to meet our key housing and employment requirements. Having regard to development considerations and the candidate site assessment process, it is considered that Land at Mounton Road, Chepstow will provide a sustainable affordable housing-led mixed-use development, where there are opportunities to co-locate homes and commercial uses. This was set out in a report to Council in October 2023 whereby Council considered that the benefits of the commercial development and associated job creation at the Mounton Road site outweighed the loss of higher quality agricultural land, given the absence of alternative	No change required.

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		commercial sites and the importance of Chepstow for tourism as the gateway to the Wye Valley. 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 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 Mounton Road is in a unique position to identify and safeguard land in the southeast part of the site for potential	

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		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. Overall, further detailed Transport Assessments (TAs) are to be considered at the pre/planning application stage. Where relevant the detailed TA has the potential to be informed by the outcome of the Welsh Government's WelTAG assessments. 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. A proposal for a Chepstow Bypass is not set out within the current Monmouthshire Local Transport Strategy (LTS) road schemes, nor within the Welsh Government Road building programme. In terms of health infrastructure, with regard to lack of NHS dentist and doctors in the locality, the mechanisms for improved health infrastructure sit outside of the planning process. The Council is, however, fully engaged with the health board (ABUHB) to help deliver service improvements in Chepstow and across the County as a whole. In relation to developing within a green wedge, a Green Wedge Review has been undertaken which concludes that 'The parcel makes a moderate contribution to preventing settlement coalescence, managing urban form, safeguarding the countryside from encroachment and protecting the setting of an urban area. It plays a 'moderate buffer role.' It is therefore, proposed to remove the green wedge designation that contains the Mounon Road allocation. The removal of this parcel	

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		of land is also considered to align with national policy, whereby PPW notes that green wedge boundaries should be chosen carefully using physical features and boundaries to include only that land which it is necessary to keep open in the longer term. Ensuring a sufficient range of development land which is suitably located in relation to the existing urban edge should be made available, having regard to the longer-term need for development land, the effects of development pressure in the area and the need to minimise demand to travel. For further information please refer to the Green Wedge Assessments (LUC, 2024) and Green Wedge Review (2025). .	
3679 / James Heming / Objection	Object to the development as additional traffic will worsen already illegal levels of pollution on Hardwick Hill, negatively impacting health and well-being and further straining health services. The population increase will harm essential services such as healthcare and social care. People moving will likely out commute to nearby cities meaning a certainty for increase in road traffic, especially when combined with other developments, and will do nothing to support job creation, transport, and local service improvements. Additionally, in addition to the increase in pollutants and traffic, the site currently presents a green entrance into Wales as part of the green wedge and it would be detrimental to develop on this site due to it being fertile agricultural land that will increase carbon footprint and reduce capacity of carbon storage in the local area. Finally, views of St Lawrence House would	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 development is delivered as sustainably as possible and in a balanced manner, having regard to the climate and nature emergencies and well-being, whilst also providing additional homes and jobs potential. In terms of site selection and the spatial distribution of growth throughout the county, the Plan's 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. The level of growth apportioned to Chepstow is considered to be consistent with the findings of the SSA, which confirms the dominant role of Chepstow as a Primary Settlement in Monmouthshire, reflecting the range of services and facilities and sustainable transport options, including a train station, available to Chepstow.	No change required.

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	be disrupted, conflicting with Historic Environment Wales Act 2023	As brownfield opportunities within existing settlements in Monmouthshire are limited, greenfield edge of settlement opportunities have had to be considered to meet our key housing and employment requirements. Having regard to development considerations and the candidate site assessment process, it is considered that Land at Mounton Road, Chepstow will provide a sustainable affordable housing-led mixed-use development, where there are opportunities to co-locate homes and commercial uses. This was set out in a report to Council in October 2023 whereby Council considered that the benefits of the commercial development and associated job creation at the Mounton Road site outweighed the loss of higher quality agricultural land, given the absence of alternative commercial sites and the importance of Chepstow for tourism as the gateway to the Wye Valley. With regards to concern of the proposal attracting out commuters, a key objective of the Replacement Local Development Plan (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. The mixed-use allocation which includes provision for commercial (employment) uses, such as a hotel and residential care home (C2) is an integral element of the allocation to serve both the development site and the wider Chepstow area. The scale of commercial provision reflects a balance between the creation of a sustainable community and job provision/ support for Monmouthshire's economy. With regards to traffic congestion concerns, 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	

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		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 Mounon 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. Overall, further detailed Transport Assessments (TAs) are to be considered at the pre/planning application stage. Where relevant the detailed TA has the potential to be informed by the outcome of the Welsh Government's WelTAG assessments. A proposal for a Chepstow Bypass is not set out within the current Monmouthshire	

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		Local Transport Strategy (LTS) road schemes, nor within the Welsh Government Road building programme. With regards to air quality concerns, an Air Quality Assessment (Rappor, April 2024) submitted to support the allocation has demonstrated at this high-level stage of the proposal that air quality levels at the development site (new receptors) would be below the air quality objective levels in the opening year of 2026 and in future year scenarios. Nevertheless, 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. 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. In terms of health infrastructure, with regard to lack of NHS dentist and doctors in the locality, the mechanisms for improved health infrastructure sit outside of the planning process. The Council is, however, fully engaged with the health board (ABUHB) to help deliver service improvements in Chepstow and across the County as a whole. In relation to developing within a green wedge, a Green Wedge Review has been undertaken which concludes that ‘The parcel makes a moderate contribution to preventing settlement coalescence, managing urban form, safeguarding the countryside from encroachment and protecting the setting of an urban area. It plays a ‘moderate buffer role.’ It is therefore, proposed to remove the green wedge	

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		designation that contains the Mounton Road allocation. The removal of this parcel of land is also considered to align with national policy, whereby PPW notes that green wedge boundaries should be chosen carefully using physical features and boundaries to include only that land which it is necessary to keep open in the longer term. Ensuring a sufficient range of development land which is suitably located in relation to the existing urban edge should be made available, having regard to the longer-term need for development land, the effects of development pressure in the area and the need to minimise demand to travel. For further information please refer to the Green Wedge Assessments (LUC, 2024) and Green Wedge Review (2025). With regards to impact on historic character, the site is outside a Conservation Area, however, Mathern's Conservation Area boundary which includes Wyelands Historic Park and Gardens, is just to the south of the site boundary. The site is also within the parkland setting of the Grade II Listed St Lawrence House, which is located just to the north boundary of the site, along with several other characterful residential properties to the north. Cadw's consultation response to the proposal is that intervening vegetation already provides significant screening of the site from the registered Wyelands historic park and garden and careful design should provide additional screening ensuring that the proposed development will not have a significant impact on their settings. MCC's Heritage Officer's view is that the retention of the western edge of the site as open parkland on the indicative masterplan ensures the setting of the historic environment can be mitigated. This area is essential for the protection of the listed St Lawrence House and wider historic landscape.	
3683 / Dr Jane Butterworth / Objection	The 146 houses will add to the congestion at Highbeech and known for poor air quality. This gridlock will have a knock-on effect for residents of Shirenewton.	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	No change required.

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		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 Mounton 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. Overall, further detailed Transport Assessments (TAs) are to be considered at the pre/planning application stage. Where relevant the detailed TA has the potential to be informed by the outcome of the Welsh Government's WelTAG assessments. A proposal for a Chepstow Bypass is not set out within the current Monmouthshire	

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		Local Transport Strategy (LTS) road schemes, nor within the Welsh Government Road building programme. With regards to air quality concerns, an Air Quality Assessment (Rappor, April 2024) submitted to support the allocation has demonstrated at this high-level stage of the proposal that air quality levels at the development site (new receptors) would be below the air quality objective levels in the opening year of 2026 and in future year scenarios. Nevertheless, 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.	
3685 / Jason Barrett / Objection	The extra traffic will be unacceptable, with the roundabout being a pinch point. There is also a clean air monitoring system on the A48 at Hardwick Hill with extra traffic making this worse. Lack of access to GP's and dentist appointments.	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	No change required.

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		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 Mounton 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. Overall, further detailed Transport Assessments (TAs) are to be considered at the pre/planning application stage. Where relevant the detailed TA has the potential to be informed by the outcome of the Welsh Government's WelTAG assessments. A proposal for a Chepstow Bypass is not set out within the current Monmouthshire Local Transport Strategy (LTS) road schemes, nor within the Welsh Government Road building programme. With regards to air quality concerns, an Air Quality Assessment (Rappor, April 2024) submitted to support the allocation has demonstrated at this high-level stage of the proposal that air quality levels at the development site (new receptors) would be below the air quality objective levels in the opening year of 2026 and in future year scenarios. Nevertheless, air quality impact will be further assessed as part of	

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		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. 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. In terms of health infrastructure, with regard to lack of NHS dentist and doctors in the locality, the mechanisms for improved health infrastructure sit outside of the planning process. The Council is, however, fully engaged with the health board (ABUHB) to help deliver service improvements in Chepstow and across the County as a whole.	
3690 / J Jones / Objection	Oppose this planning due to the traffic issues Chepstow already faces with commute times increasing, as well as access to Chepstow becoming extremely congested at all times of the day. There has also been a significant increase in housing in Chepstow over the past few years e.g. down by Tesco, Elderwood estate in Caldicot as well as new planning for what was previously the David Broome site. Chepstow does not have the infrastructure to support more housing especially at the	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 development is delivered as sustainably as possible and in a balanced manner, having regard to the climate and	No change required.

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	expense of the greenbelt that makes Chepstow so beautiful.	nature emergencies and well-being, whilst also providing additional homes and jobs potential. In terms of site selection and the spatial distribution of growth throughout the county, the Plan's 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. The level of growth apportioned to Chepstow is considered to be consistent with the findings of the SSA, which confirms the dominant role of Chepstow as a Primary Settlement in Monmouthshire, reflecting the range of services and facilities and sustainable transport options, including a train station, available to Chepstow. As brownfield opportunities within existing settlements in Monmouthshire are limited, greenfield edge of settlement opportunities have had to be considered to meet our key housing and employment requirements. Having regard to development considerations and the candidate site assessment process, it is considered that Land at Mounton Road, Chepstow will provide a sustainable affordable housing-led mixed-use development, where there are opportunities to co-locate homes and commercial uses. This was set out in a report to Council in October 2023 whereby Council considered that the benefits of the commercial development and associated job creation at the Mounton Road site outweighed the loss of higher quality agricultural land, given the absence of alternative commercial sites and the importance of Chepstow for tourism as the gateway to the Wye Valley. With regards to traffic congestion concerns, 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	

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		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 Mounon 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. Overall, further detailed Transport Assessments (TAs) are to be considered at the pre/planning application stage. Where relevant the detailed TA has the potential to be informed by the outcome of the Welsh Government's WelTAG assessments. A proposal for a Chepstow Bypass is not set out within the current Monmouthshire	

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		Local Transport Strategy (LTS) road schemes, nor within the Welsh Government Road building programme. With regards to air quality concerns, an Air Quality Assessment (Rappor, April 2024) submitted to support the allocation has demonstrated at this high-level stage of the proposal that air quality levels at the development site (new receptors) would be below the air quality objective levels in the opening year of 2026 and in future year scenarios. Nevertheless, 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. 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. In terms of health infrastructure, with regard to lack of NHS dentist and doctors in the locality, the mechanisms for improved health infrastructure sit outside of the planning process. The Council is, however, fully engaged with the health board (ABUHB) to help deliver service improvements in Chepstow and across the County as a whole.	
3692 / John Gilvear / Objection	It would be unwise to locate the development immediately adjacent to the dangerous roundabout. The existing infrastructure would be overwhelmed. It would also allow the adjacent greenfield	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	No change required.

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	land to be developed in the future. The congestion adversely affects residents and there is air pollution. It would impact tourism. Need to preserve Chepstow from inappropriate development. If the development comes forward it must be affordable housing only.	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 development is delivered as sustainably as possible and in a balanced manner, having regard to the climate and nature emergencies and well-being, whilst also providing additional homes and jobs potential. In terms of site selection and the spatial distribution of growth throughout the county, the Plan's 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. The level of growth apportioned to Chepstow is considered to be consistent with the findings of the SSA, which confirms the dominant role of Chepstow as a Primary Settlement in Monmouthshire, reflecting the range of services and facilities and sustainable transport options, including a train station, available to Chepstow. As brownfield opportunities within existing settlements in Monmouthshire are limited, greenfield edge of settlement opportunities have had to be considered to meet our key housing and employment requirements. Having regard to development considerations and the candidate site assessment process, it is considered that Land at Mounton Road, Chepstow will provide a sustainable affordable housing-led mixed-use development, where there are opportunities to co-locate homes and commercial uses. This was set out in a report to Council in October 2023 whereby Council considered that the benefits of the commercial development and associated job creation at the Mounton Road site outweighed the loss of higher quality agricultural land, given the absence of alternative commercial sites and the importance of Chepstow for tourism as the gateway to the Wye Valley. With regards to traffic congestion concerns, 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	

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		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 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 Mounton 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. Overall, further detailed Transport Assessments (TAs) are to be considered at the pre/planning application stage. Where relevant the detailed TA has the potential to be informed by the outcome of the Welsh Government's WelTAG assessments. A proposal for a Chepstow Bypass is not set out within the current Monmouthshire Local Transport Strategy (LTS) road schemes, nor within the Welsh Government Road building programme. With regards to air quality concerns, an Air Quality Assessment (Rappor, April 2024) submitted to support the allocation has demonstrated at this high-level stage of the proposal that air quality levels at the development site (new receptors) would be below the air quality objective levels in the opening year of 2026 and in future year scenarios. Nevertheless, 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. 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. In terms of health infrastructure, with regard to lack of NHS dentist and doctors in the locality, the mechanisms for improved health infrastructure sit outside of the planning process. The Council is, however, fully	

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		engaged with the health board (ABUHB) to help deliver service improvements in Chepstow and across the County as a whole.	
3699 / Julie Bull / Objection	This development would end up leading to problems with Drs, dentists, chemists, schools, roads, etc. This area has been developed enough and will be spoilt by further housing.	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. In terms of health infrastructure, with regard to lack of NHS dentist and doctors in the locality, the mechanisms for improved health infrastructure sit outside of the planning process. The Council is, however, fully engaged with the health board (ABUHB) to help deliver service improvements in Chepstow and across the County as a whole.	No change required.
3705 / Lisa Langston-Able / Objection	Mounon Road development meet criteria concerning sustainable development in Wales in relation to environmental sustainability and health through increasing air pollution, traffic congestion, and by putting further strain on public services that are already stretched. Development located on high-grade agricultural land and would cause loss in valuable natural resources and local landscape. Conflicts with Welsh Government's Environmental Air Quality and Soundscapes Act (2024) and Public Health Act (2017) through worsening air quality and harming public health in a location that already has significant pollution challenges.	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 development is delivered as sustainably as possible and in a balanced manner, having regard to the climate and nature emergencies and well-being, whilst also providing additional homes and jobs potential. In terms of site selection and the spatial distribution of growth throughout the county, the Plan's Settlement Hierarchy set out in Policy S2 reflects the findings of the Sustainable Settlement Appraisal (SSA) which has grouped settlements into	No change required.

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		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 Chepstow is considered to be consistent with the findings of the SSA, which confirms the dominant role of Chepstow as a Primary Settlement in Monmouthshire, reflecting the range of services and facilities and sustainable transport options, including a train station, available to Chepstow. As brownfield opportunities within existing settlements in Monmouthshire are limited, greenfield edge of settlement opportunities have had to be considered to meet our key housing and employment requirements. Having regard to development considerations and the candidate site assessment process, it is considered that Land at Mounton Road, Chepstow will provide a sustainable affordable housing-led mixed-use development, where there are opportunities to co-locate homes and commercial uses. This was set out in a report to Council in October 2023 whereby Council considered that the benefits of the commercial development and associated job creation at the Mounton Road site outweighed the loss of higher quality agricultural land, given the absence of alternative commercial sites and the importance of Chepstow for tourism as the gateway to the Wye Valley. With regards to traffic congestion concerns, the operational capacity of the Highbeeche 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	

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		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 Mounon 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. Overall, further detailed Transport Assessments (TAs) are to be considered at the pre/planning application stage. Where relevant the detailed TA has the potential to be informed by the outcome of the Welsh Government's WelTAG assessments. A proposal for a Chepstow Bypass is not set out within the current Monmouthshire Local Transport Strategy (LTS) road schemes, nor within the Welsh Government Road building programme. With regards to air quality concerns, an Air Quality Assessment (Rappor, April 2024) submitted to support the allocation has demonstrated at this high-level stage of the proposal that air quality levels at the development site (new receptors) would	

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3706 / Lisa Smith / Objection	Area is designated Green Belt and AONB. Lacks infrastructure to accommodate development, specifically re traffic and congestion, doctors and schools. Development would have a negative impact on the market town. There are minimal employment opportunities and the development won't bring the required job opportunities needed.	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.	No change required.

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		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 climate and nature emergencies and well-being, whilst also providing additional homes and jobs potential. In terms of site selection and the spatial distribution of growth throughout the county, the Plan's 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. The level of growth apportioned to Chepstow is considered to be consistent with the findings of the SSA, which confirms the dominant role of Chepstow as a Primary Settlement in Monmouthshire, reflecting the range of services and facilities and sustainable transport options, including a train station, available to Chepstow. As brownfield opportunities within existing settlements in Monmouthshire are limited, greenfield edge of settlement opportunities have had to be considered to meet our key housing and employment requirements. Having regard to development considerations and the candidate site assessment process, it is considered that Land at Mounton Road, Chepstow will provide a sustainable affordable housing-led mixed-use development, where there are opportunities to co-locate homes and commercial uses. This was set out in a report to Council in October 2023 whereby Council considered that the benefits of the commercial development and associated job creation at the Mounton Road site outweighed the loss of higher quality agricultural land, given the absence of alternative commercial sites and the importance of Chepstow for tourism as the gateway to the Wye Valley. With regards to traffic congestion concerns, 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	

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		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 Mounton 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. Overall, further detailed Transport Assessments (TAs) are to be considered at the pre/planning application stage. Where relevant the detailed TA has the potential to	

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		be informed by the outcome of the Welsh Government's WelTAG assessments. A proposal for a Chepstow Bypass is not set out within the current Monmouthshire Local Transport Strategy (LTS) road schemes, nor within the Welsh Government Road building programme. With regards to air quality concerns, an Air Quality Assessment (Rappor, April 2024) submitted to support the allocation has demonstrated at this high-level stage of the proposal that air quality levels at the development site (new receptors) would be below the air quality objective levels in the opening year of 2026 and in future year scenarios. Nevertheless, 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. 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. In terms of health infrastructure, with regard to lack of NHS dentist and doctors in the locality, the mechanisms for improved health infrastructure sit outside of the planning process. The Council is, however, fully engaged with the health board (ABUHB) to help deliver service improvements in Chepstow and across the County as a whole. In relation to developing within a green wedge, a Green Wedge Review has been undertaken which concludes that 'The parcel makes a moderate contribution to preventing settlement coalescence, managing urban form, safeguarding the	

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		countryside from encroachment and protecting the setting of an urban area. It plays a 'moderate buffer role.' It is therefore, proposed to remove the green wedge designation that contains the Mounon Road allocation. The removal of this parcel of land is also considered to align with national policy, whereby PPW notes that green wedge boundaries should be chosen carefully using physical features and boundaries to include only that land which it is necessary to keep open in the longer term. Ensuring a sufficient range of development land which is suitably located in relation to the existing urban edge should be made available, having regard to the longer-term need for development land, the effects of development pressure in the area and the need to minimise demand to travel. For further information please refer to the Green Wedge Assessments (LUC, 2024) and Green Wedge Review (2025). In terms of the visual impact of the proposal upon the gateway to the Wye Valley, a Landscape Visual Baseline (LVB) (EDP, February 2024) has been submitted, which has identified the baseline conditions of the site and surrounding area and determined those landscape and visual characteristics that might inform the design of the proposals, including recommendations for mitigation. Overall, the report concludes that the site's landscape value is considered medium value and the site's immediate and wider context has a medium overall sensitivity to change. Subject to careful design at all stages and inclusion of the recommendations, there appears to be no landscape or visual reasons which would preclude development of the site. The planning application should be further informed by Landscape and Visual Impact Assessment, which would feed into an iterative design solution. MCC's Landscape Officer considers the site from a landscape and GI perspective to be suitable for residential development. It is considered that with appropriate design and layout with development focused on eastern and north western boundaries of the site the proposed development is visually seen as extension of Chepstow's urban boundary. The design layout on the indicative masterplan seeks to retain and emphasise a parkland character by retaining this area as public parkland open space, a requirement set out in Policy HA3 criterion (g). The indicative masterplan also indicates an appropriate woodland buffer retained to the south west St Lawrence Lane boundary with the open countryside/green wedge setting/ setting with the Wye Valley AONB National Landscape, a requirement of Policy HA3 criterion (i). As such, with these design principles to	

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		locate development towards the east of the site and protect and enhance the buffer with the open countryside setting, the landscape impact of the site is acceptable. These high-level landscape design requirements are set out in policies S8 and HA3 and are demonstrated on the submitted indicative Masterplan. Collectively, along with policy S5 – Green Infrastructure, Landscape and Nature Recovery and its associated development management policies there are considered to be sufficient policy requirements to enable the authority 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 also help to ensure development is acceptable.	
3708 / Mair Liddell / Objection	The fields in the development site have and should continue to be protected from development and requires a comprehensive analysis of the impact of the proposed development with there being more suitable sites.	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 development is delivered as sustainably as possible and in a balanced manner, having regard to the climate and nature emergencies and well-being, whilst also providing additional homes and jobs potential. In terms of site selection and the spatial distribution of growth throughout the county, the Plan's 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. The level of growth apportioned to Chepstow is considered to be consistent with the findings of the SSA, which confirms the dominant role of Chepstow as a Primary Settlement in	No change required.

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		Monmouthshire, reflecting the range of services and facilities and sustainable transport options, including a train station, available to Chepstow. As brownfield opportunities within existing settlements in Monmouthshire are limited, greenfield edge of settlement opportunities have had to be considered to meet our key housing and employment requirements. Having regard to development considerations and the candidate site assessment process, it is considered that Land at Mounton Road, Chepstow will provide a sustainable affordable housing-led mixed-use development, where there are opportunities to co-locate homes and commercial uses. This was set out in a report to Council in October 2023 whereby Council considered that the benefits of the commercial development and associated job creation at the Mounton Road site outweighed the loss of higher quality agricultural land, given the absence of alternative commercial sites and the importance of Chepstow for tourism as the gateway to the Wye Valley. Through the site search sequence process HA3 Land at Mounton Road 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.	
3709 / Mr Iain Ormrod / Comment	Overall supportive of the plan and the development at Mounton Road but the congestion at Highbeech roundabout must be addressed before the development can take place. Suggest the following: The A48 crosses the M48 at two locations and a new junction could be constructed to lessen the congestion. Widen the A466 by one lane between Thornwell and Highbeech as this would improve traffic flow by removing the bottlenecks. Create a right turn lane for westbound traffic on the A48 Newport Road with support needed	Support welcomed. With regards to traffic congestion concerns, 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.	No change required.

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	from the ESSO garage to move the footpath.	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 Mounon 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. Overall, further detailed Transport Assessments (TAs) are to be considered at the pre/planning application stage. Where relevant the detailed TA has the potential to be informed by the outcome of the Welsh Government's WelTAG assessments. A proposal for a Chepstow Bypass is not set out within the current Monmouthshire Local Transport Strategy (LTS) road schemes, nor within the Welsh Government Road building programme.	

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3712 / Miss J / Objection	Chepstow cannot take any more houses. The doctors, schools and dentists are struggling. The traffic in/out of Chepstow is chaos and the air pollution is bad. The site is the worst place for traffic.	With regards to traffic congestion concerns, 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 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 Mounton 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).	No change required.

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		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. Overall, further detailed Transport Assessments (TAs) are to be considered at the pre/planning application stage. Where relevant the detailed TA has the potential to be informed by the outcome of the Welsh Government's WelTAG assessments. A proposal for a Chepstow Bypass is not set out within the current Monmouthshire Local Transport Strategy (LTS) road schemes, nor within the Welsh Government Road building programme. With regards to air quality concerns, an Air Quality Assessment (Rappor, April 2024) submitted to support the allocation has demonstrated at this high-level stage of the proposal that air quality levels at the development site (new receptors) would be below the air quality objective levels in the opening year of 2026 and in future year scenarios. Nevertheless, 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. 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	

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		application process. In terms of health infrastructure, with regard to lack of NHS dentist and doctors in the locality, the mechanisms for improved health infrastructure sit outside of the planning process. The Council is, however, fully engaged with the health board (ABUHB) to help deliver service improvements in Chepstow and across the County as a whole.	
3716 / Matthew Smith / Objection	The area has been designated as green belt since 1981 and is also within an area of ONB. Chepstow does not have the infrastructure to accommodate such a development. Highways - Chepstow is desperate for a bypass and the traffic congestion leading to the Severn bridge is at maximum capacity. Both the doctor's surgery and schools are also stretched. There are more suitable development opportunities in Monmouthshire than this proposed site. It would also have a detrimental effect on the historic market town of Chepstow. Chepstow no longer with the closure of major employers such as Fairfield Mabel and Dendix has an abundance of employment in the local area. The development of both the hotel and care home will bring at best minimum wage employment opportunities. If this development goes ahead will change Chepstow into one massive housing estate.	As part of the RLDP process, green wedge designations in the current adopted LDP (2011- 2021) have been reviewed. As part of this, the assessment of the parcel of land (CPM10) that contains the proposed Mounton Road allocation concluded that 'the tree belt along St Lawrence Lane forms a strong boundary to the land south west, and the A48 forms a boundary to the south east limiting the impact that development here would have on the adjacent land and on the remaining gap between Chepstow and Pwllmeyric. The parcel makes a moderate contribution to preventing settlement coalescence, managing urban form, safeguarding the countryside from encroachment and protecting the setting of an urban area. It plays a 'moderate buffer role.' Therefore, the potential for green wedge designation is moderate. A Green Wedge Review has also been undertaken to make final conclusions to the green wedge assessments undertaken by LUC. It is considered that in line with the assessment evidence, the parcels of land have been fully and objectively considered for green wedge designations against the identified assessment criteria (green wedge purposes set out in PPW12). It is concluded there is not a significant reason in context of the green wedge purposes that the land parcel CPM10 should be retained as a green wedge designation. Is it, therefore, proposed to remove the green wedge designation. The removal of this parcel of land is also considered to align with national policy, whereby PPW notes that green wedge boundaries should be chosen carefully using physical features and boundaries to include only that land which it is necessary to keep open in the longer term. Ensuring a sufficient range of development land which is suitably located in relation to the existing urban edge should be made available, having regard to the longer-term need for development land, the effects of development pressure in the area and the need to minimise demand to travel. For further information please refer to the Green Wedge Assessments (LUC, 2024) and Green Wedge Review.	No change required.

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		With regards to site selection, brownfield opportunities within existing settlements in Monmouthshire are limited, greenfield edge of settlement opportunities have had to be considered to meet our key housing and employment requirements. Having regard to development considerations and the candidate site assessment process, it is considered that Land at Mounon Road, Chepstow will provide a sustainable affordable housing-led mixed-use development, where there are opportunities to co-locate homes and commercial uses. This was set out in a report to Council in October 2023 whereby Council considered that the benefits of the commercial development and associated job creation at the Mounon Road site outweighed the loss of higher quality agricultural land, given the absence of alternative commercial sites and the importance of Chepstow for tourism as the gateway to the Wye Valley. With regards to traffic congestion concerns, 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 Mounon Road. Welsh Government Highway Officers have been consulted on the proposed allocation and have not objected to the inclusion of the Mounon 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.	

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		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 Mounton 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. Overall, further detailed Transport Assessments (TAs) are to be considered at the pre/planning application stage. Where relevant the detailed TA has the potential to be informed by the outcome of the Welsh Government's WelTAG assessments. A proposal for a Chepstow Bypass is not set out within the current Monmouthshire Local Transport Strategy (LTS) road schemes, nor within the Welsh Government Road building programme. With regards to air quality concerns, an Air Quality Assessment (Rappor, April 2024) submitted to support the allocation has demonstrated at this high-level stage of the proposal that air quality levels at the development site (new receptors) would be below the air quality objective levels in the opening year of 2026 and in future year scenarios. Nevertheless, 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	

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		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. 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. In terms of health infrastructure, with regard to lack of NHS dentist and doctors in the locality, the mechanisms for improved health infrastructure sit outside of the planning process. The Council is, however, fully engaged with the health board (ABUHB) to help deliver service improvements in Chepstow and across the County as a whole.	
3724 / Mr James Cameron / Objection	Building in this location will increase congestion on roads that are already heavily congested. Chepstow's infrastructure cannot support more homes. It will mean a more diluted level of performance from the council.	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	No change required.

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		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. 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. In terms of health infrastructure, with regard to lack of NHS dentist and doctors in the locality, the mechanisms for improved health infrastructure sit outside of the planning process. The Council is, however, fully engaged with the health board (ABUHB) to help deliver service improvements in Chepstow and across the County as a whole.	
3727 / Mr James Hailwood / Objection	Opposed to the development. Large levels of traffic currently causing congestion and Highbeech roundabout is no exception. There have been no road infrastructure improvements since 1987. Development should stop until infrastructure is improved.	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 Mounon 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. Overall, further detailed Transport Assessments (TAs) are to be considered at the pre/planning application stage. Where relevant the detailed TA has the potential to be informed by the outcome of the Welsh Government's WelTAG assessments. A proposal for a Chepstow Bypass is not set out within the current Monmouthshire Local Transport Strategy (LTS) road schemes, nor within the Welsh Government Road building programme. With regards to air quality concerns, an Air Quality Assessment (Rappor, April 2024) submitted to support the allocation has demonstrated at this high-level stage of the proposal that air quality levels at the	

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		development site (new receptors) would be below the air quality objective levels in the opening year of 2026 and in future year scenarios. Nevertheless, 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. 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. In terms of health infrastructure, with regard to lack of NHS dentist and doctors in the locality, the mechanisms for improved health infrastructure sit outside of the planning process. The Council is, however, fully engaged with the health board (ABUHB) to help deliver service improvements in Chepstow and across the County as a whole.	
3729 / Mr James McDonald / Objection	Objecting for two reasons: Traffic congestion and flooding. Traffic congestion on Highbeech roundabout which has worsened. It will have a negative impact on air quality. Flooding is worsening in Mounton. The development will make this worse by reducing soak and run off area. Suggest development in areas with infrastructure to cope with traffic and areas that are not a significant flood risk.	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	No change required.

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		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 Mounon 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. Overall, further detailed Transport Assessments (TAs) are to be considered at the pre/planning application stage. Where relevant the detailed TA has the potential to be informed by the outcome of the Welsh Government's WelTAG assessments. A proposal for a Chepstow Bypass is not set out within the current Monmouthshire	

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		Local Transport Strategy (LTS) road schemes, nor within the Welsh Government Road building programme. With regards to flooding concerns, 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. The Flood Map for Planning does not identify any flood zones on the site. The Strategic Flood Consequence High Level Assessment concludes that there are no significant flood risk considerations to the allocation. The site is located within Zone 1 and is at low risk from all sources of flooding. A preliminary Flood Consequences Assessment (Rappor, updated June 2025) has identified that drainage solutions can be implemented, including on site surface water drainage with a Sustainable Drainage System (SuDS) drained via infiltration. Infiltration testing has been carried out which confirms that that this method of drainage is suitable and viable. Infiltration basins are proposed across the site to serve individual catchments. 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) 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.	
3734 / Mrs Jane Tapsell / Objection	Impact on view from their property. The traffic congestion will get worse. It will make Chepstow a commuter town.	With regards to concern of the proposal attracting out commuters, a key objective of the Replacement Local Development Plan (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. The mixed-use allocation which includes provision for commercial (employment) uses, such as a hotel and residential care home (C2) is an integral element of the allocation to serve both the development site and the wider Chepstow area. The scale of commercial provision reflects a balance between the creation of a sustainable community and job provision/ support for Monmouthshire's economy.	No change required.

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		With regards to traffic congestion concerns, the operational capacity of the Highbeeche 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 Highbeeche 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 Highbeeche 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 Mounton 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).	

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		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. In relation to concern of visual amenity impact of the proposal, all development proposals are required to satisfy RLDP Policy PM1 –Creating well-designed places, which assesses proposals with regards to form, siting, scale, height, massing, materials and layout of its setting.	
3736 / Mr Hugh Taylor / Objection	Objects to "2. Responding to our climate and nature emergency". Chepstow suffers from incredibly bad traffic. There has been significant housing development taken forward around Chepstow with no solution to the level of traffic or the consequential pollution. The RLDP on a whole will increase traffic, especially HA2. Until the road network can handle the current level of traffic and any uplift in traffic movements from increased RLDP allocations then there is no case for further development.	The RLDP Sustainable and Resilient Communities Strategy, represents a sustainable level of growth 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 and having regard to Welsh Government's concerns regarding alignment with Future Wales. In this respect, the RLDP has a duty to address all elements of sustainable development including the provision of homes and economic growth. 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 climate and nature emergencies, whilst also providing additional homes and jobs potential. MCC has commissioned a Strategic Transport Assessment (STA) which undertook modelling using the South East Wales Transport Model (SEWTM) to assess the potential impact 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 and a 2-7% increase in localised traffic on the Severnside highway network. 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. Overall, the analysis from the STA considered that the proposed level of development detailed within the RLDP can be accommodated within the highway network with suitable mitigation.	No change required.

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		With regards to Highbeech roundabout, 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. 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 Mounton 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.	

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3741 / Miss Helen Moody / Objection	The roads cannot cope with current traffic. Difficulty getting a doctor's appointment. No NHS dentists. Schools and nurseries already full. Pollution in Chepstow will be made worse.	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 Mounon Road. Welsh Government Highway Officers have been consulted on the proposed allocation and have not objected to the inclusion of the Mounon 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 Mounon 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).	No change required.

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		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. Overall, further detailed Transport Assessments (TAs) are to be considered at the pre/planning application stage. Where relevant the detailed TA has the potential to be informed by the outcome of the Welsh Government's WelTAG assessments. A proposal for a Chepstow Bypass is not set out within the current Monmouthshire Local Transport Strategy (LTS) road schemes, nor within the Welsh Government Road building programme. With regards to air quality concerns, an Air Quality Assessment (Rappor, April 2024) submitted to support the allocation has demonstrated at this high-level stage of the proposal that air quality levels at the development site (new receptors) would be below the air quality objective levels in the opening year of 2026 and in future year scenarios. Nevertheless, 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. 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. In terms of	

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		health infrastructure, with regard to lack of NHS dentist and doctors in the locality, the mechanisms for improved health infrastructure sit outside of the planning process. The Council is, however, fully engaged with the health board (ABUHB) to help deliver service improvements in Chepstow and across the County as a whole.	
3743 / Mrs Jennifer Richards / Objection	Too much traffic on and around Highbeech roundabout. More houses will contribute further to the delays, inconvenience and pollution. There needs to be a massive change to the existing road structure if the houses are built. Want the plan to be dropped.	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 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	No change required.

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		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. In terms of health infrastructure, with regard to lack of NHS dentist and doctors in the locality, the mechanisms for improved health infrastructure sit outside of the planning process. The Council is, however, fully engaged with the health board (ABUHB) to help deliver service improvements in Chepstow and across the County as a whole.	
3746 / Mr Jeremy Gardiner / Objection	No mention of any additional provision for roads, schools, doctors' surgeries/hospitals in proportion to the increased population. It will lead to increased road congestion. The plan should be changed to address this.	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 Mounon Road. Welsh Government Highway Officers have been consulted on the proposed allocation and have not objected to the inclusion of the Mounon 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.	No change required.

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		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. In terms of health infrastructure, with regard to lack of NHS dentist and doctors in the locality, the mechanisms for improved health infrastructure sit outside of the planning process. The Council is, however, fully engaged with the health board (ABUHB) to help deliver service improvements in Chepstow and across the County as a whole.	
3750 / Mrs Joanne Perrin / Objection	The proposed development is incompatible with the need for sustainable growth in Chepstow - limited infrastructure capacity to accommodate additional residents. Chepstow's schools are already oversubscribed, increase demand for local healthcare services - there is no clear plan to address strain on services, particularly in light of the area's existing air pollution and traffic congestion. The economic impact of the development is also questioned- new homes will mainly attract out-commuters, particularly to cities like - would not contribute to Chepstow's local economy. Traffic is already poor. Design of the development raises concerns about the impact on the town's character and the surrounding landscape. The proposed development lies adjacent to the Wye Valley Area of Outstanding Natural Beauty (AONB), which is a significant asset to both the local community and tourism. This	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 development is delivered as sustainably as possible and in a balanced manner, having regard to the climate and nature emergencies and well-being, whilst also providing additional homes and jobs potential. In terms of site selection and the spatial distribution of growth throughout the county, the Plan's 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. The level of growth apportioned to Chepstow is considered to be consistent with the findings of the SSA, which confirms the dominant role of Chepstow as a Primary Settlement in	No change required.

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	concern aligns with the objectives of the Historic Environment Wales Act (2023). The loss of green space and the introduction of higher-density development in a location already suffering from infrastructure and environmental challenges would undermine the town's attractiveness.	Monmouthshire, reflecting the range of services and facilities and sustainable transport options, including a train station, available to Chepstow. As brownfield opportunities within existing settlements in Monmouthshire are limited, greenfield edge of settlement opportunities have had to be considered to meet our key housing and employment requirements. Having regard to development considerations and the candidate site assessment process, it is considered that Land at Mounton Road, Chepstow will provide a sustainable affordable housing-led mixed-use development, where there are opportunities to co-locate homes and commercial uses. This was set out in a report to Council in October 2023 whereby Council considered that the benefits of the commercial development and associated job creation at the Mounton Road site outweighed the loss of higher quality agricultural land, given the absence of alternative commercial sites and the importance of Chepstow for tourism as the gateway to the Wye Valley. With regards to concern of the proposal attracting out commuters, a key objective of the Replacement Local Development Plan (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. The mixed-use allocation which includes provision for commercial (employment) uses, such as a hotel and residential care home (C2) is an integral element of the allocation to serve both the development site and the wider Chepstow area. The scale of commercial provision reflects a balance between the creation of a sustainable community and job provision/ support for Monmouthshire's economy. With regards to traffic congestion concerns, 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	

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		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 Mounton 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. Overall, further detailed Transport Assessments (TAs) are to be considered at the	

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		pre/planning application stage. Where relevant the detailed TA has the potential to be informed by the outcome of the Welsh Government's WelTAG assessments. In terms of the visual impact of the proposal upon the gateway to the Wye Valley, a Landscape Visual Baseline (LVB) (EDP, February 2024) has been submitted, which has identified the baseline conditions of the site and surrounding area and determined those landscape and visual characteristics that might inform the design of the proposals, including recommendations for mitigation. Overall, the report concludes that the site's landscape value is considered medium value and the site's immediate and wider context has a medium overall sensitivity to change. Subject to careful design at all stages and inclusion of the recommendations, there appears to be no landscape or visual reasons which would preclude development of the site. The planning application should be further informed by Landscape and Visual Impact Assessment, which would feed into an iterative design solution. MCC's Landscape Officer considers the site from a landscape and GI perspective to be suitable for residential development. It is considered that with appropriate design and layout with development focused on eastern and north western boundaries of the site the proposed development is visually seen as extension of Chepstow's urban boundary. The design layout on the indicative masterplan seeks to retain and emphasise a parkland character by retaining this area as public parkland open space, a requirement set out in Policy HA3 criterion (g). The indicative masterplan also indicates an appropriate woodland buffer retained to the south west St Lawrence Lane boundary with the open countryside/green wedge setting/ setting with the Wye Valley AONB National Landscape, a requirement of Policy HA3 criterion (i). As such, with these design principles to locate development towards the east of the site and protect and enhance the buffer with the open countryside setting, the landscape impact of the site is acceptable. These high-level landscape design requirements are set out in policies S8 and HA3 and are demonstrated on the submitted indicative Masterplan. Collectively, along with policy S5 – Green Infrastructure, Landscape and Nature Recovery and its associated development management policies there are considered to be sufficient policy requirements to enable the authority 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	

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		Country Planning (Environmental Impact Assessment) (Wales) Regulations 2017 and PPW12 will also help to ensure development is acceptable. With regards to impact on historic character, the site is outside a Conservation Area, however, Mathern's Conservation Area boundary which includes Wyelands Historic Park and Gardens, is just to the south of the site boundary. The site is also within the parkland setting of the Grade II Listed St Lawrence House, which is located just to the north boundary of the site, along with several other characterful residential properties to the north. Cadw's consultation response to the proposal is that intervening vegetation already provides significant screening of the site from the registered Wyelands historic park and garden and careful design should provide additional screening ensuring that the proposed development will not have a significant impact on their settings. MCC's Heritage Officer's view is that the retention of the western edge of the site as open parkland on the indicative masterplan ensures the setting of the historic environment can be mitigated. This area is essential for the protection of the listed St Lawrence House and wider historic landscape.	
3751 / Mrs Joely Jones / Objection	It would ruin the entrance to Chepstow. The road is already majorly congested. Detrimental visual impact on the approach to Chepstow (AONB?). Land was designated as Green Belt in 1981 and should remain so. Housing is needed but there are better sites available. The old Youth Hostel is a Listed Building and will be majorly impacted by the development. The proposal for a hotel and care home would be a blot on the landscape.	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 development is delivered as sustainably as possible and in a balanced manner, having regard to the climate and nature emergencies and well-being, whilst also providing additional homes and jobs potential. In terms of site selection and the spatial distribution of growth throughout the county, the Plan's Settlement Hierarchy set out in Policy S2 reflects the findings of the Sustainable Settlement Appraisal (SSA) which has grouped settlements into	No change required.

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		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 Chepstow is considered to be consistent with the findings of the SSA, which confirms the dominant role of Chepstow as a Primary Settlement in Monmouthshire, reflecting the range of services and facilities and sustainable transport options, including a train station, available to Chepstow. As brownfield opportunities within existing settlements in Monmouthshire are limited, greenfield edge of settlement opportunities have had to be considered to meet our key housing and employment requirements. Having regard to development considerations and the candidate site assessment process, it is considered that Land at Mounton Road, Chepstow will provide a sustainable affordable housing-led mixed-use development, where there are opportunities to co-locate homes and commercial uses. This was set out in a report to Council in October 2023 whereby Council considered that the benefits of the commercial development and associated job creation at the Mounton Road site outweighed the loss of higher quality agricultural land, given the absence of alternative commercial sites and the importance of Chepstow for tourism as the gateway to the Wye Valley. As part of the RLDP process, green wedge designations in the current adopted LDP (2011- 2021) have been reviewed. As part of this, the assessment of the parcel of land (CPM10) that contains the proposed Mounton Road allocation concluded that ‘the tree belt along St Lawrence Lane forms a strong boundary to the land south west, and the A48 forms a boundary to the south east limiting the impact that development here would have on the adjacent land and on the remaining gap between Chepstow and Pwllmeyric. The parcel makes a moderate contribution to preventing settlement coalescence, managing urban form, safeguarding the countryside from encroachment and protecting the setting of an urban area. It plays a ‘moderate buffer role.’ Therefore, the potential for green wedge designation is moderate. A Green Wedge Review has also been undertaken to make final conclusions to the green wedge assessments undertaken by LUC. It is considered that in line with the assessment evidence, the parcels of land have been fully and objectively considered for green wedge designations against the identified assessment criteria (green wedge purposes set out in PPW12). It is concluded there is not a significant	

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		reason in context of the green wedge purposes that the land parcel CPM10 should be retained as a green wedge designation. Is it, therefore, proposed to remove the green wedge designation. The removal of this parcel of land is also considered to align with national policy, whereby PPW notes that green wedge boundaries should be chosen carefully using physical features and boundaries to include only that land which it is necessary to keep open in the longer term. Ensuring a sufficient range of development land which is suitably located in relation to the existing urban edge should be made available, having regard to the longer-term need for development land, the effects of development pressure in the area and the need to minimise demand to travel. For further information please refer to the Green Wedge Assessments (LUC, 2024) and Green Wedge Review. In terms of the visual impact of the proposal upon the gateway to the Wye Valley, a Landscape Visual Baseline (LVB) (EDP, February 2024) has been submitted, which has identified the baseline conditions of the site and surrounding area and determined those landscape and visual characteristics that might inform the design of the proposals, including recommendations for mitigation. Overall, the report concludes that the site's landscape value is considered medium value and the site's immediate and wider context has a medium overall sensitivity to change. Subject to careful design at all stages and inclusion of the recommendations, there appears to be no landscape or visual reasons which would preclude development of the site. The planning application should be further informed by Landscape and Visual Impact Assessment, which would feed into an iterative design solution. MCC's Landscape Officer considers the site from a landscape and GI perspective to be suitable for residential development. It is considered that with appropriate design and layout with development focused on eastern and north western boundaries of the site the proposed development is visually seen as extension of Chepstow's urban boundary. The design layout on the indicative masterplan seeks to retain and emphasise a parkland character by retaining this area as public parkland open space, a requirement set out in Policy HA3 criterion (g). The indicative masterplan also indicates an appropriate woodland buffer retained to the south west St Lawrence Lane boundary with the open countryside/green wedge setting/ setting with the Wye Valley AONB National Landscape, a requirement of Policy HA3 criterion (i). As such, with these design principles to locate development towards the east of the site and protect and enhance the	

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		buffer with the open countryside setting, the landscape impact of the site is acceptable. These high-level landscape design requirements are set out in policies S8 and HA3 and are demonstrated on the submitted indicative Masterplan. Collectively, along with policy S5 – Green Infrastructure, Landscape and Nature Recovery and its associated development management policies there are considered to be sufficient policy requirements to enable the authority 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 also help to ensure development is acceptable.	
3755 / Mrs Jolene Davies / Objection	Development should not be considered anywhere near Highbeech Roundabout! Continuing and worsening traffic in and around the town. Walking in certain areas is not pleasant as cars idling in traffic jams. As a keen cyclist, I always bike within other towns and villages away from my local area, which again means spending money elsewhere.	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 Mouton Road. Welsh Government Highway Officers have been consulted on the proposed allocation and have not objected to the inclusion of the Mouton 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	No change required.

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		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 Mounon 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. Overall, further detailed Transport Assessments (TAs) are to be considered at the pre/planning application stage. Where relevant the detailed TA has the potential to be informed by the outcome of the Welsh Government's WelTAG assessments.	
3756 / Mr Jonathan Mundy / Objection	The allocation immediately next to the extremely busy junction of the A466 and A48 at Highbeech Roundabout - traffic at this junction is already significant. Without further transport upgrades to the main commuting route, this development is utterly unsustainable. Proposed Allocation HA2 may worsen this situation by pushing further traffic up the A48 to the same roundabout. Access to major economic employment centres, such as Bristol and Cardiff, is essential to maintain the economic	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 Mounon Road. Welsh Government Highway Officers have been consulted on the proposed allocation and have not objected to the inclusion of the Mounon 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.	No change required.

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	prosperity of Monmouthshire and its residents (i.e. RLDP paras. 2.1.12 and 2.1.13). A466 and A48 - keeping this route open and flowing should be a priority for the RLDP.	MCC has commissioned a Strategic Transport Assessment (STA) which undertook modelling using the South East Wales Transport Model (SEWTM) to assess the potential impact 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 and a 2-7% increase in localised traffic on the Severnside highway network. 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. Overall, the analysis from the STA considered that the proposed level of development detailed within the RLDP can be accommodated within the highway network with suitable mitigation. 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 Mounton 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. Overall, further detailed Transport Assessments (TAs) are to be considered at the pre/planning application stage. Where relevant the detailed TA has the potential to be informed by the outcome of the Welsh Government's WelTAG assessments.	

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3756 / Mr Jonathan Mundy / Objection	One possible alteration to the Allocation plan, would be to move the open landscape/park area currently on the West of the plan to the East, running along the A466. Vehicular access to the development should also be moved to Mounon Road, with possibly a connecting road through into St Lawrence Park. This would serve to 1. Maintain the green spaces currently adjacent to the road; 2. Allow access to the park space to the wider local community to the East. Sufficient vegetation barriers could easily separate this move visually from St Lawrence House.	Comments noted. The masterplan included in Policy HA3 is indicative only and were considered to be a helpful aide to the Deposit RLDP consultation process by 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.	No change required.
3757 / Mr Joseph Farrell MBE / Objection	The plan shouldn't go ahead because infrastructure is overstretched and it's in a green belt area. Too many properties in town of Chepstow.	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 development is delivered as sustainably as possible and in a balanced manner, having regard to the climate and nature emergencies and well-being, whilst also providing additional homes and jobs potential. In terms of site selection and the spatial distribution of growth throughout the county, the Plan's 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. The level of growth	No change required.

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		apportioned to Chepstow is considered to be consistent with the findings of the SSA, which confirms the dominant role of Chepstow as a Primary Settlement in Monmouthshire, reflecting the range of services and facilities and sustainable transport options, including a train station, available to Chepstow. As brownfield opportunities within existing settlements in Monmouthshire are limited, greenfield edge of settlement opportunities have had to be considered to meet our key housing and employment requirements. Having regard to development considerations and the candidate site assessment process, it is considered that Land at Mounton Road, Chepstow will provide a sustainable affordable housing-led mixed-use development, where there are opportunities to co-locate homes and commercial uses. This was set out in a report to Council in October 2023 whereby Council considered that the benefits of the commercial development and associated job creation at the Mounton Road site outweighed the loss of higher quality agricultural land, given the absence of alternative commercial sites and the importance of Chepstow for tourism as the gateway to the Wye Valley. As part of the RLDP process, green wedge designations in the current adopted LDP (2011- 2021) have been reviewed. As part of this, the assessment of the parcel of land (CPM10) that contains the proposed Mounton Road allocation concluded that ‘the tree belt along St Lawrence Lane forms a strong boundary to the land south west, and the A48 forms a boundary to the south east limiting the impact that development here would have on the adjacent land and on the remaining gap between Chepstow and Pwllmeyric. The parcel makes a moderate contribution to preventing settlement coalescence, managing urban form, safeguarding the countryside from encroachment and protecting the setting of an urban area. It plays a ‘moderate buffer role.’ Therefore, the potential for green wedge designation is moderate. A Green Wedge Review has also been undertaken to make final conclusions to the green wedge assessments undertaken by LUC. It is considered that in line with the assessment evidence, the parcels of land have been fully and objectively considered for green wedge designations against the identified assessment criteria (green wedge purposes set out in PPW12). It is concluded there is not a significant reason in context of the green wedge purposes that the land parcel CPM10 should be retained as a green wedge designation. Is it, therefore, proposed to remove the	

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		green wedge designation. The removal of this parcel of land is also considered to align with national policy, whereby PPW notes that green wedge boundaries should be chosen carefully using physical features and boundaries to include only that land which it is necessary to keep open in the longer term. Ensuring a sufficient range of development land which is suitably located in relation to the existing urban edge should be made available, having regard to the longer-term need for development land, the effects of development pressure in the area and the need to minimise demand to travel. For further information please refer to the Green Wedge Assessments (LUC, 2024) and Green Wedge Review. 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. In terms of health infrastructure, with regard to lack of NHS dentist and doctors in the locality, the mechanisms for improved health infrastructure sit outside of the planning process. The Council is, however, fully engaged with the health board (ABUHB) to help deliver service improvements in Chepstow and across the County as a whole.	
3760 / Miss Julia Brown / Objection	No infrastructure to support this. Problems in the area with traffic congestion and pollution is continually ignored. Building is currently awaiting completion in the area. This addition will be disaster. pollution a risk to residents. The area is desperately crying out for relief, not further congestion and grid lock. That needs to be sorted first. Then development can be looked at.	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. In terms of health infrastructure, with regard to lack of NHS dentist and doctors in the locality, the mechanisms for improved health infrastructure sit outside of the planning process.	No change required.

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		The Council is, however, fully engaged with the health board (ABUHB) to help deliver service improvements in Chepstow and across the County as a whole. With regards to traffic congestion concerns, 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 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 Mounton Road is in a unique position to identify and safeguard land in the southeast part of the site for potential	

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		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. With regards to air quality concerns, an Air Quality Assessment (Rappor, April 2024) submitted to support the allocation has demonstrated at this high-level stage of the proposal that air quality levels at the development site (new receptors) would be below the air quality objective levels in the opening year of 2026 and in future year scenarios. Nevertheless, 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.	
3762 / Mrs Julie Godfrey / Objection	Already access and use of Highbeech roundabout is heavily congested so more vehicles from new development will impact even more adversely.	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 Mounon Road. Welsh Government Highway Officers have been consulted on the proposed allocation and have not objected to the inclusion of the Mounon 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	No change required.

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		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 Mounton 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.	
3764 / Miss Nicole Cullinane / Objection	Traffic generation versus the known capacity issues at Highbeech roundabout. Despite studies demonstrating the	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	No change required.

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	problems, the Welsh Government has stated that Highbeech is not going to be prioritised (nor is a bypass). There is no infrastructure plan to mitigate the impact of traffic growth. How will vehicles leave the site to turn right into queuing traffic? This junction would likely have to be signalised, which would mean two signalised junctions very close to each other on St Lawrence Road. If the Mounton Road Development Site is added to the RLDP, they are doing so knowing that the nitrogen dioxide (NO₂) levels in the air at Highbeech roundabout and surrounding roads will increase; further breaking the EU Limit Value of 40µg/m³. They also know that this will have a negative impact on local residents' health and wellbeing.' The site would cause additional pollution. There is no evidence or plan to enable modal shift (i.e. more people onto public transport or active travel). The housing growth figures are still predicated on creating huge numbers of new jobs in the county, but there is no evidence that this is possible. There must therefore be a risk that new homes so close to the M48 would attract out-commuters and actually work against the plan's ambition to create thriving local communities which are less reliant on private car usage. Impact on landscape/historical amenity. The reports detail the proximity to the	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 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 Mounton 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	

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	Coach Houses/St Lawrence House and the green wedge between Chepstow and Mathern/Pwllmeyric, but also that the effects are mitigatable with vegetation screening. Perhaps development on this site would spoil the natural character of the area and with the introduction of a hotel and residential home, the impact from noise and general usage of the area could damage the natural environment and diminish the wellbeing of the existing community, which would be against the plan's ambition - hence development at this site is not compatible? Provision of social infrastructure such as healthcare and education is a concern. All needs significant investment, and new development must contribute so this can be delivered alongside. The national plan calls for low levels of development in Monmouthshire as strategic government investment will be focussed elsewhere.	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. Overall, further detailed Transport Assessments (TAs) are to be considered at the pre/planning application stage. Where relevant the detailed TA has the potential to be informed by the outcome of the Welsh Government's WelTAG assessments. With regards to air quality concerns, an Air Quality Assessment (Rappor, April 2024) submitted to support the allocation has demonstrated at this high-level stage of the proposal that air quality levels at the development site (new receptors) would be below the air quality objective levels in the opening year of 2026 and in future year scenarios. Nevertheless, 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. 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. In terms of health infrastructure, with regard to lack of NHS dentist and doctors in the locality, the mechanisms for improved health infrastructure sit outside of the planning process. The Council is, however, fully engaged with the health board (ABUHB) to help deliver service improvements in Chepstow and across the County as a whole.	

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		In response to the allocation not being in conformity with Future Wales, Welsh Government formally responded to the Deposit Plan consultation with a 'green' rating noting that the Plan is considered to be in general conformity with Future Wales. Welsh Government in its response, noted that the level of growth proposed in the Deposit Plan is justified by the need to significantly increase the supply of affordable housing whilst not diverting growth away from the national growth area. Welsh Government have not objected to this site allocation.	
3765 / Nigel Winter / Objection	Issue re traffic in Chepstow "already severely congested" especially at Larkfield Roundabout. Main concern with air pollution and travel delays and without road development, no new developments should be approved in Chepstow.	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 solutions based on deliverability, well-being and affordability considerations. Subsequently, there is a wider strategic approach to travel and traffic	No change required.

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		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 Mounton 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. Overall, further detailed Transport Assessments (TAs) are to be considered at the pre/planning application stage. Where relevant the detailed TA has the potential to be informed by the outcome of the Welsh Government's WelTAG assessments. With regards to air quality concerns, an Air Quality Assessment (Rappor, April 2024) submitted to support the allocation has demonstrated at this high-level stage of the proposal that air quality levels at the development site (new receptors) would be below the air quality objective levels in the opening year of 2026 and in future year scenarios. Nevertheless, 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. 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	

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		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. In terms of health infrastructure, with regard to lack of NHS dentist and doctors in the locality, the mechanisms for improved health infrastructure sit outside of the planning process. The Council is, however, fully engaged with the health board (ABUHB) to help deliver service improvements in Chepstow and across the County as a whole. In response to the allocation not being in conformity with Future Wales, Welsh Government formally responded to the Deposit Plan consultation with a 'green' rating noting that the Plan is considered to be in general conformity with Future Wales. Welsh Government in its response, noted that the level of growth proposed in the Deposit Plan is justified by the need to significantly increase the supply of affordable housing whilst not diverting growth away from the national growth area. Welsh Government have not objected to this site allocation.	
3768 / Paul Aston / Objection	Concerns re impact of development on traffic and current road and transport infrastructure, including increased congestion and pollution, also increased by new developments in Caldicot, Rogiet, Sedbury and Lydney. Lack of Doctors and Dentists appointment and increased pressure on pharmacies. A total rethink of infrastructure must take place before any more development is permitted in Chepstow and the surrounding areas. Concerns re sewage capacity and River Wye pollution.	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	No change required.

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		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 Mounon 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. Overall, further detailed Transport Assessments (TAs) are to be considered at the pre/planning application stage. Where relevant the detailed TA has the potential to be informed by the outcome of the Welsh Government's WelTAG assessments. With regards to air quality concerns, an Air Quality Assessment (Rappor, April 2024) submitted to support the allocation has demonstrated at this high-level stage of the proposal that air quality levels at the development site (new receptors) would be below the air quality objective levels in the opening year of 2026 and in future year scenarios. Nevertheless, 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	

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		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. 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. In terms of health infrastructure, with regard to lack of NHS dentist and doctors in the locality, the mechanisms for improved health infrastructure sit outside of the planning process. The Council is, however, fully engaged with the health board (ABUHB) to help deliver service improvements in Chepstow and across the County as a whole. The Council has consulted with Dŵr Cymru Welsh Water (DCWW) throughout the preparation of the RLDP. In response the Deposit Plan consultation, DCWW noted that the public sewerage network has sufficient existing capacity and can accept potential foul flows from the proposed allocation. The protection of Special Areas of Conservation (SAC) River Wye is set out in National Policy (PPW) which will be applicable when considering development proposals alongside guidance from NRW in relation River SACs.	
3779 / Robert Hopkins / Objection	Lack of infrastructure, particularly the roads due to congestion at Highbeech roundabout. The air quality is terrible.	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),	No change required.

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		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 Mounton 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	

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		Tunnel Junction and Bristol. These proposals, along with Highbeech Roundabout improvements, are safeguarded from development in Policy ST5 of the RLDP. Overall, further detailed Transport Assessments (TAs) are to be considered at the pre/planning application stage. Where relevant the detailed TA has the potential to be informed by the outcome of the Welsh Government's WelTAG assessments. With regards to air quality concerns, an Air Quality Assessment (Rappor, April 2024) submitted to support the allocation has demonstrated at this high-level stage of the proposal that air quality levels at the development site (new receptors) would be below the air quality objective levels in the opening year of 2026 and in future year scenarios. Nevertheless, 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.	
3784 / Miss Katie-Anne James / Objection	It will ruin the entrance to Chepstow. It is a hugely congested area. This is meant to be AONB. There are more discreet sites available. It is on Green Belt land.	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 development is delivered as sustainably as possible and in a balanced manner, having regard to the climate and nature emergencies and well-being, whilst also providing additional homes and jobs potential.	No change required.

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		In terms of site selection and the spatial distribution of growth throughout the county, the Plan's 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. The level of growth apportioned to Chepstow is considered to be consistent with the findings of the SSA, which confirms the dominant role of Chepstow as a Primary Settlement in Monmouthshire, reflecting the range of services and facilities and sustainable transport options, including a train station, available to Chepstow. As brownfield opportunities within existing settlements in Monmouthshire are limited, greenfield edge of settlement opportunities have had to be considered to meet our key housing and employment requirements. Having regard to development considerations and the candidate site assessment process, it is considered that Land at Mounton Road, Chepstow will provide a sustainable affordable housing-led mixed-use development, where there are opportunities to co-locate homes and commercial uses. This was set out in a report to Council in October 2023 whereby Council considered that the benefits of the commercial development and associated job creation at the Mounton Road site outweighed the loss of higher quality agricultural land, given the absence of alternative commercial sites and the importance of Chepstow for tourism as the gateway to the Wye Valley. As part of the RLDP process, green wedge designations in the current adopted LDP (2011- 2021) have been reviewed. As part of this, the assessment of the parcel of land (CPM10) that contains the proposed Mounton Road allocation concluded that 'the tree belt along St Lawrence Lane forms a strong boundary to the land south west, and the A48 forms a boundary to the south east limiting the impact that development here would have on the adjacent land and on the remaining gap between Chepstow and Pwllmeyric. The parcel makes a moderate contribution to preventing settlement coalescence, managing urban form, safeguarding the countryside from encroachment and protecting the setting of an urban area. It plays a 'moderate buffer role.' Therefore, the potential for green wedge designation is moderate. A Green Wedge Review has also been undertaken to make final conclusions to the green wedge assessments undertaken by LUC. It is considered that in line with the	

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		assessment evidence, the parcels of land have been fully and objectively considered for green wedge designations against the identified assessment criteria (green wedge purposes set out in PPW12). It is concluded there is not a significant reason in context of the green wedge purposes that the land parcel CPM10 should be retained as a green wedge designation. Is it, therefore, proposed to remove the green wedge designation. The removal of this parcel of land is also considered to align with national policy, whereby PPW notes that green wedge boundaries should be chosen carefully using physical features and boundaries to include only that land which it is necessary to keep open in the longer term. Ensuring a sufficient range of development land which is suitably located in relation to the existing urban edge should be made available, having regard to the longer-term need for development land, the effects of development pressure in the area and the need to minimise demand to travel. For further information please refer to the Green Wedge Assessments (LUC, 2024) and Green Wedge Review. With regards to traffic congestion concerns, 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	

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		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 Mounton 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. In terms of the visual impact of the proposal upon the gateway to the Wye Valley, a Landscape Visual Baseline (LVB) (EDP, February 2024) has been submitted, which has identified the baseline conditions of the site and surrounding area and determined those landscape and visual characteristics that might inform the design of the proposals, including recommendations for mitigation. Overall, the report concludes that the site's landscape value is considered medium value and the site's immediate and wider context has a medium overall sensitivity to change. Subject to careful design at all stages and inclusion of the recommendations, there appears to be no landscape or visual reasons which would preclude development of the site. The planning application should be further informed by Landscape and Visual Impact Assessment, which would feed into an iterative design solution.	

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		MCC's Landscape Officer considers the site from a landscape and GI perspective to be suitable for residential development. It is considered that with appropriate design and layout with development focused on eastern and north western boundaries of the site the proposed development is visually seen as extension of Chepstow's urban boundary. The design layout on the indicative masterplan seeks to retain and emphasise a parkland character by retaining this area as public parkland open space, a requirement set out in Policy HA3 criterion (g). The indicative masterplan also indicates an appropriate woodland buffer retained to the south west St Lawrence Lane boundary with the open countryside/green wedge setting/ setting with the Wye Valley AONB National Landscape, a requirement of Policy HA3 criterion (i). As such, with these design principles to locate development towards the east of the site and protect and enhance the buffer with the open countryside setting, the landscape impact of the site is acceptable. These high-level landscape design requirements are set out in policies S8 and HA3 and are demonstrated on the submitted indicative Masterplan. Collectively, along with policy S5 – Green Infrastructure, Landscape and Nature Recovery and its associated development management policies there are considered to be sufficient policy requirements to enable the authority 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 also help to ensure development is acceptable.	
3785 / Dr Kenneth Pollock / Objection	Object to the proposed entry to the development due to the increased traffic and impact on access to houses directly opposite on Monmouth Road.	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 Mounon Road. Welsh Government Highway Officers have been consulted on the proposed allocation and have not objected to the inclusion of the Mounon 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.	No change required.

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		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 Mounton 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. Overall, further detailed Transport Assessments (TAs) are to be considered at the pre/planning application stage. Where relevant the detailed TA has the potential to be informed by the outcome of the Welsh Government's WelTAG assessments.	

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3787 / Mr Kester Wright / Objection	Concerned about the impact of the development on an already struggling infrastructure network. Highbeech noted as being dangerous already and concerned what more development adjacent to the road will bring. Aware of need for housing, however sufficient investment in infrastructure needs to happen alongside.	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 Mounon Road. Welsh Government Highway Officers have been consulted on the proposed allocation and have not objected to the inclusion of the Mounon 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 Mounon 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).	No change required.

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		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. Overall, further detailed Transport Assessments (TAs) are to be considered at the pre/planning application stage. Where relevant the detailed TA has the potential to be informed by the outcome of the Welsh Government's WelTAG assessments. 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. In terms of health infrastructure, with regard to lack of NHS dentist and doctors in the locality, the mechanisms for improved health infrastructure sit outside of the planning process. The Council is, however, fully engaged with the health board (ABUHB) to help deliver service improvements in Chepstow and across the County as a whole.	
3790 / Mrs Laura Monks / Objection	Chepstow cannot withhold anymore development until the infrastructure has been improved. Losing the natural beauty that surrounds Chepstow and the entrance to the Wye Valley. Traffic issues on the roundabout and the surrounding area. The site will cause more significant harm to the area. This is not the land for sustainable development. The design is not in keeping with the sustainable values of the area, it looks like boring red brick. Will ruin the	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.	No change required.

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	green spaces. (S14) This is not required in this part of the area and should be supporting current local businesses and small hotels/guest houses.	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 climate and nature emergencies and well-being, whilst also providing additional homes and jobs potential. In terms of site selection and the spatial distribution of growth throughout the county, the Plan's 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. The level of growth apportioned to Chepstow is considered to be consistent with the findings of the SSA, which confirms the dominant role of Chepstow as a Primary Settlement in Monmouthshire, reflecting the range of services and facilities and sustainable transport options, including a train station, available to Chepstow. As brownfield opportunities within existing settlements in Monmouthshire are limited, greenfield edge of settlement opportunities have had to be considered to meet our key housing and employment requirements. Having regard to development considerations and the candidate site assessment process, it is considered that Land at Mounton Road, Chepstow will provide a sustainable affordable housing-led mixed-use development, where there are opportunities to co-locate homes and commercial uses. This was set out in a report to Council in October 2023 whereby Council considered that the benefits of the commercial development and associated job creation at the Mounton Road site outweighed the loss of higher quality agricultural land, given the absence of alternative commercial sites and the importance of Chepstow for tourism as the gateway to the Wye Valley. With regards to traffic congestion concerns, 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	

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		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 Mounton 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.	

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		In terms of the visual impact of the proposal upon the gateway to the Wye Valley, a Landscape Visual Baseline (LVB) (EDP, February 2024) has been submitted, which has identified the baseline conditions of the site and surrounding area and determined those landscape and visual characteristics that might inform the design of the proposals, including recommendations for mitigation. Overall, the report concludes that the site's landscape value is considered medium value and the site's immediate and wider context has a medium overall sensitivity to change. Subject to careful design at all stages and inclusion of the recommendations, there appears to be no landscape or visual reasons which would preclude development of the site. The planning application should be further informed by Landscape and Visual Impact Assessment, which would feed into an iterative design solution. MCC's Landscape Officer considers the site from a landscape and GI perspective to be suitable for residential development. It is considered that with appropriate design and layout with development focused on eastern and north western boundaries of the site the proposed development is visually seen as extension of Chepstow's urban boundary. The design layout on the indicative masterplan seeks to retain and emphasise a parkland character by retaining this area as public parkland open space, a requirement set out in Policy HA3 criterion (g). The indicative masterplan also indicates an appropriate woodland buffer retained to the south west St Lawrence Lane boundary with the open countryside/green wedge setting/ setting with the Wye Valley AONB National Landscape, a requirement of Policy HA3 criterion (i). As such, with these design principles to locate development towards the east of the site and protect and enhance the buffer with the open countryside setting, the landscape impact of the site is acceptable. These high-level landscape design requirements are set out in policies S8 and HA3 and are demonstrated on the submitted indicative Masterplan. Collectively, along with policy S5 – Green Infrastructure, Landscape and Nature Recovery and its associated development management policies there are considered to be sufficient policy requirements to enable the authority 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 also help to ensure development is acceptable.	

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3791 / Mr Leighton Cooke / Objection	There is an urgent need to fix the infrastructure issue before any new developments take place in Chepstow. The roundabout gets gridlocked and puts pedestrians at risk. There needs to be a major upgrade to the Highways.	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 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 Mounton 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).	No change required.

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		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. Overall, further detailed Transport Assessments (TAs) are to be considered at the pre/planning application stage. Where relevant the detailed TA has the potential to be informed by the outcome of the Welsh Government's WelTAG assessments.	
3792 / Ms Leila Preddy / Objection	Increased traffic and pollution concern. Spend money on a bypass. Do not build any more houses in Chepstow.	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	No change required.

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		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 Mounon 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. Overall, further detailed Transport Assessments (TAs) are to be considered at the pre/planning application stage. Where relevant the detailed TA has the potential to be informed by the outcome of the Welsh Government's WelTAG assessments. A proposal for a Chepstow Bypass is not set out within the current Monmouthshire Local Transport Strategy (LTS) road schemes, nor within the Welsh Government Road building programme. With regards to air quality concerns, an Air Quality Assessment (Rappor, April 2024) submitted to support the allocation has demonstrated at this high-level stage of the proposal that air quality levels at the development site (new receptors) would be below the air quality objective levels in the opening year of 2026 and in future year scenarios. Nevertheless, 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	

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		are required to satisfy Policy PM2 – Environmental Amenity, which assesses proposals with regards to amenity issues including air pollution, light pollution and noise pollution.	
3793 / Mrs Leonie Jones / Objection	Development of the site would destroy wildlife rich area of natural beauty. Compromising green space and rural impact of Gateway to Wales through development of buildings and traffic jams no attractive to tourists. Concerned over Highbeech Roundabout impact. Integrity of Chepstow as culturally rich historical Market town situated in rural setting will be spoilt.	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 development is delivered as sustainably as possible and in a balanced manner, having regard to the climate and nature emergencies and well-being, whilst also providing additional homes and jobs potential. In terms of site selection and the spatial distribution of growth throughout the county, the Plan's 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. The level of growth apportioned to Chepstow is considered to be consistent with the findings of the SSA, which confirms the dominant role of Chepstow as a Primary Settlement in Monmouthshire, reflecting the range of services and facilities and sustainable transport options, including a train station, available to Chepstow. As brownfield opportunities within existing settlements in Monmouthshire are limited, greenfield edge of settlement opportunities have had to be considered to meet our key housing and employment requirements. Having regard to development considerations and the candidate site assessment process, it is considered that Land at Mounton Road, Chepstow will provide a sustainable affordable housing-led mixed-use development, where there are opportunities to co-locate homes and commercial uses. This was set out in a report to Council in	No change required.

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		October 2023 whereby Council considered that the benefits of the commercial development and associated job creation at the Mounton Road site outweighed the loss of higher quality agricultural land, given the absence of alternative commercial sites and the importance of Chepstow for tourism as the gateway to the Wye Valley. With regards to traffic congestion concerns, 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 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	

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		roundabout, strategically assessing transport improvements to the town as a whole. Nevertheless, the allocation of Land at Mounon 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. In terms of the visual impact of the proposal upon the gateway to the Wye Valley, a Landscape Visual Baseline (LVB) (EDP, February 2024) has been submitted, which has identified the baseline conditions of the site and surrounding area and determined those landscape and visual characteristics that might inform the design of the proposals, including recommendations for mitigation. Overall, the report concludes that the site's landscape value is considered medium value and the site's immediate and wider context has a medium overall sensitivity to change. Subject to careful design at all stages and inclusion of the recommendations, there appears to be no landscape or visual reasons which would preclude development of the site. The planning application should be further informed by Landscape and Visual Impact Assessment, which would feed into an iterative design solution. MCC's Landscape Officer considers the site from a landscape and GI perspective to be suitable for residential development. It is considered that with appropriate design and layout with development focused on eastern and north western boundaries of the site the proposed development is visually seen as extension of Chepstow's urban boundary. The design layout on the indicative masterplan seeks to retain and emphasise a parkland character by retaining this area as public parkland open space, a requirement set out in Policy HA3 criterion (g). The indicative masterplan also indicates an appropriate woodland buffer retained to the south west St Lawrence Lane boundary with the open countryside/green wedge setting/ setting with the Wye Valley AONB National Landscape, a requirement of Policy HA3 criterion (i). As such, with these design principles to	

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		locate development towards the east of the site and protect and enhance the buffer with the open countryside setting, the landscape impact of the site is acceptable. These high-level landscape design requirements are set out in policies S8 and HA3 and are demonstrated on the submitted indicative Masterplan. Collectively, along with policy S5 – Green Infrastructure, Landscape and Nature Recovery and its associated development management policies there are considered to be sufficient policy requirements to enable the authority 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 also help to ensure development is acceptable. The site contains groups of mature woodland and mature hedgerows which contain several important natural ecological habitats. The protection and preservation of these habitats is a key consideration in the development of the site. MCC's ecologists note that there are no 'in principle' constraints to the future development of the site subject to implementation of a sensitive masterplan design that incorporates appropriate inherent avoidance, mitigation and enhancement measures and provides net benefit for biodiversity. These policy requirements are set out in policies S8 and HA3 criteria (j), (k) and (l) of the RLDP. 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.	
3795 / Mrs Lisa Allbert / Objection	It will increase traffic flow to Larkfield roundabout and cause even more congestion. Place more pressure on schools/doctors. There are no services to support this development. Very high pollution levels already and this will increase. This is a green space local to Chepstow with lots of wildlife habitats	With regards to traffic congestion concerns, 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	No change required.

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	being lost. It will negatively affect existing residents. Infrastructure cannot cope and will get worse with the development.	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 Mounton 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.	

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		With regards to air quality concerns, an Air Quality Assessment (Rappor, April 2024) submitted to support the allocation has demonstrated at this high-level stage of the proposal that air quality levels at the development site (new receptors) would be below the air quality objective levels in the opening year of 2026 and in future year scenarios. Nevertheless, 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. In terms of the visual impact of the proposal upon the gateway to the Wye Valley, a Landscape Visual Baseline (LVB) (EDP, February 2024) has been submitted, which has identified the baseline conditions of the site and surrounding area and determined those landscape and visual characteristics that might inform the design of the proposals, including recommendations for mitigation. Overall, the report concludes that the site's landscape value is considered medium value and the site's immediate and wider context has a medium overall sensitivity to change. Subject to careful design at all stages and inclusion of the recommendations, there appears to be no landscape or visual reasons which would preclude development of the site. The planning application should be further informed by Landscape and Visual Impact Assessment, which would feed into an iterative design solution. MCC's Landscape Officer considers the site from a landscape and GI perspective to be suitable for residential development. It is considered that with appropriate design and layout with development focused on eastern and north western boundaries of the site the proposed development is visually seen as extension of Chepstow's urban boundary. The design layout on the indicative masterplan seeks to retain and emphasise a parkland character by retaining this area as public parkland open space, a requirement set out in Policy HA3 criterion (g). The indicative masterplan also indicates an appropriate woodland buffer retained to the south west St Lawrence Lane boundary with the open countryside/green	

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		wedge setting/ setting with the Wye Valley AONB National Landscape, a requirement of Policy HA3 criterion (i). As such, with these design principles to locate development towards the east of the site and protect and enhance the buffer with the open countryside setting, the landscape impact of the site is acceptable. These high-level landscape design requirements are set out in policies S8 and HA3 and are demonstrated on the submitted indicative Masterplan. Collectively, along with policy S5 – Green Infrastructure, Landscape and Nature Recovery and its associated development management policies there are considered to be sufficient policy requirements to enable the authority 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 also help to ensure development is acceptable. The site contains groups of mature woodland and mature hedgerows which contain several important natural ecological habitats. The protection and preservation of these habitats is a key consideration in the development of the site. MCC's ecologists note that there are no 'in principle' constraints to the future development of the site subject to implementation of a sensitive masterplan design that incorporates appropriate inherent avoidance, mitigation and enhancement measures and provides net benefit for biodiversity. These policy requirements are set out in policies S8 and HA3 criteria (j), (k) and (l) of the RLDP. 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.	
3799 / Mrs Louise Peckham / Objection	Traffic is already difficult and this would add additional volume in the system. The red brick is an eye sore and not empathetic to surroundings. Infrastructure to support development needs implementing first -	With regards to traffic congestion concerns, 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	No change required.

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	GP/dentist and secondary school needs up to date sports facilities for the community.	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 Mounton 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	

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		improvements, are safeguarded from development in Policy ST5 of the RLDP. 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. In terms of health infrastructure, with regard to lack of NHS dentist and doctors in the locality, the mechanisms for improved health infrastructure sit outside of the planning process. The Council is, however, fully engaged with the health board (ABUHB) to help deliver service improvements in Chepstow and across the County as a whole. In terms of the visual impact of the proposal upon the gateway to the Wye Valley, a Landscape Visual Baseline (LVB) (EDP, February 2024) has been submitted, which has identified the baseline conditions of the site and surrounding area and determined those landscape and visual characteristics that might inform the design of the proposals, including recommendations for mitigation. Overall, the report concludes that the site's landscape value is considered medium value and the site's immediate and wider context has a medium overall sensitivity to change. Subject to careful design at all stages and inclusion of the recommendations, there appears to be no landscape or visual reasons which would preclude development of the site. The planning application should be further informed by Landscape and Visual Impact Assessment, which would feed into an iterative design solution. MCC's Landscape Officer considers the site from a landscape and GI perspective to be suitable for residential development. It is considered that with appropriate design and layout with development focused on eastern and north western boundaries of the site the proposed development is visually seen as extension of Chepstow's urban boundary. The design layout on the indicative masterplan seeks to retain and emphasise a parkland character by retaining this area as public parkland open space, a requirement set out in Policy HA3 criterion (g). The indicative masterplan also indicates an appropriate woodland buffer retained to the south west St Lawrence Lane boundary with the open countryside/green	

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3800 / Mrs Louise Prettyjohns / Objection	Objects to development on Greenfield site with existing traffic issues. Affordable housing is required, however stated to be at detriment to the existing residents. States that bypass is required prior to any further development. Concerned re degradation of number of developments on green sites.	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 development is delivered as sustainably as possible and in a balanced manner, having regard to the climate and nature emergencies and well-being, whilst also providing additional homes and jobs potential. In terms of site selection and the spatial distribution of growth throughout the county, the Plan's 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. The level of growth apportioned to Chepstow is considered to be consistent with the findings of the	No change required.

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		SSA, which confirms the dominant role of Chepstow as a Primary Settlement in Monmouthshire, reflecting the range of services and facilities and sustainable transport options, including a train station, available to Chepstow. As brownfield opportunities within existing settlements in Monmouthshire are limited, greenfield edge of settlement opportunities have had to be considered to meet our key housing and employment requirements. Having regard to development considerations and the candidate site assessment process, it is considered that Land at Mounon Road, Chepstow will provide a sustainable affordable housing-led mixed-use development, where there are opportunities to co-locate homes and commercial uses. This was set out in a report to Council in October 2023 whereby Council considered that the benefits of the commercial development and associated job creation at the Mounon Road site outweighed the loss of higher quality agricultural land, given the absence of alternative commercial sites and the importance of Chepstow for tourism as the gateway to the Wye Valley. With regards to traffic congestion concerns, 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 Mounon Road. Welsh Government Highway Officers have been consulted on the proposed allocation and have not objected to the inclusion of the Mounon 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	

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		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 Mounton 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. A proposal for a Chepstow Bypass is not set out within the current Monmouthshire Local Transport Strategy (LTS) road schemes, nor within the Welsh Government Road building programme. In terms of the visual impact of the proposal upon the gateway to the Wye Valley, a Landscape Visual Baseline (LVB) (EDP, February 2024) has been submitted, which has identified the baseline conditions of the site and surrounding area and determined those landscape and visual characteristics that might inform the design of the proposals, including recommendations for mitigation. Overall, the report concludes that the site's landscape value is considered medium value and the site's immediate and wider context has a medium overall sensitivity to change. Subject to careful design at all stages and inclusion of the recommendations, there appears to	

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		be no landscape or visual reasons which would preclude development of the site. The planning application should be further informed by Landscape and Visual Impact Assessment, which would feed into an iterative design solution. MCC's Landscape Officer considers the site from a landscape and GI perspective to be suitable for residential development. It is considered that with appropriate design and layout with development focused on eastern and north western boundaries of the site the proposed development is visually seen as extension of Chepstow's urban boundary. The design layout on the indicative masterplan seeks to retain and emphasise a parkland character by retaining this area as public parkland open space, a requirement set out in Policy HA3 criterion (g). The indicative masterplan also indicates an appropriate woodland buffer retained to the south west St Lawrence Lane boundary with the open countryside/green wedge setting/ setting with the Wye Valley AONB National Landscape, a requirement of Policy HA3 criterion (i). As such, with these design principles to locate development towards the east of the site and protect and enhance the buffer with the open countryside setting, the landscape impact of the site is acceptable. These high-level landscape design requirements are set out in policies S8 and HA3 and are demonstrated on the submitted indicative Masterplan. Collectively, along with policy S5 – Green Infrastructure, Landscape and Nature Recovery and its associated development management policies there are considered to be sufficient policy requirements to enable the authority 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 also help to ensure development is acceptable.	
3805 / Mrs Lydia Whitlock / Objection	The traffic issues of Chepstow needs to be addressed before more traffic is pushed onto Highbeech roundabout. The increased traffic will be detrimental to Chepstow town. House prices will take a hit. A shame to lose the fields.	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	No change required.

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		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 development is delivered as sustainably as possible and in a balanced manner, having regard to the climate and nature emergencies and well-being, whilst also providing additional homes and jobs potential. In terms of site selection and the spatial distribution of growth throughout the county, the Plan's 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. The level of growth apportioned to Chepstow is considered to be consistent with the findings of the SSA, which confirms the dominant role of Chepstow as a Primary Settlement in Monmouthshire, reflecting the range of services and facilities and sustainable transport options, including a train station, available to Chepstow. As brownfield opportunities within existing settlements in Monmouthshire are limited, greenfield edge of settlement opportunities have had to be considered to meet our key housing and employment requirements. Having regard to development considerations and the candidate site assessment process, it is considered that Land at Mounton Road, Chepstow will provide a sustainable affordable housing-led mixed-use development, where there are opportunities to co-locate homes and commercial uses. This was set out in a report to Council in October 2023 whereby Council considered that the benefits of the commercial development and associated job creation at the Mounton Road site outweighed the loss of higher quality agricultural land, given the absence of alternative commercial sites and the importance of Chepstow for tourism as the gateway to the Wye Valley. With regards to traffic congestion concerns, 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	

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		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 Mounton 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	

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		Tunnel Junction and Bristol. These proposals, along with Highbeech Roundabout improvements, are safeguarded from development in Policy ST5 of the RLDP.	
3807 / Ms Lynne Cresswell / Objection	There is no infrastructure to support expanded growth in this area. The traffic is already unmanageable. Further development should be delayed until the Chepstow bypass road is in place. Smell from fast food outlet. Lack of investment in Chepstow high street.	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 development is delivered as sustainably as possible and in a balanced manner, having regard to the climate and nature emergencies and well-being, whilst also providing additional homes and jobs potential. In terms of site selection and the spatial distribution of growth throughout the county, the Plan's 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. The level of growth apportioned to Chepstow is considered to be consistent with the findings of the SSA, which confirms the dominant role of Chepstow as a Primary Settlement in Monmouthshire, reflecting the range of services and facilities and sustainable transport options, including a train station, available to Chepstow. As brownfield opportunities within existing settlements in Monmouthshire are limited, greenfield edge of settlement opportunities have had to be considered to meet our key housing and employment requirements. Having regard to development considerations and the candidate site assessment process, it is considered that Land at Mounon Road, Chepstow will provide a sustainable affordable housing-led mixed-use development, where there are opportunities to co-locate homes and commercial uses. This was set out in a report to Council in October 2023 whereby Council considered that the benefits of the commercial	No change required.

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		development and associated job creation at the Mounton Road site outweighed the loss of higher quality agricultural land, given the absence of alternative commercial sites and the importance of Chepstow for tourism as the gateway to the Wye Valley. With regards to traffic congestion concerns, 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 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	

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		whole. Nevertheless, the allocation of Land at Mounon 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. A proposal for a Chepstow Bypass is not set out within the current Monmouthshire Local Transport Strategy (LTS) road schemes, nor within the Welsh Government Road building programme.	
3809 / Mr & Mrs Malcolm and Janet / Objection	Current infrastructure is totally inadequate and cannot support further housing development. Schools are full. Doctors' surgeries are having difficulties. Too much recent building in Chepstow. Traffic is a nightmare at the moment, and more development will worsen the situation. Pollution is high due to the increasing volume of traffic. The public transport system is inadequate. Has the council put forward the need for a bypass to WG? Developments in Gloucestershire have also contributed to the traffic. Having only one vehicular access seems impractical as the site will be used by commuters. Why is residential development being proposed on a field that floods? What is an attenuation feature? Chepstow is no longer a lovely country town and its character has	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 development is delivered as sustainably as possible and in a balanced manner, having regard to the climate and nature emergencies and well-being, whilst also providing additional homes and jobs potential. In terms of site selection and the spatial distribution of growth throughout the county, the Plan's 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. The level of growth	No change required.

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	changed dramatically in a relatively short time.	apportioned to Chepstow is considered to be consistent with the findings of the SSA, which confirms the dominant role of Chepstow as a Primary Settlement in Monmouthshire, reflecting the range of services and facilities and sustainable transport options, including a train station, available to Chepstow. As brownfield opportunities within existing settlements in Monmouthshire are limited, greenfield edge of settlement opportunities have had to be considered to meet our key housing and employment requirements. Having regard to development considerations and the candidate site assessment process, it is considered that Land at Mounton Road, Chepstow will provide a sustainable affordable housing-led mixed-use development, where there are opportunities to co-locate homes and commercial uses. This was set out in a report to Council in October 2023 whereby Council considered that the benefits of the commercial development and associated job creation at the Mounton Road site outweighed the loss of higher quality agricultural land, given the absence of alternative commercial sites and the importance of Chepstow for tourism as the gateway to the Wye Valley. With regards to traffic congestion concerns, 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	

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		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 Mounton 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. A proposal for a Chepstow Bypass is not set out within the current Monmouthshire Local Transport Strategy (LTS) road schemes, nor within the Welsh Government Road building programme. With regards to flooding concerns, 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. The Flood Map for Planning does not identify any flood zones on the site. The Strategic Flood Consequence High Level Assessment concludes that there are no significant flood risk considerations to the	

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		allocation. The site is located within Zone 1 and is at low risk from all sources of flooding. A preliminary Flood Consequences Assessment (Rappor, updated June 2025) has identified that drainage solutions can be implemented, including on site surface water drainage with a Sustainable Drainage System (SuDS) drained via infiltration. Infiltration testing has been carried out which confirms that that this method of drainage is suitable and viable. Infiltration basins are proposed across the site to serve individual catchments. 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) 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.	
3810 / Mr Mar Bentley / Objection	Development is impossible until major improvements made to local infrastructure. Road above capacity, insufficient GP or dental care available	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	No change required.

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		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 Mounon 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. 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. In terms of health infrastructure, with regard to lack of NHS dentist and doctors in the locality, the mechanisms for improved health infrastructure sit outside of the planning process. The Council is, however, fully engaged with the health board (ABUHB) to help deliver service improvements in Chepstow and across the County as a whole.	

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3812 / Mrs Margaret-Anne Hall / Objection	The area should be left as it is. There is too much traffic affecting Chepstow. The infrastructure needed for more homes is not there. The traffic would worsen.	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 development is delivered as sustainably as possible and in a balanced manner, having regard to the climate and nature emergencies and well-being, whilst also providing additional homes and jobs potential. In terms of site selection and the spatial distribution of growth throughout the county, the Plan's 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. The level of growth apportioned to Chepstow is considered to be consistent with the findings of the SSA, which confirms the dominant role of Chepstow as a Primary Settlement in Monmouthshire, reflecting the range of services and facilities and sustainable transport options, including a train station, available to Chepstow. As brownfield opportunities within existing settlements in Monmouthshire are limited, greenfield edge of settlement opportunities have had to be considered to meet our key housing and employment requirements. Having regard to development considerations and the candidate site assessment process, it is considered that Land at Mounton Road, Chepstow will provide a sustainable affordable housing-led mixed-use development, where there are opportunities to co-locate homes and commercial uses. This was set out in a report to Council in October 2023 whereby Council considered that the benefits of the commercial development and associated job creation at the Mounton Road site outweighed the loss of higher quality agricultural land, given the absence of alternative	No change required.

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		commercial sites and the importance of Chepstow for tourism as the gateway to the Wye Valley. With regards to traffic congestion concerns, 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 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 Mounton Road is in a unique position to identify and safeguard land in the southeast part of the site for potential	

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		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.	
3813 / Mrs Marion Bower / Objection	Should the proposed development plan for Mounon Road Chepstow be allowed, it will significantly increase traffic accessing the A466 onto the Highbeech Roundabout. Concerns over congestions, safety as it a dangerous road, and is currently unable to facilitate the development, without appropriate mitigation it should not be allowed.	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 development is delivered as sustainably as possible and in a balanced manner, having regard to the climate and nature emergencies and well-being, whilst also providing additional homes and jobs potential. In terms of site selection and the spatial distribution of growth throughout the county, the Plan's 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. The level of growth apportioned to Chepstow is considered to be consistent with the findings of the SSA, which confirms the dominant role of Chepstow as a Primary Settlement in Monmouthshire, reflecting the range of services and facilities and sustainable transport options, including a train station, available to Chepstow.	No change required.

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		As brownfield opportunities within existing settlements in Monmouthshire are limited, greenfield edge of settlement opportunities have had to be considered to meet our key housing and employment requirements. Having regard to development considerations and the candidate site assessment process, it is considered that Land at Mounton Road, Chepstow will provide a sustainable affordable housing-led mixed-use development, where there are opportunities to co-locate homes and commercial uses. This was set out in a report to Council in October 2023 whereby Council considered that the benefits of the commercial development and associated job creation at the Mounton Road site outweighed the loss of higher quality agricultural land, given the absence of alternative commercial sites and the importance of Chepstow for tourism as the gateway to the Wye Valley. With regards to traffic congestion concerns, 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.	

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		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 Mounton 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.	
3820 / Sarah Campbell / Objection	Objections regarding increased air pollution, roads are heavily congested particularly at Highbeech roundabout, Chepstow has limited infrastructure capacity to accommodate additional residents with schools oversubscribed, healthcare services overstretched, lack of supermarkets and leisure facilities. Threatens to degrade the natural and historical character of Chepstow and it is prime agricultural land.	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 development is delivered as sustainably as possible and in a balanced manner, having regard to the climate and nature emergencies and well-being, whilst also providing additional homes and jobs potential.	No change required.

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		In terms of site selection and the spatial distribution of growth throughout the county, the Plan's 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. The level of growth apportioned to Chepstow is considered to be consistent with the findings of the SSA, which confirms the dominant role of Chepstow as a Primary Settlement in Monmouthshire, reflecting the range of services and facilities and sustainable transport options, including a train station, available to Chepstow. As brownfield opportunities within existing settlements in Monmouthshire are limited, greenfield edge of settlement opportunities have had to be considered to meet our key housing and employment requirements. Having regard to development considerations and the candidate site assessment process, it is considered that Land at Mounton Road, Chepstow will provide a sustainable affordable housing-led mixed-use development, where there are opportunities to co-locate homes and commercial uses. This was set out in a report to Council in October 2023 whereby Council considered that the benefits of the commercial development and associated job creation at the Mounton Road site outweighed the loss of higher quality agricultural land, given the absence of alternative commercial sites and the importance of Chepstow for tourism as the gateway to the Wye Valley. With regards to traffic congestion concerns, the operational capacity of the Highbeechee 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.	

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		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 Mounon 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. 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	

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		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. In terms of health infrastructure, with regard to lack of NHS dentist and doctors in the locality, the mechanisms for improved health infrastructure sit outside of the planning process. The Council is, however, fully engaged with the health board (ABUHB) to help deliver service improvements in Chepstow and across the County as a whole. In terms of the visual impact of the proposal upon the gateway to the Wye Valley, a Landscape Visual Baseline (LVB) (EDP, February 2024) has been submitted, which has identified the baseline conditions of the site and surrounding area and determined those landscape and visual characteristics that might inform the design of the proposals, including recommendations for mitigation. Overall, the report concludes that the site's landscape value is considered medium value and the site's immediate and wider context has a medium overall sensitivity to change. Subject to careful design at all stages and inclusion of the recommendations, there appears to be no landscape or visual reasons which would preclude development of the site. The planning application should be further informed by Landscape and Visual Impact Assessment, which would feed into an iterative design solution. MCC's Landscape Officer considers the site from a landscape and GI perspective to be suitable for residential development. It is considered that with appropriate design and layout with development focused on eastern and north western boundaries of the site the proposed development is visually seen as extension of Chepstow's urban boundary. The design layout on the indicative masterplan seeks to retain and emphasise a parkland character by retaining this area as public parkland open space, a requirement set out in Policy HA3 criterion (g). The indicative masterplan also indicates an appropriate woodland buffer retained to the south west St Lawrence Lane boundary with the open countryside/green wedge setting/ setting with the Wye Valley AONB National Landscape, a requirement of Policy HA3 criterion (i). As such, with these design principles to locate development towards the east of the site and protect and enhance the buffer with the open countryside setting, the landscape impact of the site is acceptable. These high-level landscape design requirements are set out in policies S8 and HA3 and are demonstrated on the submitted indicative Masterplan. Collectively, along with policy S5 – Green Infrastructure, Landscape and Nature	

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		Recovery and its associated development management policies there are considered to be sufficient policy requirements to enable the authority 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 also help to ensure development is acceptable. The site contains groups of mature woodland and mature hedgerows which contain several important natural ecological habitats. The protection and preservation of these habitats is a key consideration in the development of the site. MCC's ecologists note that there are no 'in principle' constraints to the future development of the site subject to implementation of a sensitive masterplan design that incorporates appropriate inherent avoidance, mitigation and enhancement measures and provides net benefit for biodiversity. These policy requirements are set out in policies S8 and HA3 criteria (j), (k) and (l) of the RLDP. 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.	
3827 / Seb Heming / Objection	Traffic congestion, air pollution, healthcare infrastructure strain, cumulative impact of development in Portskewett/Caldicot and from England (Beachley), conflict with environment/ biodiversity policies, site is within green wedge and landscape impact on Wye Valley, impact on nearby listed buildings.	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 development is delivered as sustainably as possible and in a balanced manner, having regard to the climate and	No change required.

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		nature emergencies and well-being, whilst also providing additional homes and jobs potential. In terms of site selection and the spatial distribution of growth throughout the county, the Plan's 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. The level of growth apportioned to Chepstow is considered to be consistent with the findings of the SSA, which confirms the dominant role of Chepstow as a Primary Settlement in Monmouthshire, reflecting the range of services and facilities and sustainable transport options, including a train station, available to Chepstow. As brownfield opportunities within existing settlements in Monmouthshire are limited, greenfield edge of settlement opportunities have had to be considered to meet our key housing and employment requirements. Having regard to development considerations and the candidate site assessment process, it is considered that Land at Mounton Road, Chepstow will provide a sustainable affordable housing-led mixed-use development, where there are opportunities to co-locate homes and commercial uses. This was set out in a report to Council in October 2023 whereby Council considered that the benefits of the commercial development and associated job creation at the Mounton Road site outweighed the loss of higher quality agricultural land, given the absence of alternative commercial sites and the importance of Chepstow for tourism as the gateway to the Wye Valley. With regards to traffic congestion concerns, 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	

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		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 Mounton 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. 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	

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		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. In terms of health infrastructure, with regard to lack of NHS dentist and doctors in the locality, the mechanisms for improved health infrastructure sit outside of the planning process. The Council is, however, fully engaged with the health board (ABUHB) to help deliver service improvements in Chepstow and across the County as a whole. In terms of the visual impact of the proposal upon the gateway to the Wye Valley, a Landscape Visual Baseline (LVB) (EDP, February 2024) has been submitted, which has identified the baseline conditions of the site and surrounding area and determined those landscape and visual characteristics that might inform the design of the proposals, including recommendations for mitigation. Overall, the report concludes that the site's landscape value is considered medium value and the site's immediate and wider context has a medium overall sensitivity to change. Subject to careful design at all stages and inclusion of the recommendations, there appears to be no landscape or visual reasons which would preclude development of the site. The planning application should be further informed by Landscape and Visual Impact Assessment, which would feed into an iterative design solution. MCC's Landscape Officer considers the site from a landscape and GI perspective to be suitable for residential development. It is considered that with appropriate design and layout with development focused on eastern and north western boundaries of the site the proposed development is visually seen as extension of Chepstow's urban boundary. The design layout on the indicative masterplan seeks to retain and emphasise a parkland character by retaining this area as public parkland open space, a requirement set out in Policy HA3 criterion (g). The indicative masterplan also indicates an appropriate woodland buffer retained to the south west St Lawrence Lane boundary with the open countryside/green wedge setting/ setting with the Wye Valley AONB National Landscape, a requirement of Policy HA3 criterion (i). As such, with these design principles to locate development towards the east of the site and protect and enhance the buffer with the open countryside setting, the landscape impact of the site is acceptable. These high-level landscape design requirements are set out in policies	

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		S8 and HA3 and are demonstrated on the submitted indicative Masterplan. Collectively, along with policy S5 – Green Infrastructure, Landscape and Nature Recovery and its associated development management policies there are considered to be sufficient policy requirements to enable the authority 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 also help to ensure development is acceptable. The site contains groups of mature woodland and mature hedgerows which contain several important natural ecological habitats. The protection and preservation of these habitats is a key consideration in the development of the site. MCC's ecologists note that there are no 'in principle' constraints to the future development of the site subject to implementation of a sensitive masterplan design that incorporates appropriate inherent avoidance, mitigation and enhancement measures and provides net benefit for biodiversity. These policy requirements are set out in policies S8 and HA3 criteria (j), (k) and (l) of the RLDP. 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. In relation to developing within a green wedge, a Green Wedge Review has been undertaken which concludes that 'The parcel makes a moderate contribution to preventing settlement coalescence, managing urban form, safeguarding the countryside from encroachment and protecting the setting of an urban area. It plays a 'moderate buffer role.' It is therefore, proposed to remove the green wedge designation that contains the Mounton Road allocation. The removal of this parcel of land is also considered to align with national policy, whereby PPW notes that green wedge boundaries should be chosen carefully using physical features and boundaries to include only that land which it is necessary to keep open in the longer term. Ensuring a sufficient range of development land which is suitably located in relation to the existing urban edge should be made available, having regard to the longer-term need for development land, the effects of development	

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		pressure in the area and the need to minimise demand to travel. For further information please refer to the Green Wedge Assessments (LUC, 2024) and Green Wedge Review (2025).	
3829 / Sharon Hooker / Objection	Concerns re increased traffic and lack of infrastructure causing air pollution and having a negative impact on resident's health and wellbeing. Suggests air quality has not improved since 2007 study. Concerns there is no infrastructure plans to mitigate traffic growth. Concerns the development is therefore in conflict with Welsh Governments Wellbeing Objectives, ISA, The Public Health Wales Act 2017, Wellbeing of Future Generations Act (Wales 2015), The Planning Act Wales 2015, PPW12, Gwent PSB Wellbeing Plan Steps, Community and Corporate Plan. RLDP Objectives, 3, 8, 12, 14, and 17, Environment Air Quality and Soundscapes Wales Act 2024, Health and Social Care Quality and Engagement Act Wales 2020, and Historic Environment Wales Act 2023. Concerns housing growth figures are based on unachievable job growth levels increasing out commuting and private car usage. Concerns development on this site was previously refused so what has changed?	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 jobs figure contained in the RLDP is based on demographic-led modelling which is considered to be robust and includes appropriate assumptions. The associated jobs figure represents the number of jobs that could be supported by the population and housing growth planned for over the Plan period, rather than a precise target. It is recognised that it is above the baseline forecasts, however, a policy-on approach provides an appropriate basis for the RLDP to ensure that the Plan can be sufficiently flexible in respect of changing circumstances and that the County can support long term growth in accordance with Welsh Government policy, which encourages the adoption of a long term and positive strategy, and the economic ambitions of the Council and the Cardiff Capital Region. With regards to concern of the proposal attracting out commuters, a key objective of the Replacement Local Development Plan (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. The mixed-use allocation which includes provision for commercial (employment) uses, such as a hotel and residential care home (C2) is an integral element of the allocation to serve both the development site and the wider Chepstow area. The scale of commercial provision reflects a balance between the creation of a sustainable community and job provision/ support for Monmouthshire's economy.	No change required.

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		With regards to traffic congestion concerns, the operational capacity of the Highbeeche 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 Highbeeche 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 Highbeeche 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 Mounton 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).	

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		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. Overall, further detailed Transport Assessments (TAs) are to be considered at the pre/planning application stage. Where relevant the detailed TA has the potential to be informed by the outcome of the Welsh Government's WelTAG assessments. With regards to air quality concerns, an Air Quality Assessment (Rappor, April 2024) submitted to support the allocation has demonstrated at this high-level stage of the proposal that air quality levels at the development site (new receptors) would be below the air quality objective levels in the opening year of 2026 and in future year scenarios. Nevertheless, 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. DC/2013/00571 for development at this site was refused 13.01/2017 for numerous reasons, however with the key reason that 'the site is outside the Chepstow Development Boundary and contrary to the housing strategy of the objectives of Policy S1.' The site has been promoted through the candidate site and Replacement Local Development Plan process and therefore is justified within the context of the RLDP's overarching growth strategy and, therefore, addresses this concern. With regards to the other reasons for refusal: harm to green wedge, unacceptable impact of Grade II listed building, landscape character impact and implications for	

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		minerals extraction these development considerations have been addressed at a high level as part of the candidate site assessment process. As part of the Green Wedge Review the parcel of land has been removed as a green wedge designation. The review considered that ‘the tree belt along St Lawrence Lane forms a strong boundary to the land south west, and the A48 forms a boundary to the south east limiting the impact that development here would have on the adjacent land and on the remaining gap between Chepstow and Pwllmeyric. The parcel makes a moderate contribution to preventing settlement coalescence, managing urban form, safeguarding the countryside from encroachment and protecting the setting of an urban area. It plays a ‘moderate buffer role.’ For further detailed information please refer to the Green Wedge Assessments (LUC, 2024) and Green Wedge Review. In terms of impact upon the Grade II listed building, MCC’S Heritage Officer’s view is that the retention of the western edge of the site as open parkland on the indicative masterplan ensures the setting of the historic environment can be mitigated. This policy requirement is set out in HA3 criterion (g) of the Plan. In relation to landscape impact on the site, MCC’s Landscape Officer considers the site from a landscape and GI perspective to be suitable for residential development. It is considered that with appropriate design and layout with development focused on eastern and north western boundaries of the site the proposed development is visually seen as extension of Chepstow’s urban boundary. The design layout on the indicative masterplan seeks to retain and emphasise a parkland character by retaining this area as public parkland open space, a requirement set out in Policy HA3 criterion (g). The indicative masterplan also indicates an appropriate woodland buffer retained to the south west St Lawrence Lane boundary with the open countryside/green wedge setting/ setting with the Wye Valley AONB National Landscape, a requirement of Policy HA3 criterion (i). As such, with these design principles to locate development towards the east of the site and protect and enhance the buffer with the open countryside setting, the landscape impact of the site is acceptable. These high-level landscape design requirements are set out in policies S8 and HA3 and are demonstrated on the submitted indicative Masterplan. Collectively, along with policy S5 – Green Infrastructure, Landscape and Nature Recovery and its associated development management policies there are considered to be sufficient policy requirements to	

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		enable the authority 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 also help to ensure development is acceptable. With regards to mineral extraction, the site is located within the Limestone Carboniferous Category 1 Safeguarding Area (BGS) however, the site is adjacent to the existing settlement of Chepstow and consequently mineral extraction would not be feasible in this location.	
3831 / Sophie Adams / Objection	Concerns re negative impact on public infrastructure and the loss of parkland and farm land and goes against the areas title as the gateway to Wales. Concerns re increased traffic and pollution that would be caused by this development and various highly congested areas near the site. There should be absolutely no consideration of any future housing developments in the Chepstow area until a bypass is created which would relieve a majority of traffic directly to and from the Severn bridge. Door mice and bats have also been found in the proposed site which are protective species along with two large badger sets.	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 development is delivered as sustainably as possible and in a balanced manner, having regard to the climate and nature emergencies and well-being, whilst also providing additional homes and jobs potential. In terms of site selection and the spatial distribution of growth throughout the county, the Plan's 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. The level of growth apportioned to Chepstow is considered to be consistent with the findings of the SSA, which confirms the dominant role of Chepstow as a Primary Settlement in Monmouthshire, reflecting the range of services and facilities and sustainable transport options, including a train station, available to Chepstow.	No change required.

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		As brownfield opportunities within existing settlements in Monmouthshire are limited, greenfield edge of settlement opportunities have had to be considered to meet our key housing and employment requirements. Having regard to development considerations and the candidate site assessment process, it is considered that Land at Mounton Road, Chepstow will provide a sustainable affordable housing-led mixed-use development, where there are opportunities to co-locate homes and commercial uses. This was set out in a report to Council in October 2023 whereby Council considered that the benefits of the commercial development and associated job creation at the Mounton Road site outweighed the loss of higher quality agricultural land, given the absence of alternative commercial sites and the importance of Chepstow for tourism as the gateway to the Wye Valley. With regards to traffic congestion concerns, 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.	

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		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 Mounton 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. A proposal for a Chepstow Bypass is not set out within the current Monmouthshire Local Transport Strategy (LTS) road schemes, nor within the Welsh Government Road building programme. 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. In terms of health infrastructure, with regard to lack of NHS dentist and doctors in the locality, the mechanisms for improved health infrastructure sit outside of the planning process. The Council is, however, fully engaged with the	

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		health board (ABUHB) to help deliver service improvements in Chepstow and across the County as a whole. In terms of the visual impact of the proposal upon the gateway to the Wye Valley, a Landscape Visual Baseline (LVB) (EDP, February 2024) has been submitted, which has identified the baseline conditions of the site and surrounding area and determined those landscape and visual characteristics that might inform the design of the proposals, including recommendations for mitigation. Overall, the report concludes that the site's landscape value is considered medium value and the site's immediate and wider context has a medium overall sensitivity to change. Subject to careful design at all stages and inclusion of the recommendations, there appears to be no landscape or visual reasons which would preclude development of the site. The planning application should be further informed by Landscape and Visual Impact Assessment, which would feed into an iterative design solution. MCC's Landscape Officer considers the site from a landscape and GI perspective to be suitable for residential development. It is considered that with appropriate design and layout with development focused on eastern and north western boundaries of the site the proposed development is visually seen as extension of Chepstow's urban boundary. The design layout on the indicative masterplan seeks to retain and emphasise a parkland character by retaining this area as public parkland open space, a requirement set out in Policy HA3 criterion (g). The indicative masterplan also indicates an appropriate woodland buffer retained to the south west St Lawrence Lane boundary with the open countryside/green wedge setting/ setting with the Wye Valley AONB National Landscape, a requirement of Policy HA3 criterion (i). As such, with these design principles to locate development towards the east of the site and protect and enhance the buffer with the open countryside setting, the landscape impact of the site is acceptable. These high-level landscape design requirements are set out in policies S8 and HA3 and are demonstrated on the submitted indicative Masterplan. Collectively, along with policy S5 – Green Infrastructure, Landscape and Nature Recovery and its associated development management policies there are considered to be sufficient policy requirements to enable the authority 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	

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		Country Planning (Environmental Impact Assessment) (Wales) Regulations 2017 and PPW12 will also help to ensure development is acceptable. The site contains groups of mature woodland and mature hedgerows which contain several important natural ecological habitats. The protection and preservation of these habitats is a key consideration in the development of the site. MCC's ecologists note that there are no 'in principle' constraints to the future development of the site subject to implementation of a sensitive masterplan design that incorporates appropriate inherent avoidance, mitigation and enhancement measures and provides net benefit for biodiversity. These policy requirements are set out in policies S8 and HA3 criteria (j), (k) and (l) of the RLDP. 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. In relation to developing within a green wedge, a Green Wedge Review has been undertaken which concludes that 'The parcel makes a moderate contribution to preventing settlement coalescence, managing urban form, safeguarding the countryside from encroachment and protecting the setting of an urban area. It plays a 'moderate buffer role.' It is therefore, proposed to remove the green wedge designation that contains the Mounton Road allocation. The removal of this parcel of land is also considered to align with national policy, whereby PPW notes that green wedge boundaries should be chosen carefully using physical features and boundaries to include only that land which it is necessary to keep open in the longer term. Ensuring a sufficient range of development land which is suitably located in relation to the existing urban edge should be made available, having regard to the longer-term need for development land, the effects of development pressure in the area and the need to minimise demand to travel. For further information please refer to the Green Wedge Assessments (LUC, 2024) and Green Wedge Review (2025).	

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3841 / Mr Mark Orchard / Objection	Little or no consideration given to how the increased traffic around Highbeech roundabout will be handled. The current situation is unacceptable. The development must not go ahead without a full review of traffic conditions.	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 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 Mounton 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).	No change required.

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		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. Overall, further detailed Transport Assessments (TAs) are to be considered at the pre/planning application stage. Where relevant the detailed TA has the potential to be informed by the outcome of the Welsh Government's WelTAG assessments.	
3843 / Martin Griffiths / Objection	There is insufficient capacity within the road systems and infrastructure in the area to support a development of this size over the ones that have already been built in this area. Would like the site to be rejected. It is placed on a designated green wedge and will have a detrimental impact on this rural town. There is insufficient road support.	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	No change required.

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		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 Mounon 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. Overall, further detailed Transport Assessments (TAs) are to be considered at the pre/planning application stage. Where relevant the detailed TA has the potential to be informed by the outcome of the Welsh Government's WelTAG assessments. In relation to developing within a green wedge, a Green Wedge Review has been undertaken which concludes that 'The parcel makes a moderate contribution to preventing settlement coalescence, managing urban form, safeguarding the countryside from encroachment and protecting the setting of an urban area. It plays a 'moderate buffer role.' It is therefore, proposed to remove the green wedge designation that contains the Mounon Road allocation. The removal of this parcel of land is also considered to align with national policy, whereby PPW notes that green wedge boundaries should be chosen carefully using physical features and boundaries to include only that land which it is necessary to keep open in the longer term. Ensuring a sufficient range of development land which is suitably located in relation to the existing urban edge should be made available, having regard to the longer-term need for development land, the effects of development pressure in the area and the need to minimise demand to travel. For further	

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		information please refer to the Green Wedge Assessments (LUC, 2024) and Green Wedge Review (2025).	
3853 / Mrs Melanie Nicholas / Objection	HA3 – Land at Mounton Road, Chepstow - The wye valley road cannot support any more traffic associated with the extra houses that are proposed to be built in the fields adjacent to it.	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 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 Mounton Road is in a unique position to identify and safeguard land in the southeast part of the site for potential	No change required.

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		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. Overall, further detailed Transport Assessments (TAs) are to be considered at the pre/planning application stage. Where relevant the detailed TA has the potential to be informed by the outcome of the Welsh Government's WelTAG assessments. In relation to developing within a green wedge, a Green Wedge Review has been undertaken which concludes that 'The parcel makes a moderate contribution to preventing settlement coalescence, managing urban form, safeguarding the countryside from encroachment and protecting the setting of an urban area. It plays a 'moderate buffer role.' It is therefore, proposed to remove the green wedge designation that contains the Mounon Road allocation. The removal of this parcel of land is also considered to align with national policy, whereby PPW notes that green wedge boundaries should be chosen carefully using physical features and boundaries to include only that land which it is necessary to keep open in the longer term. Ensuring a sufficient range of development land which is suitably located in relation to the existing urban edge should be made available, having regard to the longer-term need for development land, the effects of development pressure in the area and the need to minimise demand to travel. For further information please refer to the Green Wedge Assessments (LUC, 2024) and Green Wedge Review (2025).	
3853 / Mrs Melanie Nicholas / Objection	Planning should not be granted in that part of Chepstow. The wye valley road is constantly blocked with traffic and cannot take anymore	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 Mounon Road. Welsh Government Highway Officers have been consulted on the proposed allocation and have not objected to the inclusion of the Mounon Road as a site allocation, subject to any development coming forward being in line with principles of the Wales Transport Strategy (WTS),	No change required.

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		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 Mounton 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	

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		Tunnel Junction and Bristol. These proposals, along with Highbeech Roundabout improvements, are safeguarded from development in Policy ST5 of the RLDP. Overall, further detailed Transport Assessments (TAs) are to be considered at the pre/planning application stage. Where relevant the detailed TA has the potential to be informed by the outcome of the Welsh Government's WelTAG assessments. In relation to developing within a green wedge, a Green Wedge Review has been undertaken which concludes that 'The parcel makes a moderate contribution to preventing settlement coalescence, managing urban form, safeguarding the countryside from encroachment and protecting the setting of an urban area. It plays a 'moderate buffer role.' It is therefore, proposed to remove the green wedge designation that contains the Mounton Road allocation. The removal of this parcel of land is also considered to align with national policy, whereby PPW notes that green wedge boundaries should be chosen carefully using physical features and boundaries to include only that land which it is necessary to keep open in the longer term. Ensuring a sufficient range of development land which is suitably located in relation to the existing urban edge should be made available, having regard to the longer-term need for development land, the effects of development pressure in the area and the need to minimise demand to travel. For further information please refer to the Green Wedge Assessments (LUC, 2024) and Green Wedge Review (2025).	
3855 / Mr Michael George Shean / Objection	Development was refused on this site on highways grounds and nothing has changed on that front. The situation will worsen in the intervening period due to nearby residential development. No sign of a Chepstow bypass. No contribution towards infrastructure is highlighted in these latest proposals. Where is the evidence of need for the care home? Where is the evidence for the need for the hotel? The highways impact will be catastrophic to traffic flow and air pollution levels. Safety concern regarding a	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.	No change required.

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	pedestrian access to the site being so close to Highbeech roundabout and crossing the A466 at such a busy point is dangerous.	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 Mounon 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. Overall, further detailed Transport Assessments (TAs) are to be considered at the pre/planning application stage. Where relevant the detailed TA has the potential to be informed by the outcome of the Welsh Government's WelTAG assessments. A proposal for a Chepstow Bypass is not set out within the current Monmouthshire Local Transport Strategy (LTS) road schemes, nor within the Welsh Government	

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		Road building programme. With regards to air quality concerns, an Air Quality Assessment (Rappor, April 2024) submitted to support the allocation has demonstrated at this high-level stage of the proposal that air quality levels at the development site (new receptors) would be below the air quality objective levels in the opening year of 2026 and in future year scenarios. Nevertheless, 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. With regard to concerns on whether a hotel/carehome is required in the locality, the RLDP's approach to sustaining Monmouthshire's visitor economy is consistent with national policy (PPW and Future Wales), which advocates an approach for LDPs to plan positively and recognise the importance of providing employment land for economic prosperity and job creation in both urban and rural areas. The RLDP seeks to support economic growth, including the visitor economy which is a fundamental part of the County's economy. The Council's Tourism Strategy is seeking to increase overnight stay within Monmouthshire as current statistics indicate that most of Monmouthshire's visitors are day visitors (see Monmouthshire's Destination Management Plan 2017-2020 for further information). The proposed mixed-use allocation at Mounton Road being edge of settlement and approximately a 20-minute walk to the town centre, is considered to meet national planning policy objectives, as well as RLDP objectives: Objective 1 Economic Growth/Employment; Objective 2 sustaining and enhancing Monmouthshire's town centres; and Objective 16 Culture, Heritage and Welsh Language. The site's sustainable location provides the opportunity for visitors/employees to walk to Chepstow's town centre and enable visitor trips to the high street and local businesses.	

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3856 / Mr Michael Griffiths / Objection	Not to proceed until the traffic issues at Highbeech roundabout have been resolved to allow for the extra vehicles the proposal will generate. Current road layout is unsuitable.	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 Mounon Road. Welsh Government Highway Officers have been consulted on the proposed allocation and have not objected to the inclusion of the Mounon 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 Mounon 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).	No change required.

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		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. Overall, further detailed Transport Assessments (TAs) are to be considered at the pre/planning application stage. Where relevant the detailed TA has the potential to be informed by the outcome of the Welsh Government's WelTAG assessments.	
3857 / Mr Michael Gwyther / Objection	The proposed Mounton Road, Chepstow development is certainly deliverable, but I question on what objective basis it is viable. The proposed access to the site from the A466 is situated in a section of road that already operates at over its capacity during the busiest hours. Very significant highway improvements would be required to make the proposed site viable in this respect.	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	No change required.

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		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 Mounton 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. Overall, further detailed Transport Assessments (TAs) are to be considered at the pre/planning application stage. Where relevant the detailed TA has the potential to be informed by the outcome of the Welsh Government's WelTAG assessments.	
3857 / Mr Michael Gwyther / Objection	The HA3 Mounton Road development proposal appears to conflict with several key legal and policy frameworks that guide sustainable development in Wales. The Planning (Wales) Act 2015, along with the Wellbeing of Future Generations (Wales) Act 2015, The Integrated Sustainability Appraisal (ISA) for the Monmouthshire Replacement Local Development Plan (RLDP), The Welsh Government's Environmental Air Quality and Soundscapes Act 2024 and the Public Health Act 2017 also appear to be in conflict with the	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 jobs figure contained in the RLDP is based on demographic-led modelling which is considered to be robust and includes appropriate assumptions. The associated jobs figure represents the number of jobs that could be supported by the	No change required.

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	proposed development. The proposed development HA3, Mounton Road, Chepstow, is incompatible with the need for sustainable growth in Chepstow, which has limited infrastructure capacity to accommodate additional residents. There is no clear plan to address this potential strain on services, particularly in light of the area's existing air pollution and traffic congestion. I question also the economic impact of the development - development will contribute to local job creation, but residents are concerned that the new homes will mainly attract out-commuters; this will not contribute to Chepstow's local economy but instead increase the number of people dependent on cars for commuting. Moreover, the design of the development, including the potential for taller buildings for the care home and hotel, raises concerns about the impact on the town's character and the surrounding landscape. This concern aligns with the objectives of the Historic Environment Wales Act (2023). I would also like to take this opportunity to comment on the lack of imagination shown in the allocation of development land in and around Chepstow. The proposed Mounton site is merely a carry-over from previous, failed, planning applications.	population and housing growth planned for over the Plan period, rather than a precise target. It is recognised that it is above the baseline forecasts, however, a policy-on approach provides an appropriate basis for the RLDP to ensure that the Plan can be sufficiently flexible in respect of changing circumstances and that the County can support long term growth in accordance with Welsh Government policy, which encourages the adoption of a long term and positive strategy, and the economic ambitions of the Council and the Cardiff Capital Region. With regards to concern of the proposal attracting out commuters, a key objective of the Replacement Local Development Plan (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. The mixed-use allocation which includes provision for commercial (employment) uses, such as a hotel and residential care home (C2) is an integral element of the allocation to serve both the development site and the wider Chepstow area. The scale of commercial provision reflects a balance between the creation of a sustainable community and job provision/ support for Monmouthshire's economy. With regard to concerns on whether a hotel/carehome is required in the locality, the RLDP's approach to sustaining Monmouthshire's visitor economy is consistent with national policy (PPW and Future Wales), which advocates an approach for LDPs to plan positively and recognise the importance of providing employment land for economic prosperity and job creation in both urban and rural areas. The RLDP seeks to support economic growth, including the visitor economy which is a fundamental part of the County's economy. The Council's Tourism Strategy is seeking to increase overnight stay within Monmouthshire as current statistics indicate that most of Monmouthshire's visitors are day visitors (see Monmouthshire's Destination Management Plan 2017-2020 for further information). The proposed mixed-use allocation at Mounton Road being edge of settlement and approximately a 20-minute walk to the town centre, is considered to meet national planning policy objectives, as well as RLDP objectives: Objective 1 Economic Growth/Employment; Objective 2 sustaining and enhancing Monmouthshire's town centres; and Objective 16 Culture, Heritage and Welsh Language. The site's sustainable location provides the opportunity for	

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		visitors/employees to walk to Chepstow's town centre and enable visitor trips to the high street and local businesses. With regards to traffic congestion concerns, 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 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 Mounton Road is in a unique position to identify and safeguard land in the southeast part of the site for potential	

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		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. Overall, further detailed Transport Assessments (TAs) are to be considered at the pre/planning application stage. Where relevant the detailed TA has the potential to be informed by the outcome of the Welsh Government's WelTAG assessments. With regards to air quality concerns, an Air Quality Assessment (Rappor, April 2024) submitted to support the allocation has demonstrated at this high-level stage of the proposal that air quality levels at the development site (new receptors) would be below the air quality objective levels in the opening year of 2026 and in future year scenarios. Nevertheless, 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. In relation to concern of visual amenity impact of the care-home/hotel building proposals are required to satisfy Policy PM1 –Creating well-designed places, which assesses proposals with regards to form, siting, scale, height, massing, materials and layout of its setting. DC/2013/00571 for development at this site was refused 13.01/2017 for numerous reasons, however with the key reason that 'the site is outside the Chepstow Development Boundary and contrary to the housing strategy of the objectives of Policy S1.'	

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		The site has been promoted through the candidate site and Replacement Local Development Plan process and therefore is justified within the context of the RLDP's overarching growth strategy and, therefore, addresses this concern. With regards to the other reasons for refusal: harm to green wedge, unacceptable impact of Grade II listed building, landscape character impact and implications for minerals extraction these development considerations have been addressed at a high level as part of the candidate site assessment process. As part of the Green Wedge Review the parcel of land has been removed as a green wedge designation. The review considered that 'the tree belt along St Lawrence Lane forms a strong boundary to the land south west, and the A48 forms a boundary to the south east limiting the impact that development here would have on the adjacent land and on the remaining gap between Chepstow and Pwllmeyric. The parcel makes a moderate contribution to preventing settlement coalescence, managing urban form, safeguarding the countryside from encroachment and protecting the setting of an urban area. It plays a 'moderate buffer role.' For further detailed information please refer to the Green Wedge Assessments (LUC, 2024) and Green Wedge Review. In terms of impact upon the Grade II listed building, MCC'S Heritage Officer's view is that the retention of the western edge of the site as open parkland on the indicative masterplan ensures the setting of the historic environment can be mitigated. This policy requirement is set out in HA3 criterion (g) of the Plan. In relation to landscape impact on the site, MCC's Landscape Officer considers the site from a landscape and GI perspective to be suitable for residential development. It is considered that with appropriate design and layout with development focused on eastern and north western boundaries of the site the proposed development is visually seen as extension of Chepstow's urban boundary. The design layout on the indicative masterplan seeks to retain and emphasise a parkland character by retaining this area as public parkland open space, a requirement set out in Policy HA3 criterion (g). The indicative masterplan also indicates an appropriate woodland buffer retained to the south west St Lawrence Lane boundary with the open countryside/green wedge setting/ setting with the Wye Valley AONB National Landscape, a requirement of Policy HA3 criterion (i). As such, with these design principles to locate development towards the east of the	

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		site and protect and enhance the buffer with the open countryside setting, the landscape impact of the site is acceptable. These high-level landscape design requirements are set out in policies S8 and HA3 and are demonstrated on the submitted indicative Masterplan. Collectively, along with policy S5 – Green Infrastructure, Landscape and Nature Recovery and its associated development management policies there are considered to be sufficient policy requirements to enable the authority 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 also help to ensure development is acceptable. With regards to mineral extraction, the site is located within the Limestone Carboniferous Category 1 Safeguarding Area (BGS) however, the site is adjacent to the existing settlement of Chepstow and consequently mineral extraction would not be feasible in this location.	
3857 / Mr Michael Gwyther / Objection	I oppose the inclusion of the Mounon Road development in the RLDP. Section 1: Health and Environmental Impacts of Increased Air Pollution My primary concern in this respect is an anticipated increase in air pollution, particularly nitrogen dioxide (NO2) levels, which could worsen the already poor air quality in Chepstow. NO2, a pollutant linked to respiratory issues and overall negative health impacts. 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. Like other residents, I am concerned that the proposed development will exacerbate air pollution by increasing traffic congestion at the already overburdened Highbeech roundabout. The development is expected	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 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.	No change required.

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	to generate additional car journeys, contributing to higher emissions. The council suggests that people may walk or use bike lanes. What is the objective basis for this assertion? Has any study been conducted of the habits of existing local residents that can be extrapolated across to the proposed new development? The Welsh Government's Wellbeing of Future Generations Act (2015) sets out a goal to reduce air pollution and improve health outcomes, but this proposed development appears to conflict with that objective.	With regards to concern of the proposal worsening air quality, a key objective of the RLDP is to improve air quality (Objective 17 – Climate and Nature Emergency). In respect to this, an Air Quality Assessment (Rappor, April 2024) submitted to support the allocation has demonstrated at this high-level stage of the proposal that air quality levels at the development site (new receptors) would be below the air quality objective levels in the opening year of 2026 and in future year scenarios. 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.' Furthermore, 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. Travel choices are recognised as habits and need a multi-factor approach including the promotion of new options, such as active travel routes – otherwise behaviours remain fixed.	
3858 / Mr Michael Ogden / Objection	Not enough infrastructure provided to support development. Congestion at Highbeech roundabout key concern and states a need for mitigation of impact. Two bus stops on A48 are unnecessary and only create more traffic, stating better to improve pedestrian access. Drainage at the site already floods St Lawrence Lane, development would exacerbate the issue and drainage plan needed. Plan for St	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	No change required.

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	Lawrence Lane is dangerous due to narrow nature of street.	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 Mounton 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. Overall, further detailed Transport Assessments (TAs) are to be considered at the pre/planning application stage. Where relevant the detailed TA has the potential to be informed by the outcome of the Welsh Government's WelTAG assessments.	

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		With regards to flooding concerns, 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. The Flood Map for Planning does not identify any flood zones on the site. The Strategic Flood Consequence High Level Assessment concludes that there are no significant flood risk considerations to the allocation. The site is located within Zone 1 and is at low risk from all sources of flooding. A preliminary Flood Consequences Assessment (Rappor, updated June 2025) has identified that drainage solutions can be implemented, including on site surface water drainage with a Sustainable Drainage System (SuDS) drained via infiltration. Infiltration testing has been carried out which confirms that that this method of drainage is suitable and viable. Infiltration basins are proposed across the site to serve individual catchments. 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) 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.	
3858 / Mr Michael Ogden / Objection	Concerns development will cause potential damage to the vista, the environment, wellbeing and tourism increasing urban sprawl.	The RLDP Sustainable and Resilient Communities Strategy, represents a sustainable level of growth 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 and having regard to Welsh Government's concerns regarding alignment with Future Wales. In this respect, the RLDP has a duty to address all elements of sustainable development including the provision of homes and economic growth. 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 climate and nature emergencies and well-being, whilst also providing additional homes and jobs potential.	No change required.

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		The RLDP seeks to support economic growth, including the visitor economy which is a fundamental part of the County's economy. The Council's Tourism Strategy is seeking to increase overnight stay within Monmouthshire as current statistics indicate that most of Monmouthshire's visitors are day visitors (see Monmouthshire's Destination Management Plan 2017-2020 for further information). The proposed mixed-use allocation at Mounon Road being edge of settlement and approximately a 20-minute walk to the town centre, is considered to meet national planning policy objectives, as well as RLDP objectives: Objective 1 Economic Growth/Employment; Objective 2 sustaining and enhancing Monmouthshire's town centres; and Objective 16 Culture, Heritage and Welsh Language. The site's sustainable location provides the opportunity for visitors/employees to walk to Chepstow's town centre and enable visitor trips to the high street and local businesses. In terms of the visual impact of the proposal upon the gateway to the Wye Valley, a Landscape Visual Baseline (LVB) (EDP, February 2024) has been submitted, which has identified the baseline conditions of the site and surrounding area and determined those landscape and visual characteristics that might inform the design of the proposals, including recommendations for mitigation. Overall, the report concludes that the site's landscape value is considered medium value and the site's immediate and wider context has a medium overall sensitivity to change. Subject to careful design at all stages and inclusion of the recommendations, there appears to be no landscape or visual reasons which would preclude development of the site. The planning application should be further informed by Landscape and Visual Impact Assessment, which would feed into an iterative design solution. MCC's Landscape Officer considers the site from a landscape and GI perspective to be suitable for residential development. It is considered that with appropriate design and layout with development focused on eastern and north western boundaries of the site the proposed development is visually seen as extension of Chepstow's urban boundary. The design layout on the indicative masterplan seeks to retain and emphasise a parkland character by retaining this area as public parkland open space, a requirement set out in Policy HA3 criterion (g). The indicative masterplan also indicates an appropriate woodland buffer retained to the south west St Lawrence Lane boundary with the open countryside/green wedge setting/ setting with the Wye Valley AONB National Landscape, a	

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		requirement of Policy HA3 criterion (i). As such, with these design principles to locate development towards the east of the site and protect and enhance the buffer with the open countryside setting, the landscape impact of the site is acceptable. These high-level landscape design requirements are set out in policies S8 and HA3 and are demonstrated on the submitted indicative Masterplan. Collectively, along with policy S5 – Green Infrastructure, Landscape and Nature Recovery and its associated development management policies there are considered to be sufficient policy requirements to enable the authority 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 also help to ensure development is acceptable. The site contains groups of mature woodland and mature hedgerows which contain several important natural ecological habitats. The protection and preservation of these habitats is a key consideration in the development of the site. MCC's ecologists note that there are no 'in principle' constraints to the future development of the site subject to implementation of a sensitive masterplan design that incorporates appropriate inherent avoidance, mitigation and enhancement measures and provides net benefit for biodiversity. These policy requirements are set out in policies S8 and HA3 criteria (j), (k) and (l) of the RLDP. 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.	
3860 / Miss Michaela McDougall / Objection	Building in Chepstow. There are far too many homes already. The roads are already bad, doctors way too full, no access to NHS dentists. Building homes near the main Chepstow roundabout will make Chepstow traffic so much worse! Too many homes for 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. This is reflected in the policy framework, which has been written in accordance with a	No change required.

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		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 development is delivered as sustainably as possible and in a balanced manner, having regard to the climate and nature emergencies and well-being, whilst also providing additional homes and jobs potential. With regards to traffic congestion concerns, the operational capacity of the Highbeeche 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 Highbeeche 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.	

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		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 Mounon 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. 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. In terms of health infrastructure, with regard to lack of NHS dentist and doctors in the locality, the mechanisms for improved health infrastructure sit outside of the planning process. The Council is, however, fully engaged with the health board (ABUHB) to help deliver service improvements in Chepstow and across the County as a whole.	
3862 / Mr Mike Gorshkov / Objection	Object to the proposal to use this site for residential and mixed-use development. The plan places overwhelming stress on local utilities, health provision, schooling and road network. The plan does not	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	No change required.

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	address sensitive plants and animals of scientific interest or protected status which exist at the site The plan decimates the rural outlook at the gateway to Chepstow.	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 development is delivered as sustainably as possible and in a balanced manner, having regard to the climate and nature emergencies and well-being, whilst also providing additional homes and jobs potential. With regards to traffic congestion concerns, 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	

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		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 Mounton 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. 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. In terms of health infrastructure, with regard to lack of NHS dentist and doctors in the locality, the mechanisms for improved health infrastructure sit outside of the planning process. The Council is, however, fully engaged with the health board (ABUHB) to help deliver service improvements in Chepstow and across the County as a whole. In terms of the visual impact of the proposal upon the gateway to the Wye Valley, a Landscape Visual Baseline (LVB) (EDP, February 2024) has been submitted, which has identified the baseline conditions of the site and surrounding area and determined those landscape and visual characteristics that might inform the design	

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		of the proposals, including recommendations for mitigation. Overall, the report concludes that the site's landscape value is considered medium value and the site's immediate and wider context has a medium overall sensitivity to change. Subject to careful design at all stages and inclusion of the recommendations, there appears to be no landscape or visual reasons which would preclude development of the site. The planning application should be further informed by Landscape and Visual Impact Assessment, which would feed into an iterative design solution. MCC's Landscape Officer considers the site from a landscape and GI perspective to be suitable for residential development. It is considered that with appropriate design and layout with development focused on eastern and north western boundaries of the site the proposed development is visually seen as extension of Chepstow's urban boundary. The design layout on the indicative masterplan seeks to retain and emphasise a parkland character by retaining this area as public parkland open space, a requirement set out in Policy HA3 criterion (g). The indicative masterplan also indicates an appropriate woodland buffer retained to the south west St Lawrence Lane boundary with the open countryside/green wedge setting/ setting with the Wye Valley AONB National Landscape, a requirement of Policy HA3 criterion (i). As such, with these design principles to locate development towards the east of the site and protect and enhance the buffer with the open countryside setting, the landscape impact of the site is acceptable. These high-level landscape design requirements are set out in policies S8 and HA3 and are demonstrated on the submitted indicative Masterplan. Collectively, along with policy S5 – Green Infrastructure, Landscape and Nature Recovery and its associated development management policies there are considered to be sufficient policy requirements to enable the authority 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 also help to ensure development is acceptable. The site contains groups of mature woodland and mature hedgerows which contain several important natural ecological habitats. The protection and preservation of these habitats is a key consideration in the development of the site. MCC's ecologists note that there are no 'in principle' constraints to the future development of the site subject to implementation of a sensitive masterplan design	

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		that incorporates appropriate inherent avoidance, mitigation and enhancement measures and provides net benefit for biodiversity. These policy requirements are set out in policies S8 and HA3 criteria (j), (k) and (l) of the RLDP. 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.	
3863 / Dr Miles Thompson / Objection	The development will increase traffic congestion and air pollution. Any safe entrance/exit to the site will need signalling/traffic lights which will increase pollution and congestion further. It will degrade air quality and could negatively impact the health of local families. If residents walk/cycle they will be exposed to the already excessive pollution levels. Chepstow needs better transport infrastructure to mitigate its current traffic levels, before considering additional housing. Unclear how the development contributes to 'sustainable growth' when Chepstow's infrastructure is already struggling. The current demands on school and healthcare services and transport infrastructure are already great. Any additional housing cannot be sustainable. Unclear how this will lead to local jobs and economic growth. Community wellbeing and the character of Chepstow could be negatively impacted by building on the green wedge which is counter to policy LC6	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 development is delivered as sustainably as possible and in a balanced manner, having regard to the climate and nature emergencies and well-being, whilst also providing additional homes and jobs potential. In terms of site selection and the spatial distribution of growth throughout the county, the Plan's 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. The level of growth apportioned to Chepstow is considered to be consistent with the findings of the SSA, which confirms the dominant role of Chepstow as a Primary Settlement in Monmouthshire, reflecting the range of services and facilities and sustainable transport options, including a train station, available to Chepstow.	No change required.

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		As brownfield opportunities within existing settlements in Monmouthshire are limited, greenfield edge of settlement opportunities have had to be considered to meet our key housing and employment requirements. Having regard to development considerations and the candidate site assessment process, it is considered that Land at Mounton Road, Chepstow will provide a sustainable affordable housing-led mixed-use development, where there are opportunities to co-locate homes and commercial uses. This was set out in a report to Council in October 2023 whereby Council considered that the benefits of the commercial development and associated job creation at the Mounton Road site outweighed the loss of higher quality agricultural land, given the absence of alternative commercial sites and the importance of Chepstow for tourism as the gateway to the Wye Valley. The RLDP seeks to support economic growth, including the visitor economy which is a fundamental part of the County's economy. The Council's Tourism Strategy is seeking to increase overnight stay within Monmouthshire as current statistics indicate that most of Monmouthshire's visitors are day visitors (see Monmouthshire's Destination Management Plan 2017-2020 for further information). The proposed mixed-use allocation at Mounton Road being edge of settlement and approximately a 20-minute walk to the town centre, is considered to meet national planning policy objectives, as well as RLDP objectives: Objective 1 Economic Growth/Employment; Objective 2 sustaining and enhancing Monmouthshire's town centres; and Objective 16 Culture, Heritage and Welsh Language. The site's sustainable location provides the opportunity for visitors/employees to walk to Chepstow's town centre and enable visitor trips to the high street and local businesses. With regards to concern of the proposal attracting out commuters, a key objective of the Replacement Local Development Plan (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. The mixed-use allocation which includes provision for commercial (employment) uses, such as a hotel and residential care home (C2) is an integral element of the allocation to serve both the development site and the wider Chepstow area. The scale of commercial provision	

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		reflects a balance between the creation of a sustainable community and job provision/ support for Monmouthshire's economy. With regards to traffic congestion concerns, 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 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	

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		whole. Nevertheless, the allocation of Land at Mounton 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. 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. In terms of health infrastructure, with regard to lack of NHS dentist and doctors in the locality, the mechanisms for improved health infrastructure sit outside of the planning process. The Council is, however, fully engaged with the health board (ABUHB) to help deliver service improvements in Chepstow and across the County as a whole. With regards to air quality concerns, an Air Quality Assessment (Rappor, April 2024) submitted to support the allocation has demonstrated at this high-level stage of the proposal that air quality levels at the development site (new receptors) would be below the air quality objective levels in the opening year of 2026 and in future year scenarios. Nevertheless, 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	

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		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.	
3864 / Miss Lhosa Daly / Objection	It will increase congested traffic and as such air pollution. Any safe entrance/exit to the site will need signalling/traffic lights - further increasing congestion and the levels of air pollution near the site/Highbeech roundabout. Increased congestion and air pollution will degrade air quality, and could negatively impact the health of local families, particularly children. Walkers and cyclists near the site will be exposed to the already excessive pollution levels, which will worsen as a result of this development. Chepstow needs better transport infrastructure to mitigate its current traffic levels, before considering adding additional housing - especially at this location. It is unclear how this development could be one that contributes to "sustainable growth" in Chepstow - when Chepstow's current infrastructure is already struggling. The current demands on school, other education facilities and local healthcare services, as well as transport infrastructure are already great. As such adding additional housing cannot be "sustainable". It is also unclear whether a development in this location will lead to local jobs and local economic growth or even to jobs and growth within Monmouthshire. Community	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 development is delivered as sustainably as possible and in a balanced manner, having regard to the climate and nature emergencies and well-being, whilst also providing additional homes and jobs potential. In terms of site selection and the spatial distribution of growth throughout the county, the Plan's 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. The level of growth apportioned to Chepstow is considered to be consistent with the findings of the SSA, which confirms the dominant role of Chepstow as a Primary Settlement in Monmouthshire, reflecting the range of services and facilities and sustainable transport options, including a train station, available to Chepstow. As brownfield opportunities within existing settlements in Monmouthshire are limited, greenfield edge of settlement opportunities have had to be considered to meet our key housing and employment requirements. Having regard to development considerations and the candidate site assessment process, it is considered that Land at Mounton Road, Chepstow will provide a sustainable affordable housing-led mixed-use development, where there are opportunities to	No change required.

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	wellbeing and the character of Chepstow could also be negatively impacted by building on the green wedge separating Chepstow, Pwllmeyric and Mathern counter to the Local Development Plan (LDP; policy LC6 which “seeks to prevent the coalescence of settlements”). As such, it seems counter to aspects of: - The Planning (Wales) Act 2015 - section 2 Sustainable development - which uses the definition of sustainable development in the Well-being of Future Generations (Wales) Act 2015 (anaw 2, section 5 and subsection 14) - The Wellbeing of Future Generations (Wales) Act 2015 (A Resilient Wales - 4: Water and air quality - highlights the importance of tackling air pollution) - The Welsh Government’s Clean Air Plan for Wales; Environment (Air Quality and Soundscapes) (Wales) Act 2024 - Local Development Plan (LDP; policy LC6 - Green wedge) In balance, the proposed development seems to offer more potential harm than benefit, especially in terms of potential negative impacts on infrastructure, health, and wellbeing and so should be rejected.	co-locate homes and commercial uses. This was set out in a report to Council in October 2023 whereby Council considered that the benefits of the commercial development and associated job creation at the Mounton Road site outweighed the loss of higher quality agricultural land, given the absence of alternative commercial sites and the importance of Chepstow for tourism as the gateway to the Wye Valley. The RLDP seeks to support economic growth, including the visitor economy which is a fundamental part of the County’s economy. The Council’s Tourism Strategy is seeking to increase overnight stay within Monmouthshire as current statistics indicate that most of Monmouthshire’s visitors are day visitors (see Monmouthshire’s Destination Management Plan 2017-2020 for further information). The proposed mixed-use allocation at Mounton Road being edge of settlement and approximately a 20-minute walk to the town centre, is considered to meet national planning policy objectives, as well as RLDP objectives: Objective 1 Economic Growth/Employment; Objective 2 sustaining and enhancing Monmouthshire’s town centres; and Objective 16 Culture, Heritage and Welsh Language. The site’s sustainable location provides the opportunity for visitors/employees to walk to Chepstow’s town centre and enable visitor trips to the high street and local businesses. With regards to traffic congestion concerns, 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	

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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 Mounton 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. 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	

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		part of the planning application process. In terms of health infrastructure, with regard to lack of NHS dentist and doctors in the locality, the mechanisms for improved health infrastructure sit outside of the planning process. The Council is, however, fully engaged with the health board (ABUHB) to help deliver service improvements in Chepstow and across the County as a whole. With regards to air quality concerns, an Air Quality Assessment (Rappor, April 2024) submitted to support the allocation has demonstrated at this high-level stage of the proposal that air quality levels at the development site (new receptors) would be below the air quality objective levels in the opening year of 2026 and in future year scenarios. Nevertheless, 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. In relation to developing within a green wedge, a Green Wedge Review has been undertaken which concludes that the parcel of land that contains Mounton Road ‘makes a moderate contribution to preventing settlement coalescence, managing urban form, safeguarding the countryside from encroachment and protecting the setting of an urban area. It plays a ‘moderate buffer role.’ It is therefore, proposed to remove the green wedge designation that contains the Mounton Road allocation. The removal of this parcel of land is also considered to align with national policy, whereby PPW notes that green wedge boundaries should be chosen carefully using physical features and boundaries to include only that land which it is necessary to keep open in the longer term. Ensuring a sufficient range of development land which is suitably located in relation to the existing urban edge should be made available, having regard to the longer-term need for development land, the effects of development pressure in the area and the need to minimise demand to travel. For further information please refer to the Green Wedge Assessments (LUC, 2024) and Green Wedge Review (2025).	

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3865 / Mr Adams / Objection	Concern re negative impact on local infrastructure and the open greenspace and landscape setting as gateway to the AONB. Concern re increase in traffic and pollution especially re A466. Suggests there should be no consideration of housing developments in Chepstow until a bypass has been created. Concerns re impact on protected species that occupy the site.	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 Mounon Road. Welsh Government Highway Officers have been consulted on the proposed allocation and have not objected to the inclusion of the Mounon 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 Mounon 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).	No change required.

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		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. Overall, further detailed Transport Assessments (TAs) are to be considered at the pre/planning application stage. Where relevant the detailed TA has the potential to be informed by the outcome of the Welsh Government's WelTAG assessments. A proposal for a Chepstow Bypass is not set out within the current Monmouthshire Local Transport Strategy (LTS) road schemes, nor within the Welsh Government Road building programme. In terms of the visual impact of the proposal upon the gateway to the Wye Valley, a Landscape Visual Baseline (LVB) (EDP, February 2024) has been submitted, which has identified the baseline conditions of the site and surrounding area and determined those landscape and visual characteristics that might inform the design of the proposals, including recommendations for mitigation. Overall, the report concludes that the site's landscape value is considered medium value and the site's immediate and wider context has a medium overall sensitivity to change. Subject to careful design at all stages and inclusion of the recommendations, there appears to be no landscape or visual reasons which would preclude development of the site. The planning application should be further informed by Landscape and Visual Impact Assessment, which would feed into an iterative design solution. MCC's Landscape Officer considers the site from a landscape and GI perspective to be suitable for residential development. It is considered that with appropriate design and layout with development focused on eastern and north western boundaries of the site the proposed development is visually seen as extension of Chepstow's urban boundary. The design layout on the indicative masterplan seeks to retain and emphasise a parkland character by retaining this area as public parkland open space, a requirement set out in Policy HA3 criterion (g). The indicative masterplan also indicates an appropriate woodland buffer retained to the south west St Lawrence Lane boundary with the open countryside/green	

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		wedge setting/ setting with the Wye Valley AONB National Landscape, a requirement of Policy HA3 criterion (i). As such, with these design principles to locate development towards the east of the site and protect and enhance the buffer with the open countryside setting, the landscape impact of the site is acceptable. These high-level landscape design requirements are set out in policies S8 and HA3 and are demonstrated on the submitted indicative Masterplan. Collectively, along with policy S5 – Green Infrastructure, Landscape and Nature Recovery and its associated development management policies there are considered to be sufficient policy requirements to enable the authority 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 also help to ensure development is acceptable. The site contains groups of mature woodland and mature hedgerows which contain several important natural ecological habitats. The protection and preservation of these habitats is a key consideration in the development of the site. MCC's ecologists note that there are no 'in principle' constraints to the future development of the site subject to implementation of a sensitive masterplan design that incorporates appropriate inherent avoidance, mitigation and enhancement measures and provides net benefit for biodiversity. These policy requirements are set out in policies S8 and HA3 criteria (j), (k) and (l) of the RLDP. 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.	
3867 / Mr /Mrs White / Objection	Lack of thought at Highbeech roundabout which is log-jammed at certain times of day. The development of Beachley army site will hugely add to this as will development in Forest of Dean. The inclusion of an hotel AND retirement home will even further exacerbate this appalling	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	No change required.

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	situation. There is no infrastructure to help cope with this huge local surge in humanity and vehicles. The proposed development is clearly inappropriate and the land should remain in agricultural use so drop the plan.	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 Mounton 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.	

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		Overall, further detailed Transport Assessments (TAs) are to be considered at the pre/planning application stage. Where relevant the detailed TA has the potential to be informed by the outcome of the Welsh Government's WelTAG assessments. 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. In terms of health infrastructure, with regard to lack of NHS dentist and doctors in the locality, the mechanisms for improved health infrastructure sit outside of the planning process. The Council is, however, fully engaged with the health board (ABUHB) to help deliver service improvements in Chepstow and across the County as a whole.	
3871 / Mr L Llewellyn / Objection	Reject the inclusion of the proposed hotel facility 100%, the land is better suited for further (>50%) social housing. Lack of clear information to details listing additional School places / GP surgeries/ Dentist / etc. Effects on local traffic – this should be better modelled in order for the general public to see the predicted effects? I believe the non-social housing will only benefit those from Bristol and not the local area. Regarding car pollution it is not clear what measures are in place to allow full and open transparent live data to be made publicly available in order to assess if pollution limits have been exceeded at peak travel times or other times. The above needs to be better explained in layman's terms.	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 regards to concern of the proposal attracting out commuters, a key objective of the Replacement Local Development Plan (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. The mixed-use allocation which includes provision for commercial (employment) uses, such as a hotel and residential care home (C2) is an integral element of the allocation to serve both the development site and the wider Chepstow area. The scale of commercial provision	No change required.

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		reflects a balance between the creation of a sustainable community and job provision/ support for Monmouthshire's economy. With regard to concerns on whether a hotel is required in the locality, The RLDP's approach to sustaining Monmouthshire's visitor economy is consistent with national policy (PPW and Future Wales), which advocates an approach for LDPs to plan positively and recognise the importance of tourism to economic prosperity and job creation in both urban and rural areas. The RLDP seeks to support economic growth, including the visitor economy which is a fundamental part of the County's economy. The Council's Tourism Strategy is seeking to increase overnight stay within Monmouthshire as current statistics indicate that most of Monmouthshire's visitors are day visitors (see Monmouthshire's Destination Management Plan 2017-2020 for further information). The proposed hotel allocation at Mounton Road being edge of settlement and approximately a 20-minute walk to the town centre, is considered to meet national planning policy objectives, as well as RLDP objectives : Objective 1 Economic Growth/Employment; Objective 2 sustaining and enhancing Monmouthshire's town centres; and Objective 16 Culture, Heritage and Welsh Language. The site's sustainable location provides the opportunity for visitors to walk to Chepstow's town centre and enable visitor trips to the high street and local businesses. With regard to traffic congestion concerns, 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	

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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 Mounon 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. Overall, further detailed Transport Assessments (TAs) are to be considered at the pre/planning application stage. Where relevant the detailed TA has the potential to be informed by the outcome of the Welsh Government's WelTAG assessments. With regards to air quality concerns, an Air Quality Assessment (Rappor, April 2024) submitted to support the allocation has demonstrated at this high-level stage of the proposal that air quality levels at the development site (new receptors) would be below the air quality objective levels in the opening year of 2026 and in future	

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		year scenarios. Nevertheless, 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.	
3871 / Mr L Llewellyn / Objection	I am not objecting to the provision of further housing for the Chepstow area. I am objecting to using a site so close to an already congested Larkfield roundabout/ M4 Link Road and A48.	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	No change required.

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		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 Mounton 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. Overall, further detailed Transport Assessments (TAs) are to be considered at the pre/planning application stage. Where relevant the detailed TA has the potential to be informed by the outcome of the Welsh Government's WelTAG assessments.	
3874 / Mrs Adams / Objection	The development would increase traffic problems. Hardwick hill is notorious for levels of pollution. It will cause issues securing school places, GP appointments, car parking spaces etc. Chepstow cannot cope with anymore housing developments without the supporting infrastructure. Chepstow has barely any open space left	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.	No change required.

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		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 Mounton 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. Overall, further detailed Transport Assessments (TAs) are to be considered at the pre/planning application stage. Where relevant the detailed TA has the potential to be informed by the outcome of the Welsh Government's WelTAG assessments. With regards to air quality concerns, an Air Quality Assessment (Rappor, April 2024) submitted to support the allocation has demonstrated at this high-level stage of	

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		the proposal that air quality levels at the development site (new receptors) would be below the air quality objective levels in the opening year of 2026 and in future year scenarios. Nevertheless, 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. 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. In terms of health infrastructure, with regard to lack of NHS dentist and doctors in the locality, the mechanisms for improved health infrastructure sit outside of the planning process. The Council is, however, fully engaged with the health board (ABUHB) to help deliver service improvements in Chepstow and across the County as a whole. Land at Mounton Road is owned by private landowners and these fields are not publicly accessible. The proposal includes the provision of a community parkland, which will provide opportunities for recreation and leisure. The proposed development will, therefore, provide additional publicly accessible green space in this area.	
3875 / Mrs Ashton-Smith / Objection	Traffic congestion on the Larkfield roundabout is already a huge problem. The congestion impacts on air quality and noise	With regard to site selection, as brownfield opportunities within existing settlements in Monmouthshire are limited, greenfield edge of settlement opportunities have had to be considered to meet our key housing and employment requirements. Having regard to development considerations and the candidate site	No change required.

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	levels. It will make the situation worse. Find an alternative location.	assessment process, it is considered that Land at Mounton Road, Chepstow will provide a sustainable affordable housing-led mixed-use development, where there are opportunities to co-locate homes and commercial uses. This was set out in a report to Council in October 2023 whereby Council considered that the benefits of the commercial development and associated job creation at the Mounton Road site outweighed the loss of higher quality agricultural land, given the absence of alternative commercial sites and the importance of Chepstow for tourism as the gateway to the Wye Valley. 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 solutions based on deliverability, well-being and affordability considerations. Subsequently, there is a wider strategic approach to travel and traffic	

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		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 Mounon 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. Overall, further detailed Transport Assessments (TAs) are to be considered at the pre/planning application stage. Where relevant the detailed TA has the potential to be informed by the outcome of the Welsh Government's WelTAG assessments. With regards to air quality concerns, an Air Quality Assessment (Rappor, April 2024) submitted to support the allocation has demonstrated at this high-level stage of the proposal that air quality levels at the development site (new receptors) would be below the air quality objective levels in the opening year of 2026 and in future year scenarios. Nevertheless, 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. 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	

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		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.	
3876 / Mrs Morgan / Objection	The volume of traffic is already too much. Unless highways re-configure the road network, the congestion will get worse. It is not a good place for new housing.	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 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	No change required.

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		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 Mounton 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. Overall, further detailed Transport Assessments (TAs) are to be considered at the pre/planning application stage. Where relevant the detailed TA has the potential to be informed by the outcome of the Welsh Government's WelTAG assessments.	
3882 / Mr Nathan Wagstaff / Objection	They would like the HA3 site removed from the plan to protect this land from development.	The RLDP Sustainable and Resilient Communities Strategy, represents a sustainable level of growth 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 and having regard to Welsh Government's concerns regarding alignment with Future Wales. In this respect, the RLDP has a duty to address all elements of sustainable development including the provision of homes and economic growth. 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 climate and nature emergencies and well-being, whilst also providing additional homes and jobs potential. With regard to site selection, as brownfield opportunities within existing settlements in Monmouthshire are limited, greenfield edge of settlement opportunities have had to be considered to meet our key housing and employment requirements. Having regard to development considerations and the candidate site assessment process, it is considered that Land at Mounton Road, Chepstow will provide a sustainable affordable housing-led mixed-use development, where there	No change required.

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		are opportunities to co-locate homes and commercial uses. This was set out in a report to Council in October 2023 whereby Council considered that the benefits of the commercial development and associated job creation at the Mounton Road site outweighed the loss of higher quality agricultural land, given the absence of alternative commercial sites and the importance of Chepstow for tourism as the gateway to the Wye Valley.	
3884 / Mr Neil Webb / Objection	The areas in Chepstow should be developing brown field sites, before using precious green spaces. Also, roads need massive rethinking and improvements, alongside more vital basic services (doctors, dentists, schools, etc). Increased people, increased traffic, increased pollution, decrease in the health of local people. Local Services already not fully supported. Plans do not take into consideration the further drain on services.	With regard to site selection, as brownfield opportunities within existing settlements in Monmouthshire are limited, greenfield edge of settlement opportunities have had to be considered to meet our key housing and employment requirements. Having regard to development considerations and the candidate site assessment process, it is considered that Land at Mounton Road, Chepstow will provide a sustainable affordable housing-led mixed-use development, where there are opportunities to co-locate homes and commercial uses. This was set out in a report to Council in October 2023 whereby Council considered that the benefits of the commercial development and associated job creation at the Mounton Road site outweighed the loss of higher quality agricultural land, given the absence of alternative commercial sites and the importance of Chepstow for tourism as the gateway to the Wye Valley. 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	No change required.

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		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 Mounton 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. Overall, further detailed Transport Assessments (TAs) are to be considered at the pre/planning application stage. Where relevant the detailed TA has the potential to be informed by the outcome of the Welsh Government's WelTAG assessments. With regards to air quality concerns, an Air Quality Assessment (Rappor, April 2024) submitted to support the allocation has demonstrated at this high-level stage of the proposal that air quality levels at the development site (new receptors) would be below the air quality objective levels in the opening year of 2026 and in future year scenarios. Nevertheless, air quality impact will be further assessed as part of	

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		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. 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. The Council has consulted with Dŵr Cymru Welsh Water (DCWW) throughout the preparation of the RLDP. In response the Deposit Plan consultation, DCWW noted that the public sewerage network has sufficient existing capacity and can accept potential foul flows from the proposed allocation.	
3885 / Mrs Nerys Parker / Objection	The current infrastructure around Highbeech roundabout cannot cope with the current volume of traffic, let alone if the development goes ahead. The environmental impact will also be huge. Hardwick Hill is one of the most polluted streets.	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.	No change required.

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		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 Mounton 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. Overall, further detailed Transport Assessments (TAs) are to be considered at the pre/planning application stage. Where relevant the detailed TA has the potential to be informed by the outcome of the Welsh Government's WelTAG assessments. With regards to air quality concerns, an Air Quality Assessment (Rappor, April 2024) submitted to support the allocation has demonstrated at this high-level stage of	

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		the proposal that air quality levels at the development site (new receptors) would be below the air quality objective levels in the opening year of 2026 and in future year scenarios. Nevertheless, 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.	
3888 / Mr Nicholas Langston-Able / Objection	Concerns site is unsuitable as the site encroaches on greenbelt land and disrupts the entrance to the Wye Valley AONB, the site is also prime agricultural land with hedgerows and trees. Given the climate crisis and food security this is not a good use of land. Concerns re public health due to current and increased traffic and pollution near the development and the inadequate monitoring and mitigation proposed. Concern inclusion of business and commercial use is unsuitable and promotes car usage. Concerns development will not lend itself to walking and cycling but promote car usage and extra residents will put further strain on public services. Development is in conflict with The Planning (Wales) Act 2015, Wellbeing of Future Generations (Wales) Act 2015, ISA, Environmental Air Quality and Soundscapes Act 2024 and Public Health Act 2017.	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 site selection, as brownfield opportunities within existing settlements in Monmouthshire are limited, greenfield edge of settlement opportunities have had to be considered to meet our key housing and employment requirements. Having regard to development considerations and the candidate site assessment process, it is considered that Land at Mounton Road, Chepstow will provide a sustainable affordable housing-led mixed-use development, where there are opportunities to co-locate homes and commercial uses. This was set out in a report to Council in October 2023 whereby Council considered that the benefits of the commercial development and associated job creation at the Mounton Road site outweighed the loss of higher quality agricultural land, given the absence of	No change required.

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		alternative commercial sites and the importance of Chepstow for tourism as the gateway to the Wye Valley. Land at Mounon Road is sustainably located on the edge of Chepstow where sustainable travel (walking and cycling) trips to main amenities and attractors is possible and will be encouraged with site design. The steep topography of the area is recognised. This issue has been initially considered within the preliminary Transport Assessment (TA) (Rappor 2024), which begins to address the topography issue Chepstow has in relation to sustainable travel. At this strategic stage however, the TA is high level and solutions and further detail will be considered at the planning application stage. linking the site to Chepstow Town Centre (also a requirement of Policy ST1 of the plan). With regards to traffic congestion concerns, the operational capacity of the Highbeeche roundabout, which is under the jurisdiction of Welsh Government (WG) Highways, is a key consideration to the development proposal Land at Mounon Road. Welsh Government Highway Officers have been consulted on the proposed allocation and have not objected to the inclusion of the Mounon 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 Highbeeche 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.	

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		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 Mounton 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. Overall, further detailed Transport Assessments (TAs) are to be considered at the pre/planning application stage. Where relevant the detailed TA has the potential to be informed by the outcome of the Welsh Government's WelTAG assessments. With regards to air quality concerns, an Air Quality Assessment (Rappor, April 2024) submitted to support the allocation has demonstrated at this high-level stage of the proposal that air quality levels at the development site (new receptors) would be below the air quality objective levels in the opening year of 2026 and in future year scenarios. Nevertheless, 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	

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		Amenity, which assesses proposals with regards to amenity issues including air pollution, light pollution and noise pollution. In terms of the visual impact of the proposal upon the gateway to the Wye Valley, a Landscape Visual Baseline (LVB) (EDP, February 2024) has been submitted, which has identified the baseline conditions of the site and surrounding area and determined those landscape and visual characteristics that might inform the design of the proposals, including recommendations for mitigation. Overall, the report concludes that the site's landscape value is considered medium value and the site's immediate and wider context has a medium overall sensitivity to change. Subject to careful design at all stages and inclusion of the recommendations, there appears to be no landscape or visual reasons which would preclude development of the site. The planning application should be further informed by Landscape and Visual Impact Assessment, which would feed into an iterative design solution. MCC's Landscape Officer considers the site from a landscape and GI perspective to be suitable for residential development. It is considered that with appropriate design and layout with development focused on eastern and north western boundaries of the site the proposed development is visually seen as extension of Chepstow's urban boundary. The design layout on the indicative masterplan seeks to retain and emphasise a parkland character by retaining this area as public parkland open space, a requirement set out in Policy HA3 criterion (g). The indicative masterplan also indicates an appropriate woodland buffer retained to the south west St Lawrence Lane boundary with the open countryside/green wedge setting/ setting with the Wye Valley AONB National Landscape, a requirement of Policy HA3 criterion (i). As such, with these design principles to locate development towards the east of the site and protect and enhance the buffer with the open countryside setting, the landscape impact of the site is acceptable. These high-level landscape design requirements are set out in policies S8 and HA3 and are demonstrated on the submitted indicative Masterplan. Collectively, along with policy S5 – Green Infrastructure, Landscape and Nature Recovery and its associated development management policies there are considered to be sufficient policy requirements to enable the authority 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	

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		and PPW12 will also help to ensure development is acceptable. The site contains groups of mature woodland and mature hedgerows which contain several important natural ecological habitats. The protection and preservation of these habitats is a key consideration in the development of the site. MCC's ecologists note that there are no 'in principle' constraints to the future development of the site subject to implementation of a sensitive masterplan design that incorporates appropriate inherent avoidance, mitigation and enhancement measures and provides net benefit for biodiversity. These policy requirements are set out in policies S8 and HA3 criteria (j), (k) and (l) of the RLDP. 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.	
3889 / Miss Nicola Lee / Objection	It is an unsuitable site. Traffic on the A466 at Highbeech roundabout is already very heavy. Without a bypass, more housing will make the situation intolerable. This is a green site and should not be used to increase the footprint of Chepstow.	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 site selection, as brownfield opportunities within existing settlements in Monmouthshire are limited, greenfield edge of settlement opportunities have had to be considered to meet our key housing and employment requirements. Having regard to development considerations and the candidate site assessment process, it is considered that Land at Mounton Road, Chepstow will provide a sustainable affordable housing-led mixed-use development, where there are opportunities to co-locate homes and commercial uses. This was set out in a report to Council in October 2023 whereby Council considered that the benefits of	No change required.

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		the commercial development and associated job creation at the Mounton Road site outweighed the loss of higher quality agricultural land, given the absence of alternative commercial sites and the importance of Chepstow for tourism as the gateway to the Wye Valley. Land at Mounton Road is sustainably located on the edge of Chepstow where sustainable travel (walking and cycling) trips to main amenities and attractors is possible and will be encouraged with site design. The steep topography of the area is recognised. This issue has been initially considered within the preliminary Transport Assessment (TA) (Rappor 2024), which begins to address the topography issue Chepstow has in relation to sustainable travel. At this strategic stage however, the TA is high level and solutions and further detail will be considered at the planning application stage. linking the site to Chepstow Town Centre (also a requirement of Policy ST1 of the plan). With regards to traffic congestion concerns, 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	

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		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 Mounon 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. Overall, further detailed Transport Assessments (TAs) are to be considered at the pre/planning application stage. Where relevant the detailed TA has the potential to be informed by the outcome of the Welsh Government's WelTAG assessments. A proposal for a Chepstow Bypass is not set out within the current Monmouthshire Local Transport Strategy (LTS) road schemes, nor within the Welsh Government Road building programme. With regards to air quality concerns, an Air Quality Assessment (Rappor, April 2024) submitted to support the allocation has demonstrated at this high-level stage of the proposal that air quality levels at the development site (new receptors) would be below the air quality objective levels in the opening year of 2026 and in future year scenarios. Nevertheless, air quality impact will be further assessed as part of the planning application process and Policy HA3 criterion (n) of the Plan ensures	

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		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. In terms of the visual impact of the proposal upon the gateway to the Wye Valley, a Landscape Visual Baseline (LVB) (EDP, February 2024) has been submitted, which has identified the baseline conditions of the site and surrounding area and determined those landscape and visual characteristics that might inform the design of the proposals, including recommendations for mitigation. Overall, the report concludes that the site’s landscape value is considered medium value and the site’s immediate and wider context has a medium overall sensitivity to change. Subject to careful design at all stages and inclusion of the recommendations, there appears to be no landscape or visual reasons which would preclude development of the site. The planning application should be further informed by Landscape and Visual Impact Assessment, which would feed into an iterative design solution. MCC’s Landscape Officer considers the site from a landscape and GI perspective to be suitable for residential development. It is considered that with appropriate design and layout with development focused on eastern and north western boundaries of the site the proposed development is visually seen as extension of Chepstow’s urban boundary. The design layout on the indicative masterplan seeks to retain and emphasise a parkland character by retaining this area as public parkland open space, a requirement set out in Policy HA3 criterion (g). The indicative masterplan also indicates an appropriate woodland buffer retained to the south west St Lawrence Lane boundary with the open countryside/green wedge setting/ setting with the Wye Valley AONB National Landscape, a requirement of Policy HA3 criterion (i). As such, with these design principles to locate development towards the east of the site and protect and enhance the buffer with the open countryside setting, the landscape impact of the site is acceptable. These high-level landscape design requirements are set out in policies S8 and HA3 and are demonstrated on the submitted indicative Masterplan.	

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		Collectively, along with policy S5 – Green Infrastructure, Landscape and Nature Recovery and its associated development management policies there are considered to be sufficient policy requirements to enable the authority 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 also help to ensure development is acceptable. The site contains groups of mature woodland and mature hedgerows which contain several important natural ecological habitats. The protection and preservation of these habitats is a key consideration in the development of the site. MCC's ecologists note that there are no 'in principle' constraints to the future development of the site subject to implementation of a sensitive masterplan design that incorporates appropriate inherent avoidance, mitigation and enhancement measures and provides net benefit for biodiversity. These policy requirements are set out in policies S8 and HA3 criteria (j), (k) and (l) of the RLDP. 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.	
3890 / Mr Nigel Andrews / Objection	The current infrastructure in Chepstow cannot cope with additional homes. Traffic at Highbeech roundabout is congested. The roundabout needs to be improved first. Healthcare is poor in the area. The new jobs at the hotel do not offer attractive career opportunities. Hospitality is already well represented in the area.	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 Mounon Road. Welsh Government Highway Officers have been consulted on the proposed allocation and have not objected to the inclusion of the Mounon 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.	No change required.

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		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 Mounton 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. Overall, further detailed Transport Assessments (TAs) are to be considered at the pre/planning application stage. Where relevant the detailed TA has the potential to be informed by the outcome of the Welsh Government's WelTAG assessments. 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. 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. With regard to concerns on whether a hotel is required in the locality, The RLDP's approach to sustaining Monmouthshire's visitor economy is consistent with national policy (PPW and Future Wales), which advocates an approach for LDPs to plan positively and recognise the importance of tourism to economic prosperity and job creation in both urban and rural areas. The RLDP seeks to support economic growth, including the visitor economy which is a fundamental part of the County's economy. The Council's Tourism Strategy is seeking to increase overnight stay within Monmouthshire as current statistics indicate that most of Monmouthshire's visitors are day visitors (see Monmouthshire's Destination Management Plan 2017-2020 for further information). The proposed hotel allocation at Mounon Road being edge of settlement and approximately a 20-minute walk to the town centre, is considered to meet national planning policy objectives, as well as RLDP objectives : Objective 1 Economic Growth/Employment; Objective 2 sustaining and enhancing Monmouthshire's town centres; and Objective 16 Culture, Heritage and Welsh Language. The site's sustainable location provides the opportunity for visitors to walk to Chepstow's town centre and enable visitor trips to the high street and local businesses.	
3891 / Mr Nigel Millichap / Objection	Highbeech roundabout is already at capacity regarding traffic many parts of the day - 142 homes AND a hotel are going to bring this area to a halt. Combining this with the proposal of a McDonalds at the other end of the link road will make this area virtually impassable - This will have a huge impact on tourism and growth in Chepstow. Creation of new homes and facilities in this area should not be	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. The mixed-use allocation which includes provision for commercial (employment) uses, such as a hotel and residential care home (C2) is an integral element of the allocation to serve both the development site and the wider Chepstow area. The scale of commercial provision reflects a balance between the creation of a sustainable community and job provision/ support for Monmouthshire's economy. With regards to traffic congestion concerns, 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 Mounon	No change required.

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	considered until the traffic situation in this area has been addressed successfully.	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 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 Mounton 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. Overall, further detailed Transport Assessments (TAs) are to be considered at the pre/planning application stage. Where relevant the detailed TA has the potential to be informed by the outcome of the Welsh Government's WelTAG assessments. 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. With regard to concerns on whether a hotel is required in the locality, The RLDP's approach to sustaining Monmouthshire's visitor economy is consistent with national policy (PPW and Future Wales), which advocates an approach for LDPs to plan positively and recognise the importance of tourism to economic prosperity and job creation in both urban and rural areas. The RLDP seeks to support economic growth, including the visitor economy which is a fundamental part of the County's economy. The Council's Tourism Strategy is seeking to increase overnight stay within Monmouthshire as current statistics indicate that most of Monmouthshire's visitors are day visitors (see Monmouthshire's Destination Management Plan 2017-2020 for further information). The proposed hotel allocation at Mounon Road being edge of settlement and approximately a 20-minute walk to the town centre, is considered to meet national planning policy objectives, as well as RLDP objectives : Objective 1 Economic Growth/Employment; Objective 2 sustaining and enhancing Monmouthshire's town centres; and Objective 16 Culture, Heritage and Welsh Language. The site's sustainable location provides the opportunity for visitors to walk to Chepstow's town centre and enable visitor trips to the high street and local businesses.	

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3893 / Mr Ollie Richardson / Objection	The development will exacerbate existing challenges in local infrastructure and negatively impact the quality of life for current residents. Inadequate infrastructure and amenities - Currently under significant strain (schools, healthcare, recreational spaces) with more houses increasing pressure without providing corresponding investment. Traffic congestion and pollution - The roads are currently unable to cope. Pollution levels at key entry points are impacting air quality and public health with the fumes being unbearable. Impact on green belt land - green spaces are vital and developing this land contradicts the principles of sustainable development and fails to preserve the character and natural beauty of the community. Neglect of existing properties - Why are empty buildings not being prioritised for redevelopment? Better vision for Chepstow future - Instead of focusing solely on housing, Chepstow needs a plan to develop the town centre. Any housing should be accompanied by clear commitments to improving local infrastructure and reducing traffic congestion.	The RLDP Sustainable and Resilient Communities Strategy, represents a sustainable level of growth 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 and having regard to Welsh Government's concerns regarding alignment with Future Wales. In this respect, the RLDP has a duty to address all elements of sustainable development including the provision of homes and economic growth. 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 climate and nature emergencies and well-being, whilst also providing additional homes and jobs potential. With regard to site selection, as brownfield opportunities within existing settlements in Monmouthshire are limited, greenfield edge of settlement opportunities have had to be considered to meet our key housing and employment requirements. Having regard to development considerations and the candidate site assessment process, it is considered that Land at Mounton Road, Chepstow will provide a sustainable affordable housing-led mixed-use development, where there are opportunities to co-locate homes and commercial uses. This was set out in a report to Council in October 2023 whereby Council considered that the benefits of the commercial development and associated job creation at the Mounton Road site outweighed the loss of higher quality agricultural land, given the absence of alternative commercial sites and the importance of Chepstow for tourism as the gateway to the Wye Valley. With regards to traffic congestion concerns, 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	No change required.

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		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 Mounton 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. Overall, further detailed Transport Assessments (TAs) are to be considered at the pre/planning application stage. Where relevant the detailed TA has the potential to be informed by the outcome of the Welsh Government's WelTAG assessments.	

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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. In terms of the visual impact of the proposal upon the gateway to the Wye Valley, a Landscape Visual Baseline (LVB) (EDP, February 2024) has been submitted, which has identified the baseline conditions of the site and surrounding area and determined those landscape and visual characteristics that might inform the design of the proposals, including recommendations for mitigation. Overall, the report concludes that the site's landscape value is considered medium value and the site's immediate and wider context has a medium overall sensitivity to change. Subject to careful design at all stages and inclusion of the recommendations, there appears to be no landscape or visual reasons which would preclude development of the site. The planning application should be further informed by Landscape and Visual Impact Assessment, which would feed into an iterative design solution. MCC's Landscape Officer considers the site from a landscape and GI perspective to be suitable for residential development. It is considered that with appropriate design and layout with development focused on eastern and north western boundaries of the site the proposed development is visually seen as extension of Chepstow's urban boundary. The design layout on the indicative masterplan seeks to retain and emphasise a parkland character by retaining this area as public parkland open space, a requirement set out in Policy HA3 criterion (g). The indicative masterplan also indicates an appropriate woodland buffer retained to the south west St Lawrence Lane boundary with the open countryside/green wedge setting/ setting with the Wye Valley AONB National Landscape, a requirement of Policy HA3 criterion (i). As such, with these design principles to locate development towards the east of the site and protect and enhance the buffer with the open countryside setting, the landscape impact of the site is acceptable. These high-level landscape design requirements are set out in policies S8 and HA3 and are demonstrated on the submitted indicative Masterplan.	

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		Collectively, along with policy S5 – Green Infrastructure, Landscape and Nature Recovery and its associated development management policies there are considered to be sufficient policy requirements to enable the authority 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 also help to ensure development is acceptable. Land at Mounton Road is owned by private landowners and these fields are not publicly accessible. The proposal includes the provision of a community parkland, which will provide opportunities for recreation and leisure. The proposed development will, therefore, provide additional publicly accessible green space in this area. With regards to supporting residential uses within Chepstow's town centre, the need to sustain and enhance the County's towns and local centres as vibrant and attractive centres, is a key objective of the RLDP and is reflected in the Plan's policy framework Strategic Policy S14, Town, Local and Neighbourhood Centres, which supports a variety of retail, commercial, leisure and cultural uses within town centre locations including residential uses, where appropriate, as it is recognised residential uses can help increase vitality and viability of town centres. The Plan is supportive of converting vacant units and change of uses to residential uses in the town centres providing it meets the Policy requirements of RC1 - Central Shopping and Commercial Areas.	
3894 / Mrs P A Davies / Objection	Chepstow is already congested and polluted - the air quality will worsen if these developments go ahead. Climate change is a huge issue, should so many houses be built in an area which will serve as a dormitory because there are no local jobs for the number of people who will move into these houses? The Gwent Levels should be preserved, would concreting over them not mean more flooding? Where will the increased traffic go from all	The RLDP Sustainable and Resilient Communities Strategy, represents a sustainable level of growth 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 and having regard to Welsh Government's concerns regarding alignment with Future Wales. In this respect, the RLDP has a duty to address all elements of sustainable development including the provision of homes and economic growth. 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 climate and nature emergencies and well-being, whilst also providing additional homes and jobs potential.	No change required.

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	these proposed developments? There are hundreds of thousands of empty houses in the country in need of renovation - would it not be better to renovate and sell these? People are concerned about over-development leading to more climate change, building on reclaimed land and the loss of habitat for rare species.	With regards to concern of the proposal attracting out commuters, a key objective of the Replacement Local Development Plan (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. The mixed-use allocation which includes provision for commercial (employment) uses, such as a hotel and residential care home (C2) is an integral element of the allocation to serve both the development site and the wider Chepstow area. The scale of commercial provision reflects a balance between the creation of a sustainable community and job provision/ support for Monmouthshire's economy. With regards to flooding concerns, 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. The Flood Map for Planning does not identify any flood zones on the site. The Strategic Flood Consequence High Level Assessment concludes that there are no significant flood risk considerations to the allocation. The site is located within Zone 1 and is at low risk from all sources of flooding. A preliminary Flood Consequences Assessment (Rappor, updated June 2025) has identified that drainage solutions can be implemented, including on site surface water drainage with a Sustainable Drainage System (SuDS) drained via infiltration. Infiltration testing has been carried out which confirms that that this method of drainage is suitable and viable. Infiltration basins are proposed across the site to serve individual catchments. 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) 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. In relation to loss of habitat, the site contains groups of mature woodland and mature hedgerows which contain several important natural ecological habitats. The	

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		protection and preservation of these habitats is a key consideration in the development of the site. MCC's ecologists note that there are no 'in principle' constraints to the future development of the site subject to implementation of a sensitive masterplan design that incorporates appropriate inherent avoidance, mitigation and enhancement measures and provides net benefit for biodiversity. These policy requirements are set out in policies S8 and HA3 criteria (j), (k) and (l) of the RLDP. 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	
3898 / Mr Paul Fletcher / Objection	Until something is done about the Traffic in Chepstow there should be no further building works. People bemoan the town. Larkfield roundabout is constantly congested. Until there have been serious changes to the traffic set up there should not be any further consideration given to housing development. This is not to mention the fumes and air pollution. It's horrendous	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	No change required.

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		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 Mounon 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. Overall, further detailed Transport Assessments (TAs) are to be considered at the pre/planning application stage. Where relevant the detailed TA has the potential to be informed by the outcome of the Welsh Government's WelTAG assessments. With regards to air quality concerns, an Air Quality Assessment (Rappor, April 2024) submitted to support the allocation has demonstrated at this high-level stage of the proposal that air quality levels at the development site (new receptors) would be below the air quality objective levels in the opening year of 2026 and in future year scenarios. Nevertheless, 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	

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		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.	
3900 / Mr Peter Cresswell / Objection	The traffic issues in Chepstow does not allow for more housing	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 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	No change required.

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		whole. Nevertheless, the allocation of Land at Mounton 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. Overall, further detailed Transport Assessments (TAs) are to be considered at the pre/planning application stage. Where relevant the detailed TA has the potential to be informed by the outcome of the Welsh Government's WelTAG assessments. With regards to air quality concerns, an Air Quality Assessment (Rappor, April 2024) submitted to support the allocation has demonstrated at this high-level stage of the proposal that air quality levels at the development site (new receptors) would be below the air quality objective levels in the opening year of 2026 and in future year scenarios. Nevertheless, 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.	
3901 / Mr Peter Donne Jones / Objection	Objects due to loss of green space that is an essential part of the gateway to the Wye Valley, detracting from the character of the town, lack of necessity for the site to be used when other sites such as The	In October 2023 Council agreed a report of post consultation Preferred Strategy changes. The change in the strategic site allocation in Chepstow from Bayfield, as shown in the consultation version of the Preferred Strategy, to Mounton Road was one such change. On balance, the Council considered that the benefits of the commercial development and associated job creation at the Mounton Road site	No change required.

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	Bayfield site would lessen traffic congestion. Current form of RLDP starts to link Chepstow and Pwllmeyric, detracting from their individuality. Proposal should not impinge on an already overlooked traffic situation that needs to be fixed before further development.	outweigh the loss of higher quality agricultural land and encroachment into the existing green wedge separating Chepstow and Pwllmeyric, given the absence of alternative commercial sites and the importance of Chepstow for tourism as the gateway to the Wye Valley. In relation to developing within a green wedge, a Green Wedge Review has been undertaken which concludes that the parcel of land that contains Mounon Road ‘makes a moderate contribution to preventing settlement coalescence, managing urban form, safeguarding the countryside from encroachment and protecting the setting of an urban area. It plays a ‘moderate buffer role.’ It is therefore, proposed to remove the green wedge designation that contains the Mounon Road allocation. The removal of this parcel of land is also considered to align with national policy, whereby PPW notes that green wedge boundaries should be chosen carefully using physical features and boundaries to include only that land which it is necessary to keep open in the longer term. Ensuring a sufficient range of development land which is suitably located in relation to the existing urban edge should be made available, having regard to the longer-term need for development land, the effects of development pressure in the area and the need to minimise demand to travel. For further information please refer to the Green Wedge Assessments (LUC, 2024) and Green Wedge Review (2025). In terms of the visual impact of the proposal upon the gateway to the Wye Valley, a Landscape Visual Baseline (LVB) (EDP, February 2024) has been submitted, which has identified the baseline conditions of the site and surrounding area and determined those landscape and visual characteristics that might inform the design of the proposals, including recommendations for mitigation. Overall, the report concludes that the site’s landscape value is considered medium value and the site’s immediate and wider context has a medium overall sensitivity to change. Subject to careful design at all stages and inclusion of the recommendations, there appears to be no landscape or visual reasons which would preclude development of the site. The planning application should be further informed by Landscape and Visual Impact Assessment, which would feed into an iterative design solution. MCC’s Landscape Officer considers the site from a landscape and GI perspective to be suitable for residential development. It is considered that with appropriate design and layout with development focused on eastern and north western boundaries of the site the proposed development is visually seen as extension of	

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		Chepstow's urban boundary. The design layout on the indicative masterplan seeks to retain and emphasise a parkland character by retaining this area as public parkland open space, a requirement set out in Policy HA3 criterion (g). The indicative masterplan also indicates an appropriate woodland buffer retained to the south west St Lawrence Lane boundary with the open countryside/green wedge setting/ setting with the Wye Valley AONB National Landscape, a requirement of Policy HA3 criterion (i). As such, with these design principles to locate development towards the east of the site and protect and enhance the buffer with the open countryside setting, the landscape impact of the site is acceptable. These high-level landscape design requirements are set out in policies S8 and HA3 and are demonstrated on the submitted indicative Masterplan. Collectively, along with policy S5 – Green Infrastructure, Landscape and Nature Recovery and its associated development management policies there are considered to be sufficient policy requirements to enable the authority 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 also help to ensure development is acceptable. Land at Mounton Road is owned by private landowners and these fields are not publicly accessible. The proposal includes the provision of a community parkland, which will provide opportunities for recreation and leisure. The proposed development will, therefore, provide additional publicly accessible green space in this area	
3903 / Mr Peter Morgan / Objection	Concerned development will fail to make Chepstow an attractive centre and support the needs of the Highstreet. Concerns development will increase existing traffic, congestion and pollution levels and support out commuting due to its proximity to Bristol and the M4. Suggests any improvements to Highbeech roundabout and sewage infrastructure be detailed and completed prior to the development of homes on the site.	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.	No change required.

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	Concerns re lack of public transport infrastructure especially as it is being promoted to decrease car usage. Concern re existing and future strain on public services such as school and medical facilities caused by the development. Concern re the sites proximity to existing greenbelt and the negative impact this will have on the local character.	With regard to site selection, as brownfield opportunities within existing settlements in Monmouthshire are limited, greenfield edge of settlement opportunities have had to be considered to meet our key housing and employment requirements. Having regard to development considerations and the candidate site assessment process, it is considered that Land at Mounton Road, Chepstow will provide a sustainable affordable housing-led mixed-use development, where there are opportunities to co-locate homes and commercial uses. This was set out in a report to Council in October 2023 whereby Council considered that the benefits of the commercial development and associated job creation at the Mounton Road site outweighed the loss of higher quality agricultural land, given the absence of alternative commercial sites and the importance of Chepstow for tourism as the gateway to the Wye Valley. With regards to concern of the proposal attracting out commuters, a key objective of the Replacement Local Development Plan (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. The mixed-use allocation which includes provision for commercial (employment) uses, such as a hotel and residential care home (C2) is an integral element of the allocation to serve both the development site and the wider Chepstow area. The scale of commercial provision reflects a balance between the creation of a sustainable community and job provision/ support for Monmouthshire's economy. With regards to traffic congestion concerns, 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	

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		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 Mounton 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. In terms of the visual impact of the proposal upon the gateway to the Wye Valley, a Landscape Visual Baseline (LVB) (EDP, February 2024) has been submitted, which has identified the baseline conditions of the site and surrounding area and	

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		determined those landscape and visual characteristics that might inform the design of the proposals, including recommendations for mitigation. Overall, the report concludes that the site's landscape value is considered medium value and the site's immediate and wider context has a medium overall sensitivity to change. Subject to careful design at all stages and inclusion of the recommendations, there appears to be no landscape or visual reasons which would preclude development of the site. The planning application should be further informed by Landscape and Visual Impact Assessment, which would feed into an iterative design solution. MCC's Landscape Officer considers the site from a landscape and GI perspective to be suitable for residential development. It is considered that with appropriate design and layout with development focused on eastern and north western boundaries of the site the proposed development is visually seen as extension of Chepstow's urban boundary. The design layout on the indicative masterplan seeks to retain and emphasise a parkland character by retaining this area as public parkland open space, a requirement set out in Policy HA3 criterion (g). The indicative masterplan also indicates an appropriate woodland buffer retained to the south west St Lawrence Lane boundary with the open countryside/green wedge setting/ setting with the Wye Valley AONB National Landscape, a requirement of Policy HA3 criterion (i). As such, with these design principles to locate development towards the east of the site and protect and enhance the buffer with the open countryside setting, the landscape impact of the site is acceptable. These high-level landscape design requirements are set out in policies S8 and HA3 and are demonstrated on the submitted indicative Masterplan. Collectively, along with policy S5 – Green Infrastructure, Landscape and Nature Recovery and its associated development management policies there are considered to be sufficient policy requirements to enable the authority 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 also help to ensure development is acceptable.	
3909 / Mr Piers Jacobs / Objection	Refers to page 10 of the summary. Agree that there needs to be growth in housing in Monmouthshire, but the location of that growth is crucial. The one proposed for	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	No change required.

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	Chepstow is on a road that is already massively congested, the local air pollution levels will be worsen, noise will increase, and cars will be contributing carbon emissions whilst sat in their idling cars. There are no safe active/sustainable travel routes from the location into town. Everyone will be forced to use their cars for their journeys. Finally, there is the amenity and biodiversity value of that land. The Chepstow location for development needs to be fully reconsidered. It is not sustainable, doesn't support or promote active travel, doesn't support climate change mitigation or adaptation, worsens air pollution and noise.	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 site selection, as brownfield opportunities within existing settlements in Monmouthshire are limited, greenfield edge of settlement opportunities have had to be considered to meet our key housing and employment requirements. Having regard to development considerations and the candidate site assessment process, it is considered that Land at Mounton Road, Chepstow will provide a sustainable affordable housing-led mixed-use development, where there are opportunities to co-locate homes and commercial uses. This was set out in a report to Council in October 2023 whereby Council considered that the benefits of the commercial development and associated job creation at the Mounton Road site outweighed the loss of higher quality agricultural land, given the absence of alternative commercial sites and the importance of Chepstow for tourism as the gateway to the Wye Valley. With regards to concern of the proposal attracting out commuters, a key objective of the Replacement Local Development Plan (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. The mixed-use allocation which includes provision for commercial (employment) uses, such as a hotel and residential care home (C2) is an integral element of the allocation to serve both the development site and the wider Chepstow area. The scale of commercial provision reflects a balance between the creation of a sustainable community and job provision/ support for Monmouthshire's economy. With regards to traffic congestion concerns, the operational capacity of the Highbeeche 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	

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		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 Mounton 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	

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		Tunnel Junction and Bristol. These proposals, along with Highbeech Roundabout improvements, are safeguarded from development in Policy ST5 of the RLDP. With regards to sustainable travel opportunities in relation to the site allocation, Land at Mounon Road is located on the edge of Chepstow where sustainable travel (walking and cycling) trips to main amenities and attractors is possible and will be encouraged with site design. The steep topography of the area is recognised. This issue has been initially considered within the preliminary Transport Assessment (TA) (Rappor 2024), which begins to address the topography issue Chepstow has in relation to sustainable travel. At this strategic stage however, the TA is high level and solutions and further detail will be considered at the planning application stage. linking the site to Chepstow Town Centre (also a requirement of Policy ST1 of the plan). The site is within an Active Travel locality, sitting alongside existing Active Travel routes (MC- C08C and MCC-C11C on the ATNM). The National Cycle Network 4 (NCN4) also runs adjacent to the site along the A466 and Mounon Road. There are no public rights of way (PRoW) across the site, however, there is a PROW (355/3/3) which can be accessed from the north west corner of the site. It is therefore considered that there are good opportunities to connect the site to the existing Active Travel Network and contribute to improvements to the existing network. This is illustrated on the Indicative Masterplan and set out in the placemaking principles of Policy S8, as well as HA3 criterion (m) and sustainable transport policies S13 and ST1. In terms of the visual impact of the proposal upon the gateway to the Wye Valley, a Landscape Visual Baseline (LVB) (EDP, February 2024) has been submitted, which has identified the baseline conditions of the site and surrounding area and determined those landscape and visual characteristics that might inform the design of the proposals, including recommendations for mitigation. Overall, the report concludes that the site's landscape value is considered medium value and the site's immediate and wider context has a medium overall sensitivity to change. Subject to careful design at all stages and inclusion of the recommendations, there appears to be no landscape or visual reasons which would preclude development of the site. The planning application should be further informed by Landscape and Visual Impact Assessment, which would feed into an iterative design solution.	

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		MCC's Landscape Officer considers the site from a landscape and GI perspective to be suitable for residential development. It is considered that with appropriate design and layout with development focused on eastern and north western boundaries of the site the proposed development is visually seen as extension of Chepstow's urban boundary. The design layout on the indicative masterplan seeks to retain and emphasise a parkland character by retaining this area as public parkland open space, a requirement set out in Policy HA3 criterion (g). The indicative masterplan also indicates an appropriate woodland buffer retained to the south west St Lawrence Lane boundary with the open countryside/green wedge setting/ setting with the Wye Valley AONB National Landscape, a requirement of Policy HA3 criterion (i). As such, with these design principles to locate development towards the east of the site and protect and enhance the buffer with the open countryside setting, the landscape impact of the site is acceptable. These high-level landscape design requirements are set out in policies S8 and HA3 and are demonstrated on the submitted indicative Masterplan. Collectively, along with policy S5 – Green Infrastructure, Landscape and Nature Recovery and its associated development management policies there are considered to be sufficient policy requirements to enable the authority 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 also help to ensure development is acceptable. The site contains groups of mature woodland and mature hedgerows which contain several important natural ecological habitats. The protection and preservation of these habitats is a key consideration in the development of the site. MCC's ecologists note that there are no 'in principle' constraints to the future development of the site subject to implementation of a sensitive masterplan design that incorporates appropriate inherent avoidance, mitigation and enhancement measures and provides net benefit for biodiversity. These policy requirements are set out in policies S8 and HA3 criteria (j), (k) and (l) of the RLDP. 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	

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		ecological improvements as well the RLDP policy framework, with particular reference to Policy NR1 – Nature Recovery. With regards to air quality concerns, an Air Quality Assessment (Rappor, April 2024) submitted to support the allocation has demonstrated at this high-level stage of the proposal that air quality levels at the development site (new receptors) would be below the air quality objective levels in the opening year of 2026 and in future year scenarios. Nevertheless, 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.	
3909 / Mr Piers Jacobs / Objection	The proposed location (HA3) for Chepstow is on a road that is already massively congested. With this development you're likely to end up with more congestion. Putting yet more houses and more car trips in that location is only going to make matters so much worse! Local air pollution levels will worsen, noise will increase, and cars will contribute carbon emissions. What about the disamenity to all the residential properties along those roads who will have worsening road conditions outside their houses? There are no safe active/sustainable travel routes from the location into town. Everyone will be forced to use their cars for their journeys - making a current difficult situation even worse. Finally, there is the amenity and	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 site selection, as brownfield opportunities within existing settlements in Monmouthshire are limited, greenfield edge of settlement opportunities have had to be considered to meet our key housing and employment requirements. Having regard to development considerations and the candidate site assessment process, it is considered that Land at Mounton Road, Chepstow will provide a sustainable affordable housing-led mixed-use development, where there are opportunities to co-locate homes and commercial uses. This was set out in a	No change required.

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	biodiversity value of that land. The Chepstow location for development needs to be fully reconsidered. It is not sustainable, doesn't support or promote active travel, doesn't support climate change mitigation or adaptation, worsens air pollution and noise, will worsen congestion for all Chepstow residents.	report to Council in October 2023 whereby Council considered that the benefits of the commercial development and associated job creation at the Mounton Road site outweighed the loss of higher quality agricultural land, given the absence of alternative commercial sites and the importance of Chepstow for tourism as the gateway to the Wye Valley. With regards to concern of the proposal attracting out commuters, a key objective of the Replacement Local Development Plan (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. The mixed-use allocation which includes provision for commercial (employment) uses, such as a hotel and residential care home (C2) is an integral element of the allocation to serve both the development site and the wider Chepstow area. The scale of commercial provision reflects a balance between the creation of a sustainable community and job provision/ support for Monmouthshire's economy. With regards to traffic congestion concerns, 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	

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		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 Mounton 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. With regards to sustainable travel opportunities in relation to the site allocation, Land at Mounton Road is located on the edge of Chepstow where sustainable travel (walking and cycling) trips to main amenities and attractors is possible and will be encouraged with site design. The steep topography of the area is recognised. This issue has been initially considered within the preliminary Transport Assessment (TA) (Rappor 2024), which begins to address the topography issue Chepstow has in relation to sustainable travel. At this strategic stage however, the TA is high level and solutions and further detail will be considered at the planning application stage. linking the site to Chepstow Town Centre (also a requirement of Policy ST1 of the plan).	

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		The site is within an Active Travel locality, sitting alongside existing Active Travel routes (MC- C08C and MCC-C11C on the ATNM). The National Cycle Network 4 (NCN4) also runs adjacent to the site along the A466 and Mounon Road. There are no public rights of way (PRoW) across the site, however, there is a PROW (355/3/3) which can be accessed from the north west corner of the site. It is therefore considered that there are good opportunities to connect the site to the existing Active Travel Network and contribute to improvements to the existing network. This is illustrated on the Indicative Masterplan and set out in the placemaking principles of Policy S8, as well as HA3 criterion (m) and sustainable transport policies S13 and ST1. In terms of the visual impact of the proposal upon the gateway to the Wye Valley, a Landscape Visual Baseline (LVB) (EDP, February 2024) has been submitted, which has identified the baseline conditions of the site and surrounding area and determined those landscape and visual characteristics that might inform the design of the proposals, including recommendations for mitigation. Overall, the report concludes that the site's landscape value is considered medium value and the site's immediate and wider context has a medium overall sensitivity to change. Subject to careful design at all stages and inclusion of the recommendations, there appears to be no landscape or visual reasons which would preclude development of the site. The planning application should be further informed by Landscape and Visual Impact Assessment, which would feed into an iterative design solution. MCC's Landscape Officer considers the site from a landscape and GI perspective to be suitable for residential development. It is considered that with appropriate design and layout with development focused on eastern and north western boundaries of the site the proposed development is visually seen as extension of Chepstow's urban boundary. The design layout on the indicative masterplan seeks to retain and emphasise a parkland character by retaining this area as public parkland open space, a requirement set out in Policy HA3 criterion (g). The indicative masterplan also indicates an appropriate woodland buffer retained to the south west St Lawrence Lane boundary with the open countryside/green wedge setting/ setting with the Wye Valley AONB National Landscape, a requirement of Policy HA3 criterion (i). As such, with these design principles to locate development towards the east of the site and protect and enhance the buffer with the open countryside setting, the landscape impact of the site is	

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		acceptable. These high-level landscape design requirements are set out in policies S8 and HA3 and are demonstrated on the submitted indicative Masterplan. Collectively, along with policy S5 – Green Infrastructure, Landscape and Nature Recovery and its associated development management policies there are considered to be sufficient policy requirements to enable the authority 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 also help to ensure development is acceptable. The site contains groups of mature woodland and mature hedgerows which contain several important natural ecological habitats. The protection and preservation of these habitats is a key consideration in the development of the site. MCC's ecologists note that there are no 'in principle' constraints to the future development of the site subject to implementation of a sensitive masterplan design that incorporates appropriate inherent avoidance, mitigation and enhancement measures and provides net benefit for biodiversity. These policy requirements are set out in policies S8 and HA3 criteria (j), (k) and (l) of the RLDP. 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. With regards to air quality concerns, an Air Quality Assessment (Rappor, April 2024) submitted to support the allocation has demonstrated at this high-level stage of the proposal that air quality levels at the development site (new receptors) would be below the air quality objective levels in the opening year of 2026 and in future year scenarios. Nevertheless, 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	

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		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.	
3910 / Mrs Quinlan / Objection	Over-development and lack of infrastructure; i.e. no provision for additional Doctors' surgeries, schools, by-pass for Chepstow, or improvements to roads, particularly around Highbeech roundabout, coupled with a depleted library service and lack of banks and shops, does not ensure social or economic stability for the area. The Plan does not take into account the development in Beachley and the added strain this will pose for the roads. The air quality in Chepstow is poor. This plan will severely exacerbate this problem.	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 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 Mounton Road is in a unique position	No change required.

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		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. Overall, further detailed Transport Assessments (TAs) are to be considered at the pre/planning application stage. Where relevant the detailed TA has the potential to be informed by the outcome of the Welsh Government's WelTAG assessments. A proposal for a Chepstow Bypass is not set out within the current Monmouthshire Local Transport Strategy (LTS) road schemes, nor within the Welsh Government Road building programme. With regards to air quality concerns, an Air Quality Assessment (Rappor, April 2024) submitted to support the allocation has demonstrated at this high-level stage of the proposal that air quality levels at the development site (new receptors) would be below the air quality objective levels in the opening year of 2026 and in future year scenarios. Nevertheless, 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. 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	

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		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. In terms of health infrastructure, with regard to lack of NHS dentist and doctors in the locality, the mechanisms for improved health infrastructure sit outside of the planning process. The Council is, however, fully engaged with the health board (ABUHB) to help deliver service improvements in Chepstow and across the County as a whole.	
3910 / Mrs Quinlan / Objection	Development on the A46 near Mounon Road has already been vetoed by the Highways Agency. Development here will completely obliterate a green space along this road, as it is largely developed all the way to the racecourse roundabout. To put a hotel and care home on this road will increase traffic even more than housing, and proper car parking facilities would be needed. This road can be gridlocked. Impact to the area if the Severn Bridges are closed. The site at Mounon Road will hugely increase congestion on the roads, and Mounon Road itself is too narrow to permit a great deal of extra traffic.	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 Mounon Road. Welsh Government Highway Officers have been consulted on the proposed allocation and have not objected to the inclusion of the Mounon 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.	No change required.

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		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 Mounon 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. Overall, further detailed Transport Assessments (TAs) are to be considered at the pre/planning application stage. Where relevant the detailed TA has the potential to be informed by the outcome of the Welsh Government's WelTAG assessments.	
3912 / Mrs Rachel Williams / Objection	The plan needs to be reviewed so that it has less of an impact on pollution, wildlife and traffic. Highbeech roundabout is one of the most polluted roundabouts in Wales and building homes, the number of cars is likely to have a significant impact on health. It is a public health issue.	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 Mounon Road. Welsh Government Highway Officers have been consulted on the proposed allocation and have not objected to the inclusion of the Mounon 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	No change required.

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		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 Mounton 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. Overall, further detailed Transport Assessments (TAs) are to be considered at the pre/planning application stage. Where relevant the detailed TA has the potential to be informed by the outcome of the Welsh Government's WelTAG assessments. With regards to air quality concerns, an Air Quality Assessment (Rappor, April 2024) submitted to support the allocation has demonstrated at this high-level stage of the proposal that air quality levels at the development site (new receptors) would be below the air quality objective levels in the opening year of 2026 and in future year scenarios. Nevertheless, air quality impact will be further assessed as part of	

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		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. 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. In terms of health infrastructure, with regard to lack of NHS dentist and doctors in the locality, the mechanisms for improved health infrastructure sit outside of the planning process. The Council is, however, fully engaged with the health board (ABUHB) to help deliver service improvements in Chepstow and across the County as a whole. The site contains groups of mature woodland and mature hedgerows which contain several important natural ecological habitats. The protection and preservation of these habitats is a key consideration in the development of the site. MCC’s ecologists note that there are no ‘in principle’ constraints to the future development of the site subject to implementation of a sensitive masterplan design that incorporates appropriate inherent avoidance, mitigation and enhancement measures and provides net benefit for biodiversity. These policy requirements are set out in policies S8 and HA3 criteria (j), (k) and (l) of the RLDP. 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	

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		ecological improvements as well the RLDP policy framework, with particular reference to Policy NR1 – Nature Recovery.	
3912 / Mrs Rachel Williams / Objection	Impact of pollution, wildlife and traffic. More houses will lead to more cars which will cause more pollution at the roundabout. Wildlife will be impacted building on that farm.	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 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 Mounton Road is in a unique position to identify and safeguard land in the southeast part of the site for potential	No change required.

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		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. Overall, further detailed Transport Assessments (TAs) are to be considered at the pre/planning application stage. Where relevant the detailed TA has the potential to be informed by the outcome of the Welsh Government's WelTAG assessments. With regards to air quality concerns, an Air Quality Assessment (Rappor, April 2024) submitted to support the allocation has demonstrated at this high-level stage of the proposal that air quality levels at the development site (new receptors) would be below the air quality objective levels in the opening year of 2026 and in future year scenarios. Nevertheless, 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. 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	

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		application process. In terms of health infrastructure, with regard to lack of NHS dentist and doctors in the locality, the mechanisms for improved health infrastructure sit outside of the planning process. The Council is, however, fully engaged with the health board (ABUHB) to help deliver service improvements in Chepstow and across the County as a whole. The site contains groups of mature woodland and mature hedgerows which contain several important natural ecological habitats. The protection and preservation of these habitats is a key consideration in the development of the site. MCC's ecologists note that there are no 'in principle' constraints to the future development of the site subject to implementation of a sensitive masterplan design that incorporates appropriate inherent avoidance, mitigation and enhancement measures and provides net benefit for biodiversity. These policy requirements are set out in policies S8 and HA3 criteria (j), (k) and (l) of the RLDP. 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.	
3913 / Mrs Rebecca Higham / Objection	Development at Highbeech roundabout will exceed the capacity of the roundabout and breach the legal limit for air pollution. The existing infrastructure is unsuitable for 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	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 Mounon 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. Overall, further detailed Transport Assessments (TAs) are to be considered at the pre/planning application stage. Where relevant the detailed TA has the potential to be informed by the outcome of the Welsh Government's WelTAG assessments. With regards to air quality concerns, an Air Quality Assessment (Rappor, April 2024) submitted to support the allocation has demonstrated at this high-level stage of the proposal that air quality levels at the development site (new receptors) would be below the air quality objective levels in the opening year of 2026 and in future	

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		year scenarios. Nevertheless, 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.	
3914 / Mrs Rebecca Prayoga / Objection	Opposes to the development for reasons relating to 1. Traffic Congestion siting issues with safety, unsustainable delays, and pollution. 2. Environmental impact due to the site being a greenfield area and contradiction with aim to address nature emergency and the site neighbouring the AONB and the risk to diminishing character and ecological value of the region. 3. Lack of accessibility for young people due to struggling high street, overstretched healthcare services, severe traffic congestion, and high house prices. 4. Infrastructure deficit - Council failure to address longstanding lack of infrastructure and pollution. States that building more houses without addressing these issues will only compound existing issues rather than resolve them.	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 site selection, as brownfield opportunities within existing settlements in Monmouthshire are limited, greenfield edge of settlement opportunities have had to be considered to meet our key housing and employment requirements. Having regard to development considerations and the candidate site assessment process, it is considered that Land at Mounton Road, Chepstow will provide a sustainable affordable housing-led mixed-use development, where there are opportunities to co-locate homes and commercial uses. This was set out in a report to Council in October 2023 whereby Council considered that the benefits of the commercial development and associated job creation at the Mounton Road site outweighed the loss of higher quality agricultural land, given the absence of alternative commercial sites and the importance of Chepstow for tourism as the gateway to the Wye Valley.	No change required.

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		With regards to traffic congestion concerns, the operational capacity of the Highbeeche 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 Highbeeche 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 Highbeeche 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 Mounton 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).	

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		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. In terms of the visual impact of the proposal upon the gateway to the Wye Valley, a Landscape Visual Baseline (LVB) (EDP, February 2024) has been submitted, which has identified the baseline conditions of the site and surrounding area and determined those landscape and visual characteristics that might inform the design of the proposals, including recommendations for mitigation. Overall, the report concludes that the site's landscape value is considered medium value and the site's immediate and wider context has a medium overall sensitivity to change. Subject to careful design at all stages and inclusion of the recommendations, there appears to be no landscape or visual reasons which would preclude development of the site. The planning application should be further informed by Landscape and Visual Impact Assessment, which would feed into an iterative design solution. MCC's Landscape Officer considers the site from a landscape and GI perspective to be suitable for residential development. It is considered that with appropriate design and layout with development focused on eastern and north western boundaries of the site the proposed development is visually seen as extension of Chepstow's urban boundary. The design layout on the indicative masterplan seeks to retain and emphasise a parkland character by retaining this area as public parkland open space, a requirement set out in Policy HA3 criterion (g). The indicative masterplan also indicates an appropriate woodland buffer retained to the south west St Lawrence Lane boundary with the open countryside/green wedge setting/ setting with the Wye Valley AONB National Landscape, a requirement of Policy HA3 criterion (i). As such, with these design principles to locate development towards the east of the site and protect and enhance the buffer with the open countryside setting, the landscape impact of the site is acceptable. These high-level landscape design requirements are set out in policies S8 and HA3 and are demonstrated on the submitted indicative Masterplan. Collectively, along with policy S5 – Green Infrastructure, Landscape and Nature	

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		Recovery and its associated development management policies there are considered to be sufficient policy requirements to enable the authority 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 also help to ensure development is acceptable. The site contains groups of mature woodland and mature hedgerows which contain several important natural ecological habitats. The protection and preservation of these habitats is a key consideration in the development of the site. MCC's ecologists note that there are no 'in principle' constraints to the future development of the site subject to implementation of a sensitive masterplan design that incorporates appropriate inherent avoidance, mitigation and enhancement measures and provides net benefit for biodiversity. These policy requirements are set out in policies S8 and HA3 criteria (j), (k) and (l) of the RLDP. 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. With regards to air quality concerns, an Air Quality Assessment (Rappor, April 2024) submitted to support the allocation has demonstrated at this high-level stage of the proposal that air quality levels at the development site (new receptors) would be below the air quality objective levels in the opening year of 2026 and in future year scenarios. Nevertheless, 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.	

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3914 / Mrs Rebecca Prayoga / Objection	Further objections relating to contradiction in policy, with creation of green wedge whilst also building on greenfield sites, contradicting goal of safeguarding the countryside from encroachment. Also concerned for the failure to align with Broader Environmental Goals with inconsistent application across the county. Requests a focus on brownfield sites and urban renewal projects in Chepstow over greenfield. The development fails to respect local distinctiveness and show continue modern red-brick within the development to continue the towns character, threatening the preservation of Chepstow Conservation Area and the integrity of its heritage, contrasting with its historic structures, listed buildings and creating a visual and cultural disconnect.	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 site selection, as brownfield opportunities within existing settlements in Monmouthshire are limited, greenfield edge of settlement opportunities have had to be considered to meet our key housing and employment requirements. Having regard to development considerations and the candidate site assessment process, it is considered that Land at Mounton Road, Chepstow will provide a sustainable affordable housing-led mixed-use development, where there are opportunities to co-locate homes and commercial uses. This was set out in a report to Council in October 2023 whereby Council considered that the benefits of the commercial development and associated job creation at the Mounton Road site outweighed the loss of higher quality agricultural land, given the absence of alternative commercial sites and the importance of Chepstow for tourism as the gateway to the Wye Valley. In relation to developing within a green wedge, a Green Wedge Review has been undertaken which concludes that the parcel of land that contains Mounton Road 'makes a moderate contribution to preventing settlement coalescence, managing urban form, safeguarding the countryside from encroachment and protecting the setting of an urban area. It plays a 'moderate buffer role.' It is therefore, proposed to remove the green wedge designation that contains the Mounton Road allocation. The removal of this parcel of land is also considered to align with national policy, whereby PPW notes that green wedge boundaries should be chosen carefully using physical features and boundaries to include only that land which it is necessary to keep open in the longer term. Ensuring a sufficient range of development land which is suitably located in relation to the existing urban edge should be made available, having regard to the longer-term need for development	No change required.

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		land, the effects of development pressure in the area and the need to minimise demand to travel. For further information, please refer to the Green Wedge Assessments (LUC, 2024) and Green Wedge Review (2025). In terms of the visual impact of the proposal upon the gateway to the Wye Valley, a Landscape Visual Baseline (LVB) (EDP, February 2024) has been submitted, which has identified the baseline conditions of the site and surrounding area and determined those landscape and visual characteristics that might inform the design of the proposals, including recommendations for mitigation. Overall, the report concludes that the site's landscape value is considered medium value and the site's immediate and wider context has a medium overall sensitivity to change. Subject to careful design at all stages and inclusion of the recommendations, there appears to be no landscape or visual reasons which would preclude development of the site. The planning application should be further informed by Landscape and Visual Impact Assessment, which would feed into an iterative design solution. MCC's Landscape Officer considers the site from a landscape and GI perspective to be suitable for residential development. It is considered that with appropriate design and layout with development focused on eastern and north western boundaries of the site the proposed development is visually seen as extension of Chepstow's urban boundary. The design layout on the indicative masterplan seeks to retain and emphasise a parkland character by retaining this area as public parkland open space, a requirement set out in Policy HA3 criterion (g). The indicative masterplan also indicates an appropriate woodland buffer retained to the south west St Lawrence Lane boundary with the open countryside/green wedge setting/ setting with the Wye Valley AONB National Landscape, a requirement of Policy HA3 criterion (i). As such, with these design principles to locate development towards the east of the site and protect and enhance the buffer with the open countryside setting, the landscape impact of the site is acceptable. These high-level landscape design requirements are set out in policies S8 and HA3 and are demonstrated on the submitted indicative Masterplan. Collectively, along with policy S5 – Green Infrastructure, Landscape and Nature Recovery and its associated development management policies there are considered to be sufficient policy requirements to enable the authority 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	

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		Country Planning (Environmental Impact Assessment) (Wales) Regulations 2017 and PPW12 will also help to ensure development is acceptable. The site contains groups of mature woodland and mature hedgerows which contain several important natural ecological habitats. The protection and preservation of these habitats is a key consideration in the development of the site. MCC's ecologists note that there are no 'in principle' constraints to the future development of the site subject to implementation of a sensitive masterplan design that incorporates appropriate inherent avoidance, mitigation and enhancement measures and provides net benefit for biodiversity. These policy requirements are set out in policies S8 and HA3 criteria (j), (k) and (l) of the RLDP. 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. With regards to impact on historic character, the site is outside a Conservation Area, however, Mathern's Conservation Area boundary which includes Wyelands Historic Park and Gardens, is just to the south of the site boundary. The site is also within the parkland setting of the Grade II Listed St Lawrence House, which is located just to the north boundary of the site, along with several other characterful residential properties to the north. Cadw's consultation response to the proposal is that intervening vegetation already provides significant screening of the site from the registered Wyelands historic park and garden and careful design should provide additional screening ensuring that the proposed development will not have a significant impact on their settings. MCC'S Heritage Officer's view is that the retention of the western edge of the site as open parkland on the indicative masterplan ensures the setting of the historic environment can be mitigated. This area is essential for the protection of the listed St Lawrence House and wider historic landscape.	
3915 / Mrs Rebecca Reed / Objection	Local infrastructure not suitable for building of HA2 or HA3. A48 already congested at peak time at Chepstow	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	No change required.

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	roundabout. They do not have the road system to support this development	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 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 Mounton 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	

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		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. Overall, further detailed Transport Assessments (TAs) are to be considered at the pre/planning application stage. Where relevant the detailed TA has the potential to be informed by the outcome of the Welsh Government's WelTAG assessments.	
3916 / Mrs Rebecca Webb / Objection	Concern re road infrastructure capacity at Highbeech roundabout and that no suitable mitigation will be implement, similarly to previous unrealised solutions. Concerns that the development will increase air pollution levels and therefore have an adverse impact on the health and wellbeing of residents. Concerns that there is no plan or evidence to support modal shift. Concern that housing figures are based on job growth and most new residents will be out commuting increasing car usage. Concerns re impact on landscape and historical amenity, green wedge, wildlife, AONB, character and increase in noise pollution. Suggests social infrastructure should be delivered alongside development. Development conflicts will Wellbeing of Future Generations Act 2015.	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 site selection, as brownfield opportunities within existing settlements in Monmouthshire are limited, greenfield edge of settlement opportunities have had to be considered to meet our key housing and employment requirements. Having regard to development considerations and the candidate site assessment process, it is considered that Land at Mounton Road, Chepstow will provide a sustainable affordable housing-led mixed-use development, where there are opportunities to co-locate homes and commercial uses. This was set out in a report to Council in October 2023 whereby Council considered that the benefits of the commercial development and associated job creation at the Mounton Road site outweighed the loss of higher quality agricultural land, given the absence of alternative commercial sites and the importance of Chepstow for tourism as the gateway to the Wye Valley. With regards to concern of the proposal attracting out commuters, a key objective of the Replacement Local Development Plan (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. The mixed-use allocation	No change required.

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		which includes provision for commercial (employment) uses, such as a hotel and residential care home (C2) is an integral element of the allocation to serve both the development site and the wider Chepstow area. The scale of commercial provision reflects a balance between the creation of a sustainable community and job provision/ support for Monmouthshire's economy. In relation to developing within a green wedge, a Green Wedge Review has been undertaken which concludes that the parcel of land that contains Mounton Road 'makes a moderate contribution to preventing settlement coalescence, managing urban form, safeguarding the countryside from encroachment and protecting the setting of an urban area. It plays a 'moderate buffer role.' It is therefore, proposed to remove the green wedge designation that contains the Mounton Road allocation. The removal of this parcel of land is also considered to align with national policy, whereby PPW notes that green wedge boundaries should be chosen carefully using physical features and boundaries to include only that land which it is necessary to keep open in the longer term. Ensuring a sufficient range of development land which is suitably located in relation to the existing urban edge should be made available, having regard to the longer-term need for development land, the effects of development pressure in the area and the need to minimise demand to travel. For further information, please refer to the Green Wedge Assessments (LUC, 2024) and Green Wedge Review (2025). With regards to traffic congestion concerns, the operational capacity of the Highbeece 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.	

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		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 Mounton 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. With regards to sustainable travel opportunities in relation to the site allocation, Land at Mounton Road is located on the edge of Chepstow where sustainable travel (walking and cycling) trips to main amenities and attractors is possible and will be encouraged with site design. The steep topography of the area is recognised. This issue has been initially considered within the preliminary Transport Assessment (TA) (Rappor 2024), which begins to address the topography issue	

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		Chepstow has in relation to sustainable travel. At this strategic stage however, the TA is high level and solutions and further detail will be considered at the planning application stage. linking the site to Chepstow Town Centre (also a requirement of Policy ST1 of the plan). The site is within an Active Travel locality, sitting alongside existing Active Travel routes (MC- C08C and MCC-C11C on the ATNM). The National Cycle Network 4 (NCN4) also runs adjacent to the site along the A466 and Mounon Road. There are no public rights of way (PRoW) across the site, however, there is a PROW (355/3/3) which can be accessed from the north west corner of the site. It is therefore considered that there are good opportunities to connect the site to the existing Active Travel Network and contribute to improvements to the existing network. This is illustrated on the Indicative Masterplan and set out in the placemaking principles of Policy S8, as well as HA3 criterion (m) and sustainable transport policies S13 and ST1. In terms of the visual impact of the proposal upon the gateway to the Wye Valley, a Landscape Visual Baseline (LVB) (EDP, February 2024) has been submitted, which has identified the baseline conditions of the site and surrounding area and determined those landscape and visual characteristics that might inform the design of the proposals, including recommendations for mitigation. Overall, the report concludes that the site's landscape value is considered medium value and the site's immediate and wider context has a medium overall sensitivity to change. Subject to careful design at all stages and inclusion of the recommendations, there appears to be no landscape or visual reasons which would preclude development of the site. The planning application should be further informed by Landscape and Visual Impact Assessment, which would feed into an iterative design solution. MCC's Landscape Officer considers the site from a landscape and GI perspective to be suitable for residential development. It is considered that with appropriate design and layout with development focused on eastern and north western boundaries of the site the proposed development is visually seen as extension of Chepstow's urban boundary. The design layout on the indicative masterplan seeks to retain and emphasise a parkland character by retaining this area as public parkland open space, a requirement set out in Policy HA3 criterion (g). The indicative masterplan also indicates an appropriate woodland buffer retained to the south west St Lawrence Lane boundary with the open countryside/green	

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		wedge setting/ setting with the Wye Valley AONB National Landscape, a requirement of Policy HA3 criterion (i). As such, with these design principles to locate development towards the east of the site and protect and enhance the buffer with the open countryside setting, the landscape impact of the site is acceptable. These high-level landscape design requirements are set out in policies S8 and HA3 and are demonstrated on the submitted indicative Masterplan. Collectively, along with policy S5 – Green Infrastructure, Landscape and Nature Recovery and its associated development management policies there are considered to be sufficient policy requirements to enable the authority 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 also help to ensure development is acceptable. The site contains groups of mature woodland and mature hedgerows which contain several important natural ecological habitats. The protection and preservation of these habitats is a key consideration in the development of the site. MCC's ecologists note that there are no 'in principle' constraints to the future development of the site subject to implementation of a sensitive masterplan design that incorporates appropriate inherent avoidance, mitigation and enhancement measures and provides net benefit for biodiversity. These policy requirements are set out in policies S8 and HA3 criteria (j), (k) and (l) of the RLDP. 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. With regards to impact on historic character, the site is outside a Conservation Area, however, Mathern's Conservation Area boundary which includes Wyelands Historic Park and Gardens, is just to the south of the site boundary. The site is also within the parkland setting of the Grade II Listed St Lawrence House, which is located just to the north boundary of the site, along with several other characterful residential properties to the north. Cadw's consultation response to the proposal is that intervening vegetation already provides significant screening of the site from	

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		the registered Wyelands historic park and garden and careful design should provide additional screening ensuring that the proposed development will not have a significant impact on their settings. MCC'S Heritage Officer's view is that the retention of the western edge of the site as open parkland on the indicative masterplan ensures the setting of the historic environment can be mitigated. This area is essential for the protection of the listed St Lawrence House and wider historic landscape. With regards to air quality concerns, an Air Quality Assessment (Rappor, April 2024) submitted to support the allocation has demonstrated at this high-level stage of the proposal that air quality levels at the development site (new receptors) would be below the air quality objective levels in the opening year of 2026 and in future year scenarios. Nevertheless, 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.	
3922 / Dr Richard / Objection	The greenfield site has been 'protected from development forever'. The increase in traffic requiring access to Highbeech roundabout is likely to cause more congestion. Only 'future' improvement to the roundabout. They consider the traffic management plan for this area to be ill thought out and lacking understanding of the day-to-day lack of traffic flow. Are traffic lights at the proposed entrance planned? The redundant 'Old St Lawrence Road' could be used as a slip road to allow traffic going to Chepstow town to avoid	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 site selection, as brownfield opportunities within existing settlements in Monmouthshire are limited, greenfield edge of settlement	No change required.

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	Highbeech roundabout. If the development goes ahead, the improvement to Highbeech roundabout should be made before any works begin on the site itself (they give some suggestions). Chepstow desperately needs a bypass. The schools, GP practises, dentists and other public services can take no more.	opportunities have had to be considered to meet our key housing and employment requirements. Having regard to development considerations and the candidate site assessment process, it is considered that Land at Mounton Road, Chepstow will provide a sustainable affordable housing-led mixed-use development, where there are opportunities to co-locate homes and commercial uses. This was set out in a report to Council in October 2023 whereby Council considered that the benefits of the commercial development and associated job creation at the Mounton Road site outweighed the loss of higher quality agricultural land, given the absence of alternative commercial sites and the importance of Chepstow for tourism as the gateway to the Wye Valley. In relation to developing within a green wedge, a Green Wedge Review has been undertaken which concludes that the parcel of land that contains Mounton Road ‘makes a moderate contribution to preventing settlement coalescence, managing urban form, safeguarding the countryside from encroachment and protecting the setting of an urban area. It plays a ‘moderate buffer role.’ It is therefore, proposed to remove the green wedge designation that contains the Mounton Road allocation. The removal of this parcel of land is also considered to align with national policy, whereby PPW notes that green wedge boundaries should be chosen carefully using physical features and boundaries to include only that land which it is necessary to keep open in the longer term. Ensuring a sufficient range of development land which is suitably located in relation to the existing urban edge should be made available, having regard to the longer-term need for development land, the effects of development pressure in the area and the need to minimise demand to travel. For further information, please refer to the Green Wedge Assessments (LUC, 2024) and Green Wedge Review (2025). With regards to traffic congestion concerns, 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	

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		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 Mounton 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. With regards to the provision of infrastructure, in accordance with Welsh Government guidance set out in the Development Plans Manual Wales (2020), an Infrastructure	

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		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. In terms of health infrastructure, with regard to lack of NHS dentist and doctors in the locality, the mechanisms for improved health infrastructure sit outside of the planning process. The Council is, however, fully engaged with the health board (ABUHB) to help deliver service improvements in Chepstow and across the County as a whole.	
3924 / Mr Richard Dobbin / Objection	The position and scale of this development would exacerbate the congestion on the Highbeech roundabout. It is already congested with very high levels of air pollution. The houses will be occupied by commuters, not locals. They accept that more housing is required but suggest that development should be considered that could access the M48 junction.	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 regards to concern of the proposal attracting out commuters, a key objective of the Replacement Local Development Plan (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. The mixed-use allocation which includes provision for commercial (employment) uses, such as a hotel and residential care home (C2) is an integral element of the allocation to serve both the development site and the wider Chepstow area. The scale of commercial provision reflects a balance between the creation of a sustainable community and job provision/ support for Monmouthshire's economy. With regards to traffic congestion concerns, the operational capacity of the Highbeech roundabout, which is under the jurisdiction of Welsh Government (WG)	No change required.

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		Highways, is a key consideration to the development proposal Land at Mounon Road. Welsh Government Highway Officers have been consulted on the proposed allocation and have not objected to the inclusion of the Mounon 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 Mounon 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	

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		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. With regards to air quality concerns, an Air Quality Assessment (Rappor, April 2024) submitted to support the allocation has demonstrated at this high-level stage of the proposal that air quality levels at the development site (new receptors) would be below the air quality objective levels in the opening year of 2026 and in future year scenarios. Nevertheless, 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.	
3925 / Mr Richard Lansberry / Objection	Firmly against any development on this parcel of land. a hotel here would be inappropriate (noise: early deliveries, vehicles from early/late guest arrivals, potential entertainment licence disturbances leading to possible noise abatement issues and drunken behaviour. Lighting from carpark causes a nuisance. Potential vermin being attracted by bin areas outside kitchens leading to health risks) and similarly a residential care home does not require a greenfield site that has been protected as Green Space for 41 years, important visual aspect regarding the Wye Valley. Policy S3 iii) incorporate a	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 site selection, as brownfield opportunities within existing settlements in Monmouthshire are limited, greenfield edge of settlement opportunities have had to be considered to meet our key housing and employment requirements. Having regard to development considerations and the candidate site	No change required.

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	green infrastructure-led approach that “respects local distinctiveness and the character of the site and its surroundings” - this policy is to “destroy distinctiveness”, once it’s gone it’s gone. I refer to Policy PM2 Environmental Amenity - HA3 does not adhere to this policy. one of the highest polluted sewage sites by Welsh Water at Mounton Brook with a reported 291 sewage dumps in 2023, huge health concerns. I would suggest that these new development proposals would cause significant additional risk/harm, in addition to the existing issues, in terms of character/quality of the countryside and potentially to human health should they be allowed to proceed. ill the potential new developers be responsible and held accountable to resolve this unacceptable level of sewage dumping? Are Welsh Water opposed to this development? Are MCC happy to accept this level of sewage being dumped into our beautiful countryside and to allow their rate payers to live with this on their doorsteps? Must not build on green land. Chepstow will no longer be a Market town. The traffic congestion is extreme.	assessment process, it is considered that Land at Mounton Road, Chepstow will provide a sustainable affordable housing-led mixed-use development, where there are opportunities to co-locate homes and commercial uses. This was set out in a report to Council in October 2023 whereby Council considered that the benefits of the commercial development and associated job creation at the Mounton Road site outweighed the loss of higher quality agricultural land, given the absence of alternative commercial sites and the importance of Chepstow for tourism as the gateway to the Wye Valley. With regards to concern of the proposal attracting out commuters, a key objective of the Replacement Local Development Plan (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. The mixed-use allocation which includes provision for commercial (employment) uses, such as a hotel and residential care home (C2) is an integral element of the allocation to serve both the development site and the wider Chepstow area. The scale of commercial provision reflects a balance between the creation of a sustainable community and job provision/ support for Monmouthshire’s economy. In relation to developing within a green wedge, a Green Wedge Review has been undertaken which concludes that the parcel of land that contains Mounton Road ‘makes a moderate contribution to preventing settlement coalescence, managing urban form, safeguarding the countryside from encroachment and protecting the setting of an urban area. It plays a ‘moderate buffer role.’ It is therefore, proposed to remove the green wedge designation that contains the Mounton Road allocation. The removal of this parcel of land is also considered to align with national policy, whereby PPW notes that green wedge boundaries should be chosen carefully using physical features and boundaries to include only that land which it is necessary to keep open in the longer term. Ensuring a sufficient range of development land which is suitably located in relation to the existing urban edge should be made available, having regard to the longer-term need for development land, the effects of development pressure in the area and the need to minimise demand to travel. For further information, please refer to the Green Wedge Assessments (LUC, 2024) and Green Wedge Review (2025).	

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		With regards to traffic congestion concerns, the operational capacity of the Highbeeche 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 Highbeeche 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 Highbeeche 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 Mounton 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).	

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		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. With regards to sustainable travel opportunities in relation to the site allocation, Land at Mounon Road is located on the edge of Chepstow where sustainable travel (walking and cycling) trips to main amenities and attractors is possible and will be encouraged with site design. The steep topography of the area is recognised. This issue has been initially considered within the preliminary Transport Assessment (TA) (Rappor 2024), which begins to address the topography issue Chepstow has in relation to sustainable travel. At this strategic stage however, the TA is high level and solutions and further detail will be considered at the planning application stage. linking the site to Chepstow Town Centre (also a requirement of Policy ST1 of the plan). The site is within an Active Travel locality, sitting alongside existing Active Travel routes (MC- C08C and MCC-C11C on the ATNM). The National Cycle Network 4 (NCN4) also runs adjacent to the site along the A466 and Mounon Road. There are no public rights of way (PRoW) across the site, however, there is a PROW (355/3/3) which can be accessed from the north west corner of the site. It is therefore considered that there are good opportunities to connect the site to the existing Active Travel Network and contribute to improvements to the existing network. This is illustrated on the Indicative Masterplan and set out in the placemaking principles of Policy S8, as well as HA3 criterion (m) and sustainable transport policies S13 and ST1. In terms of the visual impact of the proposal upon the gateway to the Wye Valley, a Landscape Visual Baseline (LVB) (EDP, February 2024) has been submitted, which has identified the baseline conditions of the site and surrounding area and determined those landscape and visual characteristics that might inform the design of the proposals, including recommendations for mitigation. Overall, the report concludes that the site's landscape value is considered medium value and the site's immediate and wider context has a medium overall sensitivity to change. Subject to	

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		careful design at all stages and inclusion of the recommendations, there appears to be no landscape or visual reasons which would preclude development of the site. The planning application should be further informed by Landscape and Visual Impact Assessment, which would feed into an iterative design solution. MCC's Landscape Officer considers the site from a landscape and GI perspective to be suitable for residential development. It is considered that with appropriate design and layout with development focused on eastern and north western boundaries of the site the proposed development is visually seen as extension of Chepstow's urban boundary. The design layout on the indicative masterplan seeks to retain and emphasise a parkland character by retaining this area as public parkland open space, a requirement set out in Policy HA3 criterion (g). The indicative masterplan also indicates an appropriate woodland buffer retained to the south west St Lawrence Lane boundary with the open countryside/green wedge setting/ setting with the Wye Valley AONB National Landscape, a requirement of Policy HA3 criterion (i). As such, with these design principles to locate development towards the east of the site and protect and enhance the buffer with the open countryside setting, the landscape impact of the site is acceptable. These high-level landscape design requirements are set out in policies S8 and HA3 and are demonstrated on the submitted indicative Masterplan. Collectively, along with policy S5 – Green Infrastructure, Landscape and Nature Recovery and its associated development management policies there are considered to be sufficient policy requirements to enable the authority 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 also help to ensure development is acceptable. The site contains groups of mature woodland and mature hedgerows which contain several important natural ecological habitats. The protection and preservation of these habitats is a key consideration in the development of the site. MCC's ecologists note that there are no 'in principle' constraints to the future development of the site subject to implementation of a sensitive masterplan design that incorporates appropriate inherent avoidance, mitigation and enhancement measures and provides net benefit for biodiversity. These policy requirements are set out in policies S8 and HA3 criteria (j), (k) and (l) of the RLDP.	

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		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. With regards to impact on historic character, the site is outside a Conservation Area, however, Mathern’s Conservation Area boundary which includes Wyelands Historic Park and Gardens, is just to the south of the site boundary. The site is also within the parkland setting of the Grade II Listed St Lawrence House, which is located just to the north boundary of the site, along with several other characterful residential properties to the north. Cadw’s consultation response to the proposal is that intervening vegetation already provides significant screening of the site from the registered Wyelands historic park and garden and careful design should provide additional screening ensuring that the proposed development will not have a significant impact on their settings. MCC’S Heritage Officer’s view is that the retention of the western edge of the site as open parkland on the indicative masterplan ensures the setting of the historic environment can be mitigated. This area is essential for the protection of the listed St Lawrence House and wider historic landscape. With regards to air quality concerns, an Air Quality Assessment (Rappor, April 2024) submitted to support the allocation has demonstrated at this high-level stage of the proposal that air quality levels at the development site (new receptors) would be below the air quality objective levels in the opening year of 2026 and in future year scenarios. Nevertheless, 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. The Council has consulted with Dŵr	

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		Cymru Welsh Water (DCWW) throughout the preparation of the RLDP. In response the Deposit Plan consultation, DCWW noted that the public sewerage network has sufficient existing capacity and can accept potential foul flows from the proposed allocation.	
3926 / Mr Richard Thomas / Objection	There is no point in expanding the housing stock unless there is a proper plan to address the issue of traffic, health care, schools and shopping for current residents. It will provide cheaper houses for commuters. Only one vehicle access will exacerbate the existing problems accessing Highbeeche roundabout. Why is another care home required?	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 site selection, as brownfield opportunities within existing settlements in Monmouthshire are limited, greenfield edge of settlement opportunities have had to be considered to meet our key housing and employment requirements. Having regard to development considerations and the candidate site assessment process, it is considered that Land at Mounton Road, Chepstow will provide a sustainable affordable housing-led mixed-use development, where there are opportunities to co-locate homes and commercial uses. This was set out in a report to Council in October 2023 whereby Council considered that the benefits of the commercial development and associated job creation at the Mounton Road site outweighed the loss of higher quality agricultural land, given the absence of alternative commercial sites and the importance of Chepstow for tourism as the gateway to the Wye Valley. With regards to traffic congestion concerns, the operational capacity of the Highbeeche 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	No change required.

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		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 Mounton 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. With	

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		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. In terms of health infrastructure, with regard to lack of NHS dentist and doctors in the locality, the mechanisms for improved health infrastructure sit outside of the planning process. The Council is, however, fully engaged with the health board (ABUHB) to help deliver service improvements in Chepstow and across the County as a whole.	
3927 / Mr Richard Woodhead / Objection	Object for the following reasons: Lose a scenic and open gateway to the Wye Valley. Highbeeche roundabout is a bottleneck and increased traffic will make this worse. It would compound flooding in the hamlet of Mounton. Sufficient thought needs to be given to the capacity of local secondary school and GP surgeries	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 site selection, as brownfield opportunities within existing settlements in Monmouthshire are limited, greenfield edge of settlement opportunities have had to be considered to meet our key housing and employment requirements. Having regard to development considerations and the candidate site assessment process, it is considered that Land at Mounton Road, Chepstow will provide a sustainable affordable housing-led mixed-use development, where there are opportunities to co-locate homes and commercial uses. This was set out in a report to Council in October 2023 whereby Council considered that the benefits of the commercial development and associated job creation at the Mounton Road site outweighed the loss of higher quality agricultural land, given the absence of	No change required.

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		alternative commercial sites and the importance of Chepstow for tourism as the gateway to the Wye Valley. In terms of the visual impact of the proposal upon the gateway to the Wye Valley, a Landscape Visual Baseline (LVB) (EDP, February 2024) has been submitted, which has identified the baseline conditions of the site and surrounding area and determined those landscape and visual characteristics that might inform the design of the proposals, including recommendations for mitigation. Overall, the report concludes that the site's landscape value is considered medium value and the site's immediate and wider context has a medium overall sensitivity to change. Subject to careful design at all stages and inclusion of the recommendations, there appears to be no landscape or visual reasons which would preclude development of the site. The planning application should be further informed by Landscape and Visual Impact Assessment, which would feed into an iterative design solution. MCC's Landscape Officer considers the site from a landscape and GI perspective to be suitable for residential development. It is considered that with appropriate design and layout with development focused on eastern and north western boundaries of the site the proposed development is visually seen as extension of Chepstow's urban boundary. The design layout on the indicative masterplan seeks to retain and emphasise a parkland character by retaining this area as public parkland open space, a requirement set out in Policy HA3 criterion (g). The indicative masterplan also indicates an appropriate woodland buffer retained to the south west St Lawrence Lane boundary with the open countryside/green wedge setting/ setting with the Wye Valley AONB National Landscape, a requirement of Policy HA3 criterion (i). As such, with these design principles to locate development towards the east of the site and protect and enhance the buffer with the open countryside setting, the landscape impact of the site is acceptable. These high-level landscape design requirements are set out in policies S8 and HA3 and are demonstrated on the submitted indicative Masterplan. Collectively, along with policy S5 – Green Infrastructure, Landscape and Nature Recovery and its associated development management policies there are considered to be sufficient policy requirements to enable the authority 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	

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		Country Planning (Environmental Impact Assessment) (Wales) Regulations 2017 and PPW12 will also help to ensure development is acceptable. With regards to traffic congestion concerns, 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 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 Mounton Road is in a unique position to identify and safeguard land in the southeast part of the site for potential	

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		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. In relation to flooding concerns, 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. The Flood Map for Planning does not identify any flood zones on the site. The Strategic Flood Consequence High Level Assessment concludes that there are no significant flood risk considerations to the allocation. The site is located within Zone 1 and is at low risk from all sources of flooding. A preliminary Flood Consequences Assessment (Rappor, updated June 2025) has identified that drainage solutions can be implemented, including on site surface water drainage with a Sustainable Drainage System (SuDS) drained via infiltration. Infiltration testing has been carried out which confirms that this method of drainage is suitable and viable. Infiltration basins are proposed across the site to serve individual catchments. 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) 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. 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,	

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		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. In terms of health infrastructure, with regard to lack of NHS dentist and doctors in the locality, the mechanisms for improved health infrastructure sit outside of the planning process. The Council is, however, fully engaged with the health board (ABUHB) to help deliver service improvements in Chepstow and across the County as a whole.	
3934 / Mr Robert Montgomery / Objection	It would not be good for the town, the traffic would make access to/from the site impossible. Not a good location. The traffic issues would be exacerbated, especially given Greggs/subway nearby, increase in pollution. A bypass should be implemented. Infrastructure cannot cope, notably doctors, dentists, schools. Scale is too large. Brownfield site in Bulwark should be used. Increase environmental risk.	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 site selection, as brownfield opportunities within existing settlements in Monmouthshire are limited, greenfield edge of settlement opportunities have had to be considered to meet our key housing and employment requirements. Having regard to development considerations and the candidate site assessment process, it is considered that Land at Mounton Road, Chepstow will provide a sustainable affordable housing-led mixed-use development, where there are opportunities to co-locate homes and commercial uses. This was set out in a report to Council in October 2023 whereby Council considered that the benefits of the commercial development and associated job creation at the Mounton Road site outweighed the loss of higher quality agricultural land, given the absence of alternative commercial sites and the importance of Chepstow for tourism as the gateway to the Wye Valley. With regards to traffic congestion concerns, 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	No change required.

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		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 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 Mounton 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, an Air Quality Assessment (Rappor, April 2024) submitted to support the allocation has demonstrated at this high-level stage of the proposal that air quality levels at the development site (new receptors) would be below the air quality objective levels in the opening year of 2026 and in future year scenarios. Nevertheless, 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. In relation to environmental/flooding concerns, 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. The Flood Map for Planning does not identify any flood zones on the site. The Strategic Flood Consequence High Level Assessment concludes that there are no significant flood risk considerations to the allocation. The site is located within Zone 1 and is at low risk from all sources of flooding. A preliminary Flood Consequences Assessment (Rappor, updated June 2025) has identified that drainage solutions can be implemented, including on site surface water drainage with a Sustainable Drainage System (SuDS) drained via infiltration. Infiltration testing has been carried out which confirms that that this method of drainage is suitable and viable. Infiltration basins are proposed across the site to serve individual catchments. Further drainage details are to be agreed at the Sustainable Drainage Approving Body (SAB) process, a separate regulatory framework, which requires drainage	

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		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. Construction of development will not be able to take place unless there is a SAB approval, as well as planning consent. 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. In terms of health infrastructure, with regard to lack of NHS dentist and doctors in the locality, the mechanisms for improved health infrastructure sit outside of the planning process. The Council is, however, fully engaged with the health board (ABUHB) to help deliver service improvements in Chepstow and across the County as a whole.	
3939 / Mr Ron Howard / Objection	In the absence of sufficient core infrastructure, it should be shelved until it is place. Road congestion is already a significant problem. A bypass would help (Chepstow). Shops need more support in town and GP services require expansion.	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 site selection, as brownfield opportunities within existing settlements in Monmouthshire are limited, greenfield edge of settlement opportunities have had to be considered to meet our key housing and employment requirements. Having regard to development considerations and the candidate site assessment process, it is considered that Land at Mounton Road, Chepstow will provide a sustainable affordable housing-led mixed-use development, where there are opportunities to co-locate homes and commercial uses. This was set out in a	No change required.

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		report to Council in October 2023 whereby Council considered that the benefits of the commercial development and associated job creation at the Mounton Road site outweighed the loss of higher quality agricultural land, given the absence of alternative commercial sites and the importance of Chepstow for tourism as the gateway to the Wye Valley. The proposed mixed-use allocation at Mounton Road being edge of settlement and approximately a 20-minute walk to the town centre, is considered to meet national planning policy objectives, as well as RLDP objectives : Objective 1 Economic Growth/Employment; Objective 2 sustaining and enhancing Monmouthshire's town centres; and Objective 16 Culture, Heritage and Welsh Language. The site's sustainable location provides the opportunity for visitors to walk to Chepstow's town centre and enable visitor trips to the high street and local businesses. With regards to traffic congestion concerns, the operational capacity of the Highbeeche 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 Highbeeche roundabout junction. It should be noted however, that the modelling output is based on existing public transport and active travel provision	

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		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 Mounon 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. A proposal for a Chepstow Bypass is not set out within the current Monmouthshire Local Transport Strategy (LTS) road schemes, nor within the Welsh Government Road building programme. 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) 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. 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	

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		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. In terms of health infrastructure, with regard to lack of NHS dentist and doctors in the locality, the mechanisms for improved health infrastructure sit outside of the planning process. The Council is, however, fully engaged with the health board (ABUHB) to help deliver service improvements in Chepstow and across the County as a whole.	
3945 / Miss Samantha Haggins / Objection	The overall plan seems like a good plan. However, as a Chepstow resident, that tackles traffic everyday I believe it's unnecessary to develop on the proposed site by high beach roundabout. This will cause extreme issue where there is already a high problem. Maybe the proposal could be moved to a different site	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 site selection, as brownfield opportunities within existing settlements in Monmouthshire are limited, greenfield edge of settlement opportunities have had to be considered to meet our key housing and employment requirements. Having regard to development considerations and the candidate site assessment process, it is considered that Land at Mounton Road, Chepstow will provide a sustainable affordable housing-led mixed-use development, where there are opportunities to co-locate homes and commercial uses. This was set out in a report to Council in October 2023 whereby Council considered that the benefits of the commercial development and associated job creation at the Mounton Road site outweighed the loss of higher quality agricultural land, given the absence of alternative commercial sites and the importance of Chepstow for tourism as the gateway to the Wye Valley.	No change required.

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		The proposed mixed-use allocation at Mounton Road being edge of settlement and approximately a 20-minute walk to the town centre, is considered to meet national planning policy objectives, as well as RLDP objectives : Objective 1 Economic Growth/Employment; Objective 2 sustaining and enhancing Monmouthshire's town centres; and Objective 16 Culture, Heritage and Welsh Language. The site's sustainable location provides the opportunity for visitors to walk to Chepstow's town centre and enable visitor trips to the high street and local businesses. With regards to traffic congestion concerns, the operational capacity of the Highbeeche 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 Highbeeche 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	

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		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 Mounon 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. 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. In terms of health infrastructure, with regard to lack of NHS dentist and doctors in the locality, the mechanisms for improved health infrastructure sit outside of the planning process. The Council is, however, fully engaged with the health board (ABUHB) to help deliver service improvements in Chepstow and across the County as a whole.	
3945 / Miss Samantha Haggins / Objection	The problem with the growth plan is that there is already an infrastructure problem in Chepstow. We have 3 doctors' surgeries that are already bursting at the seams. My last appointment took me 5/6 weeks to get seen. This needs to be addressed before anymore more development goes ahead.	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	No change required.

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	We have maybe 2 dentist that aren't private in Chepstow. The rate of traffic in Chepstow is terrible. The emissions test from bulwark corner will tell you that grossly high. How can you consider building anything when this still hasn't been addressed in the 20 years I've lived here - it's only got worse. The Chepstow site needs to be relocated.	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 site selection, as brownfield opportunities within existing settlements in Monmouthshire are limited, greenfield edge of settlement opportunities have had to be considered to meet our key housing and employment requirements. Having regard to development considerations and the candidate site assessment process, it is considered that Land at Mounton Road, Chepstow will provide a sustainable affordable housing-led mixed-use development, where there are opportunities to co-locate homes and commercial uses. This was set out in a report to Council in October 2023 whereby Council considered that the benefits of the commercial development and associated job creation at the Mounton Road site outweighed the loss of higher quality agricultural land, given the absence of alternative commercial sites and the importance of Chepstow for tourism as the gateway to the Wye Valley. The proposed mixed-use allocation at Mounton Road being edge of settlement and approximately a 20-minute walk to the town centre, is considered to meet national planning policy objectives, as well as RLDP objectives : Objective 1 Economic Growth/Employment; Objective 2 sustaining and enhancing Monmouthshire's town centres; and Objective 16 Culture, Heritage and Welsh Language. The site's sustainable location provides the opportunity for visitors to walk to Chepstow's town centre and enable visitor trips to the high street and local businesses. With regards to traffic congestion concerns, 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	

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		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 Mounton 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. With regards to air quality concerns, an Air Quality Assessment (Rappor, April 2024) submitted to support the allocation has demonstrated at this high-level stage of the proposal that air quality levels at the development site (new receptors) would be below the air quality objective levels in the opening year of 2026 and in future	

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		year scenarios. Nevertheless, 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. 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. In terms of health infrastructure, with regard to lack of NHS dentist and doctors in the locality, the mechanisms for improved health infrastructure sit outside of the planning process. The Council is, however, fully engaged with the health board (ABUHB) to help deliver service improvements in Chepstow and across the County as a whole.	
3946 / Mrs Sandra Irwin / Objection	The policy refers to land being reserved for the development of the Highbeech Roundabout. No plans for the development is mentioned. The Highbeech Roundabout cannot cope with traffic at the moment and causes excessive queueing which causes bad air quality. No development should happen in Chepstow until the roundabout is developed. The site should not be developed due to the demands on	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	No change required.

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	the infrastructure and healthcare provision in Chepstow.	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 Mounton 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. 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	

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		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. In terms of health infrastructure, with regard to lack of NHS dentist and doctors in the locality, the mechanisms for improved health infrastructure sit outside of the planning process. The Council is, however, fully engaged with the health board (ABUHB) to help deliver service improvements in Chepstow and across the County as a whole.	
3947 / Dr Sarah Cockbill / Objection	Cancel the proposal on the green land. There is no facility for medical practices, education or road traffic improvements in this area of Chepstow. The present level of traffic is unacceptable and the plan will increase this. MCC should be aiming to improve the current situation. A totally unrealistic plan which should be scrapped. MCC needs to make sure it considers more diligently the impact of more housing and traffic on existing communities.	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 site selection, as brownfield opportunities within existing settlements in Monmouthshire are limited, greenfield edge of settlement opportunities have had to be considered to meet our key housing and employment requirements. Having regard to development considerations and the candidate site assessment process, it is considered that Land at Mounon Road, Chepstow will provide a sustainable affordable housing-led mixed-use development, where there are opportunities to co-locate homes and commercial uses. This was set out in a report to Council in October 2023 whereby Council considered that the benefits of the commercial development and associated job creation at the Mounon Road site outweighed the loss of higher quality agricultural land, given the absence of alternative commercial sites and the importance of Chepstow for tourism as the gateway to the Wye Valley. The proposed mixed-use allocation at Mounon Road being edge of settlement and approximately a 20-minute walk to the town centre, is considered to meet national	No change required.

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		planning policy objectives, as well as RLDP objectives : Objective 1 Economic Growth/Employment; Objective 2 sustaining and enhancing Monmouthshire's town centres; and Objective 16 Culture, Heritage and Welsh Language. The site's sustainable location provides the opportunity for visitors to walk to Chepstow's town centre and enable visitor trips to the high street and local businesses. With regards to traffic congestion concerns, 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 Mounon Road. Welsh Government Highway Officers have been consulted on the proposed allocation and have not objected to the inclusion of the Mounon 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	

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		roundabout, strategically assessing transport improvements to the town as a whole. Nevertheless, the allocation of Land at Mounton 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. With regards to air quality concerns, an Air Quality Assessment (Rappor, April 2024) submitted to support the allocation has demonstrated at this high-level stage of the proposal that air quality levels at the development site (new receptors) would be below the air quality objective levels in the opening year of 2026 and in future year scenarios. Nevertheless, 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. 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. In terms of health infrastructure, with regard to lack of NHS	

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		dentist and doctors in the locality, the mechanisms for improved health infrastructure sit outside of the planning process. The Council is, however, fully engaged with the health board (ABUHB) to help deliver service improvements in Chepstow and across the County as a whole.	
3950 / Ms Sarah Spooner / Objection	GP surgeries are already at capacity. Traffic is a huge concern. Traffic flow should be looked at.	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 site selection, as brownfield opportunities within existing settlements in Monmouthshire are limited, greenfield edge of settlement opportunities have had to be considered to meet our key housing and employment requirements. Having regard to development considerations and the candidate site assessment process, it is considered that Land at Mounton Road, Chepstow will provide a sustainable affordable housing-led mixed-use development, where there are opportunities to co-locate homes and commercial uses. This was set out in a report to Council in October 2023 whereby Council considered that the benefits of the commercial development and associated job creation at the Mounton Road site outweighed the loss of higher quality agricultural land, given the absence of alternative commercial sites and the importance of Chepstow for tourism as the gateway to the Wye Valley. The proposed mixed-use allocation at Mounton Road being edge of settlement and approximately a 20-minute walk to the town centre, is considered to meet national planning policy objectives, as well as RLDP objectives : Objective 1 Economic Growth/Employment; Objective 2 sustaining and enhancing Monmouthshire's town centres; and Objective 16 Culture, Heritage and Welsh Language. The site's sustainable location provides the opportunity for visitors to walk to Chepstow's town centre and enable visitor trips to the high street and local businesses.	No change required.

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		With regards to traffic congestion concerns, the operational capacity of the Highbeeche 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 Highbeeche 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 Highbeeche 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 Mounton 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).	

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		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. With regards to air quality concerns, an Air Quality Assessment (Rappor, April 2024) submitted to support the allocation has demonstrated at this high-level stage of the proposal that air quality levels at the development site (new receptors) would be below the air quality objective levels in the opening year of 2026 and in future year scenarios. Nevertheless, 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. 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. In terms of health infrastructure, with regard to lack of NHS dentist and doctors in the locality, the mechanisms for improved health infrastructure sit outside of the planning process. The Council is, however, fully engaged with the health board (ABUHB) to help deliver service improvements in Chepstow and across the County as a whole.	

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3951 / Miss Sarah Stamp / Objection	Chepstow needs new infrastructure, roads, schools, GPs surgeries & so on before any further homes are built. Regardless as to whether they are affordable or not.	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 site selection, as brownfield opportunities within existing settlements in Monmouthshire are limited, greenfield edge of settlement opportunities have had to be considered to meet our key housing and employment requirements. Having regard to development considerations and the candidate site assessment process, it is considered that Land at Mounton Road, Chepstow will provide a sustainable affordable housing-led mixed-use development, where there are opportunities to co-locate homes and commercial uses. This was set out in a report to Council in October 2023 whereby Council considered that the benefits of the commercial development and associated job creation at the Mounton Road site outweighed the loss of higher quality agricultural land, given the absence of alternative commercial sites and the importance of Chepstow for tourism as the gateway to the Wye Valley. The proposed mixed-use allocation at Mounton Road being edge of settlement and approximately a 20-minute walk to the town centre, is considered to meet national planning policy objectives, as well as RLDP objectives : Objective 1 Economic Growth/Employment; Objective 2 sustaining and enhancing Monmouthshire's town centres; and Objective 16 Culture, Heritage and Welsh Language. The site's sustainable location provides the opportunity for visitors to walk to Chepstow's town centre and enable visitor trips to the high street and local businesses. With regards to traffic congestion concerns, 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	No change required.

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		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 Mounon 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	

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		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, an Air Quality Assessment (Rappor, April 2024) submitted to support the allocation has demonstrated at this high-level stage of the proposal that air quality levels at the development site (new receptors) would be below the air quality objective levels in the opening year of 2026 and in future year scenarios. Nevertheless, 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. 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. In terms of health infrastructure, with regard to lack of NHS dentist and doctors in the locality, the mechanisms for improved health infrastructure sit outside of the planning process. The Council is, however, fully engaged with the health board (ABUHB) to help deliver service improvements in Chepstow and across the County as a whole. 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	

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		year scenarios. Nevertheless, 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. 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. In terms of health infrastructure, with regard to lack of NHS dentist and doctors in the locality, the mechanisms for improved health infrastructure sit outside of the planning process. The Council is, however, fully engaged with the health board (ABUHB) to help deliver service improvements in Chepstow and across the County as a whole.	
3953 / Mrs Sheena Banfield / Objection	This site is not going to help MCC achieve any of their stated aims. There is gridlock on Highbeech roundabout due to commuting. The development will exacerbate this. The idea that it will allow jobs and homes together is sophistry. The care home and hotel will detract from the provision in Chepstow town. Crossing routes to access the steep hill down to the shops is not likely to draw residents in. Crossings across the A466 would be	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.	No change required.

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	essential. The development would detract from the beauty of the approach to the Wye Valley Road. The approach to Chepstow is not a good place to build.	With regard to site selection, as brownfield opportunities within existing settlements in Monmouthshire are limited, greenfield edge of settlement opportunities have had to be considered to meet our key housing and employment requirements. Having regard to development considerations and the candidate site assessment process, it is considered that Land at Mounton Road, Chepstow will provide a sustainable affordable housing-led mixed-use development, where there are opportunities to co-locate homes and commercial uses. This was set out in a report to Council in October 2023 whereby Council considered that the benefits of the commercial development and associated job creation at the Mounton Road site outweighed the loss of higher quality agricultural land, given the absence of alternative commercial sites and the importance of Chepstow for tourism as the gateway to the Wye Valley. The proposed mixed-use allocation at Mounton Road being edge of settlement and approximately a 20-minute walk to the town centre, is considered to meet national planning policy objectives, as well as RLDP objectives : Objective 1 Economic Growth/Employment; Objective 2 sustaining and enhancing Monmouthshire's town centres; and Objective 16 Culture, Heritage and Welsh Language. The site's sustainable location provides the opportunity for visitors to walk to Chepstow's town centre and enable visitor trips to the high street and local businesses. With regards to traffic congestion concerns, 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	

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		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. 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. In terms of health infrastructure, with regard to lack of NHS dentist and doctors in the locality, the mechanisms for improved health infrastructure sit outside of the planning process. The Council is, however, fully engaged with the health board (ABUHB) to help deliver service improvements in Chepstow and across the County as a whole.	
3954 / Dr Sian Wall / Objection	Highbeech roundabout is always incredibly busy. The development will make an already unsustainable situation worse.	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	No change required.

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		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 Mounon 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.	
3956 / Mr Silvano Woronycz / Objection	Development on the side of the A466 was breached many decades ago so objections to Mounon Road are a moot point. Houses are needed. However, the RLDP needs to address traffic issues in the area, guarantees that affordable housing will be built and retained as affordable housing and services including schools are provided	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 Mounon Road. Welsh Government Highway Officers have been consulted on the proposed allocation and have not objected to the inclusion of the Mounon 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	No change required.

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	for. Air pollution also needs to be considered. Where will the care home be situated.	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 Mounton 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. With regards to air quality concerns, an Air Quality Assessment (Rappor, April 2024) submitted to support the allocation has demonstrated at this high-level stage of	

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		the proposal that air quality levels at the development site (new receptors) would be below the air quality objective levels in the opening year of 2026 and in future year scenarios. Nevertheless, 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. 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. In terms of health infrastructure, with regard to lack of NHS dentist and doctors in the locality, the mechanisms for improved health infrastructure sit outside of the planning process. The Council is, however, fully engaged with the health board (ABUHB) to help deliver service improvements in Chepstow and across the County as a whole. The commercial element, which may include a care home facility is proposed in the north east corner of the site, as illustrated on the indicative masterplan of Policy HA3 of the Deposit RLDP.	
3959 / Mr Simon Sihdu / Objection	The policy of building more houses near Highbeech is badly flawed. Traffic at this pinch point is terrible and needs addressing before more houses are built. Worse traffic will affect the ability to travel to work. This is the gateway to the Wye Valley and	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	No change required.

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	would impact its beauty and tourism. It is not beneficial to the area.	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 site selection, as brownfield opportunities within existing settlements in Monmouthshire are limited, greenfield edge of settlement opportunities have had to be considered to meet our key housing and employment requirements. Having regard to development considerations and the candidate site assessment process, it is considered that Land at Mounton Road, Chepstow will provide a sustainable affordable housing-led mixed-use development, where there are opportunities to co-locate homes and commercial uses. This was set out in a report to Council in October 2023 whereby Council considered that the benefits of the commercial development and associated job creation at the Mounton Road site outweighed the loss of higher quality agricultural land, given the absence of alternative commercial sites and the importance of Chepstow for tourism as the gateway to the Wye Valley. The proposed mixed-use allocation at Mounton Road being edge of settlement and approximately a 20-minute walk to the town centre, is considered to meet national planning policy objectives, as well as RLDP objectives : Objective 1 Economic Growth/Employment; Objective 2 sustaining and enhancing Monmouthshire's town centres; and Objective 16 Culture, Heritage and Welsh Language. The site's sustainable location provides the opportunity for visitors to walk to Chepstow's town centre and enable visitor trips to the high street and local businesses. With regards to traffic congestion concerns, 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	

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		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 Mounton 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. With regards to air quality concerns, an Air Quality Assessment (Rappor, April 2024) submitted to support the allocation has demonstrated at this high-level stage of the proposal that air quality levels at the development site (new receptors) would be below the air quality objective levels in the opening year of 2026 and in future	

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		year scenarios. Nevertheless, 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. 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. In terms of health infrastructure, with regard to lack of NHS dentist and doctors in the locality, the mechanisms for improved health infrastructure sit outside of the planning process. The Council is, however, fully engaged with the health board (ABUHB) to help deliver service improvements in Chepstow and across the County as a whole.	
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 sever lack 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. 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.	No change required.

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	dental care availability. Doctors' appointments are very few and the numbers of people going to be brought in to the area is going to further exhaust this availability. The plan for a hotel is not required there is plenty of provision within the area and this would put more smaller businesses out of business. 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.	With regard to site selection, as brownfield opportunities within existing settlements in Monmouthshire are limited, greenfield edge of settlement opportunities have had to be considered to meet our key housing and employment requirements. Having regard to development considerations and the candidate site assessment process, it is considered that Land at Mounton Road, Chepstow will provide a sustainable affordable housing-led mixed-use development, where there are opportunities to co-locate homes and commercial uses. This was set out in a report to Council in October 2023 whereby Council considered that the benefits of the commercial development and associated job creation at the Mounton Road site outweighed the loss of higher quality agricultural land, given the absence of alternative commercial sites and the importance of Chepstow for tourism as the gateway to the Wye Valley. With regard to concerns on whether a hotel is required in the locality, the RLDP's approach to sustaining Monmouthshire's visitor economy is consistent with national policy (PPW and Future Wales), which advocates an approach for LDPs to plan positively and recognise the importance of tourism to economic prosperity and job creation in both urban and rural areas. The RLDP seeks to support economic growth, including the visitor economy which is a fundamental part of the County's economy. The Council's Tourism Strategy is seeking to increase overnight stay within Monmouthshire as current statistics indicate that most of Monmouthshire's visitors are day visitors (see Monmouthshire's Destination Management Plan 2017-2020 for further information). The proposed mixed-use allocation at Mounton Road being edge of settlement and approximately a 20-minute walk to the town centre, is considered to meet national planning policy objectives, as well as RLDP objectives : Objective 1 Economic Growth/Employment; Objective 2 sustaining and enhancing Monmouthshire's town centres; and Objective 16 Culture, Heritage and Welsh Language. The site's sustainable location provides the opportunity for visitors to walk to Chepstow's town centre and enable visitor trips to the high street and local businesses. Regarding business rates, business rates are set by national government and are therefore beyond the scope of the RLDP process. 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	

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		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. In terms of health infrastructure, with regard to lack of NHS dentist and doctors in the locality, the mechanisms for improved health infrastructure sit outside of the planning process. The Council is, however, fully engaged with the health board (ABUHB) to help deliver service improvements in Chepstow and across the County as a whole.	
3962 / Miss Stephanie Drake / Objection	There is not enough infrastructure in Chepstow for these houses to be built. Roads are horrendous currently. Schools/hospitals full to the brim. It is an awful idea as Chepstow cannot cope.	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	No change required.

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		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 Mounon 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. 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. In terms of health infrastructure, with regard to lack of NHS dentist and doctors in the locality, the mechanisms for improved health infrastructure sit outside of the planning process. The Council is, however, fully engaged with the health board (ABUHB) to help deliver service improvements in Chepstow and across the County as a whole.	
3964 / Mr Steve Beckett / Objection	The proposals will exacerbate the traffic issues in Chepstow, particularly on the Highbeech roundabout and lead to the worsening and expanding of air pollution	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	No change required.

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	problems in Chepstow. The Gateway to Wales and the Wye Valley AONB should be protected at all costs. It will also impact negatively on the historic, cultural and landscape character of Chepstow. Building on the land will destroy the green belt and start to erode the allocated green wedge.	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 site selection, as brownfield opportunities within existing settlements in Monmouthshire are limited, greenfield edge of settlement opportunities have had to be considered to meet our key housing and employment requirements. Having regard to development considerations and the candidate site assessment process, it is considered that Land at Mounton Road, Chepstow will provide a sustainable affordable housing-led mixed-use development, where there are opportunities to co-locate homes and commercial uses. This was set out in a report to Council in October 2023 whereby Council considered that the benefits of the commercial development and associated job creation at the Mounton Road site outweighed the loss of higher quality agricultural land, given the absence of alternative commercial sites and the importance of Chepstow for tourism as the gateway to the Wye Valley. In relation to developing within a green wedge, a Green Wedge Review has been undertaken which concludes that the parcel of land that contains Mounton Road 'makes a moderate contribution to preventing settlement coalescence, managing urban form, safeguarding the countryside from encroachment and protecting the setting of an urban area. It plays a 'moderate buffer role.' It is therefore, proposed to remove the green wedge designation that contains the Mounton Road allocation. The removal of this parcel of land is also considered to align with national policy, whereby PPW notes that green wedge boundaries should be chosen carefully using physical features and boundaries to include only that land which it is necessary to keep open in the longer term. Ensuring a sufficient range of development land which is suitably located in relation to the existing urban edge should be made available, having regard to the longer-term need for development land, the effects of development pressure in the area and the need to minimise demand to travel. For further information, please refer to the Green Wedge Assessments (LUC, 2024) and Green Wedge Review (2025).	

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		With regards to traffic congestion concerns, the operational capacity of the Highbeeche 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 Highbeeche 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 Highbeeche 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 Mounton 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).	

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		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. In terms of the visual impact of the proposal upon the gateway to the Wye Valley, a Landscape Visual Baseline (LVB) (EDP, February 2024) has been submitted, which has identified the baseline conditions of the site and surrounding area and determined those landscape and visual characteristics that might inform the design of the proposals, including recommendations for mitigation. Overall, the report concludes that the site's landscape value is considered medium value and the site's immediate and wider context has a medium overall sensitivity to change. Subject to careful design at all stages and inclusion of the recommendations, there appears to be no landscape or visual reasons which would preclude development of the site. The planning application should be further informed by Landscape and Visual Impact Assessment, which would feed into an iterative design solution. MCC's Landscape Officer considers the site from a landscape and GI perspective to be suitable for residential development. It is considered that with appropriate design and layout with development focused on eastern and north western boundaries of the site the proposed development is visually seen as extension of Chepstow's urban boundary. The design layout on the indicative masterplan seeks to retain and emphasise a parkland character by retaining this area as public parkland open space, a requirement set out in Policy HA3 criterion (g). The indicative masterplan also indicates an appropriate woodland buffer retained to the south west St Lawrence Lane boundary with the open countryside/green wedge setting/ setting with the Wye Valley AONB National Landscape, a requirement of Policy HA3 criterion (i). As such, with these design principles to locate development towards the east of the site and protect and enhance the buffer with the open countryside setting, the landscape impact of the site is acceptable. These high-level landscape design requirements are set out in policies S8 and HA3 and are demonstrated on the submitted indicative Masterplan. Collectively, along with policy S5 – Green Infrastructure, Landscape and Nature	

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		Recovery and its associated development management policies there are considered to be sufficient policy requirements to enable the authority 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 also help to ensure development is acceptable. The site contains groups of mature woodland and mature hedgerows which contain several important natural ecological habitats. The protection and preservation of these habitats is a key consideration in the development of the site. MCC's ecologists note that there are no 'in principle' constraints to the future development of the site subject to implementation of a sensitive masterplan design that incorporates appropriate inherent avoidance, mitigation and enhancement measures and provides net benefit for biodiversity. These policy requirements are set out in policies S8 and HA3 criteria (j), (k) and (l) of the RLDP. 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. With regards to impact on historic character, the site is outside a Conservation Area, however, Mathern's Conservation Area boundary which includes Wyelands Historic Park and Gardens, is just to the south of the site boundary. The site is also within the parkland setting of the Grade II Listed St Lawrence House, which is located just to the north boundary of the site, along with several other characterful residential properties to the north. Cadw's consultation response to the proposal is that intervening vegetation already provides significant screening of the site from the registered Wyelands historic park and garden and careful design should provide additional screening ensuring that the proposed development will not have a significant impact on their settings. MCC'S Heritage Officer's view is that the retention of the western edge of the site as open parkland on the indicative masterplan ensures the setting of the historic environment can be mitigated. This area is essential for the protection of the listed St Lawrence House and wider historic landscape.	

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		With regards to air quality concerns, an Air Quality Assessment (Rappor, April 2024) submitted to support the allocation has demonstrated at this high-level stage of the proposal that air quality levels at the development site (new receptors) would be below the air quality objective levels in the opening year of 2026 and in future year scenarios. Nevertheless, 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.	
3965 / Mr Steve Jones / Objection	Policy fails to mention the site is approximately one third of the Chepstow, Pwllmeyric and Mathern Green Wedge. The development appears to have been mainly selected to allow the inclusion of serviced accommodation to override the impact of the development and clearly contradicts many of the RLDP policies. The Candidate Site Assessment report reinforces this view.	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 site selection, as brownfield opportunities within existing settlements in Monmouthshire are limited, greenfield edge of settlement opportunities have had to be considered to meet our key housing and employment requirements. Having regard to development considerations and the candidate site assessment process, it is considered that Land at Mounon Road, Chepstow will provide a sustainable affordable housing-led mixed-use development, where there are opportunities to co-locate homes and commercial uses. This was set out in a report to Council in October 2023 whereby Council considered that the benefits of the commercial development and associated job creation at the Mounon Road site outweighed the loss of higher quality agricultural land, given the absence of	No change required.

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		alternative commercial sites and the importance of Chepstow for tourism as the gateway to the Wye Valley. In relation to developing within a green wedge, a Green Wedge Review has been undertaken which concludes that the parcel of land that contains Mounton Road 'makes a moderate contribution to preventing settlement coalescence, managing urban form, safeguarding the countryside from encroachment and protecting the setting of an urban area. It plays a 'moderate buffer role.' It is therefore, proposed to remove the green wedge designation that contains the Mounton Road allocation. The removal of this parcel of land is also considered to align with national policy, whereby PPW notes that green wedge boundaries should be chosen carefully using physical features and boundaries to include only that land which it is necessary to keep open in the longer term. Ensuring a sufficient range of development land which is suitably located in relation to the existing urban edge should be made available, having regard to the longer-term need for development land, the effects of development pressure in the area and the need to minimise demand to travel. For further information, please refer to the Green Wedge Assessments (LUC, 2024) and Green Wedge Review (2025).	
3969 / Mr Steve Walmsley / Objection	Prior to any further hotel or house increase in the Chepstow area the road infrastructure needs to be improved. If any confirmation of this requirement is required a visit to the Larkfield Roundabout and the A48 would confirm this. This intersection is the gateway to Caldicot, the Wye Valley and the Forest of Dean. Further health, Leisure and education requirements should also be investigated.	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	No change required.

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		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 Mounon 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. 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. In terms of health infrastructure, with regard to lack of NHS dentist and doctors in the locality, the mechanisms for	

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		improved health infrastructure sit outside of the planning process. The Council is, however, fully engaged with the health board (ABUHB) to help deliver service improvements in Chepstow and across the County as a whole.	
3973 / Mrs Susan Strode / Objection	The road infrastructure is totally insufficient for the amount of traffic using it. It will not support more development. Where are the GP surgeries and schools to support these new developments? How can traffic at a standstill (vehicle fumes) be healthy for the environment and habitants? More disruption to the wildlife which is ever depleting. Road infrastructure needs to be in place to support existing traffic, let alone additional burden.	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 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 Mounton Road is in a unique position	No change required.

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		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. 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. In terms of health infrastructure, with regard to lack of NHS dentist and doctors in the locality, the mechanisms for improved health infrastructure sit outside of the planning process. The Council is, however, fully engaged with the health board (ABUHB) to help deliver service improvements in Chepstow and across the County as a whole. With regards to air quality concerns, an Air Quality Assessment (Rappor, April 2024) submitted to support the allocation has demonstrated at this high-level stage of the proposal that air quality levels at the development site (new receptors) would be below the air quality objective levels in the opening year of 2026 and in future year scenarios. Nevertheless, 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	

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		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. The site contains groups of mature woodland and mature hedgerows which contain several important natural ecological habitats. The protection and preservation of these habitats is a key consideration in the development of the site. MCC's ecologists note that there are no 'in principle' constraints to the future development of the site subject to implementation of a sensitive masterplan design that incorporates appropriate inherent avoidance, mitigation and enhancement measures and provides net benefit for biodiversity. These policy requirements are set out in policies S8 and HA3 criteria (j), (k) and (l) of the RLDP. 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.	
3976 / Ms Tasneem Clarke / Objection	The traffic along the road is terrible and the site will make it harder to get in/out of Chepstow. There is a lack of frequent quick public transport to Bristol and this needs to be addressed if the development goes ahead.	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	No change required.

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		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 Mounton 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. 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.	

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3977 / Mr Terence Frost / Objection	There has not been a necessary increase in infrastructure to cope with development, especially the road network. The proposals will exacerbate an already difficult situation at Highbeech roundabout. The Council must ensure that Chepstow has the services and road capacity to cope. Air quality concerns on the A48.	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 Mounon Road. Welsh Government Highway Officers have been consulted on the proposed allocation and have not objected to the inclusion of the Mounon 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 Mounon 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).	No change required.

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		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. 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. With regards to air quality concerns, an Air Quality Assessment (Rappor, April 2024) submitted to support the allocation has demonstrated at this high-level stage of the proposal that air quality levels at the development site (new receptors) would be below the air quality objective levels in the opening year of 2026 and in future year scenarios. Nevertheless, 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.	
3979 / Mr Terence Watson / Objection	Object to further housing in Chepstow area due to the complete lack of any road or infrastructure relief scheme in the area. The Mabey Bridge site and developments	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	No change required.

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	in Gloucestershire have put intolerable pressure on existing infrastructure to the point of making living in this area unbearable.	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 RLDLP 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 RLDLP'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 Mounton 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	

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		Tunnel Junction and Bristol. These proposals, along with Highbeech Roundabout improvements, are safeguarded from development in Policy ST5 of the RLDP. 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. With regards to air quality concerns, an Air Quality Assessment (Rappor, April 2024) submitted to support the allocation has demonstrated at this high-level stage of the proposal that air quality levels at the development site (new receptors) would be below the air quality objective levels in the opening year of 2026 and in future year scenarios. Nevertheless, 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	
3981 / Mr Thomas Reynolds / Objection	Before any residential development is considered, the traffic issues need to be resolved first. From 06:45 onwards through to the morning rush hour traffic is extremely slow at Highbeech roundabout. This comes via both Mounton Road and from Chepstow Centre. The commercial properties look like they could have a positive impact on Chepstow but fear any	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	No change required.

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	further residential properties would have a really enormous negative impact. Traffic must be sorted first.	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 Mounton 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. 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	

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		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.	
3985 / Mr Tom & Julie Alger / Objection	It is the definition of insanity. Traffic is already at breaking point, there is no doctors/dentists available or schools. The whole idea of using beautiful land entering the Wye Valley is appalling.	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 site selection, as brownfield opportunities within existing settlements in Monmouthshire are limited, greenfield edge of settlement opportunities have had to be considered to meet our key housing and employment requirements. Having regard to development considerations and the candidate site assessment process, it is considered that Land at Mounton Road, Chepstow will provide a sustainable affordable housing-led mixed-use development, where there are opportunities to co-locate homes and commercial uses. This was set out in a report to Council in October 2023 whereby Council considered that the benefits of the commercial development and associated job creation at the Mounton Road site outweighed the loss of higher quality agricultural land, given the absence of alternative commercial sites and the importance of Chepstow for tourism as the gateway to the Wye Valley. 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	No change required.

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		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 Mounon 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	

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		improvements, are safeguarded from development in Policy ST5 of the RLDP. 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.	
3987 / Mr Tom Purdy / Objection	Fundamentally object to the Mounton Road housing allocation. There is a 5-10 year history of longstanding traffic and pollution problems for Chepstow, cantered on the bottleneck at Highbeech Roundabout. The recommendation is both a visual & political 'smack in the face' to local residents, and passers-by through the 'Gateway to Wales'. Would support improved infrastructure for Chepstow and specifically Highbeech Roundabout. Keen that MCC and Welsh Government proactively acknowledge the issue and issue a recommendation.	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 site selection, as brownfield opportunities within existing settlements in Monmouthshire are limited, greenfield edge of settlement opportunities have had to be considered to meet our key housing and employment requirements. Having regard to development considerations and the candidate site assessment process, it is considered that Land at Mounton Road, Chepstow will provide a sustainable affordable housing-led mixed-use development, where there are opportunities to co-locate homes and commercial uses. This was set out in a report to Council in October 2023 whereby Council considered that the benefits of the commercial development and associated job creation at the Mounton Road site outweighed the loss of higher quality agricultural land, given the absence of alternative commercial sites and the importance of Chepstow for tourism as the gateway to the Wye Valley.	No change required.

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		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 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 Mounton 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).	

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3989 / Miss Tracey Meaker / Objection	Do not build on a beautiful piece of countryside. The traffic is awful going to Chepstow roundabout, and these houses will cause more congestion.	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 site selection, as brownfield opportunities within existing settlements in Monmouthshire are limited, greenfield edge of settlement opportunities have had to be considered to meet our key housing and employment requirements. Having regard to development considerations and the candidate site assessment process, it is considered that Land at Mounton Road, Chepstow will provide a sustainable affordable housing-led mixed-use development, where there are opportunities to co-locate homes and commercial uses. This was set out in a report to Council in October 2023 whereby Council considered that the benefits of	No change required.

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		the commercial development and associated job creation at the Mounton Road site outweighed the loss of higher quality agricultural land, given the absence of alternative commercial sites and the importance of Chepstow for tourism as the gateway to the Wye Valley. 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 RLDLP 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 RLDLP'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 Mounton Road is in a unique position	

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		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. 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.	
3990 / Miss Tracy Hopkins / Objection	It should not go ahead. The traffic congestion are ongoing with roads often blocked. Having a hotel and housing will add to this. The green areas will be reduced for walkers and will impact on wildlife. As a cyclist, it will make it more difficult to navigate this part of Chepstow. The hotel could be located by the racecourse or an empty building in the centre of Chepstow. The infrastructure has not been invested in with unreliable trains and no relief roads.	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 site selection, as brownfield opportunities within existing settlements in Monmouthshire are limited, greenfield edge of settlement opportunities have had to be considered to meet our key housing and employment requirements. Having regard to development considerations and the candidate site	No change required.

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		assessment process, it is considered that Land at Mounton Road, Chepstow will provide a sustainable affordable housing-led mixed-use development, where there are opportunities to co-locate homes and commercial uses. This was set out in a report to Council in October 2023 whereby Council considered that the benefits of the commercial development and associated job creation at the Mounton Road site outweighed the loss of higher quality agricultural land, given the absence of alternative commercial sites and the importance of Chepstow for tourism as the gateway to the Wye Valley. 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 solutions based on deliverability, well-being and affordability considerations. Subsequently, there is a wider strategic approach to travel and traffic	

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		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 Mounton 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. 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. The site contains groups of mature woodland and mature hedgerows which contain several important natural ecological habitats. The protection and preservation of these habitats is a key consideration in the development of the site. MCC's ecologists note that there are no 'in principle' constraints to the future development of the site subject to implementation of a sensitive masterplan design that incorporates appropriate inherent avoidance, mitigation and enhancement measures and provides net benefit for biodiversity. These policy requirements are set out in policies S8 and HA3 criteria (j), (k) and (l) of the RLDP. 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	

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		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 at Mounton Road is owned by private landowners and these fields are not publicly accessible. The proposal includes the provision of a community parkland, which will provide opportunities for recreation and leisure. The proposed development will, therefore, provide additional publicly accessible green space in this area.	
3991 / Mrs Vanessa Lewis / Objection	Would like the plan dismissed altogether. There isn't infrastructure in Chepstow for more houses/cars. Are there more schools/doctors/dentist in this plan?	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 solutions based on deliverability, well- being and affordability considerations.	No change required.

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		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 Mounton 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. 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. In terms of health infrastructure, with regard to lack of NHS dentist and doctors in the locality, the mechanisms for improved health infrastructure sit outside of the planning process. The Council is, however, fully engaged with the health board (ABUHB) to help deliver service improvements in Chepstow and across the County as a whole.	
3991 / Mrs Vanessa Lewis / Objection	Highbeech roundabout is difficult enough to negotiate at the best of times, let alone with more cars added. We are at saturation point with limited facilities. The	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),	No change required.

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	development will bring more traffic and construction traffic.	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 Mounton 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	

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		Tunnel Junction and Bristol. These proposals, along with Highbeech Roundabout improvements, are safeguarded from development in Policy ST5 of the RLDP.	
3993 / Mrs Veronica Martin / Objection	Concerns being: Anticipated increase in air pollution which could worsen the poor air quality in Chepstow. The surrounding area is an Air Quality Management Area (has not significantly improved over time and little LPA investment to address the issue). It will exacerbate air pollution by increasing traffic congestion at the Highbeech roundabout. Active travel won't significantly reduce the level of car use. Conflicts with the Wellbeing of Future generations act which sets out to reduce air pollution. Lack of infrastructure to mitigate the increased traffic and will hinder access for essential services. Also, it is incompatible with the need for sustainable growth in Chepstow which has limited capacity to accommodate additional residents. Chepstow's schools are oversubscribed, and the development will exacerbate this. It is likely to increase demand for local healthcare services and there is no clear plan to address this. The economic impact of the development is also questioned. Residents are concerned it will attract out-commuters and this will not contribute to Chepstow's local economy and increase those dependent on cars for commuting. The traffic would impede economic activity.	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 development is delivered as sustainably as possible and in a balanced manner, having regard to the climate and nature emergencies and well-being, whilst also providing additional homes and jobs potential. In terms of site selection and the spatial distribution of growth throughout the county, the Plan's 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. The level of growth apportioned to Chepstow is considered to be consistent with the findings of the SSA, which confirms the dominant role of Chepstow as a Primary Settlement in Monmouthshire, reflecting the range of services and facilities and sustainable transport options, including a train station, available to Chepstow. As brownfield opportunities within existing settlements in Monmouthshire are limited, greenfield edge of settlement opportunities have had to be considered to meet our key housing and employment requirements. Having regard to development considerations and the candidate site assessment process, it is considered that Land at Mounon Road, Chepstow will provide a sustainable affordable housing-led mixed-use development, where there are opportunities to co-locate homes and commercial uses. This was set out in a report to Council in October 2023 whereby Council considered that the benefits of the commercial	No change required.

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		development and associated job creation at the Mounton Road site outweighed the loss of higher quality agricultural land, given the absence of alternative commercial sites and the importance of Chepstow for tourism as the gateway to the Wye Valley. With regards to concern of the proposal attracting out commuters, a key objective of the Replacement Local Development Plan (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. The mixed-use allocation which includes provision for commercial (employment) uses, such as a hotel and residential care home (C2) is an integral element of the allocation to serve both the development site and the wider Chepstow area. The scale of commercial provision reflects a balance between the creation of a sustainable community and job provision/ support for Monmouthshire's economy. With regards to traffic congestion concerns, 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	

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		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 Mounon 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. Overall, further detailed Transport Assessments (TAs) are to be considered at the pre/planning application stage. Where relevant the detailed TA has the potential to be informed by the outcome of the Welsh Government's WelTAG assessments. A proposal for a Chepstow Bypass is not set out within the current Monmouthshire Local Transport Strategy (LTS) road schemes, nor within the Welsh Government Road building programme. With regards to air quality concerns, an Air Quality Assessment (Rappor, April 2024) submitted to support the allocation has demonstrated at this high-level stage of the proposal that air quality levels at the development site (new receptors) would be below the air quality objective levels in the opening year of 2026 and in future year scenarios. Nevertheless, 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	

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		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. 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. In terms of health infrastructure, with regard to lack of NHS dentist and doctors in the locality, the mechanisms for improved health infrastructure sit outside of the planning process. The Council is, however, fully engaged with the health board (ABUHB) to help deliver service improvements in Chepstow and across the County as a whole.	
3994 / Mrs Vicky Curtis / Objection	The site should not go ahead until practical work has been done to alleviate the traffic around the Highbeech roundabout and link road.	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 Mounton 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	
3997 / Mr William Jones / Objection	Objecting to the proposed development to the land at Mounton Road in the Monmouthshire RLDP 2024. With this area being green-belt land, the planned strategic mixed-use development will be an eyesore for the entrance into Wales, being the first sight that many visitors will see as they enter the country. There are far better	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	No change required.

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	locally suited development sites in the Chepstow vicinity that would have a far less visual impact on the area. Further, the roads in the Chepstow locality are already bursting at the seams, with excessive traffic throughout the day now common and not just associated with rush hour. An additional 146 homes could mean an extra 292 cars on the roads. In my opinion, there is no room for this many additional vehicles around the Highbeech roundabout area, without drastic road improvements taking place first. I believe there are far better sites suited for the local development plan in the Monmouthshire area, and the land at Mounton Road should not be considered due to the large impacts it will have.	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 development is delivered as sustainably as possible and in a balanced manner, having regard to the climate and nature emergencies and well-being, whilst also providing additional homes and jobs potential. In terms of site selection and the spatial distribution of growth throughout the county, the Plan's 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. The level of growth apportioned to Chepstow is considered to be consistent with the findings of the SSA, which confirms the dominant role of Chepstow as a Primary Settlement in Monmouthshire, reflecting the range of services and facilities and sustainable transport options, including a train station, available to Chepstow. As brownfield opportunities within existing settlements in Monmouthshire are limited, greenfield edge of settlement opportunities have had to be considered to meet our key housing and employment requirements. Having regard to development considerations and the candidate site assessment process, it is considered that Land at Mounton Road, Chepstow will provide a sustainable affordable housing-led mixed-use development, where there are opportunities to co-locate homes and commercial uses. This was set out in a report to Council in October 2023 whereby Council considered that the benefits of the commercial development and associated job creation at the Mounton Road site outweighed the loss of higher quality agricultural land, given the absence of alternative commercial sites and the importance of Chepstow for tourism as the gateway to the Wye Valley. With regards to concern of the proposal attracting out commuters, a key objective of the Replacement Local Development Plan (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. The mixed-use allocation which includes provision for commercial (employment) uses, such as a hotel and	

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		residential care home (C2) is an integral element of the allocation to serve both the development site and the wider Chepstow area. The scale of commercial provision reflects a balance between the creation of a sustainable community and job provision/ support for Monmouthshire's economy. With regards to traffic congestion concerns, 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 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	

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		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. Overall, further detailed Transport Assessments (TAs) are to be considered at the pre/planning application stage. Where relevant the detailed TA has the potential to be informed by the outcome of the Welsh Government’s WelTAG assessments. A proposal for a Chepstow Bypass is not set out within the current Monmouthshire Local Transport Strategy (LTS) road schemes, nor within the Welsh Government Road building programme. With regards to air quality concerns, an Air Quality Assessment (Rappor, April 2024) submitted to support the allocation has demonstrated at this high-level stage of the proposal that air quality levels at the development site (new receptors) would be below the air quality objective levels in the opening year of 2026 and in future year scenarios. Nevertheless, 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. 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	

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		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. In terms of health infrastructure, with regard to lack of NHS dentist and doctors in the locality, the mechanisms for improved health infrastructure sit outside of the planning process. The Council is, however, fully engaged with the health board (ABUHB) to help deliver service improvements in Chepstow and across the County as a whole. In relation to developing within a green wedge, a Green Wedge Review has been undertaken which concludes that the parcel of land that contains Mounton Road ‘makes a moderate contribution to preventing settlement coalescence, managing urban form, safeguarding the countryside from encroachment and protecting the setting of an urban area. It plays a ‘moderate buffer role.’ It is therefore, proposed to remove the green wedge designation that contains the Mounton Road allocation. The removal of this parcel of land is also considered to align with national policy, whereby PPW notes that green wedge boundaries should be chosen carefully using physical features and boundaries to include only that land which it is necessary to keep open in the longer term. Ensuring a sufficient range of development land which is suitably located in relation to the existing urban edge should be made available, having regard to the longer-term need for development land, the effects of development pressure in the area and the need to minimise demand to travel. For further information please refer to the Green Wedge Assessments (LUC, 2024) and Green Wedge Review (2025). In terms of the visual impact of the proposal upon the gateway to the Wye Valley, a Landscape Visual Baseline (LVB) (EDP, February 2024) has been submitted, which has identified the baseline conditions of the site and surrounding area and determined those landscape and visual characteristics that might inform the design of the proposals, including recommendations for mitigation. Overall, the report concludes that the site’s landscape value is considered medium value and the site’s immediate and wider context has a medium overall sensitivity to change. Subject to careful design at all stages and inclusion of the recommendations, there appears to be no landscape or visual reasons which would preclude development of the site.	

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		The planning application should be further informed by Landscape and Visual Impact Assessment, which would feed into an iterative design solution. MCC's Landscape Officer considers the site from a landscape and GI perspective to be suitable for residential development. It is considered that with appropriate design and layout with development focused on eastern and north western boundaries of the site the proposed development is visually seen as extension of Chepstow's urban boundary. The design layout on the indicative masterplan seeks to retain and emphasise a parkland character by retaining this area as public parkland open space, a requirement set out in Policy HA3 criterion (g). The indicative masterplan also indicates an appropriate woodland buffer retained to the south west St Lawrence Lane boundary with the open countryside/green wedge setting/ setting with the Wye Valley AONB National Landscape, a requirement of Policy HA3 criterion (i). As such, with these design principles to locate development towards the east of the site and protect and enhance the buffer with the open countryside setting, the landscape impact of the site is acceptable. These high-level landscape design requirements are set out in policies S8 and HA3 and are demonstrated on the submitted indicative Masterplan. Collectively, along with policy S5 – Green Infrastructure, Landscape and Nature Recovery and its associated development management policies there are considered to be sufficient policy requirements to enable the authority 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 also help to ensure development is acceptable.	
4002 / Mrs Beatrice Hayes / Objection	Do not want further estates built until there is further development in infrastructure to support it - in roads, public transport, services etc. Need green spaces and more buildings are taking away that nature which will impact on mental health. The proposal will create more pollution through the build and the extra traffic and bigger traffic queues. Increased congestion will result in people avoiding	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	No change required.

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	the town, impacting on businesses. Highbeech is currently congested.	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 development is delivered as sustainably as possible and in a balanced manner, having regard to the climate and nature emergencies and well-being, whilst also providing additional homes and jobs potential. In terms of site selection and the spatial distribution of growth throughout the county, the Plan's 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. The level of growth apportioned to Chepstow is considered to be consistent with the findings of the SSA, which confirms the dominant role of Chepstow as a Primary Settlement in Monmouthshire, reflecting the range of services and facilities and sustainable transport options, including a train station, available to Chepstow. As brownfield opportunities within existing settlements in Monmouthshire are limited, greenfield edge of settlement opportunities have had to be considered to meet our key housing and employment requirements. Having regard to development considerations and the candidate site assessment process, it is considered that Land at Mounton Road, Chepstow will provide a sustainable affordable housing-led mixed-use development, where there are opportunities to co-locate homes and commercial uses. This was set out in a report to Council in October 2023 whereby Council considered that the benefits of the commercial development and associated job creation at the Mounton Road site outweighed the loss of higher quality agricultural land, given the absence of alternative commercial sites and the importance of Chepstow for tourism as the gateway to the Wye Valley. With regards to traffic congestion concerns, 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	

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		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 Mounton 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	

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		improvements, are safeguarded from development in Policy ST5 of the RLDP. Overall, further detailed Transport Assessments (TAs) are to be considered at the pre/planning application stage. Where relevant the detailed TA has the potential to be informed by the outcome of the Welsh Government's WelTAG assessments. A proposal for a Chepstow Bypass is not set out within the current Monmouthshire Local Transport Strategy (LTS) road schemes, nor within the Welsh Government Road building programme.	
4003 / Mrs Rachel Jones / Objection	HA3 is a ridiculous idea. Chepstow is constantly gridlocked, and adding more traffic to Highbeech roundabout will exacerbate that. Don't build on a beautiful field and increase traffic issues. Chepstow is severely congested without adequate infrastructure. Too many houses being built in what used to be a small town. It will not encourage to visit. There is no sustainable transport in Chepstow. The buses are expensive and don't operate often enough. MCC has ruined this lovely town.	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 development is delivered as sustainably as possible and in a balanced manner, having regard to the climate and nature emergencies and well-being, whilst also providing additional homes and jobs potential. In terms of site selection and the spatial distribution of growth throughout the county, the Plan's 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. The level of growth apportioned to Chepstow is considered to be consistent with the findings of the SSA, which confirms the dominant role of Chepstow as a Primary Settlement in Monmouthshire, reflecting the range of services and facilities and sustainable transport options, including a train station, available to Chepstow. As brownfield opportunities within existing settlements in Monmouthshire are limited, greenfield edge of settlement opportunities have had to be considered to meet our key housing and employment requirements. Having regard to	No change required.

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4005 / Mr & Mrs McLoughlin / Objection	Concerns re traffic impact on Highbeech roundabout. Lack of consideration for local infrastructure and public services e.g. Doctors and Dentist. Impacts of development on wider area has not been considered.	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 development is delivered as sustainably as possible and in a balanced manner, having regard to the climate and nature emergencies and well-being, whilst also providing additional homes and jobs potential. In terms of site selection and the spatial distribution of growth throughout the county, the Plan's 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. The level of growth apportioned to Chepstow is considered to be consistent with the findings of the SSA, which confirms the dominant role of Chepstow as a Primary Settlement in Monmouthshire, reflecting the range of services and facilities and sustainable transport options, including a train station, available to Chepstow. As brownfield opportunities within existing settlements in Monmouthshire are limited, greenfield edge of settlement opportunities have had to be considered to meet our key housing and employment requirements. Having regard to development considerations and the candidate site assessment process, it is considered that Land at Mounton Road, Chepstow will provide a sustainable affordable housing-led mixed-use development, where there are opportunities to co-locate homes and commercial uses. This was set out in a report to Council in October 2023 whereby Council considered that the benefits of the commercial development and associated job creation at the Mounton Road site outweighed the loss of higher quality agricultural land, given the absence of alternative	No change required.

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		commercial sites and the importance of Chepstow for tourism as the gateway to the Wye Valley. With regards to concern of the proposal attracting out commuters, a key objective of the Replacement Local Development Plan (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. The mixed-use allocation which includes provision for commercial (employment) uses, such as a hotel and residential care home (C2) is an integral element of the allocation to serve both the development site and the wider Chepstow area. The scale of commercial provision reflects a balance between the creation of a sustainable community and job provision/ support for Monmouthshire's economy. With regards to traffic congestion concerns, the operational capacity of the Highbeeche 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 Highbeeche roundabout junction. It should be noted however, that the modelling output is based on existing public transport and active travel provision	

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		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 Mounon 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. Overall, further detailed Transport Assessments (TAs) are to be considered at the pre/planning application stage. Where relevant the detailed TA has the potential to be informed by the outcome of the Welsh Government's WelTAG assessments. A proposal for a Chepstow Bypass is not set out within the current Monmouthshire Local Transport Strategy (LTS) road schemes, nor within the Welsh Government Road building programme. 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	

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		legal agreements (Section 106 agreements) as part of the planning application process. In terms of health infrastructure, with regard to lack of NHS dentist and doctors in the locality, the mechanisms for improved health infrastructure sit outside of the planning process. The Council is, however, fully engaged with the health board (ABUHB) to help deliver service improvements in Chepstow and across the County as a whole.	
4009 / Anna Dorel / Objection	Highbeech roundabout is a gateway to Chepstow and the Wye Valley, currently very scenic, housing will destroy this. There is not sufficient public service provision to meet the demands of those already living in Chepstow as it is, additional housing means infrastructure cannot cope. How can these services already on their knees cope with any more residents in Chepstow? Congestion within Chepstow is horrific, more housing would worsen this, making Chepstow not liveable. There is nothing in concrete that makes me think the current pressures can be dealt with by Welsh Government or the Local Health Board. Highbeech roundabout cannot take any more pressure. Solutions should be provided in advance or at least in conjunction with the development plans. Far too many homes have already been built in the area now and the traffic has resulted in one of the highest polluted areas. Health concerns. If development goes ahead, it will greatly impact the lives of existing residents.	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 development is delivered as sustainably as possible and in a balanced manner, having regard to the climate and nature emergencies and well-being, whilst also providing additional homes and jobs potential. In terms of site selection and the spatial distribution of growth throughout the county, the Plan's 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. The level of growth apportioned to Chepstow is considered to be consistent with the findings of the SSA, which confirms the dominant role of Chepstow as a Primary Settlement in Monmouthshire, reflecting the range of services and facilities and sustainable transport options, including a train station, available to Chepstow. As brownfield opportunities within existing settlements in Monmouthshire are limited, greenfield edge of settlement opportunities have had to be considered to meet our key housing and employment requirements. Having regard to development considerations and the candidate site assessment process, it is	No change required.

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		considered that Land at Mounton Road, Chepstow will provide a sustainable affordable housing-led mixed-use development, where there are opportunities to co-locate homes and commercial uses. This was set out in a report to Council in October 2023 whereby Council considered that the benefits of the commercial development and associated job creation at the Mounton Road site outweighed the loss of higher quality agricultural land, given the absence of alternative commercial sites and the importance of Chepstow for tourism as the gateway to the Wye Valley. With regards to concern of the proposal attracting out commuters, a key objective of the Replacement Local Development Plan (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. The mixed-use allocation which includes provision for commercial (employment) uses, such as a hotel and residential care home (C2) is an integral element of the allocation to serve both the development site and the wider Chepstow area. The scale of commercial provision reflects a balance between the creation of a sustainable community and job provision/ support for Monmouthshire's economy. With regards to traffic congestion concerns, 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	

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		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 Mounton 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. Overall, further detailed Transport Assessments (TAs) are to be considered at the pre/planning application stage. Where relevant the detailed TA has the potential to be informed by the outcome of the Welsh Government's WelTAG assessments. A proposal for a Chepstow Bypass is not set out within the current Monmouthshire Local Transport Strategy (LTS) road schemes, nor within the Welsh Government Road building programme. 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	

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		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. In terms of health infrastructure, with regard to lack of NHS dentist and doctors in the locality, the mechanisms for improved health infrastructure sit outside of the planning process. The Council is, however, fully engaged with the health board (ABUHB) to help deliver service improvements in Chepstow and across the County as a whole.	