



Monmouthshire Replacement Local Development Plan

2018-2033

RLDP Deposit
Representations Register

Volume 7 - Private Individual



monmouthshire
sir fynwy

Private Individual

3422	Mairwen Harris
3423	Mr Martin Bodle
3424	Mr and Mrs Andrew Appleford
3425	Nigel Preen
3426	Pauline Dutton
3427	Peter and Linda Glynn
3428	Mr Peter Woodrow
3429	Mrs Rhiannon Lord
3430	Sara Griffiths
3432	Mr Andrew Sutton
3433	Mrs Carla Farrands
3434	Mrs Carol Rundle
3435	Miss Ceri Peach
3436	Mr Christopher Banner
3437	Mr Darren Cuddy
3438	Docter Alan Hudson
3439	Dr Joshua Thomas-Parr
3440	Dr Yuk Wan
3441	Mr Freddie Blake
3442	Mr Gareth Yates
3443	Mr Gary Rockcliffe-Fidler
3444	Mr Graham Parker
3445	Mrs Heidi McAllister
3446	Gary Davies
3447	Julie Stollery
3448	Glynis MacDonald
3449	Ashley Reid
3450	Victoria Thornhill
3451	Kha Koon Cornwell
3452	Richard Singleton
3453	Susan Smith
3455	Colin Stephenson
3456	Amanda Harwood
3457	David Cornwell
3458	Brendan Gormley
3459	David Gill
3460	Curtis Voaden
3461	Mrs R Davies
3462	Mrs Laura Cullinane
3463	Sarah Cockeram
3464	Mr Colwyn Knight
3466	Andrew Sincock
3467	Andrew Pethick
3468	Ann Corbett
3469	Mr Andrew Orrell
3470	Alison Powell
3471	Anne Callicott

3472	Andy Raynor
3473	Alan Thompson
3474	Angharad Tonkin

3422

Mairwen Harris

Archived: 14 February 2025 10:58:29

From: [REDACTED]

Sent: Sun, 8 Dec 2024 09:46:38

To: [MCC - PlanningPolicy](#)

Cc: [REDACTED]

Subject: Response to the Public Consultation on the RLDP Deposit Plan (2018-2033) for 270 Houses on Fields off Dixon Road, Monmouth – Site HA4/CS0270

Importance: Normal

Sensitivity: None

Attachments:

[Mairwen Harris - Consultation response to RLDP \(2018-2033\).pdf](#) [REDACTED]

Dear Monmouthshire County Council

Cc Councillor Paul Griffiths, Cabinet Member for Planning and Economic Development and Deputy Leader [REDACTED]

I am writing to put forward my objections to the proposal to build 270 houses on the land at Dixon Road, Monmouth (site HA4/CS0270) and suggest a better alternative. As a resident of this area, I feel very strongly that this development will have a significant negative impact on the surrounding environment, landscape, and wildlife, and I would like to highlight several specific issues. I was unable to attend the session at Shire Hall on 25 November due to work commitments.

Response to the Public Consultation on the RLDP Deposit Plan (2018-2033) for 270 Houses on Fields off Dixon Road, Monmouth – Site HA4/CS0270

Submitted by [REDACTED]

Full response attached, executive summary below.

Executive Summary

The proposed development at Dixon Road (Site HA4/CS0270) raises multiple significant concerns, including environmental impact, compliance with regulatory frameworks, and suitability of location. These include:

Impact on Endangered Species

- Loss of habitat for the endangered Greater Horseshoe Bat (*Rhinolophus ferrumequinum*): Newton Court SSSI is a Natura 2000 site and one of only three habitats in Wales for this endangered species. The development site lies within the 3km Core Sustainance Zone (CSZ), threatening essential foraging and commuting routes.
- Habitat Regulations Assessment (HRA): The site requires mitigation measures, indicating it is inherently unsuitable without posing a risk to biodiversity, contrary to the Environment (Wales) Act 2016.

Landscape and Cultural Heritage

- Visual Impact: The development is highly visible from the Area of Outstanding Natural Beauty (AONB) and would damage its aesthetic and cultural value, including views from the A40 and proximity to Dixon Mound, a Scheduled Monument.
- Alternative Site: Site CS0274, located at Wonastow Road, avoids such sensitivities, preserving the AONB and historical context.

Environmental Considerations

- Water Quality: Runoff from the development threatens the already vulnerable River Wye, impacting both ecological

health and Monmouth's drinking water supply, which is under notice for Cryptosporidium risks.

- Flood Risks: 15% of the site lies on a floodplain, with a history of flooding exacerbated by clay soil. Site CS0274 has only 5% flood risk.
- Dark Skies: Additional street lighting would increase light pollution, undermining efforts to preserve the dark skies of the AONB, critical for wildlife and human well-being.

Loss of Agricultural Land

- 80% of Site HA4/CS0270 is grade 2 agricultural land, a resource protected under Welsh planning policy and the highest grade in Monmouthshire. Developing this site contravenes guidance to prioritise lower-grade land for development.

Traffic and Pollution

- Congestion: The addition of 270 houses would lead to circa 400 extra vehicles, exacerbating traffic at the Dixon roundabout, a key pinch point.
- Pollution: The development would increase already high pollution levels (24.4 µg/m³ compared to WHO guideline of 10 µg/m³) and risks impacting local health, particularly near schools.
- Accessibility: The site is poorly connected, with limited public transport and unsafe cycling routes. In contrast, Site CS0274 is part of the active travel network, closer to employment hubs, and better integrated with sustainable transport options.

RLDP Goals and Compliance

- The proposed development conflicts with the goals of the RLDP, which emphasise protecting biodiversity, enhancing well-being, and ensuring appropriate infrastructure. There are also no clear plans address increased demand for schools, transport, or health services, or increasing employment opportunities in the area.

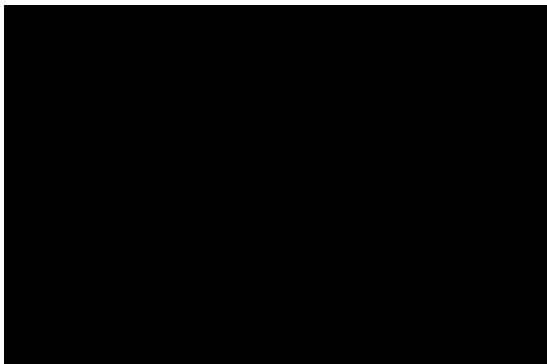
Alternative Recommendation

- Site CS0274 (Wonastow Road): Identified as more suitable in a council-commissioned report, this site lies outside the Core Sustenance Zone of the Greater Horseshoe Bat, aligns with sustainable development goals, and offers better transport connectivity.

Conclusion

- The Dixon Road site (HA4/CS0270) presents severe risks to biodiversity, environmental quality, cultural heritage, and community infrastructure. Site CS0274 provides a more viable, sustainable alternative, and its prioritisation is recommended to align with planning policies and protect Monmouth's unique natural and cultural assets.

In light of these many concerns, I urge Monmouthshire County Council to reconsider the suitability of site HA4/CS0270 for development. I look forward to your response and an explanation of how these issues have been addressed.



3423

Mr Martin Bodle

Archived: 14 February 2025 11:04:31

From: [REDACTED]

Sent: Sat, 7 Dec 2024 14:27:30

To: [MCC - PlanningPolicy](#)

Subject: Consultation CSO2032 Red Landes - Shirenewton

Importance: Normal

Sensitivity: None

Dear Sir

I am writing this letter of objection relating to the above RLDP that is currently out for consultation

I have a number of objections principally the estimated increase in traffic on to a narrow Usk Road generated by 26 new houses. This will probably enable a further 50-75 cars to access the main road

The proposed development is directly opposite the recreational hall car park. This hall is used as a nursery for pre school education. The significant increase in traffic will inevitably put the little children at risk.

The site that is being considered has historically had an issue with drainage. Regularly there is surface water displayed. Shirenewton is a conservation area with a lot of wildlife benefiting from poorly drained land. There are a number of migrating birds and other wildlife species prospering within your proposed site that will be forced to move away .

Travel is an issue for new residents. There is a restricted bus service of 3- 4 buses a day between Cwmbran and Chepstow. This is totally inadequate to support employment needs from any new residents in this area. The opportunities for employment in the area is virtually zero which is of no benefit for a significant increase in the adult population.

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

3424

Mr and Mrs Andrew Appleford

Archived: 14 February 2025 11:07:30

From: [REDACTED]
[REDACTED] 39:06

To: [MCC - PlanningPolicy](#)

Subject: Monmouthshire RLDP Consultation CSO2030 Redd Landes Shirenewton

Importance: Normal

Sensitivity: None

We are writing to object to the above proposal for the construction of 26 houses on the land adjacent to Redd Landes, Shirenewton. [REDACTED], so feel very well qualified to make the below observations.

My reasons are as follows:

1. The access to this site through the centre of the village along the Earlswood Road is very narrow with no pavements. There is room for single file traffic only. Also, cars and vans park along this section of the road, which impedes vision of any oncoming traffic.
2. The junction at the Tredegar Arms, which is a crossroad with Spout Hill, Ditch Hill Lane and the Crick/Earlswood Road, has very poor vision in all directions. The road at the side of the Tredegar Arms is particularly narrow with only one car able to access at a time around a blind bend in the road, increasing the risk of accidents.
3. From Spout Hill, the access via Blacksmith Lane onto the Earlswood Road is also very poor in both directions.
4. Access at the above junction, and through the village, for the necessary construction vehicles for any housing development, would make it even more dangerous than it already is.
5. There are no facilities of any kind in the village. A car journey is necessary to visit any shop/GP/dentist etc. as public transport is extremely limited, and not a practical option. The extra traffic through the village thus generated would make driving conditions even worse.
6. The closest shop to the village is Spar on St Lawrence Road, which entails navigating the very hazardous B3245. There are frequent accidents on this route.

In principle, we are not against the building of new homes in Shirenewton, but this site is absolutely not suitable due to the extra traffic which would be generated.

[REDACTED]

Sent from [Outlook](#)



Virus-free. www.avg.com

3425

Nigel Preen

Archived: 14 February 2025 11:10:29

From: [REDACTED]

Mail received time: Thu, 5 Dec 2024 16:52:01

Sent: Thu, 5 Dec 2024 16:51:55

To: [MCC - PlanningPolicy](#)

Subject: Concerned Infrastructure Issues

Importance: Normal

Sensitivity: None

RE: Caldicot East and Portskewett North.

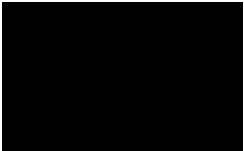
Dear planning department

I am highly concerned about the lack of adequate infrastructure in this said area above , particularly in terms of transportation and healthcare services to your proposed development .

If a proposed housing development does not include plans for additional roads or health facilities, it can lead to significant issues for both current and future residents:

Inadequate Infrastructure and Services

The absence of sufficient roadways and healthcare facilities can severely strain existing infrastructure and compromise the quality of life for residents. Increased population density from new housing developments typically results in higher traffic volumes, which can lead to congestion, longer commute times, and increased accident rates if the road system is not expanded or improved. Additionally, without adequate healthcare facilities, residents may face challenges accessing essential medical services, resulting in longer wait times, increased pressure on existing healthcare providers, and potential negative impacts on public health. A development that fails to plan for these essential services may not only diminish the livability of the area but also pose risks to public safety and well-being. Therefore, it is crucial to ensure that any new housing project is accompanied by a comprehensive infrastructure plan that addresses these critical needs.



3426

Pauline Dutton

From: [REDACTED]

Mail received time: Sat, 7 Dec 2024 12:26:58

Sent: Sat, 7 Dec 2024 12:26:41

To: [MCC - PlanningPolicy](#)

Subject: RDLP Deposit Plan Consultation CSO2032 Redd Landes Shirenewton

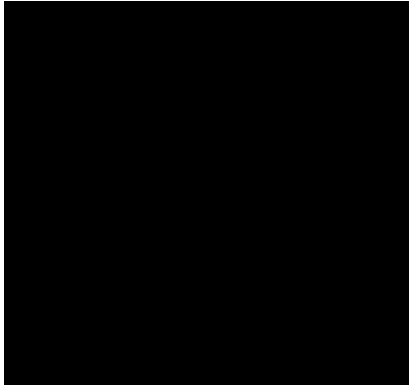
Importance: Normal

Sensitivity: None

Archived: 14 February 2025 11:14:39

I am writing to strongly object to the planned proposal for the construction of a housing development of 26houses adjacent to Redd Landes Shirenewton. We live in a beautiful village with narrow lanes no pavements or street lights and surrounded by beautiful countryside. It is a very small village with no shop or post office and the village school is oversubscribed and only three buses per day. The entrance to the new estate is opposite the entrance to the village hall playing field and children's play area , we are already plagued by traffic speeding through ignoring the speed limit as they cut through the village to avoid Chepstow. It is already hazardous walking in the village as we have no pavements. Also the field proposed for the new building is prone to flood.

As regards the new building already in the area there is a massive new estate in Chepstow itself not yet finished , a proposed new estate of 700 houses in Crick (on currently flooded land) 200 or so houses under construction in Portskewett and now proposed new estate close to the Larkfield roundabout which is nearly always gridlocked all this within a couple of miles of our village. Why is all this building not being more evenly distribute throughout Monmouthshire? We already struggle to get doctors appointments and dental appointments ,all the local schools are full. What is the council thinking of putting all this building around a small market town and now even more building in our village 3 miles away . I urge the planning department to have a rethink coming up with all this does affect local people's lives.



3427

Peter and Linda Glynn

Archived: 14 February 2025 11:18:03

From: [REDACTED]

Mail received time: Sun, 8 Dec 2024 12:03:18

Sent: Sun, 8 Dec 2024 12:03:13

To: [MCC - PlanningPolicy](#)

Subject: RLDP Deposit Plan Consultation CSO2032 Redd Landes Shirenewton

Importance: Normal

Sensitivity: None

I wish to object to the above plan as a local resident. Shirenewton has the character and feel of a small picturesque village and the size and newness of this development will change the character of the village for the worse for all its residents.

Shirenewton does not have any facilities so new houses will need to travel for all services, increasing traffic on narrow roads often without pavements. The fields in question flood easily, and mitigating works would be disruptive to wildlife and area. School is over subscribed and class sizes would increase.

I would like Monmouthshire, my local council, to reject the proposal

[REDACTED]

3428

Mr Peter Woodrow

[View results](#)

Respondent

305

Anonymous

125:41

Time to complete

Part 1: Contact Details

Please note that by submitting this form you are agreeing to your details being retained on the RLDP Consultation Database and used to inform you of future RLDP correspondence.

1. Title *

2. Name *

3. Job Title (where relevant)

4. Organisation (where relevant)

5. Address *

6. Telephone number *

7. Email *

Part 2: Your Representation

Do you have any comments on the key issues, challenges, vision and/or objectives of the Deposit RLDP?

8. Would you like to comment on this question *

☐ Yes

☒ No

Do you have any comments on the Plan's Growth Strategy (the level of growth needed to address the key issues)? (Policy S1)

9. Would you like to comment on this question *

☐ Yes

☒ No

Do you have any comments on the Plan's Spatial Strategy (where development is proposed to be sited)? (Policy S2)

10. Would you like to comment on this question *

☐ Yes

☒ No

Do you have any comments on the Managing Settlement Form policies? (Policies OC1 and GW1)

11. Would you like to comment on this question *

☐ Yes

☒ No

Do you have any comments on the design and sustainable placemaking policies? (Policies S3, PM1, PM2, PM3, HE1, HE2 & HE3)

12. Would you like to comment on this question *

☐ Yes

☒ No

Do you have any comments on the climate change and renewable energy policies? (Policies S4, NZ1, CC1, CC2 & CC3)

13. Would you like to comment on this question *

☐ Yes

☒ No

Do you have any comments on the green infrastructure, landscape & nature recovery policies? (Policies S5, GI1, GI2, LC1, LC2, LC3, LC4, LC5, NR1, NR2, NR3 & PR0W1)

14. Would you like to comment on this question *

☐ Yes

☒ No

Do you have any comments on the infrastructure policies? (Policies S6, & IN1)

15. Would you like to comment on this question *

☐ Yes

☒ No

Do you have any comments on the housing policies, including the affordable housing policies and Gypsy and Traveller policies? (Policies S7, S9 H1, H2, H3, H4, H5, H6, H7, H8, H9 & GT1)

16. Would you like to comment on this question *

☐ Yes

☒ No

Do you have any comments on the residential site allocations? (Policies S8, HA1 – HA18)

17. Would you like to comment on this question *

☒ Yes

☐ No

18. Is your representation in support or objection? *

☐ Support

☒ Objection

19. Please clearly state which policy/paragraph/allocation/designation your representation relates to and include any comments in this box

If you are objecting, please state how you would like the Plan to be changed.

*

Land South of Monmouth Road Raglan

There were two candidate sites put forward for housing in Raglan, land east of the old Raglan - Usk Road and land south of Monmouth Road. The text at your public exhibition indicated you had selected the latter because part of the former is subject to flooding. This seems somewhat odd given that you have previously approved the Etheley Drive and currently ongoing Chepstow Road residential developments in fields which were partly liable to flooding, retaining those areas as public open space. Also the field south of Monmouth Road is partly liable to flooding.

In my opinion if further housing is necessary after completion of Chepstow Road and the site north of Monmouth Road then the field east of Usk Road is preferable because:-

1) Traffic generated by this development would naturally access the A40 trunk road at Raglan Roundabout, which is much safer than the Raglan Bypass/Monmouth Road junction which has a poor accident record but would naturally be used by traffic generated by the site south of Monmouth Road.

2) The fields south of Monmouth Road provide an attractive vista as you enter the village along this road, which will be lost should these fields be developed. The Usk Road site, being well screened from the adjacent road, would not have such an adverse impact if developed.

3) The Usk Road site is bounded by the Nant y Wilcae stream, a natural boundary for village development. The Monmouth Road site has no such natural boundary and if developed would undoubtedly be the precursor of more extensive development radically changing the character of the village.

Do you have any comments on the economic policies? (Policies S10, S11, E1, E2, RE1, RE2, RE3, RE4, RE5 & RE6)

20. Would you like to comment on this question *

☐ Yes

☒ No

Do you have any comments on the employment site allocations? (Policies EA1 & EA2)

21. Would you like to comment on this question *

☒ Yes

☐ No

22. Is your representation in support or objection? *

☐ Support

☒ Objection

23. Please clearly state which policy/paragraph/allocation/designation your representation relates to and include any comments in this box

If you are objecting, please state how you would like the Plan to be changed.

*

Proposed Industrial Use Land west of Usk Road Raglan

Given that not all the units at Little Castle Business Park are occupied, and you are proposing additional employment development off Chepstow Road, I have to question whether there is likely to be any local demand for a further employment site in Raglan. The site is quite substantial and could accommodate some sizeable buildings, but is directly opposite houses in Sunnyvale.

If any additional employment sites are genuinely required I believe they should be located further from existing housing where noise pollution, light pollution and possibly olfactory pollution would not affect local residents. There are sites off Pen y Parc Road adjacent to Little Castle Business Park and the Grange Mill Industrial Estate which are far more appropriate for such development.

Do you have any comments on the visitor economy policies? (Policies S12, T1 & T2)

24. Would you like to comment on this question *

☐ Yes

☒ No

Do you have any comments on the sustainable transport policies? (Policies S13, ST1, ST2, ST3, ST4, ST5 & ST6)

25. Would you like to comment on this question *

☐ Yes

☒ No

Do you have any comments on the retail and commercial centres policies? (Policies S14, RC1, RC2, RC3 & RC4)

26. Would you like to comment on this question *

☐ Yes

☒ No

Do you have any comments on the community infrastructure and open space policies? (Policies S15, CI1, CI2, CI3 & CI4)

27. Would you like to comment on this question *

☐ Yes

☒ No

Do you have any comments on the mineral and waste policies? (Policies S16, S17, M1, M2, M3, W1, W2 & W3)

28. Would you like to comment on this question *

☐ Yes

☒ No

Do you have any other comments to make on the Deposit RLDP and/or supporting documents?

29. Would you like to comment on this question *

☐ Yes

☒ No

Part 3: Tests of Soundness

Please refer to the notes at the for further

guidance: <https://www.monmouthshire.gov.uk/app/uploads/2024/10/Guidance-Notes-RLDP-ENG.pdf>

30. Do you consider that the Plan is sound? *

☐ Yes

☒ No

31. If you do not consider the Plan to be sound, which soundness test(s) do you think it fails? *

- ☐ Fails legal and regulatory procedural requirements or is not in general conformity with Future Wales?
- ☐ Fails Test 1: Does the Plan fit (is it clear that the RLDP is consistent with other Plans)?
- ☒ Fails Test 2: Is the Plan appropriate (is the Plan appropriate for the area in light of the evidence)?
- ☐ Fails Test 3: Will the Plan deliver (is it likely to be effective)?

32. Please explain why the Plan is not sound or explain what changes need to be made to make the Plan sound (the Tests of Soundness are set out in the guidance notes at the end of the form): *

See previous comments re housing and employment sites

Part 4: Appearance at Examination Hearing Sessions

The Monmouthshire Replacement Local Development Plan (RLDP) will be examined by an independent Inspector appointed by the Welsh Government. It is the Inspector's job to consider whether the Plan meets procedural requirements and whether it is sound. At this stage, you can only make comments in writing (these are called written representations). However, everyone that wants to change the Plan can appear before and speak to the Inspector at a 'hearing session' during the public examination. But you should bear in mind that your written comments on this form will be given the same weight by the Inspector as those made verbally at a hearing session. Please also note that the Inspector will determine the most appropriate procedure for accommodating those that want to provide oral evidence.

Please indicate below if you would like to speak at the public examination.

33. If you have objected to or propose changes to the Plan, would you like to speak at a hearing session during the public examination of the RLDP?

- ☐ Yes
- ☒ No

Part 5: Welsh Language

34. We would like to know your views on the effects that the Deposit Plan would have in the Welsh language, specifically on opportunities for people to use Welsh and on treating the Welsh language no less favourably than English. What effects do you think there would be? How could positive effects be increased, or negative effects be mitigated?

35. Please also explain how you believe the Deposit Plan could be improved so as to have positive effects or increased effects on opportunities for people to use the Welsh language and on treating the Welsh language no less favourably than the English language?

About you

It is important for us to understand the potential impact of these proposals on different groups. The following section asks about where you live as well as questions that will allow us to analyse the responses received from people who possess one or more of the protected characteristics defined by the Equality Act 2010.

You are not obliged to complete these questions and can select 'prefer not to say'.

[REDACTED]

From: [REDACTED]
Sent: 04 December 2024 11:07
To: MCC - PlanningPolicy
Subject: Monmouthshire Replacement Local Development Plan - 1
Attachments: 468423706_10162528793652664_8628771528746181023_n.jpg; 467770017_10162528792472664_215364227320322013_n.jpg

Good Morning

Having attended the public exhibition at Raglan two weeks ago i thought it would be beneficial for those involved in preparing the plan to see the eight aerial photos taken by a local resident on Sunday 24th November which show the extent of flooding which can occur in Raglan. These give a much better indication of the scale of flooding than ground level photos. I have lived in my current home, which backs onto the Nant y Wilcae, for [REDACTED] years and flooding to the same level occurred on Boxing Day one year in the 1980's.

Maybe you've already seen the photos, but i thought it best to be sure you see them. I'll send three more emails, each with two photos.

[REDACTED]

[REDACTED]

[REDACTED]













3429

Mrs Rhiannon Lord

Archived: 24 April 2025 12:14:43

From: [REDACTED]

Mail received time: Fri, 6 Dec 2024 21:45:17

Sent: Fri, 6 Dec 2024 21:44:56

To: [MCC - PlanningPolicy](#)

Cc: [REDACTED]

Subject: RLDP Consultation Response on Site HA4 Dixon Road, Monmouth

Importance: Normal

Sensitivity: None

Attachments:

[image0](#) [REDACTED]

Subject: RLDP Consultation Response on Site HA4 Dixon Road, Monmouth

Dear Sir/Madam,

I am writing to express my strong opposition to the proposed housing development on Site HA4, Dixon Road, Monmouth, as outlined in the Replacement Local Development Plan (RLDP). My concerns are based on environmental, infrastructural, and safety considerations.

Environmental Impact

The proposed development is in close proximity to the Newton Court Site of Special Scientific Interest (SSSI) and lies within the 3km Core Sustainance Zone for the endangered Greater Horseshoe Bats. Construction in this area threatens the habitats of these protected species and could lead to significant ecological disruption.

Heritage and Landscape

The development site is approximately 40 meters from the Dixon Conservation Area and about 180 meters from the scheduled monument MM125 Dixon Mound. Introducing modern, dense housing in this location would adversely affect the settings of these historic assets, undermining the area's cultural heritage.

Traffic and Air Quality

The Dixon Road area already experiences significant traffic congestion, particularly around the A40 roundabout. Adding 270 homes would exacerbate this issue, leading to increased air pollution and posing health risks to residents, especially those attending the nearby Monmouth Comprehensive School.

Water Quality Concerns

The site's clay-heavy soil is prone to poor drainage, raising concerns about surface runoff into the River Wye. This runoff could introduce harmful phosphates into the water, further degrading local water quality. This would have a negative impact on the tourism to Monmouth as people come here to paddle board, kayak and wild swim. This could be potentially harmful to river users. There are two very large rowing clubs on the river. Both the Comprehensive School and the Haberdashers' Schools use

the river for rowing and kayaking clubs. Further pollution to the river will result in poorer water quality and potentially harmful bacteria in the river that could make river users, including our local school children, ill.

Active Travel Route Safety

The planned active travel route along Dixon Close presents significant safety hazards. The existing pavements are too narrow, and vehicles often park partially on them, forcing pedestrians, including those with pushchairs and wheelchairs, to use the road. This situation is extremely dangerous and undermines the objectives of promoting safe, sustainable travel. From my own experience of pushing pushchairs along Dixon Close and into town, and from trying to cycle to town [REDACTED] on bikes, it is absolutely NOT a suitable route to access the new proposed development on foot or bicycle. For these reasons it is also not a suitable route to reach Osbaston Primary School on foot or bike during the rush our school drop-off where the beginning of Dixon Close leading through to the Gardens and on to the Hereford Rd is used as a short cut. Very dangerous during these times of the day.

School places and GP appointments

There are not sufficient places at Osbaston School for the children that would live on this new development meaning that they would have to travel by car to other schools around Monmouth. I know this for a fact as I have recently enquired at [REDACTED]
[REDACTED] This was information given my MCC so contact them to confirm this.

Furthermore, there is no room to extend this school as the school grounds have regularly flooded in recent years and the access towards the school from the lower end of Osbaston Rd floods completely.

There are apparently plans to build a new health centre near the school. There is already a huge issue with parking at drop-off times which would only be compounded by the introduction of a facility such as this. Again, the issue of the road flooding at the lower end of Osbaston Rd and by Forge Road would mean that access to this facility would be prevented by flooding. It is not a suitable site for a health care facility or for extending the current school to absorb children from the 270 houses, and therefore the site along Dixon Road cannot be properly provided for with local school places or GP appointments. Thus it is not a sustainable solution.

Flooding

In light of the current situation in Monmouth this site is clearly not suitable for housing. Dixon Road near the roundabout at the entrance to the proposed site is currently under water. The lower section of these fields near the road are flooded. The water is bubbling up through the drains along the Dixon Road. This will only be exacerbated if the fields, which absorb the water, are used for housing. This will mean that the run-off on to the Dixon Road and roundabout will be much worse. Please see the photos attached of Dixon Road and the bottom section of the proposed site. Photos of Osbaston School also attached.

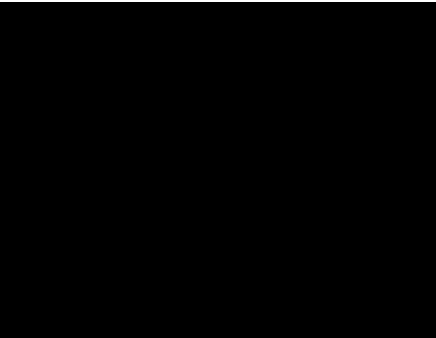
Alternative Site Suggestion

An alternative site on Wonastow Road has been identified as more suitable for development. This location offers better access to employment and retail infrastructure, reducing the need for additional traffic through already congested areas. It already has an active travel route from town to the Kingswood gate estate.

In conclusion, the proposed development on Site HA4 poses significant risks to the environment, heritage, infrastructure, and public safety. I urge the council to reconsider this proposal in favour of more suitable alternatives that align with sustainable development principles.

Thank you for considering my concerns.

Yours faithfully,



CCd: 

Below- Dixon Rd and bottom end of site HA4



Below - Access to Osbaston School and proposed healthcare facility. The lower end of

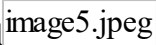
Osbaston Rd which very regularly floods by the old mill house



Below- Osbaston School flooded

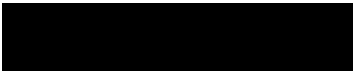


Below- Where Forge Rd meets Osbaston Rd



Below- The mud regularly left on the pavements towards

Osbaston School



3430

Sara Griffiths

Archived: 14 February 2025 11:29:11

From: [REDACTED]

Mail received time: Sun, 8 Dec 2024 12:56:37

Sent: Sun, 8 Dec 2024 12:56:21

To: [MCC - PlanningPolicy](#)

Cc: [REDACTED]

Subject: RAGLAN Proposed Housing, Employment Land (B use classes), Renewable Energy Allocation (CC2)

Importance: Normal

Sensitivity: None

To Monmouthshire County Council Planning Committee

I wish to convey my concerns and hence objections to the proposed developemnet plans for Raglan Village by Monmouthshire County Council Planning Committee.

1. Raglan is an historic village with Raglan Castle as its famous landmark, along with its surrounding beautiful green countryside. Greenfield sites need to be cherished and preserved for agricultural food production and should in my opinion not be built upon. I believe that it is incumbant upon Monmouthshire County Council to look to its own Deposit Plan 2018-2033 'The protection of our landscapes and Heritage that make Monmouthshire a unique, special and attractive place to live'.
2. A major concern myself and countless other residents of Raglan, is the INCREASING frequency of serious flooding that is occuring in Raglan due to climate change. I am hopeful that you will already have been furnished with the alarming aerial photographic evidence of the serious flooding in Raglan which took place two weeks ago during Storm Bert. Concreting over current existing greenfield land for housing developements, a large solar panel farm and a new Enterprise Park developement will, without question raise the water level table in Raglan. Such developement will actively increase flooding within Raglan which is contrary to the objective presented by Monmouthshire County Council Planning - Climate Emergency Strategic Policy S4 'Locating developement outside of flood risk areas'.
3. From my understanding, Monmouthshire Planning Committe is proposing the developement of over 100 new homes in Raglan (including those currently being built on Chepstow Road). With the average of two cars per household (bearing in mind the very limited provision of a bus service to get people to and from work), this will neseccarily cause a huge increase in car usage through Raglan. The high street already gets extremely log jammed and the addition of so many extra vehicles has the potential to cause massive disruption along Raglan High Street, particularly at peak times.
4. The above increase in car traffic in Raglan will cause an increase in carbon emissions, which will have will a negative impact upon the health of the residents living in Raglan who already live with the harmful emissions caused by being close/adjacent to the A40 and the A449. We have a 'Climate Emergency' and this will continue to increase if more vehicles are added to the roads in Raglan. We are many decades away from being carbon neutral with vehicles.
5. Raglan V.C Primary School is already at full capacity, which will mean that children from the proposed new housing developement will need to travel by coaches through Raglan to neighbouring schools. So, in addition to the above increase in cars, the use of coaches will again only add to the air pollution in Raglan .
6. Raglan has already accomodated a large number of new houses, 34 currently being built on Chepstow Road and 21 new houses have been approved along Monmouth Road, as well as a quantity of housing infills. We have yet to see what impact these

new builds will have in terms of the increase of flooding in Raglan. Even basic science would indicate that the addition of another 54 new houses, along with a large solar panel field, and a large Enterprise Park would ergo increase the flood risk to the people of Raglan beyond those who have already been affected to date by flooding.

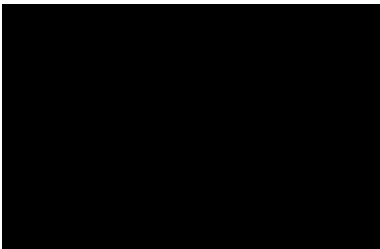
I very much hope that you will acknowledge the points I have made prior to any decision making for the future of Raglan Village.



3432

Mr Andrew Sutton

Our Ref:
Your Ref:



10 March 2023



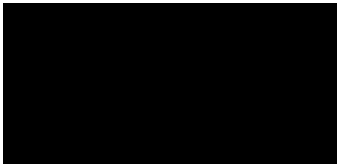
Flood risk at Llan Y Nant Farm, Coed Morgan

Thank you for your enquiry into the flood risk to the above property.

The flood map (which includes the Flood Risk Assessment Wales map and the Flood Risk for Planning map) in this location is based on national scale modelling which assumes the channel capacity is limited to the mean annual flood, i.e. a flood that has the probability of occurring every year. This assumption is used as in most cases the mean annual flood is a good estimate for bank full conditions. Following the evidence you have provided and the channel measurements I took during my site visit on 1 February 2023 I am satisfied that the river channel of the Ffrwdd Brook adjacent to your property is sufficiently sized to fully convey the 0.1% chance theoretical flood. Therefore, the flood risk to the areas of your property and the surrounding fields including the large field to the south of the Ffrwdd Brook should be classed as very low risk of flooding from rivers, i.e. the flood risk is less than 0.1% chance each year. However, I am unable to change the maps on our website without a flood risk model, but you can use this letter to confirm the flood risk for the area.

I trust this clarifies the flood risk to your property, however if I can be of any further assistance please do not hesitate to contact me.

Yours sincerely



Team Leader Flood Risk Analysis

Direct e-mail: 

Address: Natural Resources Wales, Rivers House, St Mellons Business Park, St Mellons
Cardiff, CF3 0EY

Croesewir gohebiaeth yn y Gymraeg a'r Saesneg
Correspondence welcomed in Welsh and English

Archived: 08 March 2025 09:01:28

From: [REDACTED]

Sent: Thu, 12 Dec 2024 16:03:38

To: [MCC - PlanningPolicy](#)

Subject: FW: Development site for your Consideration

Importance: Normal

Sensitivity: None

Attachments:

[South Land Survey Llanynant copy.pdf](#) [North Survey Llanynant Land copy.pdf](#) [Aerial view of land plot.jpg](#) [Flood Risk Assessment.pdf](#)

[REDACTED]

Forwarding the email below to you, [REDACTED] I haven't opened or checked any of the attachments.

Thanks,

[REDACTED]

[**SIGN UP FOR OUR EMAIL NEWSLETTER AND BUSINESS UPDATES HERE**](#)



From: [REDACTED]

Sent: 12 December 2024 11:48

To: [REDACTED]

Subject: Development site for your Consideration

Dear [REDACTED]

I have submitted my comments towards the current RDLP and wanted to provide you and your team with a suggested site that could be utilised to provide a small luxury housing estate, as those are missing from the current RDLP, yet other counties around the UK are developing. Such high end developments of course don't counter the much needed social housing requirements [which given my background I understand the need] but they do appeal to potential industry champions and those looking to bring ideas and growth to Monmouthshire whilst living in a great location.

The last such development built was over 25 yrs ago in between Usk and Caerleon

Please see attached

[1] Land South of Llanynant , which is the land which is available to be developed.

This land has a brook running through it which in 2023 National Resources Wales visited and designated as low risk of flooding.

The land has not been farmed since the 1960's when it formed part of a much larger farm now broken up by the hamlet in which it sits of approximately 20 houses .

I use it as part of our property , but it is self contained with large highway access with good visibility each way and is only 500 yards to the highway between Abergavenny and Raglan with a bus stop and junction to USK at the inter -section.

It has no use for farming and I cannot see any commercial viability for the site . Even putting sheep or cattle is not worth it for farmers as the cost of fencing the stream is prohibitive to grazing returns

The 50 foot and 40 yr old trees around a small lake seclude the property and out buildings at Llanynant from this plot as it does not interfere with views of any adjacent neighbour

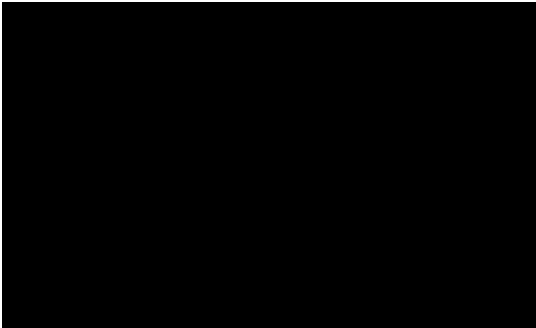
[2} Land North Survey including my home and gardens

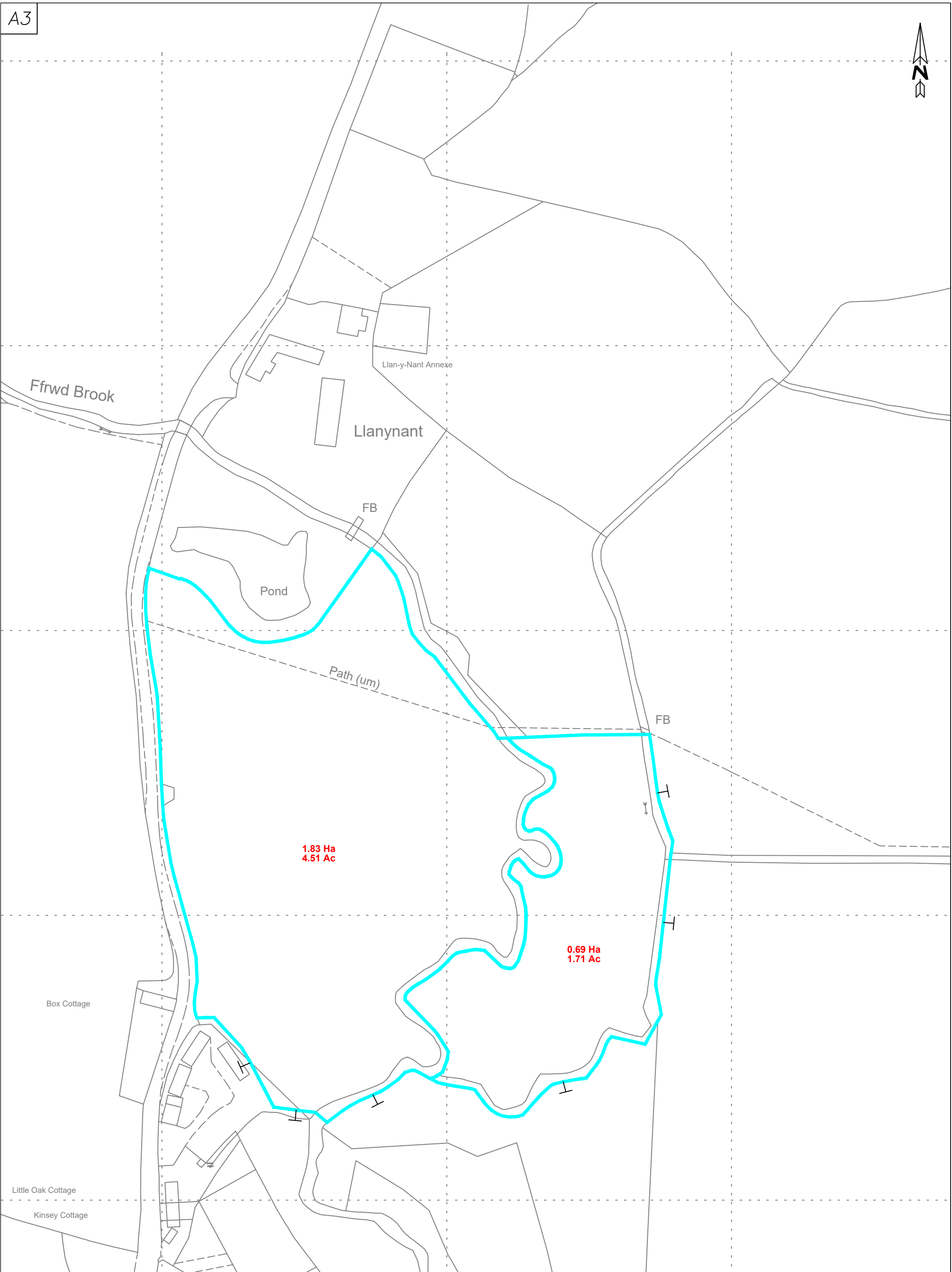
Given the value of my property and age [my property is listed but the separation in features and title according to the rules , separates this plot and where the properties will be positioned , there is no visual impact.

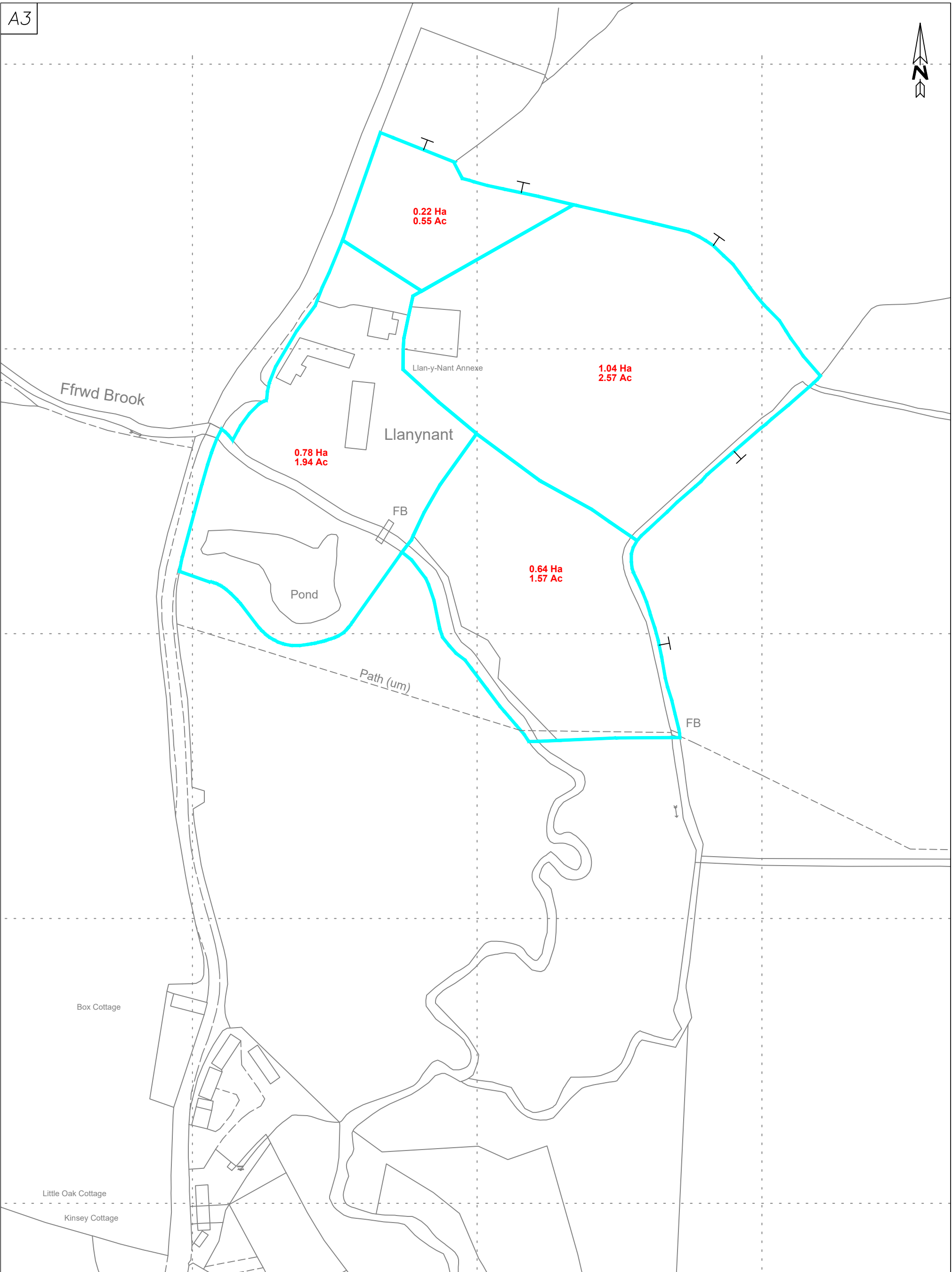
[3] Ariel photo of plot showing trees enclosing for privacy

[4] National Resources Wales sit visit and survey results

I would appreciate yours and your teams suggestions and advice and I would be willing to work with you on any suggestions







[View results](#)

Respondent
304 Anonymous

83:17
Time to complete

Part 1: Contact Details

Please note that by submitting this form you are agreeing to your details being retained on the RLDP Consultation Database and used to inform you of future RLDP correspondence.

1. Title *

2. Name *

3. Job Title (where relevant)

4. Organisation (where relevant)

5. Address *

6. Telephone number *

7. Email *

Part 2: Your Representation

Do you have any comments on the key issues, challenges, vision and/or objectives of the Deposit RLDP?

8. Would you like to comment on this question *

☒ Yes

☐ No

9. Is your representation in support or objection? *

☒ Support

☐ Objection

10. Please clearly state which policy/paragraph/allocation/designation your representation relates to and include any comments in this box

I welcome the generally excellent Development Plan , but from my wide ranging experience it is missing a key opportunity to provide new housing for wealth and employment creators.

[REDACTED] so I generally commend the basis of this excellent plan which has been a long time overdue.

[REDACTED] then I can identify an important sector that is missing from your plan.

As much as integration in housing plans helped give chances to people like myself , to attract the business creators , entrepreneurs and artistic people to Monmouthshire , the plan lacks to provide the type of high - end small developments that these top achievers and wealth creators need and demand.

[REDACTED]

Monmouthshire needs to provide small developments for wealth creators and the last such site approved was over 20 yrs ago. Our neighbouring counties in England are providing this type of property and therefore I believe its a missed opportunity to bring these people to our wonderful communities.

As an example [there are many opportunities to include some small luxury developments within the existing proposal plan]

[REDACTED]

[REDACTED]

I ask that the committee and leaders of this plan to consult with people such as myself in terms of further discovering what is needed to entice Wealth Creators to Monmouthshire and I mean wealth created by providing outstanding properties that will integrate Visionaries and High Achievers to live in Monmouthshire and to embrace them into our communities.

Whilst it is somewhat honorable to integrate social housing with private housing , we are currently losing out to our neighbouring counties in enticing these movers and shakers by not providing the type of properties they and their heads of business want.

Do you have any comments on the Plan's Growth Strategy (the level of growth needed to address the key issues)? (Policy S1)

11. Would you like to comment on this question *

☒ Yes

☐ No

12. Is your representation in support or objection? *

- ☒ Support
- ☐ Objection

13. Please clearly state which policy/paragraph/allocation/designation your representation relates to and include any comments in this box

Housing Supply Component - Economic Growth & Development

Do you have any comments on the Plan's Spatial Strategy (where development is proposed to be sited)? (Policy S2)

14. Would you like to comment on this question *

- ☐ Yes
- ☒ No

Do you have any comments on the Managing Settlement Form policies? (Policies OC1 and GW1)

15. Would you like to comment on this question *

- ☐ Yes
- ☒ No

Do you have any comments on the design and sustainable placemaking policies? (Policies S3, PM1, PM2, PM3, HE1, HE2 & HE3)

16. Would you like to comment on this question *

☐ Yes

☒ No

Do you have any comments on the climate change and renewable energy policies? (Policies S4, NZ1, CC1, CC2 & CC3)

17. Would you like to comment on this question *

☐ Yes

☒ No

Do you have any comments on the green infrastructure, landscape & nature recovery policies? (Policies S5, GI1, GI2, LC1, LC2, LC3, LC4, LC5, NR1, NR2, NR3 & PROW1)

18. Would you like to comment on this question *

☐ Yes

☒ No

Do you have any comments on the infrastructure policies? (Policies S6, & IN1)

19. Would you like to comment on this question *

☐ Yes

☒ No

Do you have any comments on the housing policies, including the affordable housing policies and Gypsy and Traveller policies? (Policies S7, S9 H1, H2, H3, H4, H5, H6, H7, H8, H9 & GT1)

20. Would you like to comment on this question *

☐ Yes

☒ No

Do you have any comments on the residential site allocations? (Policies S8, HA1 – HA18)

21. Would you like to comment on this question *

☒ Yes

☐ No

22. Is your representation in support or objection? *

☒ Support

☐ Objection

23. Please clearly state which policy/paragraph/allocation/designation your representation relates to and include any comments in this box

I believe that these sites should be supplemented with a change in policy for some greenfield site that are not suitable for farming to be developed with specific objectives for the benefit of Monmouthshire and this includes , developing small luxury properties that targets high achievers and wealthy residents to our county so that we don't lose them to others. These maybe low in numbers but are missing from the plan

Do you have any comments on the economic policies? (Policies S10, S11, E1, E2, RE1, RE2, RE3, RE4, RE5 & RE6)

24. Would you like to comment on this question *

☒ Yes

☐ No

25. Is your representation in support or objection? *

☐ Support

☒ Objection

26. Please clearly state which policy/paragraph/allocation/designation your representation relates to and include any comments in this box

If you are objecting, please state how you would like the Plan to be changed.

*

[REDACTED] who simply do not wish to buy housing in mixed developments. The existing housing stock is ageing and dilapidated and in many cases elderly retired previous high achievers , have no down sizing luxury developments to move into that allows their estate homes to be purchased and regenerated. Please review this sector as small ie below 5% of the population , but as highly important in being needed to drive economic growth . [REDACTED]

Do you have any comments on the employment site allocations? (Policies EA1 & EA2)

27. Would you like to comment on this question *

☐ Yes

☒ No

Do you have any comments on the visitor economy policies? (Policies S12, T1 & T2)

28. Would you like to comment on this question *

☐ Yes

☒ No

Do you have any comments on the sustainable transport policies? (Policies S13, ST1, ST2, ST3, ST4, ST5 & ST6)

29. Would you like to comment on this question *

☐ Yes

☒ No

Do you have any comments on the retail and commercial centres policies? (Policies S14, RC1, RC2, RC3 & RC4)

30. Would you like to comment on this question *

☐ Yes

☒ No

Do you have any comments on the community infrastructure and open space policies? (Policies S15, CI1, CI2, CI3 & CI4)

31. Would you like to comment on this question *

☐ Yes

☒ No

Do you have any comments on the mineral and waste policies? (Policies S16, S17, M1, M2, M3, W1, W2 & W3)

32. Would you like to comment on this question *

☐ Yes

☒ No

Do you have any other comments to make on the Deposit RLDP and/or supporting documents?

33. Would you like to comment on this question *

☐ Yes

☒ No

Part 3: Tests of Soundness

Please refer to the notes at the for further

guidance: <https://www.monmouthshire.gov.uk/app/uploads/2024/10/Guidance-Notes-RLDP-ENG.pdf>

34. Do you consider that the Plan is sound? *

☒ Yes

☐ No

Part 4: Appearance at Examination Hearing Sessions

The Monmouthshire Replacement Local Development Plan (RLDP) will be examined by an independent Inspector appointed by the Welsh Government. It is the Inspector's job to consider whether the Plan meets procedural requirements and whether it is sound. At this stage, you can only make comments in writing (these are called written representations). However, everyone that wants to change the Plan can appear before and speak to the Inspector at a 'hearing session' during the public examination. But you should bear in mind that your written comments on this form will be given the same weight by the Inspector as those made verbally at a hearing session. Please also note that the Inspector will determine the most appropriate procedure for accommodating those that want to provide oral evidence.

Please indicate below if you would like to speak at the public examination.

35. If you have objected to or propose changes to the Plan, would you like to speak at a hearing session during the public examination of the RLDP?

☒ Yes

☐ No

36. If you wish to speak at a hearing session which language would you wish to use?

☐ Welsh

☒ English

Part 5: Welsh Language

37. We would like to know your views on the effects that the Deposit Plan would have in the Welsh language, specifically on opportunities for people to use Welsh and on treating the Welsh language no less favourably than English. What effects do you think there would be? How could positive effects be increased, or negative effects be mitigated?

38. Please also explain how you believe the Deposit Plan could be improved so as to have positive effects or increased effects on opportunities for people to use the Welsh language and on treating the Welsh language no less favourably than the English language?

see my introduction comments

3433

Mrs Carla Farrands

[View results](#)

Respondent
290 Anonymous

08:28
Time to complete

Part 1: Contact Details

Please note that by submitting this form you are agreeing to your details being retained on the RLDP Consultation Database and used to inform you of future RLDP correspondence.

1. Title *

2. Name *

3. Job Title (where relevant)

4. Organisation (where relevant)

5. Address *

6. Telephone number *

7. Email *

Part 2: Your Representation

Do you have any comments on the key issues, challenges, vision and/or objectives of the Deposit RLDP?

8. Would you like to comment on this question *

☒ Yes

☐ No

9. Is your representation in support or objection? *

☐ Support

☒ Objection

10. Please clearly state which policy/paragraph/allocation/designation your representation relates to and include any comments in this box

If you are objecting, please state how you would like the Plan to be changed.

*

Localised flooding

Too many houses being built area being a scapegoat for Bristol overflow without any considering for infrastructure around

Do you have any comments on the Plan's Growth Strategy (the level of growth needed to address the key issues)? (Policy S1)

11. Would you like to comment on this question *

☐ Yes

☒ No

Do you have any comments on the Plan's Spatial Strategy (where development is proposed to be sited)? (Policy S2)

12. Would you like to comment on this question *

☐ Yes

☒ No

Do you have any comments on the Managing Settlement Form policies? (Policies OC1 and GW1)

13. Would you like to comment on this question *

☐ Yes

☒ No

Do you have any comments on the design and sustainable placemaking policies? (Policies S3, PM1, PM2, PM3, HE1, HE2 & HE3)

14. Would you like to comment on this question *

☐ Yes

☒ No

Do you have any comments on the climate change and renewable energy policies? (Policies S4, NZ1, CC1, CC2 & CC3)

15. Would you like to comment on this question *

☐ Yes

☒ No

Do you have any comments on the green infrastructure, landscape & nature recovery policies? (Policies S5, GI1, GI2, LC1, LC2, LC3, LC4, LC5, NR1, NR2, NR3 & PROW1)

16. Would you like to comment on this question *

☒ Yes

☐ No

17. Is your representation in support or objection? *

☐ Support

☒ Objection

18. Please clearly state which policy/paragraph/allocation/designation your representation relates to and include any comments in this box

If you are objecting, please state how you would like the Plan to be changed.

*

Fields to be left as fields in Portskewett

Do you have any comments on the infrastructure policies? (Policies S6, & IN1)

19. Would you like to comment on this question *

☒ Yes

☐ No

20. Is your representation in support or objection? *

☐ Support

☒ Objection

21. Please clearly state which policy/paragraph/allocation/designation your representation relates to and include any comments in this box

If you are objecting, please state how you would like the Plan to be changed.

*

Not enough Drs, flooding, horrendous road conditions and too much traffic due to overdevelopment

Do you have any comments on the housing policies, including the affordable housing policies and Gypsy and Traveller policies? (Policies S7, S9 H1, H2, H3, H4, H5, H6, H7, H8, H9 & GT1)

22. Would you like to comment on this question *

☒ Yes

☐ No

23. Is your representation in support or objection? *

☐ Support

☒ Objection

24. Please clearly state which policy/paragraph/allocation/designation your representation relates to and include any comments in this box

If you are objecting, please state how you would like the Plan to be changed.

*

Do you have any comments on the residential site allocations? (Policies S8, HA1 – HA18)

25. Would you like to comment on this question *

☒ Yes

☐ No

26. Is your representation in support or objection? *

☐ Support

☒ Objection

27. Please clearly state which policy/paragraph/allocation/designation your representation relates to and include any comments in this box

If you are objecting, please state how you would like the Plan to be changed.

*

Overdevelopment in severnside

Do you have any comments on the economic policies? (Policies S10, S11, E1, E2, RE1, RE2, RE3, RE4, RE5 & RE6)

28. Would you like to comment on this question *

☐ Yes

☒ No

Do you have any comments on the employment site allocations? (Policies EA1 & EA2)

29. Would you like to comment on this question *

☐ Yes

☒ No

Do you have any comments on the visitor economy policies? (Policies S12, T1 & T2)

30. Would you like to comment on this question *

☐ Yes

☒ No

Do you have any comments on the sustainable transport policies? (Policies S13, ST1, ST2, ST3, ST4, ST5 & ST6)

31. Would you like to comment on this question *

☒ Yes

☐ No

32. Is your representation in support or objection? *

- ☐ Support
- ☒ Objection

33. Please clearly state which policy/paragraph/allocation/designation your representation relates to and include any comments in this box

If you are objecting, please state how you would like the Plan to be changed.

*

Not enough facilities in the area for amount of development

**Do you have any comments on the retail and commercial centres policies?
(Policies S14, RC1, RC2, RC3 & RC4)**

34. Would you like to comment on this question *

- ☐ Yes
- ☒ No

Do you have any comments on the community infrastructure and open space policies? (Policies S15, CI1, CI2, CI3 & CI4)

35. Would you like to comment on this question *

- ☐ Yes
- ☒ No

Do you have any comments on the mineral and waste policies? (Policies S16, S17, M1, M2, M3, W1, W2 & W3)

36. Would you like to comment on this question *

- ☐ Yes
- ☒ No

Do you have any other comments to make on the Deposit RLDP and/or supporting documents?

37. Would you like to comment on this question *

- ☐ Yes
- ☒ No

Part 3: Tests of Soundness

Please refer to the notes at the for further guidance: <https://www.monmouthshire.gov.uk/app/uploads/2024/10/Guidance-Notes-RLDP-ENG.pdf>

38. Do you consider that the Plan is sound? *

- ☐ Yes
- ☒ No

39. If you do not consider the Plan to be sound, which soundness test(s) do you think it fails? *

- ☒ Fails legal and regulatory procedural requirements or is not in general conformity with Future Wales?
- ☐ Fails Test 1: Does the Plan fit (is it clear that the RLDP is consistent with other Plans)?
- ☒ Fails Test 2: Is the Plan appropriate (is the Plan appropriate for the area in light of the evidence)?
- ☐ Fails Test 3: Will the Plan deliver (is it likely to be effective)?

40. Please explain why the Plan is not sound or explain what changes need to be made to make the Plan sound (the Tests of Soundness are set out in the guidance notes at the end of the form): *

Overdevelopment of Portskewett area with no additional services

Part 4: Appearance at Examination Hearing Sessions

The Monmouthshire Replacement Local Development Plan (RLDP) will be examined by an independent Inspector appointed by the Welsh Government. It is the Inspector's job to consider whether the Plan meets procedural requirements and whether it is sound. At this stage, you can only make comments in writing (these are called written representations). However, everyone that wants to change the Plan can appear before and speak to the Inspector at a 'hearing session' during the public examination. But you should bear in mind that your written comments on this form will be given the same weight by the Inspector as those made verbally at a hearing session. Please also note that the Inspector will determine the most appropriate procedure for accommodating those that want to provide oral evidence.

Please indicate below if you would like to speak at the public examination.

41. If you have objected to or propose changes to the Plan, would you like to speak at a hearing session during the public examination of the RLDP?

☐ Yes

☒ No

Part 5: Welsh Language

42. We would like to know your views on the effects that the Deposit Plan would have in the Welsh language, specifically on opportunities for people to use Welsh and on treating the Welsh language no less favourably than English. What effects do you think there would be? How could positive effects be increased, or negative effects be mitigated?

.

43. Please also explain how you believe the Deposit Plan could be improved so as to have positive effects or increased effects on opportunities for people to use the Welsh language and on treating the Welsh language no less favourably than the English language?

.

3434

Mrs Carol Rundle

[View results](#)

Respondent

306

Anonymous

09:54

Time to complete

Part 1: Contact Details

Please note that by submitting this form you are agreeing to your details being retained on the RLDP Consultation Database and used to inform you of future RLDP correspondence.

1. Title *

2. Name *

3. Job Title (where relevant)

4. Organisation (where relevant)

5. Address *

6. Telephone number *

7. Email *

Part 2: Your Representation

Do you have any comments on the key issues, challenges, vision and/or objectives of the Deposit RLDP?

8. Would you like to comment on this question *

☒ Yes

☐ No

9. Is your representation in support or objection? *

☐ Support

☒ Objection

10. Please clearly state which policy/paragraph/allocation/designation your representation relates to and include any comments in this box

If you are objecting, please state how you would like the Plan to be changed.

*

Representation Details:

Relevant Policy/Section:

Flood Risk: TAN 15 (Development and Flood Risk), Local Development Plan Policies on Flood Risk Management.

Sustainable Transport & Infrastructure: Monmouthshire's policies on sustainable infrastructure and active travel.

Heritage Protection: Monmouthshire's heritage and archaeological policies, including those addressing sites of historical significance.

Climate and Environmental Policies: Policies related to carbon emissions reduction, biodiversity, and environmental sustainability.

Site:

Site CS0087 – The Showground, Caldicot Castle.

Your Representation:

Flood Risk: The site is vulnerable to flooding from the River Neddern, which is identified as a flood risk area in the Constraints Map of the RLDP. Developing the site will exacerbate surface runoff and increase the flood risk to the surrounding community, directly conflicting with TAN 15 and the Council's policies on sustainable flood risk management.

Infrastructure: The proposed development of 700 houses (with an estimated 1,000 extra cars) is incompatible with the current infrastructure. There is limited public transport and a lack of amenities such as GP services, schools, and shops, which will force residents to rely on cars, undermining the RLDP's goals for sustainable transport and active communities.

Heritage: The site is a Roman site, and any construction without proper archaeological surveys will result in the loss of important historical artifacts. This contradicts Monmouthshire's heritage protection policies, which mandate safeguarding archaeological sites and conducting necessary assessments before development.

Environmental Impact: The construction of hundreds of homes with extensive concrete use goes against the RLDP's commitment to achieving net-zero carbon status and reducing greenhouse gas emissions. The environmental impact, especially on local biodiversity, should be reconsidered in light of the County's climate emergency policies.

Requested Action:

Removal of Site CS0087 from the RLDP for residential development due to flooding risks, infrastructure insufficiency, and heritage concerns.

Request further assessments (flood risk, archaeological, and environmental) before development proceeds.

Do you have any comments on the Plan's Growth Strategy (the level of growth needed to address the key issues)? (Policy S1)

11. Would you like to comment on this question *

☐ Yes

☒ No

Do you have any comments on the Plan's Spatial Strategy (where development is proposed to be sited)? (Policy S2)

12. Would you like to comment on this question *

☐ Yes

☒ No

Do you have any comments on the Managing Settlement Form policies? (Policies OC1 and GW1)

13. Would you like to comment on this question *

☐ Yes

☒ No

Do you have any comments on the design and sustainable placemaking policies? (Policies S3, PM1, PM2, PM3, HE1, HE2 & HE3)

14. Would you like to comment on this question *

☐ Yes

☒ No

Do you have any comments on the climate change and renewable energy policies? (Policies S4, NZ1, CC1, CC2 & CC3)

15. Would you like to comment on this question *

☐ Yes

☒ No

Do you have any comments on the green infrastructure, landscape & nature recovery policies? (Policies S5, GI1, GI2, LC1, LC2, LC3, LC4, LC5, NR1, NR2, NR3 & PROW1)

16. Would you like to comment on this question *

☐ Yes

☒ No

Do you have any comments on the infrastructure policies? (Policies S6, & IN1)

17. Would you like to comment on this question *

☐ Yes

☒ No

Do you have any comments on the housing policies, including the affordable housing policies and Gypsy and Traveller policies? (Policies S7, S9 H1, H2, H3, H4, H5, H6, H7, H8, H9 & GT1)

18. Would you like to comment on this question *

☐ Yes

☒ No

Do you have any comments on the residential site allocations? (Policies S8, HA1 – HA18)

19. Would you like to comment on this question *

☐ Yes

☒ No

Do you have any comments on the economic policies? (Policies S10, S11, E1, E2, RE1, RE2, RE3, RE4, RE5 & RE6)

20. Would you like to comment on this question *

☐ Yes

☒ No

Do you have any comments on the employment site allocations? (Policies EA1 & EA2)

21. Would you like to comment on this question *

☐ Yes

☒ No

Do you have any comments on the visitor economy policies? (Policies S12, T1 & T2)

22. Would you like to comment on this question *

☐ Yes

☒ No

Do you have any comments on the sustainable transport policies? (Policies S13, ST1, ST2, ST3, ST4, ST5 & ST6)

23. Would you like to comment on this question *

☐ Yes

☒ No

Do you have any comments on the retail and commercial centres policies? (Policies S14, RC1, RC2, RC3 & RC4)

24. Would you like to comment on this question *

☐ Yes

☒ No

Do you have any comments on the community infrastructure and open space policies? (Policies S15, CI1, CI2, CI3 & CI4)

25. Would you like to comment on this question *

☐ Yes

☒ No

Do you have any comments on the mineral and waste policies? (Policies S16, S17, M1, M2, M3, W1, W2 & W3)

26. Would you like to comment on this question *

☐ Yes

☒ No

Do you have any other comments to make on the Deposit RLDP and/or supporting documents?

27. Would you like to comment on this question *

☐ Yes

☒ No

Part 3: Tests of Soundness

Please refer to the notes at the for further

guidance: <https://www.monmouthshire.gov.uk/app/uploads/2024/10/Guidance-Notes-RLDP-ENG.pdf>

28. Do you consider that the Plan is sound? *

☐ Yes

☒ No

29. If you do not consider the Plan to be sound, which soundness test(s) do you think it fails? *

- ☐ Fails legal and regulatory procedural requirements or is not in general conformity with Future Wales?
- ☐ Fails Test 1: Does the Plan fit (is it clear that the RLDP is consistent with other Plans)?
- ☒ Fails Test 2: Is the Plan appropriate (is the Plan appropriate for the area in light of the evidence)?
- ☐ Fails Test 3: Will the Plan deliver (is it likely to be effective)?

30. Please explain why the Plan is not sound or explain what changes need to be made to make the Plan sound (the Tests of Soundness are set out in the guidance notes at the end of the form): *

I explained in section 2. Refer to section 2.

Part 4: Appearance at Examination Hearing Sessions

The Monmouthshire Replacement Local Development Plan (RLDP) will be examined by an independent Inspector appointed by the Welsh Government. It is the Inspector's job to consider whether the Plan meets procedural requirements and whether it is sound. At this stage, you can only make comments in writing (these are called written representations). However, everyone that wants to change the Plan can appear before and speak to the Inspector at a 'hearing session' during the public examination. But you should bear in mind that your written comments on this form will be given the same weight by the Inspector as those made verbally at a hearing session. Please also note that the Inspector will determine the most appropriate procedure for accommodating those that want to provide oral evidence.

Please indicate below if you would like to speak at the public examination.

31. If you have objected to or propose changes to the Plan, would you like to speak at a hearing session during the public examination of the RLDP?

- ☒ Yes
- ☐ No

32. If you wish to speak at a hearing session which language would you wish to use?

- ☐ Welsh
- ☒ English

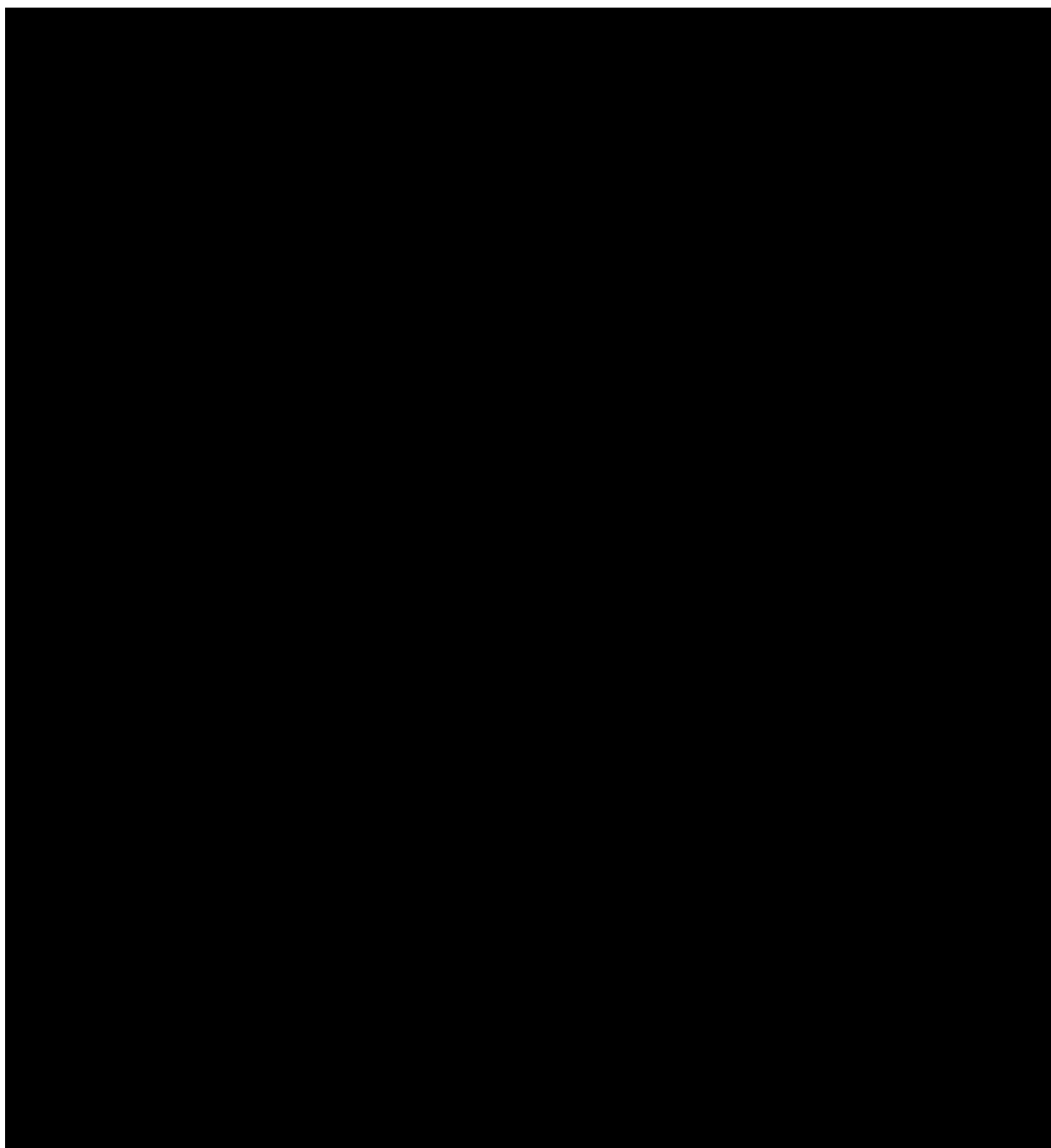
Part 5: Welsh Language

33. We would like to know your views on the effects that the Deposit Plan would have in the Welsh language, specifically on opportunities for people to use Welsh and on treating the Welsh language no less favourably than English. What effects do you think there would be? How could positive effects be increased, or negative effects be mitigated?

NO

34. Please also explain how you believe the Deposit Plan could be improved so as to have positive effects or increased effects on opportunities for people to use the Welsh language and on treating the Welsh language no less favourably than the English language?

N/A



3435

Miss Ceri Peach

[View results](#)

Respondent

303

Anonymous

72:14

Time to complete

Part 1: Contact Details

Please note that by submitting this form you are agreeing to your details being retained on the RLDP Consultation Database and used to inform you of future RLDP correspondence.

1. Title *

2. Name *

3. Job Title (where relevant)

4. Organisation (where relevant)

5. Address *

6. Telephone number *

7. Email *

Part 2: Your Representation

Do you have any comments on the key issues, challenges, vision and/or objectives of the Deposit RLDP?

8. Would you like to comment on this question *

☒ Yes

☐ No

9. Is your representation in support or objection? *

☐ Support

☒ Objection

10. Please clearly state which policy/paragraph/allocation/designation your representation relates to and include any comments in this box

If you are objecting, please state how you would like the Plan to be changed.

*

The current infrastructure is unable to support further housing in the Chepstow and wider areas. The increase in housing developments from Caldicot to Forest of Dean (Lydney) has put extra pressure on the High Beech Roundabout. Most days there's a constant queue of traffic in all directions with few times in the day when it's slightly easier to travel.

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Therefore, the bigger picture would suggest; that considering planning in this area, would have a detrimental impact, overriding the objective to build more and more housing.

Do you have any comments on the Plan's Growth Strategy (the level of growth needed to address the key issues)? (Policy S1)

11. Would you like to comment on this question *

☒ Yes

☐ No

12. Is your representation in support or objection? *

☐ Support

☒ Objection

13. Please clearly state which policy/paragraph/allocation/designation your representation relates to and include any comments in this box

If you are objecting, please state how you would like the Plan to be changed.

*

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Therefore, the bigger picture would suggest; that considering planning in this area, would have a detrimental impact, overriding the objective to build more and more housing.

Do you have any comments on the Plan's Spatial Strategy (where development is proposed to be sited)? (Policy S2)

14. Would you like to comment on this question *

☒ Yes

☐ No

15. Is your representation in support or objection? *

☐ Support

☒ Objection

16. Please clearly state which policy/paragraph/allocation/designation your representation relates to and include any comments in this box

If you are objecting, please state how you would like the Plan to be changed.

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Therefore, the bigger picture would suggest; that considering planning in this area, would have a detrimental impact, overriding the objective to build more and more housing.

Do you have any comments on the Managing Settlement Form policies? (Policies OC1 and GW1)

17. Would you like to comment on this question *

☒ Yes

☐ No

18. Is your representation in support or objection? *

- ☐ Support
- ☒ Objection

19. Please clearly state which policy/paragraph/allocation/designation your representation relates to and include any comments in this box

If you are objecting, please state how you would like the Plan to be changed.

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Do you have any comments on the design and sustainable placemaking policies? (Policies S3, PM1, PM2, PM3, HE1, HE2 & HE3)

20. Would you like to comment on this question *

- ☒ Yes
- ☐ No

21. Is your representation in support or objection? *

- ☐ Support
- ☒ Objection

22. Please clearly state which policy/paragraph/allocation/designation your representation relates to and include any comments in this box

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Therefore, the bigger picture would suggest; that considering planning in this area, would have a detrimental impact, overriding the objective to build more and more housing.

Do you have any comments on the climate change and renewable energy policies? (Policies S4, NZ1, CC1, CC2 & CC3)

23. Would you like to comment on this question *

☒ Yes

☐ No

24. Is your representation in support or objection? *

☐ Support

☒ Objection

25. Please clearly state which policy/paragraph/allocation/designation your representation relates to and include any comments in this box

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Therefore, the bigger picture would suggest; that considering planning in this area, would have a detrimental impact, overriding the objective to build more and more housing.

Do you have any comments on the green infrastructure, landscape & nature recovery policies? (Policies S5, GI1, GI2, LC1, LC2, LC3, LC4, LC5, NR1, NR2, NR3 & PROW1)

26. Would you like to comment on this question *

☒ Yes

☐ No

27. Is your representation in support or objection? *

☐ Support

☒ Objection

28. Please clearly state which policy/paragraph/allocation/designation your representation relates to and include any comments in this box

If you are objecting, please state how you would like the Plan to be changed.

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Therefore, the bigger picture would suggest; that considering planning in this area, would have a detrimental impact, overriding the objective to build more and more housing.

Do you have any comments on the infrastructure policies? (Policies S6, & IN1)

29. Would you like to comment on this question *

☒ Yes

☐ No

30. Is your representation in support or objection? *

☐ Support

☒ Objection

31. Please clearly state which policy/paragraph/allocation/designation your representation relates to and include any comments in this box

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Do you have any comments on the housing policies, including the affordable housing policies and Gypsy and Traveller policies? (Policies S7, S9 H1, H2, H3, H4, H5, H6, H7, H8, H9 & GT1)

32. Would you like to comment on this question *

☒ Yes

☐ No

33. Is your representation in support or objection? *

☐ Support

☒ Objection

34. Please clearly state which policy/paragraph/allocation/designation your representation relates to and include any comments in this box

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Do you have any comments on the residential site allocations? (Policies S8, HA1 – HA18)

35. Would you like to comment on this question *

☒ Yes

☐ No

36. Is your representation in support or objection? *

☐ Support

☒ Objection

37. Please clearly state which policy/paragraph/allocation/designation your representation relates to and include any comments in this box

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[REDACTED] This is not something that is easily affordable in my situation.

Therefore, the bigger picture would suggest; that considering planning in this area, would have a detrimental impact, overriding the objective to build more and more housing.

Do you have any comments on the economic policies? (Policies S10, S11, E1, E2, RE1, RE2, RE3, RE4, RE5 & RE6)

38. Would you like to comment on this question *

☒ Yes

☐ No

39. Is your representation in support or objection? *

☐ Support

☒ Objection

40. Please clearly state which policy/paragraph/allocation/designation your representation relates to and include any comments in this box

If you are objecting, please state how you would like the Plan to be changed.

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Therefore, the bigger picture would suggest; that considering planning in this area, would have a detrimental impact, overriding the objective to build more and more housing.

Do you have any comments on the employment site allocations? (Policies EA1 & EA2)

41. Would you like to comment on this question *

☐ Yes

☒ No

Do you have any comments on the visitor economy policies? (Policies S12, T1 & T2)

42. Would you like to comment on this question *

☒ Yes

☐ No

43. Is your representation in support or objection? *

- ☐ Support
- ☒ Objection

44. Please clearly state which policy/paragraph/allocation/designation your representation relates to and include any comments in this box

If you are objecting, please state how you would like the Plan to be changed.

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Therefore, the bigger picture would suggest; that considering planning in this area, would have a detrimental impact, overriding the objective to build more and more housing.

Do you have any comments on the sustainable transport policies? (Policies S13, ST1, ST2, ST3, ST4, ST5 & ST6)

45. Would you like to comment on this question *

- ☒ Yes
- ☐ No

46. Is your representation in support or objection? *

- ☐ Support
- ☒ Objection

47. Please clearly state which policy/paragraph/allocation/designation your representation relates to and include any comments in this box

If you are objecting, please state how you would like the Plan to be changed.

*

The current infrastructure is unable to support further housing in the Chepstow and wider areas. The increase in housing developments from Caldicot to Forest of Dean (Lydney) has put extra pressure on the High Beech Roundabout. Most days there's a constant queue of traffic in all directions with few times in the day when it's slightly easier to travel.

I, like most people in the Chepstow and wider Monmouthshire / Gloucestershire area need to commute for work as this is a rural area. On many occasions it has taken me 30 mins just to travel from St Lawrence Hospital to the roundabout at the M48 bridge. I have a 20 mile journey to work which takes 01:30 mins to travel instead of around less than 30 mins. If there's any incidents regarding the bridges, it can take upward of 01:30mins and on occasion it's taken 3 to 4 hours to get to and from work! This not only impacts the environment in a negative way but the health and well-being of the people residing in this area. Quality of life is deteriorating. Not everyone works in a city centre, so public transport cannot solve all of these issues. I do not work in a place accessible by public transport, unless, I would like to have a 5 hour commute each way, which is not feasible. Regarding Drs appointments, this has become a big issue. The norm for waiting a Drs appointment seems to be a month now and recently I've waited 2 months! [REDACTED] when I couldn't get an appointment; I needed to make an [REDACTED] This is not something that is easily affordable in my situation.

Therefore, the bigger picture would suggest; that considering planning in this area, would have a detrimental impact, overriding the objective to build more and more housing.

**Do you have any comments on the retail and commercial centres policies?
(Policies S14, RC1, RC2, RC3 & RC4)**

48. Would you like to comment on this question *

☐ Yes

☒ No

Do you have any comments on the community infrastructure and open space policies? (Policies S15, CI1, CI2, CI3 & CI4)

49. Would you like to comment on this question *

☐ Yes

☒ No

Do you have any comments on the mineral and waste policies? (Policies S16, S17, M1, M2, M3, W1, W2 & W3)

50. Would you like to comment on this question *

☐ Yes

☒ No

Do you have any other comments to make on the Deposit RLDP and/or supporting documents?

51. Would you like to comment on this question *

☐ Yes

☒ No

Part 3: Tests of Soundness

Please refer to the notes at the for further

guidance: <https://www.monmouthshire.gov.uk/app/uploads/2024/10/Guidance-Notes-RLDP-ENG.pdf>

52. Do you consider that the Plan is sound? *

☐ Yes

☒ No

53. If you do not consider the Plan to be sound, which soundness test(s) do you think it fails? *

- ☐ Fails legal and regulatory procedural requirements or is not in general conformity with Future Wales?
- ☐ Fails Test 1: Does the Plan fit (is it clear that the RLDP is consistent with other Plans)?
- ☒ Fails Test 2: Is the Plan appropriate (is the Plan appropriate for the area in light of the evidence)?
- ☐ Fails Test 3: Will the Plan deliver (is it likely to be effective)?

54. Please explain why the Plan is not sound or explain what changes need to be made to make the Plan sound (the Tests of Soundness are set out in the guidance notes at the end of the form): *

It's not appropriate in regard to the lack of infrastructure in place. The impact of negative environmental effects and wellbeing of the local residents, outweighs the targets to be achieved.

Part 4: Appearance at Examination Hearing Sessions

The Monmouthshire Replacement Local Development Plan (RLDP) will be examined by an independent Inspector appointed by the Welsh Government. It is the Inspector's job to consider whether the Plan meets procedural requirements and whether it is sound. At this stage, you can only make comments in writing (these are called written representations). However, everyone that wants to change the Plan can appear before and speak to the Inspector at a 'hearing session' during the public examination. But you should bear in mind that your written comments on this form will be given the same weight by the Inspector as those made verbally at a hearing session. Please also note that the Inspector will determine the most appropriate procedure for accommodating those that want to provide oral evidence.

Please indicate below if you would like to speak at the public examination.

55. If you have objected to or propose changes to the Plan, would you like to speak at a hearing session during the public examination of the RLDP?

- ☐ Yes
- ☒ No

Part 5: Welsh Language

56. We would like to know your views on the effects that the Deposit Plan would have in the Welsh language, specifically on opportunities for people to use Welsh and on treating the Welsh language no less favourably than English. What effects do you think there would be? How could positive effects be increased, or negative effects be mitigated?

There's no negative effects. It's not historically a large Welsh speaking area (never used to be taught) and Welsh speaking has increased with lessons in school nowadays.

57. Please also explain how you believe the Deposit Plan could be improved so as to have positive effects or increased effects on opportunities for people to use the Welsh language and on treating the Welsh language no less favourably than the English language?

Give everyone Welsh lessons, as the majority font speak Welsh?

Following
ed from

3436

Mr Christopher Banner

[View results](#)

Respondent
302 Anonymous

857:31
Time to complete

Part 1: Contact Details

Please note that by submitting this form you are agreeing to your details being retained on the RLDP Consultation Database and used to inform you of future RLDP correspondence.

1. Title *

2. Name *

3. Job Title (where relevant)

4. Organisation (where relevant)

5. Address *

6. Telephone number *

7. Email *

Part 2: Your Representation

Do you have any comments on the key issues, challenges, vision and/or objectives of the Deposit RLDP?

8. Would you like to comment on this question *

☒ Yes

☐ No

9. Is your representation in support or objection? *

☐ Support

☒ Objection

10. Please clearly state which policy/paragraph/allocation/designation your representation relates to and include any comments in this box

If you are objecting, please state how you would like the Plan to be changed.

*

Chepstow: There is no infrastructure which can support this new development. I suggest your planners visit the High Beach roundabout during rush hour, and the M48 bridge from approx 16:00 Monday to Friday before we have anymore of these ridiculous ideas that Monmouthshire CC suggest on building more homes in the town.

Transport links are poor, and the majority of residents in Chepstow and South Gloucestershire are travelling to Bristol for work and shopping. A bus from Chepstow to Bristol is pointless. A bus to Severn Tunnel Junction is pointless. It will not be used. People will use a train, especially direct. So, trains from Chepstow/Lydney to Severn Tunnel Junction, reverse maneuver through the tunnel onward to Bristol, or up to Gloucester down the other side of the river. GWR did this when the tunnel was shut, and the trains were busy and many people commented how this made their journey to Bristol easier. As for 5 new Stations between STJ and Newport, it would be better for a station to be built in England between Lydney and Chepstow.

You are building on more land, which in one way or another will lead to flooding.

The Chepstow Bus station is nowhere near the rail station and requires walking for 15 minutes. So people drive to the station. Need buses to connect with the trains. This will cut traffic problems in Chepstow. But I know you will not even consider it, look into it as it is seen to difficult. Building by the High Beech Roundabout is madness. You either have zero idea what the traffic situation in Chepstow, or blinkered in your views.

Are new schools being built in this development? Are new doctor surgeries being built?

Parents were cross bordering their children to English schools as the schools in Chepstow were deemed poorer. Some South Gloucestershire children come into Wales, catching trains in Chepstow (so entering Wales) to go to Gloucester for schooling. More traffic issues.

_____ and the building of these estates will happen. _____

_____ As for net zero. All you are doing is saying look at us in Wales... net zero. But guess what, in China, USA etc they continue to produce our goods. And how green is this electric car that you hark on about? The manufacture of, lithium for the batteries, tyre pollution. If the motor/batteries fails the car is a right off. Odd isn't it, how going green costs the consumer.

Cycling: _____

Monmouthshire does not have the countryside around Chepstow, that lends itself to cycling. Hills, narrow roads, _____ traffic, _____

Do you have any comments on the Plan's Growth Strategy (the level of growth needed to address the key issues)? (Policy S1)

11. Would you like to comment on this question *

☒ Yes

☐ No

12. Is your representation in support or objection? *

☐ Support

☒ Objection

13. Please clearly state which policy/paragraph/allocation/designation your representation relates to and include any comments in this box

If you are objecting, please state how you would like the Plan to be changed.

*

No infrastructure in place for building in the area. FYI it is rather pointless asking people to comment if you do not have the policy in front of them.

Do you have any comments on the Plan's Spatial Strategy (where development is proposed to be sited)? (Policy S2)

14. Would you like to comment on this question *

☒ Yes

☐ No

15. Is your representation in support or objection? *

☐ Support

☒ Objection

16. Please clearly state which policy/paragraph/allocation/designation your representation relates to and include any comments in this box

If you are objecting, please state how you would like the Plan to be changed.

*

No infrastructure in Chepstow for building these estates at present. So do something about this. [REDACTED]

Do you have any comments on the Managing Settlement Form policies? (Policies OC1 and GW1)

17. Would you like to comment on this question *

☐ Yes

☒ No

Do you have any comments on the design and sustainable placemaking policies? (Policies S3, PM1, PM2, PM3, HE1, HE2 & HE3)

18. Would you like to comment on this question *

☒ Yes

☐ No

19. Is your representation in support or objection? *

☐ Support

☒ Objection

20. Please clearly state which policy/paragraph/allocation/designation your representation relates to and include any comments in this box

If you are objecting, please state how you would like the Plan to be changed.

*

I've written everything I wish to. Improve Chepstow's infrastructure and then build.

Do you have any comments on the climate change and renewable energy policies? (Policies S4, NZ1, CC1, CC2 & CC3)

21. Would you like to comment on this question *

☒ Yes

☐ No

22. Is your representation in support or objection? *

- ☐ Support
- ☒ Objection

23. Please clearly state which policy/paragraph/allocation/designation your representation relates to and include any comments in this box

If you are objecting, please state how you would like the Plan to be changed.

*

I have suggested what to do in previous comments. You need to know the areas demographics which you have proved to me, you either ignore or carry on with your own agenda regardless of the people who voted you in. Odd how when the bridge tolls went, within weeks house building started in South Glou. along the A48.

Do you have any comments on the green infrastructure, landscape & nature recovery policies? (Policies S5, GI1, GI2, LC1, LC2, LC3, LC4, LC5, NR1, NR2, NR3 & PROW1)

24. Would you like to comment on this question *

- ☐ Yes
- ☒ No

Do you have any comments on the infrastructure policies? (Policies S6, & IN1)

25. Would you like to comment on this question *

- ☒ Yes
- ☐ No

26. Is your representation in support or objection? *

- ☐ Support
- ☒ Objection

27. Please clearly state which policy/paragraph/allocation/designation your representation relates to and include any comments in this box

If you are objecting, please state how you would like the Plan to be changed.

*

You don't have any real infrastructure policies as you allow whatever to happen and do not tackle what is happening currently. There is the proof!

Do you have any comments on the housing policies, including the affordable housing policies and Gypsy and Traveller policies? (Policies S7, S9 H1, H2, H3, H4, H5, H6, H7, H8, H9 & GT1)

28. Would you like to comment on this question *

- ☒ Yes
- ☐ No

29. Is your representation in support or objection? *

- ☐ Support
- ☒ Objection

30. Please clearly state which policy/paragraph/allocation/designation your representation relates to and include any comments in this box

If you are objecting, please state how you would like the Plan to be changed.

*

Homeless shelter in a residential area in the Deans. for example

Do you have any comments on the residential site allocations? (Policies S8, HA1 – HA18)

31. Would you like to comment on this question *

☒ Yes

☐ No

32. Is your representation in support or objection? *

☐ Support

☒ Objection

33. Please clearly state which policy/paragraph/allocation/designation your representation relates to and include any comments in this box

If you are objecting, please state how you would like the Plan to be changed.

*

this survey is designed to make answering these questions difficult or to stop people completing this. Policy number relate to? Policies need to in front of people, with these questions underneath [REDACTED]

Do you have any comments on the economic policies? (Policies S10, S11, E1, E2, RE1, RE2, RE3, RE4, RE5 & RE6)

34. Would you like to comment on this question *

☐ Yes

☒ No

Do you have any comments on the employment site allocations? (Policies EA1 & EA2)

35. Would you like to comment on this question *

☒ Yes

☐ No

36. Is your representation in support or objection? *

☒ Support

☐ Objection

37. Please clearly state which policy/paragraph/allocation/designation your representation relates to and include any comments in this box

Jobs for all

Do you have any comments on the visitor economy policies? (Policies S12, T1 & T2)

38. Would you like to comment on this question *

☐ Yes

☒ No

Do you have any comments on the sustainable transport policies? (Policies S13, ST1, ST2, ST3, ST4, ST5 & ST6)

39. Would you like to comment on this question *

☒ Yes

☐ No

40. Is your representation in support or objection? *

- ☐ Support
- ☒ Objection

41. Please clearly state which policy/paragraph/allocation/designation your representation relates to and include any comments in this box

If you are objecting, please state how you would like the Plan to be changed.

*

I have said in previous comments which need to be done.

**Do you have any comments on the retail and commercial centres policies?
(Policies S14, RC1, RC2, RC3 & RC4)**

42. Would you like to comment on this question *

- ☒ Yes
- ☐ No

43. Is your representation in support or objection? *

- ☒ Support
- ☐ Objection

44. Please clearly state which policy/paragraph/allocation/designation your representation relates to and include any comments in this box

most people with shop in Bristol, Cribbs. etc.

Do you have any comments on the community infrastructure and open space policies? (Policies S15, CI1, CI2, CI3 & CI4)

45. Would you like to comment on this question *

☒ Yes

☐ No

46. Is your representation in support or objection? *

☒ Support

☐ Objection

47. Please clearly state which policy/paragraph/allocation/designation your representation relates to and include any comments in this box

However, you will build on these open spaces so...

Do you have any comments on the mineral and waste policies? (Policies S16, S17, M1, M2, M3, W1, W2 & W3)

48. Would you like to comment on this question *

☒ Yes

☐ No

49. Is your representation in support or objection? *

☒ Support

☐ Objection

50. Please clearly state which policy/paragraph/allocation/designation your representation relates to and include any comments in this box

Again, where is this policy??

Do you have any other comments to make on the Deposit RLDP and/or supporting documents?

51. Would you like to comment on this question *

☐ Yes

☒ No

Part 3: Tests of Soundness

Please refer to the notes at the for further

guidance: <https://www.monmouthshire.gov.uk/app/uploads/2024/10/Guidance-Notes-RLDP-ENG.pdf>

52. Do you consider that the Plan is sound? *

☐ Yes

☒ No

53. If you do not consider the Plan to be sound, which soundness test(s) do you think it fails? *

☒ Fails legal and regulatory procedural requirements or is not in general conformity with Future Wales?

☐ Fails Test 1: Does the Plan fit (is it clear that the RLDP is consistent with other Plans)?

☐ Fails Test 2: Is the Plan appropriate (is the Plan appropriate for the area in light of the evidence)?

☒ Fails Test 3: Will the Plan deliver (is it likely to be effective)?

54. Please explain why the Plan is not sound or explain what changes need to be made to make the Plan sound (the Tests of Soundness are set out in the guidance notes at the end of the form): *

The cost. The ideas start off looking good, end up not so. Usually money runs out, unless you are in Cardiff or the RCT. But Monmouthshire is a great cash cow for Wales. Pay most, get least back

Part 4: Appearance at Examination Hearing Sessions

The Monmouthshire Replacement Local Development Plan (RLDP) will be examined by an independent Inspector appointed by the Welsh Government. It is the Inspector's job to consider whether the Plan meets procedural requirements and whether it is sound. At this stage, you can only make comments in writing (these are called written representations). However, everyone that wants to change the Plan can appear before and speak to the Inspector at a 'hearing session' during the public examination. But you should bear in mind that your written comments on this form will be given the same weight by the Inspector as those made verbally at a hearing session. Please also note that the Inspector will determine the most appropriate procedure for accommodating those that want to provide oral evidence.

Please indicate below if you would like to speak at the public examination.

55. If you have objected to or propose changes to the Plan, would you like to speak at a hearing session during the public examination of the RLDP?

☒ Yes

☐ No

56. If you wish to speak at a hearing session which language would you wish to use?

☐ Welsh

☒ English

Part 5: Welsh Language

57. We would like to know your views on the effects that the Deposit Plan would have in the Welsh language, specifically on opportunities for people to use Welsh and on treating the Welsh language no less favourably than English. What effects do you think there would be? How could positive effects be increased, or negative effects be mitigated?

Welsh language is low usage in Monmouthshire. It always will be. Welsh speaker in other counties who have children in Welsh Schools, have said to me, that they would cross border their children if they could as their child can't speak English properly and the translate directly Welsh to English and not making a lot of sense. Whilst it is good to hear and see Welsh, and it is part of the culture, the honest opinion is you are not going to get far in the world if you can't speak, write and communicate in English.

58. Please also explain how you believe the Deposit Plan could be improved so as to have positive effects or increased effects on opportunities for people to use the Welsh language and on treating the Welsh language no less favourably than the English language?

I am not against the Welsh language, but it is not used much. In fact those who have been educated to a high degree, tend to move away from Wales, as their prospects in England are better than in Wales. It was happening years ago. Grandparents (miner, in service) moved from Wales to London so their children would not be down the pits. I worked with Welsh people in London and said they don't mind going back to visit, but would never live here. So learning Welsh is somewhat wasted then.

3437

Mr Darren Cuddy

[View results](#)

Respondent
307 Anonymous

24:04
Time to complete

Part 1: Contact Details

Please note that by submitting this form you are agreeing to your details being retained on the RLDP Consultation Database and used to inform you of future RLDP correspondence.

1. Title *

2. Name *

3. Job Title (where relevant)

4. Organisation (where relevant)

5. Address *

6. Telephone number *

7. Email *



Part 2: Your Representation

Do you have any comments on the key issues, challenges, vision and/or objectives of the Deposit RLDP?

8. Would you like to comment on this question *

☒ Yes

☐ No

9. Is your representation in support or objection? *

☐ Support

☒ Objection

10. Please clearly state which policy/paragraph/allocation/designation your representation relates to and include any comments in this box

If you are objecting, please state how you would like the Plan to be changed.

*

Housing Growth in Primary settlements specifically concerning plans in Caldicot and Caerwent.
Infrastructure does not support further housing, Caldicot and Caerwent already consist on multiple housing estates that are not supported my infrastructure.
It is already impossible to get GP appointments, not enough GP surgeries/hospitals in the area more houses will put tremendous pressure on these already strained services.
Environmental concerns, planned area of land in Caerwent is home to a variety of wildlife. Foxes, herons, pheasants, badgers, voles, bats, birds and rabbits. Their habitats will be destroyed.
Noise, sight and emission pollution. Caerwent is a historic village in the countryside. More housing will increase noise and destroy trees and hedge rows.
Traffic!!! The A48 is a very dangerous fast road. What will be done to support the large increase in traffic in this area. Serious consideration needs to be given to this road, the speed limit and increased traffic. Congestion in the area will become intolerable! Schools, nursing homes, shops. Not enough of these facilities to support more homes.
Volume of people/population of area especially with the increase in personnel planned for the MOD.
Flood risk planning. Mass housing estates in the area already increase the amount of flooding. Further housing estates will cause further issues. This seriously needs consideration.

Do you have any comments on the Plan's Growth Strategy (the level of growth needed to address the key issues)? (Policy S1)

11. Would you like to comment on this question *

☒ Yes

☐ No

12. Is your representation in support or objection? *

☐ Support

☒ Objection

13. Please clearly state which policy/paragraph/allocation/designation your representation relates to and include any comments in this box

If you are objecting, please state how you would like the Plan to be changed.

*

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Volume of people/population of area especially with the increase in personnel planned for the MOD.
Flood risk planning. Mass housing estates in the area already increase the amount of flooding. Further housing estates will cause further issues. This seriously needs consideration.

Do you have any comments on the Plan's Spatial Strategy (where development is proposed to be sited)? (Policy S2)

14. Would you like to comment on this question *

☒ Yes

☐ No

15. Is your representation in support or objection? *

- ☐ Support
- ☒ Objection

16. Please clearly state which policy/paragraph/allocation/designation your representation relates to and include any comments in this box

If you are objecting, please state how you would like the Plan to be changed.

*

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Volume of people/population of area especially with the increase in personnel planned for the MOD.
Flood risk planning. Mass housing estates in the area already increase the amount of flooding. Further housing estates will cause further issues. This seriously needs consideration.

Do you have any comments on the Managing Settlement Form policies? (Policies OC1 and GW1)

17. Would you like to comment on this question *

- ☐ Yes
- ☒ No

Do you have any comments on the design and sustainable placemaking policies? (Policies S3, PM1, PM2, PM3, HE1, HE2 & HE3)

18. Would you like to comment on this question *

☐ Yes

☒ No

Do you have any comments on the climate change and renewable energy policies? (Policies S4, NZ1, CC1, CC2 & CC3)

19. Would you like to comment on this question *

☐ Yes

☒ No

Do you have any comments on the green infrastructure, landscape & nature recovery policies? (Policies S5, GI1, GI2, LC1, LC2, LC3, LC4, LC5, NR1, NR2, NR3 & PROW1)

20. Would you like to comment on this question *

☒ Yes

☐ No

21. Is your representation in support or objection? *

☐ Support

☒ Objection

22. Please clearly state which policy/paragraph/allocation/designation your representation relates to and include any comments in this box

If you are objecting, please state how you would like the Plan to be changed.

*

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It is already impossible to get GP appointments, not enough GP surgeries/hospitals in the area more houses will put tremendous pressure on these already strained services.
Environmental concerns, planned area of land in Caerwent is home to a variety of wildlife. Foxes, herons, pheasants, badgers, voles, bats, birds and rabbits. Their habitats will be destroyed.
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Volume of people/population of area especially with the increase in personnel planned for the MOD.
Flood risk planning. Mass housing estates in the area already increase the amount of flooding. Further housing estates will cause further issues. This seriously needs consideration.

Do you have any comments on the infrastructure polices? (Policies S6, & IN1)

23. Would you like to comment on this question *

☒ Yes

☐ No

24. Is your representation in support or objection? *

☐ Support

☒ Objection

25. Please clearly state which policy/paragraph/allocation/designation your representation relates to and include any comments in this box

If you are objecting, please state how you would like the Plan to be changed.

*

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Volume of people/population of area especially with the increase in personnel planned for the MOD.
Flood risk planning. Mass housing estates in the area already increase the amount of flooding. Further housing estates will cause further issues. This seriously needs consideration.

Do you have any comments on the housing policies, including the affordable housing policies and Gypsy and Traveller policies? (Policies S7, S9 H1, H2, H3, H4, H5, H6, H7, H8, H9 & GT1)

26. Would you like to comment on this question *

☒ Yes

☐ No

27. Is your representation in support or objection? *

☐ Support

☒ Objection

28. Please clearly state which policy/paragraph/allocation/designation your representation relates to and include any comments in this box

If you are objecting, please state how you would like the Plan to be changed.

*

[REDACTED]

Do you have any comments on the residential site allocations? (Policies S8, HA1 – HA18)

29. Would you like to comment on this question *

☒ Yes

☐ No

30. Is your representation in support or objection? *

☐ Support

☒ Objection

31. Please clearly state which policy/paragraph/allocation/designation your representation relates to and include any comments in this box

If you are objecting, please state how you would like the Plan to be changed.

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Environmental concerns, planned area of land in Caerwent is home to a variety of wildlife. Foxes, herons, pheasants, badgers, voles, bats, birds and rabbits. Their habitats will be destroyed.
Noise, sight and emission pollution. Caerwent is a historic village in the countryside. More housing will increase noise and destroy trees and hedge rows.
Traffic!!! The A48 is a very dangerous fast road. What will be done to support the large increase in traffic in this area. Serious consideration needs to be given to this road, the speed limit and increased traffic. Congestion in the area will become intolerable!
Schools, nursing homes, shops. Not enough of these facilities to support more homes.
Volume of people/population of area especially with the increase in personnel planned for the MOD.
Flood risk planning. Mass housing estates in the area already increase the amount of flooding. Further housing estates will cause further issues. This seriously needs consideration.

Do you have any comments on the economic policies? (Policies S10, S11, E1, E2, RE1, RE2, RE3, RE4, RE5 & RE6)

32. Would you like to comment on this question *

☐ Yes

☒ No

Do you have any comments on the employment site allocations? (Policies EA1 & EA2)

33. Would you like to comment on this question *

☒ Yes

☐ No

34. Is your representation in support or objection? *

☐ Support

☒ Objection

35. Please clearly state which policy/paragraph/allocation/designation your representation relates to and include any comments in this box

If you are objecting, please state how you would like the Plan to be changed.

*

Housing Growth in Primary settlements specifically concerning plans in Caldicot and Caerwent.
Infrastructure does not support further housing, Caldicot and Caerwent already consist on multiple housing estates that are not supported my infrastructure.
It is already impossible to get GP appointments, not enough GP surgeries/hospitals in the area more houses will put tremendous pressure on these already strained services.
Environmental concerns, planned area of land in Caerwent is home to a variety of wildlife. Foxes, herons, pheasants, badgers, voles, bats, birds and rabbits. Their habitats will be destroyed.
Noise, sight and emission pollution. Caerwent is a historic village in the countryside. More housing will increase noise and destroy trees and hedge rows.
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Schools, nursing homes, shops. Not enough of these facilities to support more homes.
Volume of people/population of area especially with the increase in personnel planned for the MOD.
Flood risk planning. Mass housing estates in the area already increase the amount of flooding. Further housing estates will cause further issues. This seriously needs consideration.

Do you have any comments on the visitor economy policies? (Policies S12, T1 & T2)

36. Would you like to comment on this question *

☐ Yes

☒ No

Do you have any comments on the sustainable transport policies? (Policies S13, ST1, ST2, ST3, ST4, ST5 & ST6)

37. Would you like to comment on this question *

☒ Yes

☐ No

38. Is your representation in support or objection? *

☐ Support

☒ Objection

39. Please clearly state which policy/paragraph/allocation/designation your representation relates to and include any comments in this box

If you are objecting, please state how you would like the Plan to be changed.

*

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**Do you have any comments on the retail and commercial centres policies?
(Policies S14, RC1, RC2, RC3 & RC4)**

40. Would you like to comment on this question *

☐ Yes

☒ No

Do you have any comments on the community infrastructure and open space policies? (Policies S15, CI1, CI2, CI3 & CI4)

41. Would you like to comment on this question *

☒ Yes

☐ No

42. Is your representation in support or objection? *

☐ Support

☒ Objection

43. Please clearly state which policy/paragraph/allocation/designation your representation relates to and include any comments in this box

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Volume of people/population of area especially with the increase in personnel planned for the MOD.
Flood risk planning. Mass housing estates in the area already increase the amount of flooding. Further housing estates will cause further issues. This seriously needs consideration.

Do you have any comments on the mineral and waste policies? (Policies S16, S17, M1, M2, M3, W1, W2 & W3)

44. Would you like to comment on this question *

☐ Yes

☒ No

Do you have any other comments to make on the Deposit RLDP and/or supporting documents?

45. Would you like to comment on this question *

☒ Yes

☐ No

46. Is your representation in support or objection? *

- ☐ Support
- ☒ Objection

47. Please clearly state which policy/paragraph/allocation/designation your representation relates to and include any comments in this box

If you are objecting, please state how you would like the Plan to be changed.

*

Housing Growth in Primary settlements specifically concerning plans in Caldicot and Caerwent.
Infrastructure does not support further housing, Caldicot and Caerwent already consist on multiple housing estates that are not supported my infrastructure.
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Volume of people/population of area especially with the increase in personnel planned for the MOD.
Flood risk planning. Mass housing estates in the area already increase the amount of flooding. Further housing estates will cause further issues. This seriously needs consideration.

Part 3: Tests of Soundness

Please refer to the notes at the for further

guidance: <https://www.monmouthshire.gov.uk/app/uploads/2024/10/Guidance-Notes-RLDP-ENG.pdf>

48. Do you consider that the Plan is sound? *

- ☐ Yes
- ☒ No

49. If you do not consider the Plan to be sound, which soundness test(s) do you think it fails? *

- ☐ Fails legal and regulatory procedural requirements or is not in general conformity with Future Wales?
- ☐ Fails Test 1: Does the Plan fit (is it clear that the RLDP is consistent with other Plans)?
- ☒ Fails Test 2: Is the Plan appropriate (is the Plan appropriate for the area in light of the evidence)?
- ☐ Fails Test 3: Will the Plan deliver (is it likely to be effective)?

50. Please explain why the Plan is not sound or explain what changes need to be made to make the Plan sound (the Tests of Soundness are set out in the guidance notes at the end of the form): *

Housing Growth in Primary settlements specifically concerning plans in Caldicot and Caerwent.
Infrastructure does not support further housing, Caldicot and Caerwent already consist on multiple housing estates that are not supported my infrastructure.
It is already impossible to get GP appointments, not enough GP surgeries/hospitals in the area more houses will put tremendous pressure on these already strained services.
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Schools, nursing homes, shops. Not enough of these facilities to support more homes.
Volume of people/population of area especially with the increase in personnel planned for the MOD.
Flood risk planning. Mass housing estates in the area already increase the amount of flooding. Further housing estates will cause further issues. This seriously needs consideration.

Part 4: Appearance at Examination Hearing Sessions

The Monmouthshire Replacement Local Development Plan (RLDP) will be examined by an independent Inspector appointed by the Welsh Government. It is the Inspector's job to consider whether the Plan meets procedural requirements and whether it is sound. At this stage, you can only make comments in writing (these are called written representations). However, everyone that wants to change the Plan can appear before and speak to the Inspector at a 'hearing session' during the public examination. But you should bear in mind that your written comments on this form will be given the same weight by the Inspector as those made verbally at a hearing session. Please also note that the Inspector will determine the most appropriate procedure for accommodating those that want to provide oral evidence.

Please indicate below if you would like to speak at the public examination.

51. If you have objected to or propose changes to the Plan, would you like to speak at a hearing session during the public examination of the RLDP?

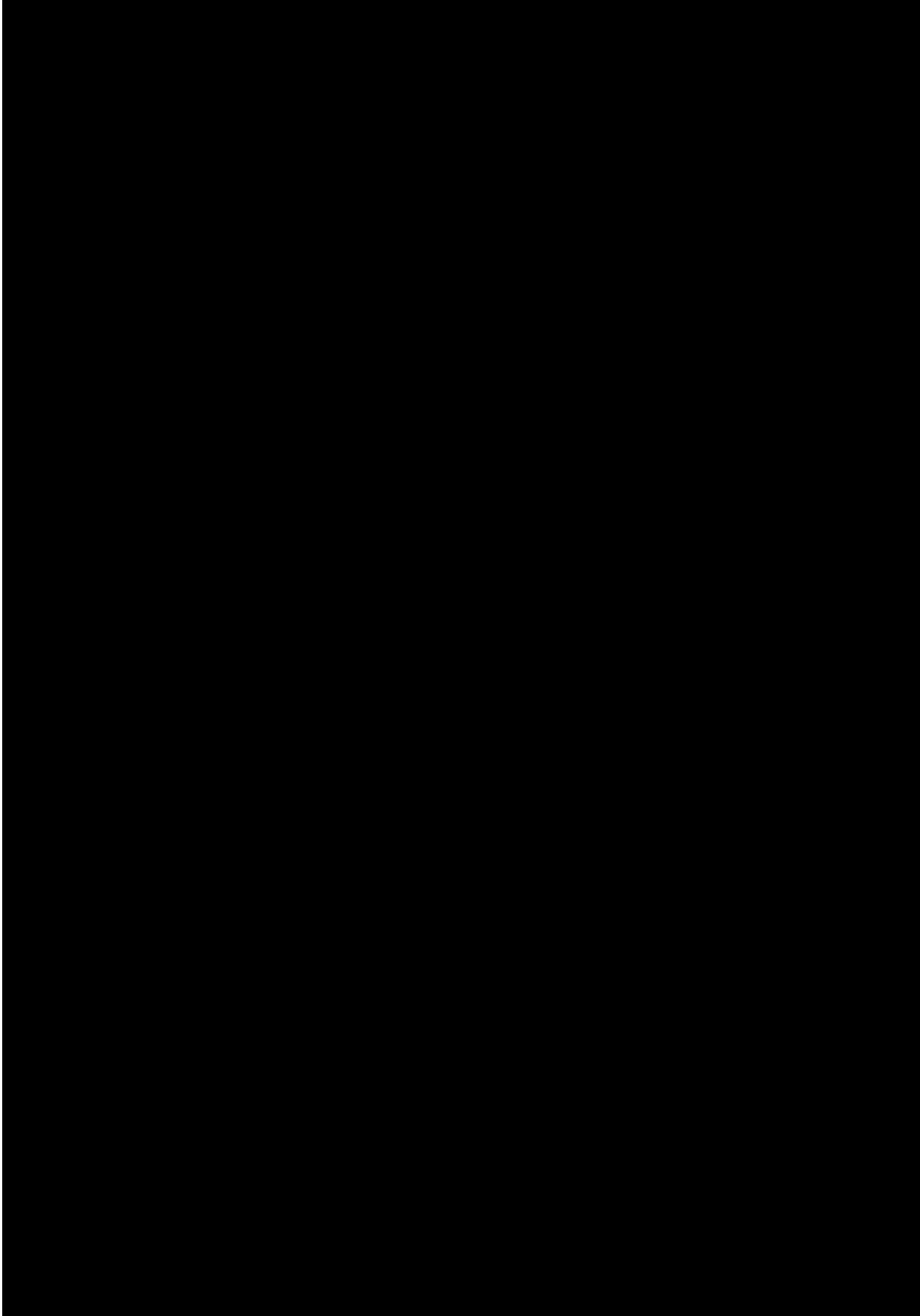
☐ Yes

☒ No

Part 5: Welsh Language

52. We would like to know your views on the effects that the Deposit Plan would have in the Welsh language, specifically on opportunities for people to use Welsh and on treating the Welsh language no less favourably than English. What effects do you think there would be? How could positive effects be increased, or negative effects be mitigated?

53. Please also explain how you believe the Deposit Plan could be improved so as to have positive effects or increased effects on opportunities for people to use the Welsh language and on treating the Welsh language no less favourably than the English language?



3438

Docter Alan Hudson

[View results](#)

Respondent

287

Anonymous

57:00

Time to complete

Part 1: Contact Details

Please note that by submitting this form you are agreeing to your details being retained on the RLDP Consultation Database and used to inform you of future RLDP correspondence.

1. Title *

2. Name *

3. Job Title (where relevant)

4. Organisation (where relevant)

5. Address *

6. Telephone number *

7. Email *

Part 2: Your Representation

Do you have any comments on the key issues, challenges, vision and/or objectives of the Deposit RLDP?

8. Would you like to comment on this question *

☒ Yes

☐ No

9. Is your representation in support or objection? *

☐ Support

☒ Objection

10. Please clearly state which policy/paragraph/allocation/designation your representation relates to and include any comments in this box

If you are objecting, please state how you would like the Plan to be changed.

*

There is insufficient local infrastructure to support increased housing in the area of High Beech roundabout, Chepstow. This plan will only add to the considerable traffic congestion around the area of the High Beech roundabout.

Do you have any comments on the Plan's Growth Strategy (the level of growth needed to address the key issues)? (Policy S1)

11. Would you like to comment on this question *

☒ Yes

☐ No

12. Is your representation in support or objection? *

- ☐ Support
- ☒ Objection

13. Please clearly state which policy/paragraph/allocation/designation your representation relates to and include any comments in this box

If you are objecting, please state how you would like the Plan to be changed.

*

Would the council define what is an affordable home?
Please reinstate the minor injuries unit at Chepstow Hospital before building more houses/homes.

Do you have any comments on the Plan's Spatial Strategy (where development is proposed to be sited)? (Policy S2)

14. Would you like to comment on this question *

- ☐ Yes
- ☒ No

Do you have any comments on the Managing Settlement Form policies? (Policies OC1 and GW1)

15. Would you like to comment on this question *

- ☐ Yes
- ☒ No

Do you have any comments on the design and sustainable placemaking policies? (Policies S3, PM1, PM2, PM3, HE1, HE2 & HE3)

16. Would you like to comment on this question *

- ☐ Yes
- ☒ No

Do you have any comments on the climate change and renewable energy policies? (Policies S4, NZ1, CC1, CC2 & CC3)

17. Would you like to comment on this question *

- ☒ Yes
- ☐ No

18. Is your representation in support or objection? *

- ☐ Support
- ☒ Objection

19. Please clearly state which policy/paragraph/allocation/designation your representation relates to and include any comments in this box

If you are objecting, please state how you would like the Plan to be changed.

*

Increasing traffic congestion as a result of building more homes will not alleviate the problems of climate change.

Do you have any comments on the green infrastructure, landscape & nature recovery policies? (Policies S5, GI1, GI2, LC1, LC2, LC3, LC4, LC5, NR1, NR2, NR3 & PROW1)

20. Would you like to comment on this question *

☐ Yes

☒ No

Do you have any comments on the infrastructure policies? (Policies S6, & IN1)

21. Would you like to comment on this question *

☒ Yes

☐ No

22. Is your representation in support or objection? *

☒ Support

☐ Objection

23. Please clearly state which policy/paragraph/allocation/designation your representation relates to and include any comments in this box

Build infrastructure first please.

Do you have any comments on the housing policies, including the affordable housing policies and Gypsy and Traveller policies? (Policies S7, S9 H1, H2, H3, H4, H5, H6, H7, H8, H9 & GT1)

24. Would you like to comment on this question *

☐ Yes

☒ No

Do you have any comments on the residential site allocations? (Policies S8, HA1 – HA18)

25. Would you like to comment on this question *

☒ Yes

☐ No

26. Is your representation in support or objection? *

☐ Support

☒ Objection

27. Please clearly state which policy/paragraph/allocation/designation your representation relates to and include any comments in this box

If you are objecting, please state how you would like the Plan to be changed.

*

There is insufficient local infrastructure to support increased housing in the area of High Beech roundabout. This plan will only add to the considerable traffic congestion around the area of the High Beech roundabout.

Do you have any comments on the economic policies? (Policies S10, S11, E1, E2, RE1, RE2, RE3, RE4, RE5 & RE6)

28. Would you like to comment on this question *

☐ Yes

☒ No

Do you have any comments on the employment site allocations? (Policies EA1 & EA2)

29. Would you like to comment on this question *

☐ Yes

☒ No

Do you have any comments on the visitor economy policies? (Policies S12, T1 & T2)

30. Would you like to comment on this question *

☐ Yes

☒ No

Do you have any comments on the sustainable transport policies? (Policies S13, ST1, ST2, ST3, ST4, ST5 & ST6)

31. Would you like to comment on this question *

☒ Yes

☐ No

32. Is your representation in support or objection? *

☒ Support

☐ Objection

33. Please clearly state which policy/paragraph/allocation/designation your representation relates to and include any comments in this box

I could not find the sustainable transport policies on your website but will keep looking.

**Do you have any comments on the retail and commercial centres policies?
(Policies S14, RC1, RC2, RC3 & RC4)**

34. Would you like to comment on this question *

☐ Yes

☒ No

Do you have any comments on the community infrastructure and open space policies? (Policies S15, CI1, CI2, CI3 & CI4)

35. Would you like to comment on this question *

☒ Yes

☐ No

36. Is your representation in support or objection? *

☒ Support

☐ Objection

37. Please clearly state which policy/paragraph/allocation/designation your representation relates to and include any comments in this box

I would support the reinstatement of the minor injuries unit at Chepstow Hospital.

Do you have any comments on the mineral and waste policies? (Policies S16, S17, M1, M2, M3, W1, W2 & W3)

38. Would you like to comment on this question *

☐ Yes

☒ No

Do you have any other comments to make on the Deposit RLDP and/or supporting documents?

39. Would you like to comment on this question *

☐ Yes

☒ No

Part 3: Tests of Soundness

Please refer to the notes at the for further

guidance: <https://www.monmouthshire.gov.uk/app/uploads/2024/10/Guidance-Notes-RLDP-ENG.pdf>

40. Do you consider that the Plan is sound? *

☐ Yes

☒ No

41. If you do not consider the Plan to be sound, which soundness test(s) do you think it fails? *

☐ Fails legal and regulatory procedural requirements or is not in general conformity with Future Wales?

☐ Fails Test 1: Does the Plan fit (is it clear that the RLDP is consistent with other Plans)?

☒ Fails Test 2: Is the Plan appropriate (is the Plan appropriate for the area in light of the evidence)?

☐ Fails Test 3: Will the Plan deliver (is it likely to be effective)?

42. Please explain why the Plan is not sound or explain what changes need to be made to make the Plan sound (the Tests of Soundness are set out in the guidance notes at the end of the form): *

Unless the infrastructure of Chepstow is improved the town cannot sustain more housing.

Part 4: Appearance at Examination Hearing Sessions

The Monmouthshire Replacement Local Development Plan (RLDP) will be examined by an independent Inspector appointed by the Welsh Government. It is the Inspector's job to consider whether the Plan meets procedural requirements and whether it is sound. At this stage, you can only make comments in writing (these are called written representations). However, everyone that wants to change the Plan can appear before and speak to the Inspector at a 'hearing session' during the public examination. But you should bear in mind that your written comments on this form will be given the same weight by the Inspector as those made verbally at a hearing session. Please also note that the Inspector will determine the most appropriate procedure for accommodating those that want to provide oral evidence.

Please indicate below if you would like to speak at the public examination.

43. If you have objected to or propose changes to the Plan, would you like to speak at a hearing session during the public examination of the RLDP?

☐ Yes

☒ No

Part 5: Welsh Language

44. We would like to know your views on the effects that the Deposit Plan would have in the Welsh language, specifically on opportunities for people to use Welsh and on treating the Welsh language no less favourably than English. What effects do you think there would be? How could positive effects be increased, or negative effects be mitigated?

No particular views.

45. Please also explain how you believe the Deposit Plan could be improved so as to have positive effects or increased effects on opportunities for people to use the Welsh language and on treating the Welsh language no less favourably than the English language?

No particular views.



3439

Dr Joshua Thomas-Parr

[View results](#)

Respondent
281 Anonymous

06:12
Time to complete

Part 1: Contact Details

Please note that by submitting this form you are agreeing to your details being retained on the RLDP Consultation Database and used to inform you of future RLDP correspondence.

1. Title *

2. Name *

3. Job Title (where relevant)

4. Organisation (where relevant)

5. Address *

6. Telephone number *

7. Email *

Part 2: Your Representation

Do you have any comments on the key issues, challenges, vision and/or objectives of the Deposit RLDP?

8. Would you like to comment on this question *

☒ Yes

☐ No

9. Is your representation in support or objection? *

☐ Support

☒ Objection

10. Please clearly state which policy/paragraph/allocation/designation your representation relates to and include any comments in this box

If you are objecting, please state how you would like the Plan to be changed.

*

no plans to counter the severe flooding in the usk river area. more houses will worsen the issue and increase water run off.

Do you have any comments on the Plan's Growth Strategy (the level of growth needed to address the key issues)? (Policy S1)

11. Would you like to comment on this question *

☒ Yes

☐ No

12. Is your representation in support or objection? *

- ☐ Support
- ☒ Objection

13. Please clearly state which policy/paragraph/allocation/designation your representation relates to and include any comments in this box

If you are objecting, please state how you would like the Plan to be changed.

*

not enough brownfields being used

Do you have any comments on the Plan's Spatial Strategy (where development is proposed to be sited)? (Policy S2)

14. Would you like to comment on this question *

- ☒ Yes
- ☐ No

15. Is your representation in support or objection? *

- ☐ Support
- ☒ Objection

16. Please clearly state which policy/paragraph/allocation/designation your representation relates to and include any comments in this box

If you are objecting, please state how you would like the Plan to be changed.

*

building close to flood plains and too far from existing settlements

Do you have any comments on the Managing Settlement Form policies? (Policies OC1 and GW1)

17. Would you like to comment on this question *

☐ Yes

☒ No

Do you have any comments on the design and sustainable placemaking policies? (Policies S3, PM1, PM2, PM3, HE1, HE2 & HE3)

18. Would you like to comment on this question *

☒ Yes

☐ No

19. Is your representation in support or objection? *

☐ Support

☒ Objection

20. Please clearly state which policy/paragraph/allocation/designation your representation relates to and include any comments in this box

If you are objecting, please state how you would like the Plan to be changed.

*

flooding and loss of green field sites

Do you have any comments on the climate change and renewable energy policies? (Policies S4, NZ1, CC1, CC2 & CC3)

21. Would you like to comment on this question *

☐ Yes

☒ No

Do you have any comments on the green infrastructure, landscape & nature recovery policies? (Policies S5, GI1, GI2, LC1, LC2, LC3, LC4, LC5, NR1, NR2, NR3 & PROW1)

22. Would you like to comment on this question *

☐ Yes

☒ No

Do you have any comments on the infrastructure policies? (Policies S6, & IN1)

23. Would you like to comment on this question *

☐ Yes

☒ No

Do you have any comments on the housing policies, including the affordable housing policies and Gypsy and Traveller policies? (Policies S7, S9 H1, H2, H3, H4, H5, H6, H7, H8, H9 & GT1)

24. Would you like to comment on this question *

☐ Yes

☒ No

Do you have any comments on the residential site allocations? (Policies S8, HA1 – HA18)

25. Would you like to comment on this question *

☐ Yes

☒ No

Do you have any comments on the economic policies? (Policies S10, S11, E1, E2, RE1, RE2, RE3, RE4, RE5 & RE6)

26. Would you like to comment on this question *

☐ Yes

☒ No

Do you have any comments on the employment site allocations? (Policies EA1 & EA2)

27. Would you like to comment on this question *

☐ Yes

☒ No

Do you have any comments on the visitor economy policies? (Policies S12, T1 & T2)

28. Would you like to comment on this question *

☐ Yes

☒ No

Do you have any comments on the sustainable transport policies? (Policies S13, ST1, ST2, ST3, ST4, ST5 & ST6)

29. Would you like to comment on this question *

☐ Yes

☒ No

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30. Would you like to comment on this question *

☐ Yes

☒ No

Do you have any comments on the community infrastructure and open space policies? (Policies S15, CI1, CI2, CI3 & CI4)

31. Would you like to comment on this question *

☐ Yes

☒ No

Do you have any comments on the mineral and waste policies? (Policies S16, S17, M1, M2, M3, W1, W2 & W3)

32. Would you like to comment on this question *

☐ Yes

☒ No

Do you have any other comments to make on the Deposit RLDP and/or supporting documents?

33. Would you like to comment on this question *

☐ Yes

☒ No

Part 3: Tests of Soundness

Please refer to the notes at the for further

guidance: <https://www.monmouthshire.gov.uk/app/uploads/2024/10/Guidance-Notes-RLDP-ENG.pdf>

34. Do you consider that the Plan is sound? *

☐ Yes

☒ No

35. If you do not consider the Plan to be sound, which soundness test(s) do you think it fails? *

- ☐ Fails legal and regulatory procedural requirements or is not in general conformity with Future Wales?
- ☒ Fails Test 1: Does the Plan fit (is it clear that the RLDP is consistent with other Plans)?
- ☒ Fails Test 2: Is the Plan appropriate (is the Plan appropriate for the area in light of the evidence)?
- ☒ Fails Test 3: Will the Plan deliver (is it likely to be effective)?

36. Please explain why the Plan is not sound or explain what changes need to be made to make the Plan sound (the Tests of Soundness are set out in the guidance notes at the end of the form): *

no flooding plans

Part 4: Appearance at Examination Hearing Sessions

The Monmouthshire Replacement Local Development Plan (RLDP) will be examined by an independent Inspector appointed by the Welsh Government. It is the Inspector's job to consider whether the Plan meets procedural requirements and whether it is sound. At this stage, you can only make comments in writing (these are called written representations). However, everyone that wants to change the Plan can appear before and speak to the Inspector at a 'hearing session' during the public examination. But you should bear in mind that your written comments on this form will be given the same weight by the Inspector as those made verbally at a hearing session. Please also note that the Inspector will determine the most appropriate procedure for accommodating those that want to provide oral evidence.

Please indicate below if you would like to speak at the public examination.

37. If you have objected to or propose changes to the Plan, would you like to speak at a hearing session during the public examination of the RLDP?

- ☒ Yes
- ☐ No

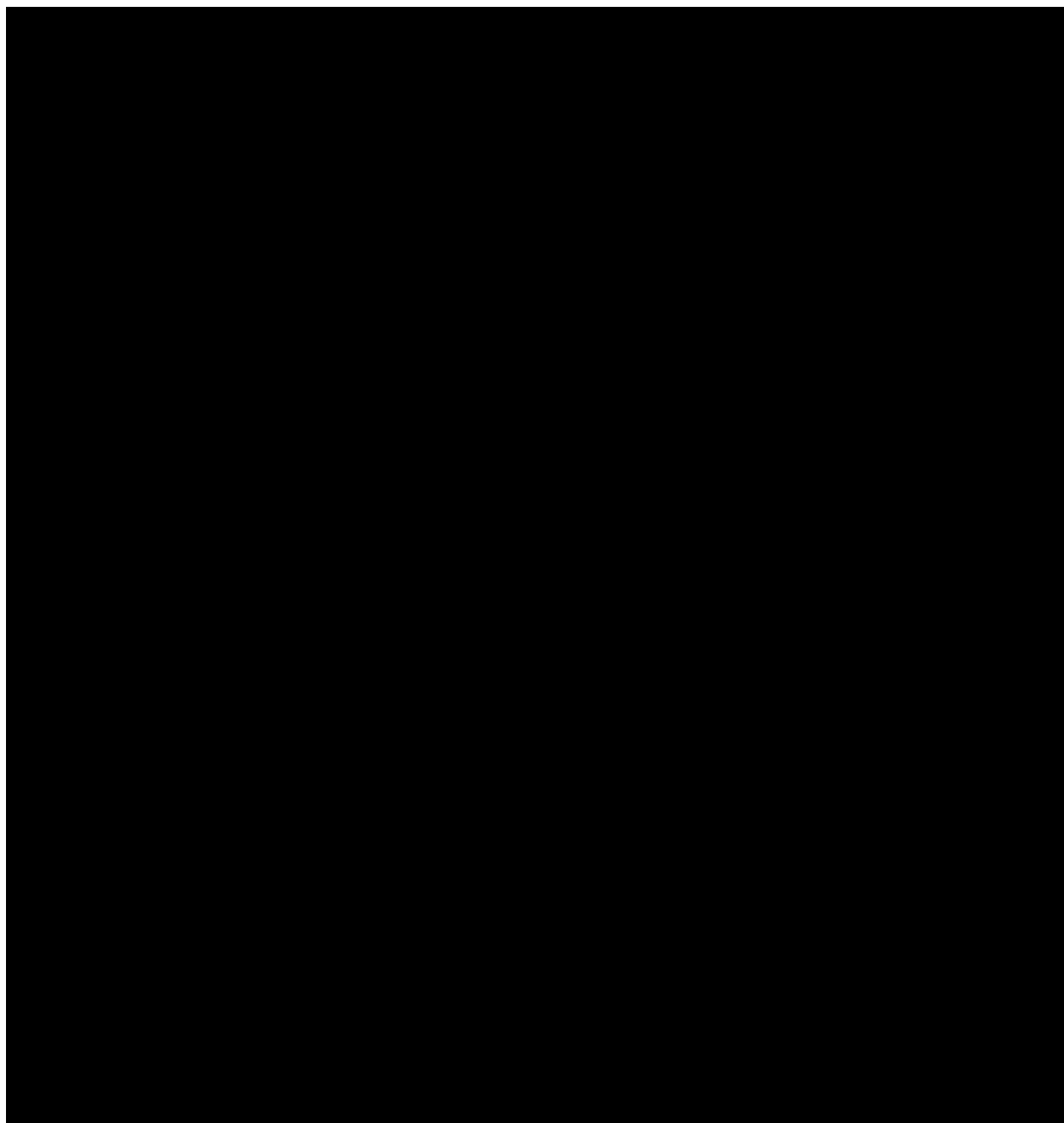
38. If you wish to speak at a hearing session which language would you wish to use?

- ☐ Welsh
- ☒ English

Part 5: Welsh Language

39. We would like to know your views on the effects that the Deposit Plan would have in the Welsh language, specifically on opportunities for people to use Welsh and on treating the Welsh language no less favourably than English. What effects do you think there would be? How could positive effects be increased, or negative effects be mitigated?

40. Please also explain how you believe the Deposit Plan could be improved so as to have positive effects or increased effects on opportunities for people to use the Welsh language and on treating the Welsh language no less favourably than the English language?



g
m

3440

Dr Yuk Wan

[View results](#)

Respondent
279 Anonymous

18:39
Time to complete

Part 1: Contact Details

Please note that by submitting this form you are agreeing to your details being retained on the RLDP Consultation Database and used to inform you of future RLDP correspondence.

1. Title *

2. Name *

3. Job Title (where relevant)

4. Organisation (where relevant)

5. Address *

6. Telephone number *

7. Email *



Part 2: Your Representation

Do you have any comments on the key issues, challenges, vision and/or objectives of the Deposit RLDP?

8. Would you like to comment on this question *

☒ Yes

☐ No

9. Is your representation in support or objection? *

☐ Support

☒ Objection

10. Please clearly state which policy/paragraph/allocation/designation your representation relates to and include any comments in this box

If you are objecting, please state how you would like the Plan to be changed.

*

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Additionally, what are the additional schooling and health care investments that will be made to the increased population being brought into Monmouth town? In the past 20 years the Monmouth Town population has increased significantly, putting pressure on the education and health support services.



Do you have any comments on the Plan's Growth Strategy (the level of growth needed to address the key issues)? (Policy S1)

11. Would you like to comment on this question *

☒ Yes

☐ No

12. Is your representation in support or objection? *

☐ Support

☒ Objection

13. Please clearly state which policy/paragraph/allocation/designation your representation relates to and include any comments in this box

If you are objecting, please state how you would like the Plan to be changed.

*

Is growth the only solution, and is growth guaranteed?

I would suggest the council looks at cost optimization to balance the books, instead of just chasing for growth which may not be there. The population is already stretched by the cost of living increases, and additional tax burden brought on by the central government. Where will the mystical growth come from?

Do you have any comments on the Plan's Spatial Strategy (where development is proposed to be sited)? (Policy S2)

14. Would you like to comment on this question *

☒ Yes

☐ No

15. Is your representation in support or objection? *

☐ Support

☒ Objection

16. Please clearly state which policy/paragraph/allocation/designation your representation relates to and include any comments in this box

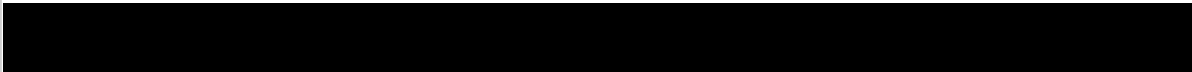
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Do you have any comments on the Managing Settlement Form policies? (Policies OC1 and GW1)

17. Would you like to comment on this question *

☒ Yes

☐ No

18. Is your representation in support or objection? *

☐ Support

☒ Objection

19. Please clearly state which policy/paragraph/allocation/designation your representation relates to and include any comments in this box

If you are objecting, please state how you would like the Plan to be changed.

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Additionally, what are the additional schooling and health care investments that will be made to the increased population being brought into Monmouth town? In the past 20 years the Monmouth Town population has increased significantly, putting pressure on the education and health support services.

[REDACTED]

Do you have any comments on the design and sustainable placemaking policies? (Policies S3, PM1, PM2, PM3, HE1, HE2 & HE3)

20. Would you like to comment on this question *

☒ Yes

☐ No

21. Is your representation in support or objection? *

☐ Support

☒ Objection

22. Please clearly state which policy/paragraph/allocation/designation your representation relates to and include any comments in this box

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Do you have any comments on the climate change and renewable energy policies? (Policies S4, NZ1, CC1, CC2 & CC3)

23. Would you like to comment on this question *

☒ Yes

☐ No

24. Is your representation in support or objection? *

☐ Support

☒ Objection

25. Please clearly state which policy/paragraph/allocation/designation your representation relates to and include any comments in this box

If you are objecting, please state how you would like the Plan to be changed.

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Do you have any comments on the green infrastructure, landscape & nature recovery policies? (Policies S5, GI1, GI2, LC1, LC2, LC3, LC4, LC5, NR1, NR2, NR3 & PROW1)

26. Would you like to comment on this question *

☒ Yes

☐ No

27. Is your representation in support or objection? *

☐ Support

☒ Objection

28. Please clearly state which policy/paragraph/allocation/designation your representation relates to and include any comments in this box

If you are objecting, please state how you would like the Plan to be changed.

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Additionally, what are the additional schooling and health care investments that will be made to the increased population being brought into Monmouth town? In the past 20 years the Monmouth Town population has increased significantly, putting pressure on the education and health support services.



Do you have any comments on the infrastructure policies? (Policies S6, & IN1)

29. Would you like to comment on this question *

☒ Yes

☐ No

30. Is your representation in support or objection? *

☐ Support

☒ Objection

31. Please clearly state which policy/paragraph/allocation/designation your representation relates to and include any comments in this box

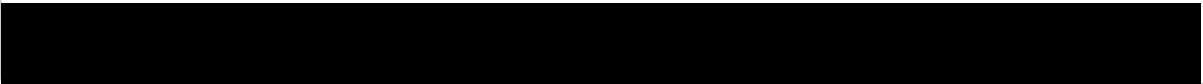
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Do you have any comments on the housing policies, including the affordable housing policies and Gypsy and Traveller policies? (Policies S7, S9 H1, H2, H3, H4, H5, H6, H7, H8, H9 & GT1)

32. Would you like to comment on this question *

☒ Yes

☐ No

33. Is your representation in support or objection? *

☐ Support

☒ Objection

34. Please clearly state which policy/paragraph/allocation/designation your representation relates to and include any comments in this box

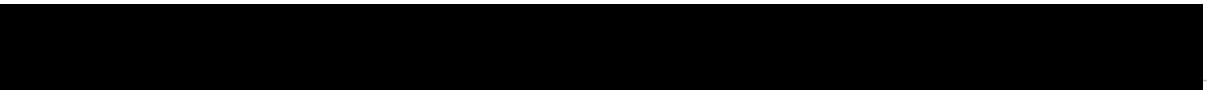
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Additionally, what are the additional schooling and health care investments that will be made to the increased population being brought into Monmouth town? In the past 20 years the Monmouth Town population has increased significantly, putting pressure on the education and health support services.



Do you have any comments on the residential site allocations? (Policies S8, HA1 – HA18)

35. Would you like to comment on this question *

☒ Yes

☐ No

36. Is your representation in support or objection? *

☐ Support

☒ Objection

37. Please clearly state which policy/paragraph/allocation/designation your representation relates to and include any comments in this box

If you are objecting, please state how you would like the Plan to be changed.

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Additionally, what are the additional schooling and health care investments that will be made to the increased population being brought into Monmouth town? In the past 20 years the Monmouth Town population has increased significantly, putting pressure on the education and health support services.

Furthermore with the addition of VAT on the private school starting in 2025 the local state schools will no doubt be under

Do you have any comments on the economic policies? (Policies S10, S11, E1, E2, RE1, RE2, RE3, RE4, RE5 & RE6)

38. Would you like to comment on this question *

☒ Yes

☐ No

39. Is your representation in support or objection? *

☐ Support

☒ Objection

40. Please clearly state which policy/paragraph/allocation/designation your representation relates to and include any comments in this box

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Do you have any comments on the employment site allocations? (Policies EA1 & EA2)

41. Would you like to comment on this question *

☒ Yes

☐ No

42. Is your representation in support or objection? *

☐ Support

☒ Objection

43. Please clearly state which policy/paragraph/allocation/designation your representation relates to and include any comments in this box

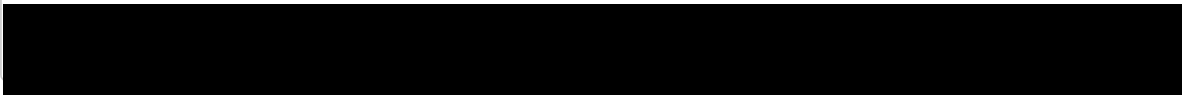
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Do you have any comments on the visitor economy policies? (Policies S12, T1 & T2)

44. Would you like to comment on this question *

☒ Yes

☐ No

45. Is your representation in support or objection? *

☐ Support

☒ Objection

46. Please clearly state which policy/paragraph/allocation/designation your representation relates to and include any comments in this box

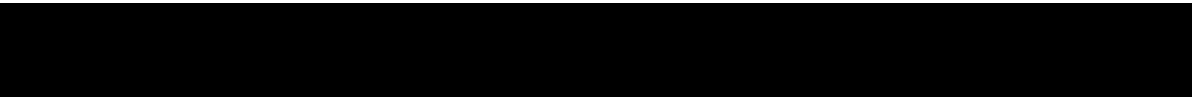
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Do you have any comments on the sustainable transport policies? (Policies S13, ST1, ST2, ST3, ST4, ST5 & ST6)

47. Would you like to comment on this question *

☒ Yes

☐ No

48. Is your representation in support or objection? *

☐ Support

☒ Objection

49. Please clearly state which policy/paragraph/allocation/designation your representation relates to and include any comments in this box

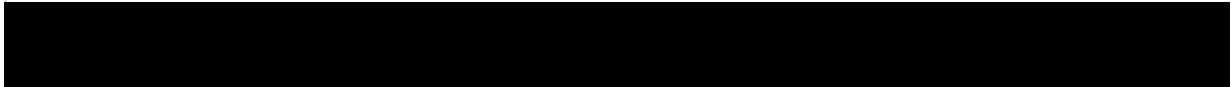
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**Do you have any comments on the retail and commercial centres policies?
(Policies S14, RC1, RC2, RC3 & RC4)**

50. Would you like to comment on this question *

☒ Yes

☐ No

51. Is your representation in support or objection? *

☐ Support

☒ Objection

52. Please clearly state which policy/paragraph/allocation/designation your representation relates to and include any comments in this box

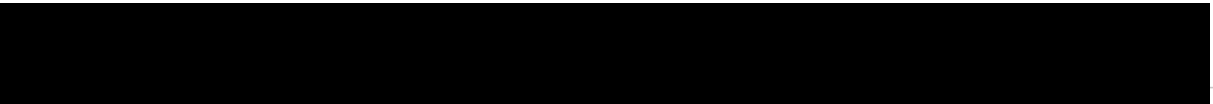
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Do you have any comments on the community infrastructure and open space policies? (Policies S15, CI1, CI2, CI3 & CI4)

53. Would you like to comment on this question *

☒ Yes

☐ No

54. Is your representation in support or objection? *

☐ Support

☒ Objection

55. Please clearly state which policy/paragraph/allocation/designation your representation relates to and include any comments in this box

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Do you have any comments on the mineral and waste policies? (Policies S16, S17, M1, M2, M3, W1, W2 & W3)

56. Would you like to comment on this question *

☒ Yes

☐ No

57. Is your representation in support or objection? *

☐ Support

☒ Objection

58. Please clearly state which policy/paragraph/allocation/designation your representation relates to and include any comments in this box

If you are objecting, please state how you would like the Plan to be changed.

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R
f

Do you have any other comments to make on the Deposit RLDP and/or supporting documents?

59. Would you like to comment on this question *

☒ Yes

☐ No

60. Is your representation in support or objection? *

☐ Support

☒ Objection

61. Please clearly state which policy/paragraph/allocation/designation your representation relates to and include any comments in this box

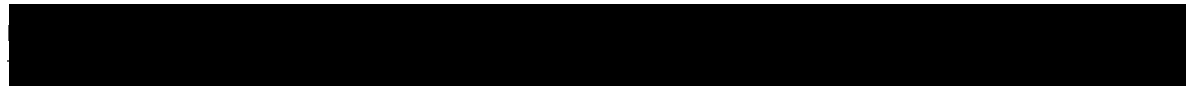
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Part 3: Tests of Soundness

Please refer to the notes at the for further

guidance: <https://www.monmouthshire.gov.uk/app/uploads/2024/10/Guidance-Notes-RLDP-ENG.pdf>

62. Do you consider that the Plan is sound? *

☒ Yes

☐ No

Part 4: Appearance at Examination Hearing Sessions

The Monmouthshire Replacement Local Development Plan (RLDP) will be examined by an independent Inspector appointed by the Welsh Government. It is the Inspector's job to consider whether the Plan meets procedural requirements and whether it is sound. At this stage, you can only make comments in writing (these are called written representations). However, everyone that wants to change the Plan can appear before and speak to the Inspector at a 'hearing session' during the public examination. But you should bear in mind that your written comments on this form will be given the same weight by the Inspector as those made verbally at a hearing session. Please also note that the Inspector will determine the most appropriate procedure for accommodating those that want to provide oral evidence.

Please indicate below if you would like to speak at the public examination.

63. If you have objected to or propose changes to the Plan, would you like to speak at a hearing session during the public examination of the RLDP?

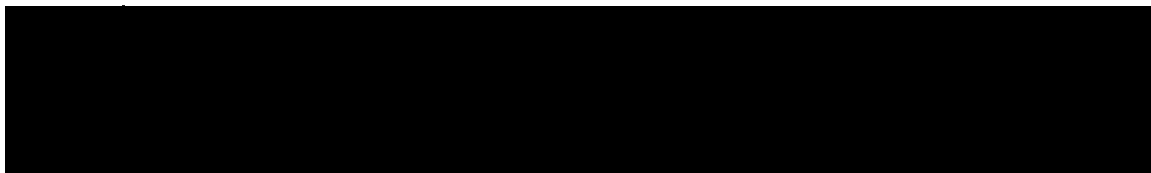
☐ Yes

☒ No

Part 5: Welsh Language

64. We would like to know your views on the effects that the Deposit Plan would have in the Welsh language, specifically on opportunities for people to use Welsh and on treating the Welsh language no less favourably than English. What effects do you think there would be? How could positive effects be increased, or negative effects be mitigated?

65. Please also explain how you believe the Deposit Plan could be improved so as to have positive effects or increased effects on opportunities for people to use the Welsh language and on treating the Welsh language no less favourably than the English language?



3441

Mr Freddie Blake

[View results](#)

Respondent
286 Anonymous

73:43
Time to complete

Part 1: Contact Details

Please note that by submitting this form you are agreeing to your details being retained on the RLDP Consultation Database and used to inform you of future RLDP correspondence.

1. Title *

2. Name *

3. Job Title (where relevant)

4. Organisation (where relevant)

5. Address *

6. Telephone number *

7. Email *

Part 2: Your Representation

Do you have any comments on the key issues, challenges, vision and/or objectives of the Deposit RLDP?

8. Would you like to comment on this question *

☐ Yes

☒ No

Do you have any comments on the Plan's Growth Strategy (the level of growth needed to address the key issues)? (Policy S1)

9. Would you like to comment on this question *

☐ Yes

☒ No

Do you have any comments on the Plan's Spatial Strategy (where development is proposed to be sited)? (Policy S2)

10. Would you like to comment on this question *

☐ Yes

☒ No

Do you have any comments on the Managing Settlement Form policies? (Policies OC1 and GW1)

11. Would you like to comment on this question *

☐ Yes

☒ No

Do you have any comments on the design and sustainable placemaking policies? (Policies S3, PM1, PM2, PM3, HE1, HE2 & HE3)

12. Would you like to comment on this question *

☐ Yes

☒ No

Do you have any comments on the climate change and renewable energy policies? (Policies S4, NZ1, CC1, CC2 & CC3)

13. Would you like to comment on this question *

☐ Yes

☒ No

Do you have any comments on the green infrastructure, landscape & nature recovery policies? (Policies S5, GI1, GI2, LC1, LC2, LC3, LC4, LC5, NR1, NR2, NR3 & PR0W1)

14. Would you like to comment on this question *

☐ Yes

☒ No

Do you have any comments on the infrastructure policies? (Policies S6, & IN1)

15. Would you like to comment on this question *

☐ Yes

☒ No

Do you have any comments on the housing policies, including the affordable housing policies and Gypsy and Traveller policies? (Policies S7, S9 H1, H2, H3, H4, H5, H6, H7, H8, H9 & GT1)

16. Would you like to comment on this question *

☐ Yes

☒ No

Do you have any comments on the residential site allocations? (Policies S8, HA1 – HA18)

17. Would you like to comment on this question *

☒ Yes

☐ No

18. Is your representation in support or objection? *

☐ Support

☒ Objection

19. Please clearly state which policy/paragraph/allocation/designation your representation relates to and include any comments in this box

If you are objecting, please state how you would like the Plan to be changed.

*

I object to the proposed development of houses, commercial outlets, hotel and care home on the land at Moun-ton Road, Chepstow. 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, as set out in the RLDP, which states that it wishes '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, even without any planned development, and the local and national governments should be putting forward plans for a bypass to reduce the amount of through traffic.

The huge volume of traffic that already uses the A48 and the A466 heading towards the High Beech roundabout already creates long queues of vehicles and lengthy delays on most days so the plan to increase this chaos by allowing this development, and the resulting increase in vehicle numbers from residents and customers for the hotel, commercial outlets and care home seems illogical.

Do you have any comments on the economic policies? (Policies S10, S11, E1, E2, RE1, RE2, RE3, RE4, RE5 & RE6)

20. Would you like to comment on this question *

☐ Yes

☒ No

Do you have any comments on the employment site allocations? (Policies EA1 & EA2)

21. Would you like to comment on this question *

☐ Yes

☒ No

Do you have any comments on the visitor economy policies? (Policies S12, T1 & T2)

22. Would you like to comment on this question *

☐ Yes

☒ No

Do you have any comments on the sustainable transport policies? (Policies S13, ST1, ST2, ST3, ST4, ST5 & ST6)

23. Would you like to comment on this question *

☐ Yes

☒ No

Do you have any comments on the retail and commercial centres policies? (Policies S14, RC1, RC2, RC3 & RC4)

24. Would you like to comment on this question *

☐ Yes

☒ No

Do you have any comments on the community infrastructure and open space policies? (Policies S15, CI1, CI2, CI3 & CI4)

25. Would you like to comment on this question *

☐ Yes

☒ No

Do you have any comments on the mineral and waste policies? (Policies S16, S17, M1, M2, M3, W1, W2 & W3)

26. Would you like to comment on this question *

☐ Yes

☒ No

Do you have any other comments to make on the Deposit RLDP and/or supporting documents?

27. Would you like to comment on this question *

☐ Yes

☒ No

Part 3: Tests of Soundness

Please refer to the notes at the for further

guidance: <https://www.monmouthshire.gov.uk/app/uploads/2024/10/Guidance-Notes-RLDP-ENG.pdf>

28. Do you consider that the Plan is sound? *

☐ Yes

☒ No

29. If you do not consider the Plan to be sound, which soundness test(s) do you think it fails? *

☐ Fails legal and regulatory procedural requirements or is not in general conformity with Future Wales?

☒ Fails Test 1: Does the Plan fit (is it clear that the RLDP is consistent with other Plans)?

☒ Fails Test 2: Is the Plan appropriate (is the Plan appropriate for the area in light of the evidence)?

☐ Fails Test 3: Will the Plan deliver (is it likely to be effective)?

30. Please explain why the Plan is not sound or explain what changes need to be made to make the Plan sound (the Tests of Soundness are set out in the guidance notes at the end of the form): *

As already explained, I believe the plan goes against the council's own stated vision

Part 4: Appearance at Examination Hearing Sessions

The Monmouthshire Replacement Local Development Plan (RLDP) will be examined by an independent Inspector appointed by the Welsh Government. It is the Inspector's job to consider whether the Plan meets procedural requirements and whether it is sound. At this stage, you can only make comments in writing (these are called written representations). However, everyone that wants to change the Plan can appear before and speak to the Inspector at a 'hearing session' during the public examination. But you should bear in mind that your written comments on this form will be given the same weight by the Inspector as those made verbally at a hearing session. Please also note that the Inspector will determine the most appropriate procedure for accommodating those that want to provide oral evidence.

Please indicate below if you would like to speak at the public examination.

31. If you have objected to or propose changes to the Plan, would you like to speak at a hearing session during the public examination of the RLDP?

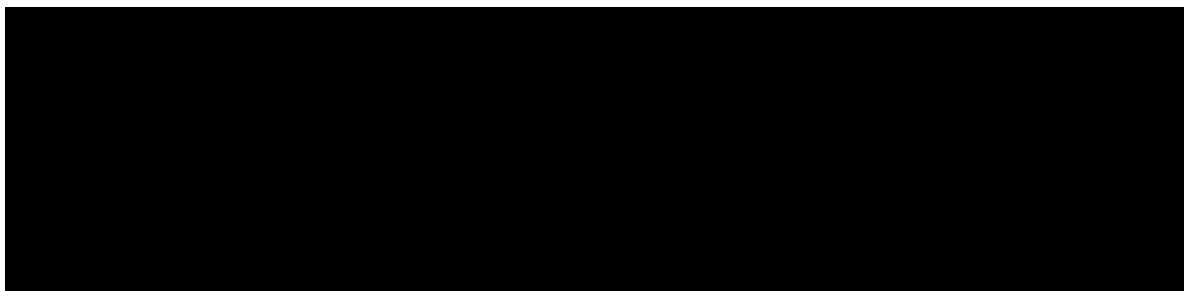
☐ Yes

☒ No

Part 5: Welsh Language

32. We would like to know your views on the effects that the Deposit Plan would have in the Welsh language, specifically on opportunities for people to use Welsh and on treating the Welsh language no less favourably than English. What effects do you think there would be? How could positive effects be increased, or negative effects be mitigated?

33. Please also explain how you believe the Deposit Plan could be improved so as to have positive effects or increased effects on opportunities for people to use the Welsh language and on treating the Welsh language no less favourably than the English language?



3442

Mr Gareth Yates

[View results](#)

Respondent

277

Anonymous

20:44

Time to complete

Part 1: Contact Details

Please note that by submitting this form you are agreeing to your details being retained on the RLDP Consultation Database and used to inform you of future RLDP correspondence.

1. Title *

2. Name *

3. Job Title (where relevant)

4. Organisation (where relevant)

5. Address *

6. Telephone number *

7. Email *



Part 2: Your Representation

Do you have any comments on the key issues, challenges, vision and/or objectives of the Deposit RLDP?

8. Would you like to comment on this question *

☒ Yes

☐ No

9. Is your representation in support or objection? *

☐ Support

☒ Objection

10. Please clearly state which policy/paragraph/allocation/designation your representation relates to and include any comments in this box

If you are objecting, please state how you would like the Plan to be changed.

*

The entire plan does not suit the needs of the local community. The area has been subject to excessive development in recent years, where the infrastructure has not been upgraded to reflect the increased population. Local schools, dentist and doctors are already over subscribed. The roads are crumbling and inadequate for existing population, with Magor and Chepstow already grid locked. The M4 has become a car park.

Do you have any comments on the Plan's Growth Strategy (the level of growth needed to address the key issues)? (Policy S1)

11. Would you like to comment on this question *

☒ Yes

☐ No

12. Is your representation in support or objection? *

☐ Support

☒ Objection

13. Please clearly state which policy/paragraph/allocation/designation your representation relates to and include any comments in this box

If you are objecting, please state how you would like the Plan to be changed.

*

Growth in population is not being supported by growth in infrastructure

Do you have any comments on the Plan's Spatial Strategy (where development is proposed to be sited)? (Policy S2)

14. Would you like to comment on this question *

☒ Yes

☐ No

15. Is your representation in support or objection? *

☐ Support

☒ Objection

16. Please clearly state which policy/paragraph/allocation/designation your representation relates to and include any comments in this box

If you are objecting, please state how you would like the Plan to be changed.

*

Land is green field, and on the edge of an existing flood plain. Development will increase surface run off and flood the area. Sewage and storm water connections are not sufficient as it is.

Do you have any comments on the Managing Settlement Form policies? (Policies OC1 and GW1)

17. Would you like to comment on this question *

☐ Yes

☒ No

Do you have any comments on the design and sustainable placemaking policies? (Policies S3, PM1, PM2, PM3, HE1, HE2 & HE3)

18. Would you like to comment on this question *

☒ Yes

☐ No

19. Is your representation in support or objection? *

☐ Support

☒ Objection

20. Please clearly state which policy/paragraph/allocation/designation your representation relates to and include any comments in this box

If you are objecting, please state how you would like the Plan to be changed.

*

As described in previous comments.

Do you have any comments on the climate change and renewable energy policies? (Policies S4, NZ1, CC1, CC2 & CC3)

21. Would you like to comment on this question *

☒ Yes

☐ No

22. Is your representation in support or objection? *

☐ Support

☒ Objection

23. Please clearly state which policy/paragraph/allocation/designation your representation relates to and include any comments in this box

If you are objecting, please state how you would like the Plan to be changed.

*

Loss of arable and agricultural land does not support net zero and reducing sustainability and food miles.

Do you have any comments on the green infrastructure, landscape & nature recovery policies? (Policies S5, GI1, GI2, LC1, LC2, LC3, LC4, LC5, NR1, NR2, NR3 & PR0W1)

24. Would you like to comment on this question *

☒ Yes

☐ No

25. Is your representation in support or objection? *

☐ Support

☒ Objection

26. Please clearly state which policy/paragraph/allocation/designation your representation relates to and include any comments in this box

If you are objecting, please state how you would like the Plan to be changed.

*

As per previous comments

Do you have any comments on the infrastructure policies? (Policies S6, & IN1)

27. Would you like to comment on this question *

☒ Yes

☐ No

28. Is your representation in support or objection? *

☒ Support

☐ Objection

29. Please clearly state which policy/paragraph/allocation/designation your representation relates to and include any comments in this box

There has been no development in line with previous development, over loads facilities haven't been. Maintained and improved. I have no doubt that any condition added to the approval will soon be removed as per all previous developments.

Do you have any comments on the housing policies, including the affordable housing policies and Gypsy and Traveller policies? (Policies S7, S9 H1, H2, H3, H4, H5, H6, H7, H8, H9 & GT1)

30. Would you like to comment on this question *

☒ Yes

☐ No

31. Is your representation in support or objection? *

☐ Support

☒ Objection

32. Please clearly state which policy/paragraph/allocation/designation your representation relates to and include any comments in this box

If you are objecting, please state how you would like the Plan to be changed.

*

Why do we have to provide gypsies sites?

Do you have any comments on the residential site allocations? (Policies S8, HA1 – HA18)

33. Would you like to comment on this question *

☒ Yes

☐ No

34. Is your representation in support or objection? *

☐ Support

☒ Objection

35. Please clearly state which policy/paragraph/allocation/designation your representation relates to and include any comments in this box

If you are objecting, please state how you would like the Plan to be changed.

*

As per loss of agricultural land comments

Do you have any comments on the economic policies? (Policies S10, S11, E1, E2, RE1, RE2, RE3, RE4, RE5 & RE6)

36. Would you like to comment on this question *

☒ Yes

☐ No

37. Is your representation in support or objection? *

☐ Support

☒ Objection

38. Please clearly state which policy/paragraph/allocation/designation your representation relates to and include any comments in this box

If you are objecting, please state how you would like the Plan to be changed.

*

Monmouthshire's policy is to tax and tax, but give nothing back. The local Leisure centre is falling down with awful facilities yet no improvements have been made with all the previous developments

Do you have any comments on the employment site allocations? (Policies EA1 & EA2)

39. Would you like to comment on this question *

☐ Yes

☒ No

Do you have any comments on the visitor economy policies? (Policies S12, T1 & T2)

40. Would you like to comment on this question *

☒ Yes

☐ No

41. Is your representation in support or objection? *

☐ Support

☒ Objection

42. Please clearly state which policy/paragraph/allocation/designation your representation relates to and include any comments in this box

If you are objecting, please state how you would like the Plan to be changed.

*

Do you have any comments on the sustainable transport policies? (Policies S13, ST1, ST2, ST3, ST4, ST5 & ST6)

43. Would you like to comment on this question *

☒ Yes

☐ No

44. Is your representation in support or objection? *

☐ Support

☒ Objection

45. Please clearly state which policy/paragraph/allocation/designation your representation relates to and include any comments in this box

If you are objecting, please state how you would like the Plan to be changed.

*

Local transport is sketchy at best. Roads are massively over capacity. No M4 junction at Rogiet or Hayes Gates leads to grid lock in Chepstow and Magor. 20mph blanket limit is ill thought out and creates tail backs on major local roads like b4245

**Do you have any comments on the retail and commercial centres policies?
(Policies S14, RC1, RC2, RC3 & RC4)**

46. Would you like to comment on this question *

☐ Yes

☒ No

Do you have any comments on the community infrastructure and open space policies? (Policies S15, CI1, CI2, CI3 & CI4)

47. Would you like to comment on this question *

☒ Yes

☐ No

48. Is your representation in support or objection? *

☐ Support

☒ Objection

49. Please clearly state which policy/paragraph/allocation/designation your representation relates to and include any comments in this box

If you are objecting, please state how you would like the Plan to be changed.

*

All developments lead to loss of open space

Do you have any comments on the mineral and waste policies? (Policies S16, S17, M1, M2, M3, W1, W2 & W3)

50. Would you like to comment on this question *

☐ Yes

☒ No

Do you have any other comments to make on the Deposit RLDP and/or supporting documents?

51. Would you like to comment on this question *

☐ Yes

☒ No

Part 3: Tests of Soundness

Please refer to the notes at the for further

guidance: <https://www.monmouthshire.gov.uk/app/uploads/2024/10/Guidance-Notes-RLDP-ENG.pdf>

52. Do you consider that the Plan is sound? *

☐ Yes

☒ No

53. If you do not consider the Plan to be sound, which soundness test(s) do you think it fails? *

☐ Fails legal and regulatory procedural requirements or is not in general conformity with Future Wales?

☒ Fails Test 1: Does the Plan fit (is it clear that the RLDP is consistent with other Plans)?

☒ Fails Test 2: Is the Plan appropriate (is the Plan appropriate for the area in light of the evidence)?

☒ Fails Test 3: Will the Plan deliver (is it likely to be effective)?

54. Please explain why the Plan is not sound or explain what changes need to be made to make the Plan sound (the Tests of Soundness are set out in the guidance notes at the end of the form): *

I'll thought out plan, to shove as many people in the same area. Local area has been subjected to proposed Gypsie Camps and excessive development, yet other parts of the county are left alone, makes you wonder why.....

Part 4: Appearance at Examination Hearing Sessions

The Monmouthshire Replacement Local Development Plan (RLDP) will be examined by an independent Inspector appointed by the Welsh Government. It is the Inspector's job to consider whether the Plan meets procedural requirements and whether it is sound. At this stage, you can only make comments in writing (these are called written representations). However, everyone that wants to change the Plan can appear before and speak to the Inspector at a 'hearing session' during the public examination. But you should bear in mind that your written comments on this form will be given the same weight by the Inspector as those made verbally at a hearing session. Please also note that the Inspector will determine the most appropriate procedure for accommodating those that want to provide oral evidence.

Please indicate below if you would like to speak at the public examination.

55. If you have objected to or propose changes to the Plan, would you like to speak at a hearing session during the public examination of the RLDP?

☐ Yes

☒ No

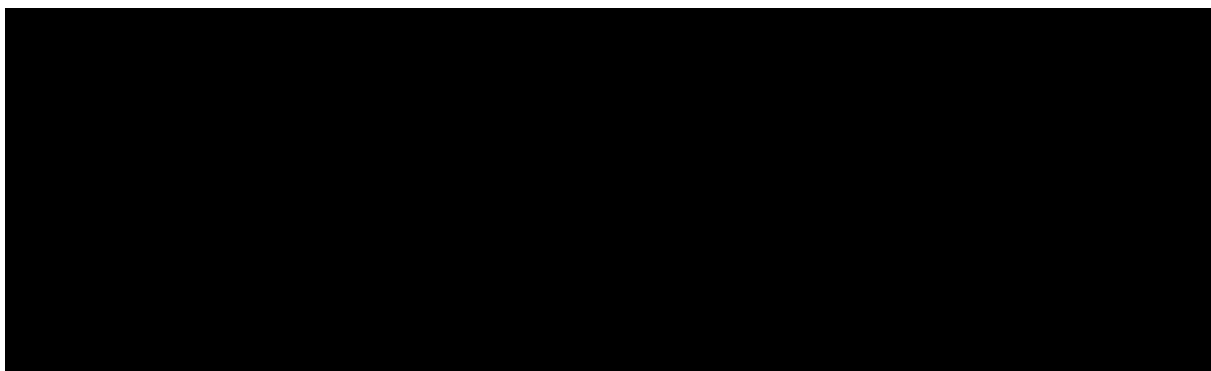
Part 5: Welsh Language

56. We would like to know your views on the effects that the Deposit Plan would have in the Welsh language, specifically on opportunities for people to use Welsh and on treating the Welsh language no less favourably than English. What effects do you think there would be? How could positive effects be increased, or negative effects be mitigated?

Welsh language must be protected

57. Please also explain how you believe the Deposit Plan could be improved so as to have positive effects or increased effects on opportunities for people to use the Welsh language and on treating the Welsh language no less favourably than the English language?

As above



3443

Mr Gary RockliffeFidler-Fidler

[View results](#)

Respondent

297

Anonymous

16:30

Time to complete

Part 1: Contact Details

Please note that by submitting this form you are agreeing to your details being retained on the RLDP Consultation Database and used to inform you of future RLDP correspondence.

1. Title *

2. Name *

3. Job Title (where relevant)

4. Organisation (where relevant)

5. Address *

6. Telephone number *

7. Email *

Part 2: Your Representation

Do you have any comments on the key issues, challenges, vision and/or objectives of the Deposit RLDP?

8. Would you like to comment on this question *

☒ Yes

☐ No

9. Is your representation in support or objection? *

☐ Support

☒ Objection

10. Please clearly state which policy/paragraph/allocation/designation your representation relates to and include any comments in this box

If you are objecting, please state how you would like the Plan to be changed.

*

The proposed building of 770 new homes at Crick. The area has already had significant development which is already putting roads and services under extreme pressure. The proposed development is unnecessary and will result in greater pressure, significantly increased pollution from road vehicle during build and after and will damage rural life and farming activity.

Do you have any comments on the Plan's Growth Strategy (the level of growth needed to address the key issues)? (Policy S1)

11. Would you like to comment on this question *

☒ Yes

☐ No

12. Is your representation in support or objection? *

☐ Support

☒ Objection

13. Please clearly state which policy/paragraph/allocation/designation your representation relates to and include any comments in this box

If you are objecting, please state how you would like the Plan to be changed.

*

Clearly not thought through and will significantly impact local residents for no good reason while [REDACTED]

Do you have any comments on the Plan's Spatial Strategy (where development is proposed to be sited)? (Policy S2)

14. Would you like to comment on this question *

☒ Yes

☐ No

15. Is your representation in support or objection? *

☐ Support

☒ Objection

16. Please clearly state which policy/paragraph/allocation/designation your representation relates to and include any comments in this box

If you are objecting, please state how you would like the Plan to be changed.

*

Have you actually given any real thought to this or is it a quick fix to try and live up
To Labour manifesto promises without considering environmental and ecological impact

Do you have any comments on the Managing Settlement Form policies? (Policies OC1 and GW1)

17. Would you like to comment on this question *

☒ Yes

☐ No

18. Is your representation in support or objection? *

☐ Support

☒ Objection

19. Please clearly state which policy/paragraph/allocation/designation your representation relates to and include any comments in this box

If you are objecting, please state how you would like the Plan to be changed.

*

[Redacted content]

Do you have any comments on the design and sustainable placemaking policies? (Policies S3, PM1, PM2, PM3, HE1, HE2 & HE3)

20. Would you like to comment on this question *

☐ Yes

☒ No

Do you have any comments on the climate change and renewable energy policies? (Policies S4, NZ1, CC1, CC2 & CC3)

21. Would you like to comment on this question *

☒ Yes

☐ No

22. Is your representation in support or objection? *

☐ Support

☒ Objection

23. Please clearly state which policy/paragraph/allocation/designation your representation relates to and include any comments in this box

If you are objecting, please state how you would like the Plan to be changed.

*

What policies

Do you have any comments on the green infrastructure, landscape & nature recovery policies? (Policies S5, GI1, GI2, LC1, LC2, LC3, LC4, LC5, NR1, NR2, NR3 & PROW1)

24. Would you like to comment on this question *

☐ Yes

☒ No

Do you have any comments on the infrastructure policies? (Policies S6, & IN1)

25. Would you like to comment on this question *

☒ Yes

☐ No

26. Is your representation in support or objection? *

☐ Support

☒ Objection

27. Please clearly state which policy/paragraph/allocation/designation your representation relates to and include any comments in this box

If you are objecting, please state how you would like the Plan to be changed.

*

The policies do not address real existing problem and seem reliant on getting g developers to pay for improvement by insisting on additions as part of ridiculous new build projects

Do you have any comments on the housing policies, including the affordable housing policies and Gypsy and Traveller policies? (Policies S7, S9 H1, H2, H3, H4, H5, H6, H7, H8, H9 & GT1)

28. Would you like to comment on this question *

☒ Yes

☐ No

29. Is your representation in support or objection? *

☐ Support

☒ Objection

30. Please clearly state which policy/paragraph/allocation/designation your representation relates to and include any comments in this box

If you are objecting, please state how you would like the Plan to be changed.

*

Do you have any comments on the residential site allocations? (Policies S8, HA1 – HA18)

31. Would you like to comment on this question *

☒ Yes

☐ No

32. Is your representation in support or objection? *

☐ Support

☒ Objection

33. Please clearly state which policy/paragraph/allocation/designation your representation relates to and include any comments in this box

If you are objecting, please state how you would like the Plan to be changed.

*

Too arbitrary and random.

Do you have any comments on the economic policies? (Policies S10, S11, E1, E2, RE1, RE2, RE3, RE4, RE5 & RE6)

34. Would you like to comment on this question *

☐ Yes

☒ No

Do you have any comments on the employment site allocations? (Policies EA1 & EA2)

35. Would you like to comment on this question *

☐ Yes

☒ No

Do you have any comments on the visitor economy policies? (Policies S12, T1 & T2)

36. Would you like to comment on this question *

☐ Yes

☒ No

Do you have any comments on the sustainable transport policies? (Policies S13, ST1, ST2, ST3, ST4, ST5 & ST6)

37. Would you like to comment on this question *

☐ Yes

☒ No

Do you have any comments on the retail and commercial centres policies? (Policies S14, RC1, RC2, RC3 & RC4)

38. Would you like to comment on this question *

☐ Yes

☒ No

Do you have any comments on the community infrastructure and open space policies? (Policies S15, CI1, CI2, CI3 & CI4)

39. Would you like to comment on this question *

☒ Yes

☐ No

40. Is your representation in support or objection? *

- ☐ Support
- ☒ Objection

41. Please clearly state which policy/paragraph/allocation/designation your representation relates to and include any comments in this box

If you are objecting, please state how you would like the Plan to be changed.

*

Do you have any comments on the mineral and waste policies? (Policies S16, S17, M1, M2, M3, W1, W2 & W3)

42. Would you like to comment on this question *

- ☐ Yes
- ☒ No

Do you have any other comments to make on the Deposit RLDP and/or supporting documents?

43. Would you like to comment on this question *

- ☐ Yes
- ☒ No

Please refer to the notes at the for further

guidance: <https://www.monmouthshire.gov.uk/app/uploads/2024/10/Guidance-Notes-RLDP-ENG.pdf>

44. Do you consider that the Plan is sound? *

☐ Yes

☒ No

45. If you do not consider the Plan to be sound, which soundness test(s) do you think it fails? *

☒ Fails legal and regulatory procedural requirements or is not in general conformity with Future Wales?

☒ Fails Test 1: Does the Plan fit (is it clear that the RLDP is consistent with other Plans)?

☒ Fails Test 2: Is the Plan appropriate (is the Plan appropriate for the area in light of the evidence)?

☒ Fails Test 3: Will the Plan deliver (is it likely to be effective)?

46. Please explain why the Plan is not sound or explain what changes need to be made to make the Plan sound (the Tests of Soundness are set out in the guidance notes at the end of the form): *

The plan is arbitrary it allows for development where it makes no sense from an infra and population perspective

Part 4: Appearance at Examination Hearing Sessions

The Monmouthshire Replacement Local Development Plan (RLDP) will be examined by an independent Inspector appointed by the Welsh Government. It is the Inspector's job to consider whether the Plan meets procedural requirements and whether it is sound. At this stage, you can only make comments in writing (these are called written representations). However, everyone that wants to change the Plan can appear before and speak to the Inspector at a 'hearing session' during the public examination. But you should bear in mind that your written comments on this form will be given the same weight by the Inspector as those made verbally at a hearing session. Please also note that the Inspector will determine the most appropriate procedure for accommodating those that want to provide oral evidence.

Please indicate below if you would like to speak at the public examination.

47. If you have objected to or propose changes to the Plan, would you like to speak at a hearing session during the public examination of the RLDP?

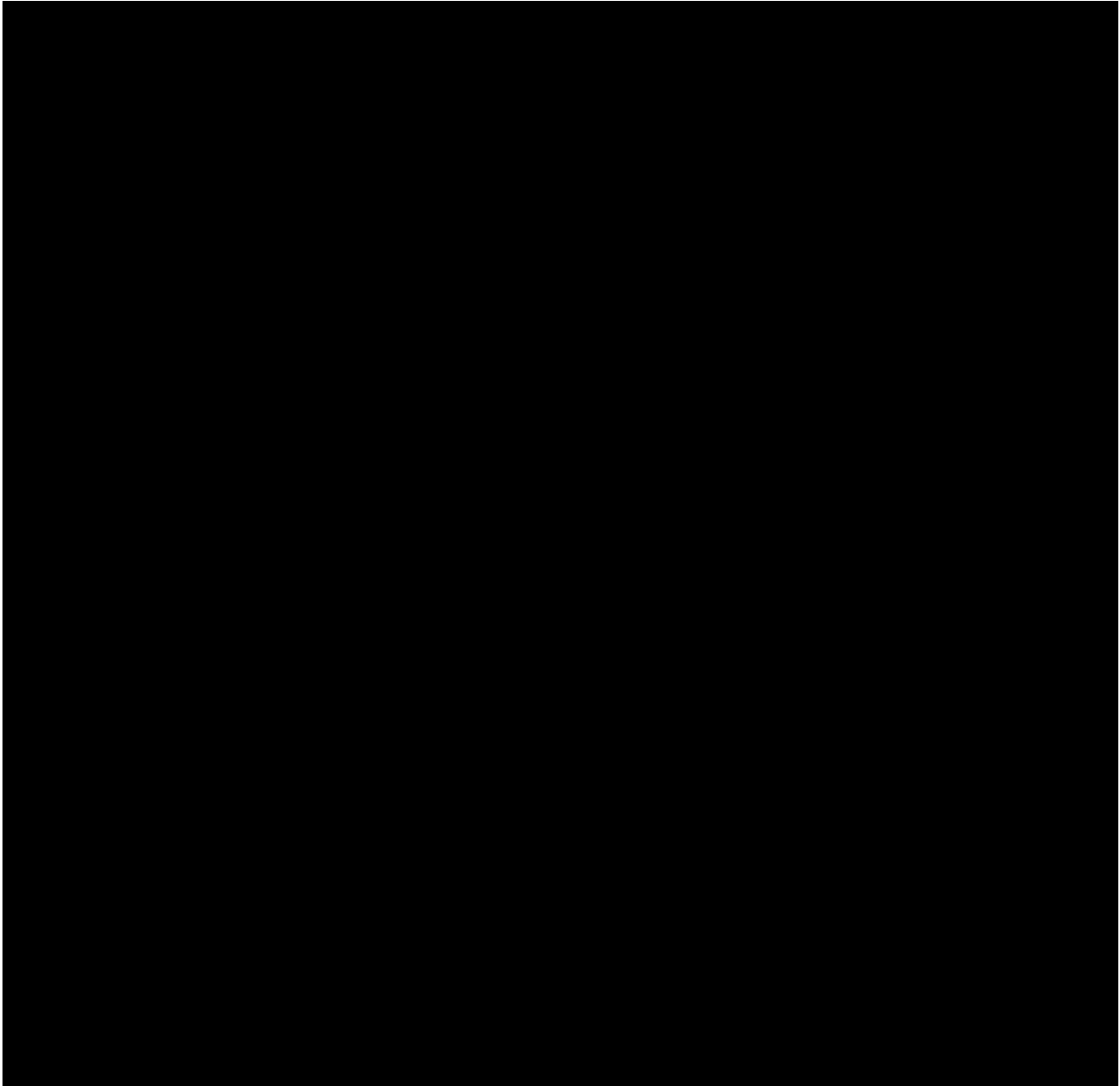
☐ Yes

☒ No

Part 5: Welsh Language

48. We would like to know your views on the effects that the Deposit Plan would have in the Welsh language, specifically on opportunities for people to use Welsh and on treating the Welsh language no less favourably than English. What effects do you think there would be? How could positive effects be increased, or negative effects be mitigated?

49. Please also explain how you believe the Deposit Plan could be improved so as to have positive effects or increased effects on opportunities for people to use the Welsh language and on treating the Welsh language no less favourably than the English language?



3444

Mr Graham Parker

View results

Respondent
295 Anonymous

107:15
Time to complete

Part 1: Contact Details

Please note that by submitting this form you are agreeing to your details being retained on the RLDP Consultation Database and used to inform you of future RLDP correspondence.

1. Title *

2. Name *

3. Job Title (where relevant)

4. Organisation (where relevant)

5. Address *

6. Telephone number *

7. Email *

Part 2: Your Representation

Do you have any comments on the key issues, challenges, vision and/or objectives of the Deposit RLDP?

8. Would you like to comment on this question *

☒ Yes

☐ No

9. Is your representation in support or objection? *

☐ Support

☒ Objection

10. Please clearly state which policy/paragraph/allocation/designation your representation relates to and include any comments in this box

If you are objecting, please state how you would like the Plan to be changed.

*

The Deposit plan as it is doesn't address the main issues in Monmouthshire, new houses are required but no infrastructure is in place to support these developments doctors , dentists , schools ,local employment , highways to support commuting , means of reduce impact on environment the RLDP seems simply not thought out and just dumps large developments in already over stretched areas with no plans to improve these areas or thoughts of impact on existing residents .

Do you have any comments on the Plan's Growth Strategy (the level of growth needed to address the key issues)? (Policy S1)

11. Would you like to comment on this question *

☒ Yes

☐ No

12. Is your representation in support or objection? *

☐ Support

☒ Objection

13. Please clearly state which policy/paragraph/allocation/designation your representation relates to and include any comments in this box

If you are objecting, please state how you would like the Plan to be changed.

*

The growth strategy seems to only focus on existing communities which are over stretched and struggling to support existing residents, a more positive approach would be a new town with designed infrastructure and computer and road net work to support it.

Do you have any comments on the Plan's Spatial Strategy (where development is proposed to be sited)? (Policy S2)

14. Would you like to comment on this question *

☒ Yes

☐ No

15. Is your representation in support or objection? *

☐ Support

☒ Objection

16. Please clearly state which policy/paragraph/allocation/designation your representation relates to and include any comments in this box

If you are objecting, please state how you would like the Plan to be changed.

*

Large developments are bring planned in areas that have grave concerns, regarding flooding ,environmental pollution congested roads lack of local employment, and poor infrastructure.

Do you have any comments on the Managing Settlement Form policies? (Policies OC1 and GW1)

17. Would you like to comment on this question *

☒ Yes

☐ No

18. Is your representation in support or objection? *

☐ Support

☒ Objection

19. Please clearly state which policy/paragraph/allocation/designation your representation relates to and include any comments in this box

If you are objecting, please state how you would like the Plan to be changed.

*

I would like to see smaller developments with with local employment like white goods outlets so people can work and shop local to fusiltate this you need good roads , sustainable footpaths and cycle routes along with doctors ,dentists,schools and nurseries to support health and wellbeing within the local community or new towns with the above nit just quick fix by adding developments onto over stretched and fisilitated communities.

Do you have any comments on the design and sustainable placemaking policies? (Policies S3, PM1, PM2, PM3, HE1, HE2 & HE3)

20. Would you like to comment on this question *

☒ Yes

☐ No

21. Is your representation in support or objection? *

☐ Support

☒ Objection

22. Please clearly state which policy/paragraph/allocation/designation your representation relates to and include any comments in this box

If you are objecting, please state how you would like the Plan to be changed.

*

All designs should be environmentally friendly and cost and energy effective with low impact on surrounding areas.

Do you have any comments on the climate change and renewable energy policies? (Policies S4, NZ1, CC1, CC2 & CC3)

23. Would you like to comment on this question *

☒ Yes

☐ No

24. Is your representation in support or objection? *

☐ Support

☒ Objection

25. Please clearly state which policy/paragraph/allocation/designation your representation relates to and include any comments in this box

If you are objecting, please state how you would like the Plan to be changed.

*

There's not enough investment from government or council into sustainable energy projects more public buildings should be adapted to energy efficient and zero carbon emissions.

Do you have any comments on the green infrastructure, landscape & nature recovery policies? (Policies S5, GI1, GI2, LC1, LC2, LC3, LC4, LC5, NR1, NR2, NR3 & PROW1)

26. Would you like to comment on this question *

☒ Yes

☐ No

27. Is your representation in support or objection? *

☒ Support

☐ Objection

28. Please clearly state which policy/paragraph/allocation/designation your representation relates to and include any comments in this box

Need to large and more areas and community garden in corporate in all new developments and existing communities.

Do you have any comments on the infrastructure policies? (Policies S6, & IN1)

29. Would you like to comment on this question *

☒ Yes

☐ No

30. Is your representation in support or objection? *

- ☐ Support
- ☒ Objection

31. Please clearly state which policy/paragraph/allocation/designation your representation relates to and include any comments in this box

If you are objecting, please state how you would like the Plan to be changed.

*

Where are all the new Residents going to find a doctor ,dentist, school,nursery, how are they going reduce vehicle movements and pollution when they will have to travel to work or the shops while waiting in traffic jams ,with insufficient public transport and sustainable paths and cycle ways.

Do you have any comments on the housing policies, including the affordable housing policies and Gypsy and Traveller policies? (Policies S7, S9 H1, H2, H3, H4, H5, H6, H7, H8, H9 & GT1)

32. Would you like to comment on this question *

- ☒ Yes
- ☐ No

33. Is your representation in support or objection? *

- ☐ Support
- ☒ Objection

34. Please clearly state which policy/paragraph/allocation/designation your representation relates to and include any comments in this box

If you are objecting, please state how you would like the Plan to be changed.

*

Travelling families prefer to be away from built up areas as they cause conflict between communities so you put them next to 770 house development? also these sites need infrastructure and sustainable links and public services to get to and from essential needs like doctors, dentists schools, shops.

Do you have any comments on the residential site allocations? (Policies S8, HA1 – HA18)

35. Would you like to comment on this question *

☒ Yes

☐ No

36. Is your representation in support or objection? *

☐ Support

☒ Objection

37. Please clearly state which policy/paragraph/allocation/designation your representation relates to and include any comments in this box

If you are objecting, please state how you would like the Plan to be changed.

*

Majority of them seem to be in the east of the county pandering to the dormitory situation for those travelling to work in England increasing road congestion and pollution , affordable housing is needed all of the county for the young and vulnerable so they able to live near relatives and in there local areas

Do you have any comments on the economic policies? (Policies S10, S11, E1, E2, RE1, RE2, RE3, RE4, RE5 & RE6)

38. Would you like to comment on this question *

☒ Yes

☐ No

39. Is your representation in support or objection? *

☐ Support

☒ Objection

40. Please clearly state which policy/paragraph/allocation/designation your representation relates to and include any comments in this box

If you are objecting, please state how you would like the Plan to be changed.

*

The economy in Monmouthshire and Wales needs to be encouraged to grow to enable employers and entrepreneurs to invest in localised employment but this will not happen without good infrastructure and road network even electric cars, vans and lorries need roads both Severn bridge is grid locked at peak times M48 /M4 Chepstow and Magor to Newport are also standstill this needs to be addressed urgently to encourage inward investment into Wales.

Do you have any comments on the employment site allocations? (Policies EA1 & EA2)

41. Would you like to comment on this question *

☒ Yes

☐ No

42. Is your representation in support or objection? *

☐ Support

☒ Objection

43. Please clearly state which policy/paragraph/allocation/designation your representation relates to and include any comments in this box

If you are objecting, please state how you would like the Plan to be changed.

*

More small business and localised sites should be available local communities

Do you have any comments on the visitor economy policies? (Policies S12, T1 & T2)

44. Would you like to comment on this question *

☒ Yes

☐ No

45. Is your representation in support or objection? *

☐ Support

☒ Objection

46. Please clearly state which policy/paragraph/allocation/designation your representation relates to and include any comments in this box

If you are objecting, please state how you would like the Plan to be changed.

*

Visitors and tourist are essential to wales economy and should be en courage not detoured by bad road net works talk tourist taxes and road tolls.

Do you have any comments on the sustainable transport policies? (Policies S13, ST1, ST2, ST3, ST4, ST5 & ST6)

47. Would you like to comment on this question *

☒ Yes

☐ No

48. Is your representation in support or objection? *

☐ Support

☒ Objection

49. Please clearly state which policy/paragraph/allocation/designation your representation relates to and include any comments in this box

If you are objecting, please state how you would like the Plan to be changed.

*

Sustainable transport can only exist if you have good connections to it like roads, buse , cycle and foot paths connecting to a good efficient rail network with park and tide option with links to M4 and M48.

**Do you have any comments on the retail and commercial centres policies?
(Policies S14, RC1, RC2, RC3 & RC4)**

50. Would you like to comment on this question *

☒ Yes

☐ No

51. Is your representation in support or objection? *

☐ Support

☒ Objection

52. Please clearly state which policy/paragraph/allocation/designation your representation relates to and include any comments in this box

If you are objecting, please state how you would like the Plan to be changed.

*

Monmouthshire has no white goods outlets or major shop centres this should be a priority as it generates jobs and let's the economy prosper but all new out let's like this beed sustainable transport links most logical location would be between caldicot and Rogiet with m48 link and park and ride at severn tunnel junction.

Do you have any comments on the community infrastructure and open space policies? (Policies S15, CI1, CI2, CI3 & CI4)

53. Would you like to comment on this question *

☒ Yes

☐ No

54. Is your representation in support or objection? *

☐ Support

☒ Objection

55. Please clearly state which policy/paragraph/allocation/designation your representation relates to and include any comments in this box

If you are objecting, please state how you would like the Plan to be changed.

*

Allareas must maintain open spaces and create more this essential to.local residents health and wellbeing.

Do you have any comments on the mineral and waste policies? (Policies S16, S17, M1, M2, M3, W1, W2 & W3)

56. Would you like to comment on this question *

☐ Yes

☒ No

Do you have any other comments to make on the Deposit RLDP and/or supporting documents?

57. Would you like to comment on this question *

☐ Yes

☒ No

Part 3: Tests of Soundness

Please refer to the notes at the for further

guidance: <https://www.monmouthshire.gov.uk/app/uploads/2024/10/Guidance-Notes-RLDP-ENG.pdf>

58. Do you consider that the Plan is sound? *

☐ Yes

☒ No

59. If you do not consider the Plan to be sound, which soundness test(s) do you think it fails? *

☐ Fails legal and regulatory procedural requirements or is not in general conformity with Future Wales?

☒ Fails Test 1: Does the Plan fit (is it clear that the RLDP is consistent with other Plans)?

☒ Fails Test 2: Is the Plan appropriate (is the Plan appropriate for the area in light of the evidence)?

☒ Fails Test 3: Will the Plan deliver (is it likely to be effective)?

60. Please explain why the Plan is not sound or explain what changes need to be made to make the Plan sound (the Tests of Soundness are set out in the guidance notes at the end of the form): *

Does not support the needs of existing or new residents in stated areas is not sustainable in present form ,fails to reduce congestion and pollution and impact on local environment , infrastructure is not sufficient to support proposed developments and should be included in all large developments, seems to invite conflict between proposed traveller site and proposed residential development due closeness of sites.

Part 4: Appearance at Examination Hearing Sessions

The Monmouthshire Replacement Local Development Plan (RLDP) will be examined by an independent Inspector appointed by the Welsh Government. It is the Inspector's job to consider whether the Plan meets procedural requirements and whether it is sound. At this stage, you can only make comments in writing (these are called written representations). However, everyone that wants to change the Plan can appear before and speak to the Inspector at a 'hearing session' during the public examination. But you should bear in mind that your written comments on this form will be given the same weight by the Inspector as those made verbally at a hearing session. Please also note that the Inspector will determine the most appropriate procedure for accommodating those that want to provide oral evidence.

Please indicate below if you would like to speak at the public examination.

61. If you have objected to or propose changes to the Plan, would you like to speak at a hearing session during the public examination of the RLDP?

☒ Yes

☐ No

62. If you wish to speak at a hearing session which language would you wish to use?

☐ Welsh

☒ English

Part 5: Welsh Language

63. We would like to know your views on the effects that the Deposit Plan would have in the Welsh language, specifically on opportunities for people to use Welsh and on treating the Welsh language no less favourably than English. What effects do you think there would be? How could positive effects be increased, or negative effects be mitigated?

None as Monmouthshire is predominantly English speaking and with the large developments based in east of county it will most likely attract buyers from England.

64. Please also explain how you believe the Deposit Plan could be improved so as to have positive effects or increased effects on opportunities for people to use the Welsh language and on treating the Welsh language no less favourably than the English language?

Proper and productive involvement of locals from onset along with proper locally agreed place plan for or new developments

About you

It is important for us to understand the potential impact of these proposals on different groups. The following section asks about where you live as well as questions that will allow us to analyse the responses received from people who possess one or more of the protected characteristics defined by the Equality Act 2010. You are not obliged to complete these questions and can select 'prefer not to say'.

3445

Mrs Heidi McAllister

[View results](#)

Respondent
300 Anonymous

84:02
Time to complete

Part 1: Contact Details

Please note that by submitting this form you are agreeing to your details being retained on the RLDP Consultation Database and used to inform you of future RLDP correspondence.

1. Title *

2. Name *

3. Job Title (where relevant)

4. Organisation (where relevant)

5. Address *

6. Telephone number *

7. Email *

Part 2: Your Representation

Do you have any comments on the key issues, challenges, vision and/or objectives of the Deposit RLDP?

8. Would you like to comment on this question *

☒ Yes

☐ No

9. Is your representation in support or objection? *

☐ Support

☒ Objection

10. Please clearly state which policy/paragraph/allocation/designation your representation relates to and include any comments in this box

If you are objecting, please state how you would like the Plan to be changed.

*

Object to building on Moun-ton Fields in Chepstow. The local infrastructure currently doesn't support more housing. Small changes to traffic volume at rush hour have a huge impact on all roads leading to the Severn Bridge. Also there would be a negative aesthetic impact of removing the countryside views when entering the road to Chepstow and The Wye Valley, affecting both locals and tourists.

A better plan would be to plan and build a sustainable new town along the M48 corridor with a new link to the motorway nearby train stations. This would also allow access to transport for commuters from other towns that currently need to come via Chepstow.

Do you have any comments on the Plan's Growth Strategy (the level of growth needed to address the key issues)? (Policy S1)

11. Would you like to comment on this question *

☒ Yes

☐ No

12. Is your representation in support or objection? *

☐ Support

☒ Objection

13. Please clearly state which policy/paragraph/allocation/designation your representation relates to and include any comments in this box

If you are objecting, please state how you would like the Plan to be changed.

*

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

Currently connection to our newest city of Bristol is poor. They are some direct bus links but they stop at 6pm but there are NO direct trains or acceptable ways of getting there by train without taking a long time. Driving at rush hour is awful and any accident creates gridlocks for miles around. I would like MORE emphasis on better public transport links, particularly looking at trains CHEPSTOW-BRISTOL

In terms of small businesses in town - these are disadvantaged by the lack of free parking and complicated parking charges FREE PARKING FOR 1 HOUR IN ALL CAR PARKS to encourage local shopping

Do you have any comments on the Plan's Spatial Strategy (where development is proposed to be sited)? (Policy S2)

14. Would you like to comment on this question *

☒ Yes

☐ No

15. Is your representation in support or objection? *

- ☐ Support
- ☒ Objection

16. Please clearly state which policy/paragraph/allocation/designation your representation relates to and include any comments in this box

If you are objecting, please state how you would like the Plan to be changed.
*

Mounton road site is likely to cause severe traffic problems on a busy junction

Do you have any comments on the Managing Settlement Form policies? (Policies OC1 and GW1)

17. Would you like to comment on this question *

- ☐ Yes
- ☒ No

Do you have any comments on the design and sustainable placemaking policies? (Policies S3, PM1, PM2, PM3, HE1, HE2 & HE3)

18. Would you like to comment on this question *

- ☒ Yes
- ☐ No

19. Is your representation in support or objection? *

- ☐ Support
- ☒ Objection

20. Please clearly state which policy/paragraph/allocation/designation your representation relates to and include any comments in this box

If you are objecting, please state how you would like the Plan to be changed.

*

HE1 & HE2 Chepstow is a historic market town and gateway to Wales and The Wye Valley. Having an urban strip replacing fields with sheep and distant views of woodlands seen when entering Chepstow will detract from this. It will also affect biodiversity Much if this area has already been built on for Bayfields. So it should be a protected rural landscape.

Do you have any comments on the climate change and renewable energy policies? (Policies S4, NZ1, CC1, CC2 & CC3)

21. Would you like to comment on this question *

☒ Yes

☐ No

22. Is your representation in support or objection? *

☐ Support

☒ Objection

23. Please clearly state which policy/paragraph/allocation/designation your representation relates to and include any comments in this box

If you are objecting, please state how you would like the Plan to be changed.

*

S4 the houses at Moun-ton Road will be a long way from town and not near main bus or train station so traffic volume will increase

Do you have any comments on the green infrastructure, landscape & nature recovery policies? (Policies S5, GI1, GI2, LC1, LC2, LC3, LC4, LC5, NR1, NR2, NR3 & PROW1)

24. Would you like to comment on this question *

☒ Yes

☐ No

25. Is your representation in support or objection? *

☐ Support

☒ Objection

26. Please clearly state which policy/paragraph/allocation/designation your representation relates to and include any comments in this box

If you are objecting, please state how you would like the Plan to be changed.

*

LC1 LC2 this will impact the landscape as will remove rural views

Do you have any comments on the infrastructure policies? (Policies S6, & IN1)

27. Would you like to comment on this question *

☒ Yes

☐ No

28. Is your representation in support or objection? *

☐ Support

☒ Objection

29. Please clearly state which policy/paragraph/allocation/designation your representation relates to and include any comments in this box

If you are objecting, please state how you would like the Plan to be changed.

*

INFRASTRUCTURE- it is well known that there is currently an issue with the level of traffic going through Chepstow. Any further building with several miles exacerbates this and there is no other way of accessing M48. Further building is not sustainable unless transport infrastructure is addressed

Do you have any comments on the housing policies, including the affordable housing policies and Gypsy and Traveller policies? (Policies S7, S9 H1, H2, H3, H4, H5, H6, H7, H8, H9 & GT1)

30. Would you like to comment on this question *

☐ Yes

☒ No

Do you have any comments on the residential site allocations? (Policies S8, HA1 – HA18)

31. Would you like to comment on this question *

☒ Yes

☐ No

32. Is your representation in support or objection? *

☐ Support

☒ Objection

33. Please clearly state which policy/paragraph/allocation/designation your representation relates to and include any comments in this box

If you are objecting, please state how you would like the Plan to be changed.

*

Assuming this refers to the site of the new housing in Chepstow. However I am not finding it easy to locate these policies as there are so many documents

Do you have any comments on the economic policies? (Policies S10, S11, E1, E2, RE1, RE2, RE3, RE4, RE5 & RE6)

34. Would you like to comment on this question *

☒ Yes

☐ No

35. Is your representation in support or objection? *

☒ Support

☐ Objection

36. Please clearly state which policy/paragraph/allocation/designation your representation relates to and include any comments in this box

Economic policy to generate more localised work is good. The town centre businesses need more support and new ventures which provide entertainment are needed as these are lacking. Many empty buildings. No free parking to support shops

Do you have any comments on the employment site allocations? (Policies EA1 & EA2)

37. Would you like to comment on this question *

☐ Yes

☒ No

Do you have any comments on the visitor economy policies? (Policies S12, T1 & T2)

38. Would you like to comment on this question *

☒ Yes

☐ No

39. Is your representation in support or objection? *

☒ Support

☐ Objection

40. Please clearly state which policy/paragraph/allocation/designation your representation relates to and include any comments in this box

Tourism should be encouraged but it's not used to full potential. There are few safe cycling routes - the GREENWAY to Tintern cannot be safely accessed from Chepstow by bike (so no good for families without a car).
There is limited riverside access and no long distance riverside walks in Chepstow.
Empty shops give the town a negative feel

Do you have any comments on the sustainable transport policies? (Policies S13, ST1, ST2, ST3, ST4, ST5 & ST6)

41. Would you like to comment on this question *

☒ Yes

☐ No

42. Is your representation in support or objection? *

- ☒ Support
- ☐ Objection

43. Please clearly state which policy/paragraph/allocation/designation your representation relates to and include any comments in this box

Please sort a train to Bristol

**Do you have any comments on the retail and commercial centres policies?
(Policies S14, RC1, RC2, RC3 & RC4)**

44. Would you like to comment on this question *

- ☐ Yes
- ☒ No

Do you have any comments on the community infrastructure and open space policies? (Policies S15, CI1, CI2, CI3 & CI4)

45. Would you like to comment on this question *

- ☐ Yes
- ☒ No

Do you have any comments on the mineral and waste policies? (Policies S16, S17, M1, M2, M3, W1, W2 & W3)

46. Would you like to comment on this question *

☐ Yes

☒ No

Do you have any other comments to make on the Deposit RLDP and/or supporting documents?

47. Would you like to comment on this question *

☐ Yes

☒ No

Part 3: Tests of Soundness

Please refer to the notes at the for further

guidance: <https://www.monmouthshire.gov.uk/app/uploads/2024/10/Guidance-Notes-RLDP-ENG.pdf>

48. Do you consider that the Plan is sound? *

☐ Yes

☒ No

49. If you do not consider the Plan to be sound, which soundness test(s) do you think it fails? *

☐ Fails legal and regulatory procedural requirements or is not in general conformity with Future Wales?

☐ Fails Test 1: Does the Plan fit (is it clear that the RLDP is consistent with other Plans)?

☒ Fails Test 2: Is the Plan appropriate (is the Plan appropriate for the area in light of the evidence)?

☐ Fails Test 3: Will the Plan deliver (is it likely to be effective)?

50. Please explain why the Plan is not sound or explain what changes need to be made to make the Plan sound (the Tests of Soundness are set out in the guidance notes at the end of the form): *

It does not address the local key issues of infrastructure

Part 4: Appearance at Examination Hearing Sessions

The Monmouthshire Replacement Local Development Plan (RLDP) will be examined by an independent Inspector appointed by the Welsh Government. It is the Inspector's job to consider whether the Plan meets procedural requirements and whether it is sound. At this stage, you can only make comments in writing (these are called written representations). However, everyone that wants to change the Plan can appear before and speak to the Inspector at a 'hearing session' during the public examination. But you should bear in mind that your written comments on this form will be given the same weight by the Inspector as those made verbally at a hearing session. Please also note that the Inspector will determine the most appropriate procedure for accommodating those that want to provide oral evidence.

Please indicate below if you would like to speak at the public examination.

51. If you have objected to or propose changes to the Plan, would you like to speak at a hearing session during the public examination of the RLDP?

☐ Yes

☒ No

Part 5: Welsh Language

52. We would like to know your views on the effects that the Deposit Plan would have in the Welsh language, specifically on opportunities for people to use Welsh and on treating the Welsh language no less favourably than English. What effects do you think there would be? How could positive effects be increased, or negative effects be mitigated?

53. Please also explain how you believe the Deposit Plan could be improved so as to have positive effects or increased effects on opportunities for people to use the Welsh language and on treating the Welsh language no less favourably than the English language?



3446

Gary Davies

[REDACTED]

From: [REDACTED]
Sent: 09 December 2024 13:11
To: MCC - PlanningPolicy
Cc: [REDACTED]
Subject: The Deposit Plan consultation - the advantages of CS0274

As David Cummings has not been allowed a meeting to put forward the advantages of the above site and as a consequence my views have not been given the representation they deserve. Therefore I wish to take this opportunity to emphasise the advantages of this site as follows:

- the employment land for this site is 2 hectares providing job opportunities for the future and providing a new local community with a low commute to work, mitigating the need for motor transport
- the national cycle route 423 passes this site and active travel routes have been planned, the advent of this new infrastructure further enhances the site's suitability
- the farming land is low grade and will not be as great a loss to our food security whereas the other site is richly bio diverse and with careful soil management provides organic grasslands
- the site does not have Core Substance Zone for bats therefore not affecting old and established bat feeding grounds
- the site is not close to infringing the Landscape Setting of the AONB
- the site does not interfere with the Setting of a Scheduled Monument, also it does not have any ancient lineage or Priory heritage lands
- the site has a lower traffic risk of congestion to critical trunk roads
- the site has a lower risk of flooding, climate change will impact us all, but even after work conducted by Welsh Water this still could not prevent flooding at the Dixon Road site
- the site has a lower sensitivity to the LANDMAP landscape, the countryside around the Dixon Road site has a beautiful pastoral setting when viewed from the surrounding hills

I trust these advantages for Wonastow Road (CS0274) will be given the urgent representation they deserve.

[REDACTED]

Sent from my iPad

3447

Julie Stollery

Archived: 14 February 2025 11:40:11
From: [MCC - Planning](#)
Sent: Mon, 9 Dec 2024 13:52:45
To: [MCC - Planning](#) [MCC - PlanningPolicy](#)
Subject: FW: New housing Chepstow
Importance: Normal
Sensitivity: None

From: [REDACTED]
Sent: 09 December 2024 13:48
To: MCC - Planning <Planning@monmouthshire.gov.uk>
Subject: FW: New housing Chepstow

Dear Planning team,

I hope this finds you well.

Grateful if you could include the following email as a submission to the RLDP public consultation as [REDACTED] has found the form too complicated to complete. Thank you.

Kind regards,

Christopher

County Councillor Christopher Edwards
Member for St Kingsmark, Chepstow
Monmouthshire County Council

Telephone: 07712 376398
Email: christopheredwards@monmouthshire.gov.uk
Twitter: [@Chris4Chepstow](https://twitter.com/Chris4Chepstow)
Facebook: fb.com/CllrChristopherEdwards
Website: www.monmouthshire.gov.uk
Address: County Hall, Rhadyr, Usk, Monmouthshire, NP15 1GA.

ST KINGSMARK RESIDENTS...

**Sign up to my regular E-NEWSLETTER
for St Kingsmark and Chepstow updates**

-----Original Message-----

From: [REDACTED]
Sent: 08 December 2024 15:30
To: Edwards, Christopher <ChristopherEdwards@monmouthshire.gov.uk>
Subject: New housing Chepstow

Good afternoon,

Further to my earlier email.

[REDACTED]

I object to new housing and traveller sites in Chepstow until roads and infrastructure is substantially improved. Tried to register my opinion on MCC website but I found it too complicated.

Kind Regards

[REDACTED]

3448

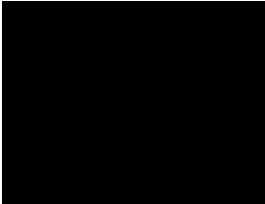
Glynis MacDonald

Letter of Objection

planningpolicy@monmouthshire.gov.uk

Subject: RLDP Deposit Plan Consultation CSO2032

Proposed Site for 26 houses on land adjacent to Redd Landes Shirenewton



Monday 9th December 2024



- The proposed plans are outside the village boundary.
- The road infrastructure through the village centre is too narrow to accommodate the resulting extra cars and vehicles from the 26x 3 bedroomed houses.
- Shirenewton, being an old rural village has few pavements. The increase in traffic will compromise pedestrians, horse riders, etc
- The proposed site is right opposite the Recreation ground where there is a children's playground, a nursery school, a playgroup and large playing fields for youth football. The increase in the traffic will be a danger to the children and parents who walk on the road where there are no pavements.
- Shirenewton is surrounded by agricultural land which is serviced by very large farming vehicles which use the lane immediately opposite the proposed site.
- On a wider note, there is not enough capacity in the local doctors' surgeries. Or dental surgeries.
- There will not be enough spaces in the local school to accommodate the extra children.
- You will be building on valuable agricultural land. We need to be mindful of being able to produce our own food and not being so reliant on foreign food imports.
- Given the recent storms – the water and power supplies are already compromised.

Might it not be a more sensible approach for Planning to address the infrastructure issues of a proposed site first?

Do you ask the questions: Are there enough roads, pavements, dental surgeries, doctors surgeries, school spaces, transport links, work capacity and opportunities etc to accommodate this housing estate?

With regards



3449

Ashley Reid

Archived: 14 February 2025 11:45:35

From: [REDACTED]

Sent: Mon, 9 Dec 2024 16:57:16

To: [MCC - PlanningPolicy](#)

Subject: ARLDP Consultation Response Site HA4

Importance: Normal

Sensitivity: None

Dear Sir/Madam,

Re: Objection to Proposed Development of 270 Houses on Dixon Road, Monmouth

I am writing to formally object to the proposed development of 270 houses on Dixon Road, Monmouth. While I understand the need for housing, I believe this project poses significant environmental, logistical, and ecological challenges that will have long-term detrimental effects on our community.

1. Water Quality

The proposed site risks affecting local water systems, potentially compromising the water quality of the River Monnow and Wye, both critical resources for Monmouth. Increased run-off from such a large development could introduce pollutants, putting local ecosystems and residents at risk.

2. Traffic Congestion

Dixon Road is already a heavily congested area, particularly during peak hours. Adding a substantial number of new homes will drastically increase vehicle use, worsening traffic delays and creating safety concerns for pedestrians, cyclists, and drivers. The surrounding infrastructure is not equipped to handle this increased pressure.

3. Air Pollution

Increased traffic will lead to a rise in air pollution levels, directly impacting the health and well-being of Monmouth's residents. The town already faces challenges with maintaining air quality, and this development will exacerbate the problem, particularly for vulnerable groups such as children and the elderly.

4. Monmouth's Rare Bat Populations

Monmouth is home to rare bat species, including those protected under UK and European legislation. The proposed development site is close to key habitats, and construction, light pollution, and increased human activity will irreparably disrupt these populations, threatening their survival.

In light of these concerns, I urge the Council to reconsider this development and explore more sustainable options that prioritise Monmouth's environmental integrity, infrastructure capabilities, and the well-being of its residents and wildlife.

Thank you for considering this objection. I hope these critical concerns will be given due weight in your decision-making process.

[REDACTED]

[REDACTED]

3450

Victoria Thornhill

From: [REDACTED]

Sent: Tue, 10 Dec 2024 10:37:11

To: [MCC - PlanningPolicy](#)

Subject: Objection to the planned development at Caldicot/portskewett & Chepstow roundabout
Mounon Fields

Importance: Normal

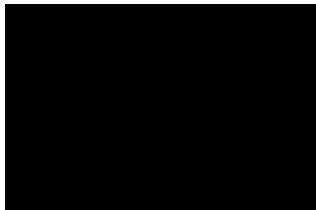
Sensitivity: None

Archived: 14 February 2025 11:48:36

Good Day!

I am a resident of Portskewett & Sudbrook, and I would like to state my objections to the planned development of both 770 house East Caldicot and North Portskewett and also the planned development of 146 house just off of the Chepstow roundabout; my reasons for this objection outlined as follows.

1. Road infrastructure both sites will cause more traffic build up on already busy roads that struggle to accommodate the daily amount of traffic usage already.
2. School and medical Infrastructure, these sites will have a detrimental effect on already busy schools and Medical facilities that are struggling to accommodate current resident needs.
3. Destruction of natural beauty and vital farmland, this will cause the destruction of natural beauty causing wildlife to suffer; also it will affect vital farm grazing land.
4. Flooding both these sites are susceptible to harsh flooding in times of bad weather, I have on numerous occasions seen both sites looking like lakes rather than suitable development land.



3451

Kha Koon Cornwell

Archived: 14 February 2025 11:50:32

From: [REDACTED]

Mail received time: Tue, 10 Dec 2024 10:40:48

Sent: Tue, 10 Dec 2024 10:40:44

To: [MCC - PlanningPolicy](#)

Subject: RDLP Deposit Plan Consultation CSO2023 Redd Landes Shirenewton

Importance: Normal

Sensitivity: None

Application number CSO232

To whom it may concern,

Please be advise that I object to the proposed development of 26 houses above Redlandes in Shirenewton.

As a resident of the village, I believe the proposal poses several risks to the character, infrastructure, and environment of our community. Specifically:

1. **Conservation Area Concerns.** Shirenewton is a designated conservation area, and developments here must preserve or enhance the village's historic and rural character. A large-scale housing development of this kind would fundamentally alter the character of the village, introducing a suburban feel that is entirely out of keeping with its surroundings.
2. **Pressure on Local Infrastructure.** The village does not have the infrastructure to support a significant population increase:
 - a. **Roads:** The local road network is narrow and unsuitable for increased traffic volumes, posing safety risks and potentially causing congestion.
 - b. **Schools:** Local schools are already at capacity and unable to accommodate additional children without significant investment.
 - c. **Utilities:** The strain on water, electricity, and sewage systems could lead to service disruptions for existing residents.
3. **Environmental and Landscape Impact.** The site above Redlandes is a greenfield location that contributes to the rural beauty and biodiversity of the area. Developing here would:
 - a. Disrupt local wildlife habitats and corridors, potentially affecting protected species.
 - b. Impact the village's scenic views and natural tranquillity, both key elements of its charm.
 - c. Increase the risk of flooding from surface water runoff, particularly if natural drainage is replaced with impermeable materials.
4. **Village Character and Community.** Shirenewton is cherished for its small, close-knit community and peaceful rural setting. A development of 26 houses is disproportionate and risks damaging the village's unique character. It could also strain community cohesion, particularly if the housing is not well-integrated.
5. **Planning Policy Compliance.** The proposed development may conflict with policies in the Monmouthshire Local Development Plan (LDP), which emphasises the importance of protecting conservation areas and ensuring developments are sympathetic to their surroundings.

Please confirm my objection has been registered.

Yours sincerely

[REDACTED]

3452

Richard Singleton

Archived: 14 February 2025 11:52:48

From: [REDACTED]

Mail received time: Tue, 10 Dec 2024 11:33:27

Sent: Tue, 10 Dec 2024 11:33:06

To: [MCC - PlanningPolicy](#)

Importance: Normal

Sensitivity: None

I am writing to strongly object to the Replacement Local Development Plan proposal CS0232 for the construction of 26 houses adjacent to Redd Landes Shirenewton for the following listed reasons:-

Shirenewton is a small historic village set within a designated conservation area & should be maintained as such without any further erosion of its historic appeal which would occur with ANY further development.

This country has already lost far too much valuable farming land at a time when the country cannot feed itself without significant imports & stability is far from certain. This would be a very large estate, compared to the size of the village, & would have a severe negative impact on the infrastructure & environment for current residents in terms of amongst other things, vehicle congestion and peaceful enjoyment by current residents.

The track opposite the proposed development is used by heavy farming equipment, such as large tractors & articulated lorries. Which poses a significant risk to safety.

The road to Earlswood, passing the proposed development, is national speed limit & therefore has vehicles travelling at very high speeds before they hit the village boundary - a serious danger to pedestrians.

The village school is already over-subscribed.

The bus service is severely limited, with busses running only every 3 hours or so.

There is no shop or medical facilities, so residents would require a private vehicle.

The proposed site is very susceptible to regular flooding.

I therefore strongly urge the council that this proposal is wholly rejected and relocated to an area with more amenities and infrastructure for this type & quantity of housing.

[REDACTED]

3453

Susan Smith

From: [REDACTED]
Mail received time: Tue, 10 Dec 2024 12:39:32
Sent: Tue, 10 Dec 2024 12:39:14
To: [MCC - PlanningPolicy](#)
Subject: Proposal CS0270 to build 270 houses on Dixon Road site, Monmouth
Importance: Normal
Sensitivity: None
Archived: 14 February 2025 11:55:12

Dear Sir, Madam,

I am writing to object to the above proposal. My objections are outlined below:

***Ecology and the Environment.**

A colony of Greater Horseshoe Bats is situated at Newton Court, one of only 3 in Monmouthshire. The new houses would be within the sustenance zone for the endangered species. These bats rely on the grazing land and hedge rows for their survival. Also increased lighting would disrupt their commuting trails. I understand that Monmouthshire County Council has a legal requirement to maintain and enhance biodiversity.

***Use of Agricultural Land**

Welsh Planning Law states that Agricultural Land of Grades 1, 2 and 3a should be conserved as a finite resource and if there is a choice between development sites then development should be focused on land of the lower grade. Land at the Dixon Road site is mostly Grade 2 (the highest grade in the Monmouth area) whereas the land at the Wonastow Road site (CS 0274) is mainly 3a

***Water Quality**

Welsh Water has been served with 2 warnings recently from the Drinking Water Inspectorate including risk of Cryptosporidium. Necessary upgrades to water treatment will not be complete until 2030. There is also a risk of flooding and for run off water from the site discharging pollutants into the River Wye.

***Traffic Management and Air Quality**

If the last year has taught the inhabitants of Monmouth anything, it is the fragility of the road infrastructure in Monmouth. The proposed site on Dixon Road is just 100m from the Dixon roundabout, a notorious traffic hotspot. The projected increase of 405 cars would delay journey times around the town and add approximately 476 tonnes of CO2. The new residents would have to use their cars as the site is 2km from the nearest amenities including a cycle path. A busy Dixon Road is very dangerous for cyclists.

***Wye Valley Natural Landscape Sensitivity**

I understand that there is a responsibility on Monmouthshire Council to protect the Setting or Buffer Zone of the Wye Valley Natural Landscape (AONB). This development would fall within the Setting.

The new development would also be visible from Dixon Mound, a Norman Earthwork. CADW states that planning authorities must consult CADW if the development is visible from said monument and is within 0.5km of the perimeter.

***Conclusion**

I absolutely understand the need for affordable housing and for better job opportunities. However, in view of the above, I would strongly urge the council to reconsider siting the new development on the Wonastow Road site (CS0274). It is within walking distance of major employers, e.g. Siltbusters, Mandarin Stone, Triwall. It is closer to retail infrastructure and to a National Cycle Trail and Active Travel Route and is less environmentally and aesthetically sensitive.

I thank you for your time and appreciate your consideration.

Yours faithfully,
[REDACTED]



3455

Colin Stephenson

From: [REDACTED]

Sent: Tue, 10 Dec 2024 14:51:54

To: [MCC - PlanningPolicy](#)

Subject: RLDP Deposit Plan Consultation CS02032 Redd Landes Shirenewton

Importance: Normal

Sensitivity: None

Archived: 14 February 2025 11:57:24

I am writing to strongly object to the proposed CS02032 development plan for the construction of 26 houses next to Redd Landes in the village of Shirenewton.

The village is set in a designated conservation area and consists of mainly stone built properties including a medieval church.

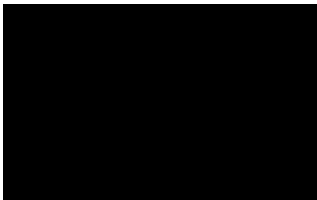
There is already a significant volume of traffic running through the village particularly at peak times of the day including the pickup and drop off of school children at the village school.

The lack of amenities in the village results in the need for current residents to constantly use their vehicles to reach amenities in surrounding towns and villages.

The proposed addition of circa 75 vehicles would put significant additional strain on limited road infrastructure through the centre of the village.

The track opposite the proposed development is in constant use by heavy farming machinery and would pose a safety risk to the incumbents of the development.

I would strongly urge the council to reject this proposal and relocate to an area that offers local amenities such as shops, GP surgery etc etc were this volume of new homes would be better served.



3456

Amanda Harwood

Archived: 14 February 2025 11:59:58

From: [REDACTED]

Mail received time: Tue, 10 Dec 2024 14:53:18

Sent: Tue, 10 Dec 2024 14:53:01

To: [MCC - PlanningPolicy](#)

Subject: Local Development Plan 2018 - 2033

Importance: Normal

Sensitivity: None

Good afternoon

I want to register my objection to the proposed plans for development in and around Monmouth.

Infrastructure, including roads, proper drainage, doctors surgeries, dentists, schools, useful shops and a public transport service, need to be in place, before further expansion of new housing should be considered. There need to be more local jobs.

Seriously consider climate change and the effects of the recent storms on our limited and stretched infrastructure.

Surely lessons should have been learned from the newer estates, that have already been built on the flood plains in Monmouth. The repeated misery of the flooding to homes, roads, shops is likely to increase over the years, as climate change takes hold. Building on the flood plains effects residents outside Monmouth, living in the surrounding hamlets and villages. It was impossible to get to Monmouth and through it, or anywhere else, due to flooding during Storm Bert. These proposed developments are on the flood plains, so problems can only get worse!

Please consider repurposing and reusing old buildings in Monmouthshire, before you join Monmouth to Abergavenny and Ross on Wye.

Don't build, before you improve and supply extra services to the town and its residents, so that we can all live together in relative peace and harmony.

Thank you

I look forward to hearing a 'positive' decision in the near future.

[REDACTED]

3457

David Cornwell

Application number CSO232

To whom it may concern,

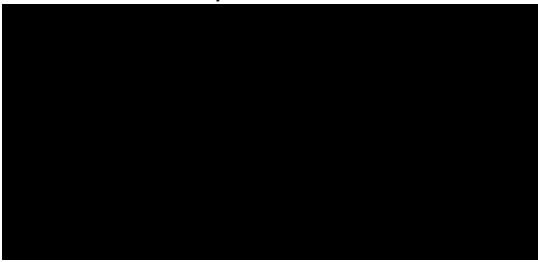
Please be advised that I object to the proposed development of 26 houses above Redlandes in Shirenewton.

As a resident of the village, I believe the proposal poses several risks to the character, infrastructure, and environment of our community. Specifically:

1. **Conservation Area Concerns.** Shirenewton is a designated conservation area, and developments here must preserve or enhance the village's historic and rural character. A large-scale housing development of this kind would fundamentally alter the character of the village, introducing a suburban feel that is entirely out of keeping with its surroundings.
2. **Pressure on Local Infrastructure.** The village does not have the infrastructure to support a significant population increase:
 - a. **Roads:** The local road network is narrow and unsuitable for increased traffic volumes, posing safety risks and potentially causing congestion.
 - b. **Schools:** Local schools are already at capacity and unable to accommodate additional children without significant investment.
 - c. **Utilities:** The strain on water, electricity, and sewage systems could lead to service disruptions for existing residents.
3. **Environmental and Landscape Impact.** The site above Redlandes is a greenfield location that contributes to the rural beauty and biodiversity of the area. Developing here would:
 - a. Disrupt local wildlife habitats and corridors, potentially affecting protected species.
 - b. Impact the village's scenic views and natural tranquillity, both key elements of its charm.
 - c. Increase the risk of flooding from surface water runoff, particularly if natural drainage is replaced with impermeable materials.
4. **Village Character and Community.** Shirenewton is cherished for its small, close-knit community and peaceful rural setting. A development of 26 houses is disproportionate and risks damaging the village's unique character. It could also strain community cohesion, particularly if the housing is not well-integrated.
5. **Planning Policy Compliance.** The proposed development may conflict with policies in the Monmouthshire Local Development Plan (LDP), which emphasises the importance of protecting conservation areas and ensuring developments are sympathetic to their surroundings.

Please confirm my objection has been registered.

Yours sincerely



3458

Brendan Gormley

Date: 10th December 2024

Planning Policy
Monmouth County Council
County Hall,
The Rhadyr
Usk
Monmouthshire,
NP15 1GA

Dear Sirs,

RLDP Deposit Plan Consultation – Land East of Burrium Gate Monmouth Road Usk. (Burrium Gate 2)

I do not object to a residential development in principle, provided that the two following major issues are carefully considered and resolved as a condition of planning permission being granted.

1 – Existing Foul Drainage system in Monmouth Road

The existing Foul drainage system is not able to cope with the current level of surface water infiltration in periods of wet weather.

The DCWW planning Team has stated “there are no issues with Foul Flows for this site provided development takes place after March 2025”.

This statement is obviously based on a theoretical assessment (total l/s foul flow rate for x number of houses into a foul drain of x diameter). It isn't based on actual or live data.

If only the DCWW planning department would speak to their own DCWW Network department who are fully aware of the actual situation!

The statement doesn't take into consideration the fact that the Foul drainage system is effectively a “combined system”, as the Foul sewer is completely full of rain or ground water.

The DCWW planning team statement can only apply if either 1,2 or 3 are the case

1. DCWW Planning Team are unaware of or are purposefully ignoring the actual situation. On paper, the existing Foul system including the pumping station and Foul rising main may have the capacity for the total Foul outfall from Burrium Gate 1 and 2. However, the existing Foul network is clearly unable to cope with the combined Foul & Rain (Surface) water in periods of heavy rain.
2. DCWW discover and disconnect the illegal Rainwater or ground water connections into the foul drainage network in Burrium Gate 1.
3. DCWW upgrade the Foul Drainage sewer in Monmouth Road, the Pumping station and possibly the rising main upstream of the pumping station to cope with the actual flow rate. Is this going to happen before March 2025? If not, what is the significance of this date in their statement?

The Foul drainage pipework from Burrium Gate1 falling into the foul drainage sewer in Monmouth Road is clearly “combined”. In periods of heavy rain, the foul drainage from Burrium Gate 1 runs full bore with rainwater.

During periods of heavy rain, the Foul Sewer in Monmouth discharges full bore to the Pumping station opposite Woodbine Cottages. The Foul drainage pumps in the pumping station regularly cut out, as they are unable to cope with the volume of what is essentially rainwater. When the pumps are overwhelmed, the Foul sewer along Monmouth Road backs up and prevents any Foul out-fall from all properties connected to this system.

Connecting another 40 houses to this inadequate system is both ludicrous and unacceptable. Welsh Water have promised for years (via surveys in the foul drainage of the Burrium Gate 1 development) to find and disconnect the illegal rainwater connections to the Foul system running from Burrium Gate 1 into the foul sewer in Monmouth Road.

We are relying on Monmouthshire planning department to ensure that any development is only permitted if this situation is rectified prior to connecting more foul drainage to this inadequate system.

2 – Dangerous Traffic Speeding on Monmouth Road at Burrium Gate

The speed limit along Monmouth Road at this site location is 20mph.

The traffic police data and highways data will confirm that the constant average traffic speeds here are dangerously high.

Some form of traffic calming or Speed camera is required to reduce traffic speed and to provide safe access and egress onto Monmouth Road, from this proposed site

Sustainable Travel and Highways

“Provision of good quality, safe, legible and accessible pedestrian and cycle linkages”.

“Implementation of a traffic regulation order to extend the speed limit on Monmouth Road”.

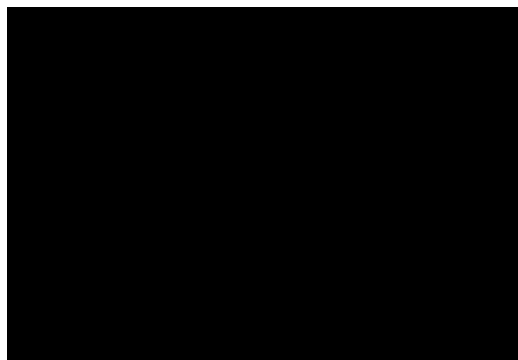
In order to satisfy the above, the Proposed development must include measures to restrict the daily excessive vehicular speed along Monmouth Road. The 30mph and recent 20mph restriction signs have made no difference to the constant excessive speeding in this location.

Recent crashes opposite Burrium Gate 1 thankfully didn't involve fatality or serious injury, but something must be done to avoid this happening in the future.

“Financial contributions to improve public transport services and nearby infrastructure”.

Could the financial contributions be used here at this location rather than elsewhere? The introduction of traffic calming at the junction of this new development with Monmouth Road, would ensure these targets and achieve the desired 20-30mph speed restriction.

Yours faithfully



3459

David Gill

Archived: 14 February 2025 12:02:02

From: [REDACTED]

Mail received time: Tue, 10 Dec 2024 19:09:44

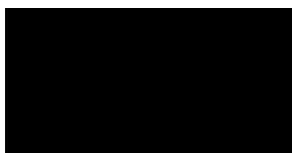
Sent: Tue, 10 Dec 2024 19:09:22

To: [MCC - PlanningPolicy](#)

Subject: RLDP Consultation - Tax and Ratepayers Comments.

Importance: Normal

Sensitivity: None



I would like my comments added to the public record and count as an objection to the RLDP for the Caldicot area plans based in slide 17 of the RLDP presentation but also in a lesser degree to the Magor and surrounding areas plan.

1. As a planning professional I would expect that the strategic goals and directions to be backed by evidence I see that the high average house prices section is based not on a cross section of properties across the sphere of influence, but a more indicative cost is around the £300k mark for this area. This initial assumption not only erodes confidence in the Maths used to justify this expenditure of our taxes but also indicates a sense of perceived value to the properties being proposed.
2. The need to tackle climate change... Can you site your scientific evidence on this please. Throughout the history of this planet the climate has changed, are you proposing to stop this by building new houses with central heating and car charging points? This so-called justification brings the whole Plan into disrepute and should be scrapped until the plan can be based on sound verified science –

[REDACTED]

(2)

The plans growth strategy should more clearly outline specific problems it will address, these problems should not be anecdotal, or populist rather based on the wishes, needs, and requirements of the residents. Not only will the plan reflect the requirements needed to solve issues, but there will also be measures of success and public consultation when these measures are assessed. The money involved in this plan is not the councils, it is the money paid in taxes by the present citizens of the county/borough and as such granting wishes and dreams to people outside the area is not within your remit.

The scale of the development in this area is not consummate with the locale, or of the people who live here. People moved to Caldicot/ Magor/Portskewitt to maintain a more rural approach to their lives, where local community and kinship still remains. At no point have I had any challenge of living in rural isolation other than things the Council control – 20MPH speed limits, closing businesses, removing police/ambulance cover, and poor internet/ phone coverage. This is now amplified with the removal of BT landlines and in the event of a power outage or major telecoms event – the existing infrastructure being poor- meaning that no one in the area would be able to report crime, power outages or fires.

Growth of buildings of homes is only allowing people to move away from city centres where UK standards of behaviour are no longer the norm. A more organic approach would be to provide jobs and support to new businesses rather than allowing foreign hedge funds to own business properties in the county to stay empty

with reduced business rates. If full rates were payable after 2 months they would be forced to drop rates (or bring in more revenue) allowing new businesses breathing space to develop and grow – sharing the wealth through the community. The money spent on Caldicot road works, then dug up and done again is a demonstration of poor planning and fiscal irresponsibility with taxpayers' money. That money could have subsidised a small manufacturer for its set up allowing it to grow and provide more jobs in the future. Can I bring your attention to the successful job creation initiatives in Swansea, also the innovative approaches that the DVLA used when their project planning wasn't meeting its own success criteria? The ability to critically view a project or plan is not only a way of protecting the budget but also delivering a product or service that dynamically adapts to the changing needs of the stakeholders.

As a personal aside – [REDACTED] who are involved in closing off roads and diverting traffic over the last 3 years in Caldicot area- anywhere near a project you want delivered at the correct cost, quality or in time.

Specific Objections to the planned outcomes.

1. The land around the development area is a fantastic breeding and hunting ground for birds of prey which are now starting to have an impact on the feral pigeons in the area. These birds need a range of environments to fly and hunt in – with many of the smaller predators requiring quiet undisturbed countryside to make an effective hunting strategy. The increased build-up of properties with removal of open hunting space, habitat and high roosting will harm the hard-won environmental improvements and increase the use of unnatural chemicals to reduce the feral pigeon problem.
2. The “spine” that is Crick road is a key infrastructure route that provides key access routes for the few businesses and industrial premises in the town. The road is already congested due to the reduced speed limits imposed against the will of Caldicot citizens at the last consultation. This road and especially the roundabout at the castle forms a choke point that is the only realistic way into Caldicot for an ambulance from the (or to) the Grange Hospital. **A key measure of success for this project should be how the response times from/to the Grange are impacted at the 1/3/5/10year points.**
3. This choke point and the resulting back wash will also affect other key routes into the area – discouraging businesses looking for good transfer routes. The present delays moving from the Crick road up to Chepstow are presently unacceptable and your plans do nothing to tackle this.
4. Infrastructure and public services. Presently it is extremely difficult to get a doctor's appointment and some of us have been without dental care (even though we have private insurance) If the medical services were on the same ration as nail salons, charity shops and fast-food outlets I wouldn't be complaining....
5. Schools – presently the roads leading to Caldicot schools are causing mayhem during opening and finishing times with [REDACTED], buses and parents vying for road and parking spaces that are frankly not suitable for the number of children attending. Your plan is to significantly increase this number with no cohesive solution to the issue.
6. Law and order- several times in the last few years people from outside the area have caused overtly criminal behaviour, damaging, and robbing local businesses and vandalising the existing amenities. Emergency services have taken so long to attend that the service they effected was in reality of no use to the victims. An increase of 600 homes, average 3 people to a home is going to create further issues in response times (Another key measure of success) not only with access but also with the resources to reflect the affordable housing and young people the plan intends to bring into the area. Also, with the area being planned to be outside of the normal walking range in the rain -people are going to increase either illegal electric vehicle usage or bring more cars through the choke point. Q1. [REDACTED] the last 3 years in Caldicot please? [REDACTED] and I want to gauge your plan in terms of effective policing.
7. Your plan states its environmental credentials like a badge of honour and justification for building on our green spaces. Can I ask if you will be building cycle/pedestrian routes along the Crick road and out of Caldicot to Magor? These are key arterial routes and are not only key to the livelihoods of the residents but provide essential links to reduce “ I quote “ the challenges of rural isolation and maintaining rural communities. These interconnections not only encourage cycle use but cut down on accidents from pedestrians and cyclists making the use of these roads during the dark hours.

8. Road management and maintenance. In an ideal world we would all work close to home and be able travel small distances to work. The lack of business foresight and job opportunities in the area have made this impossible for most of the residents. New property owners at the Crick development are going to be paying £400k for their properties and as such will have to work outside the area. How does this meet your social values criteria? The increased carbon emissions from people travelling to Bristol (et all) is hardly reflective of an intelligent and effective green strategy – and as such seems to be a cover for grabbing a large amount of money from developers, and future rate charges without any real executable plan to make this sustainable or at the very least without negatively impacting the existing residents and taxpayers.
9. Are the services infrastructure to the new developments compatible with the surrounding infrastructure – a cable/pipe/link is only as strong as its weakest link, and although RLDP mentions providing modern scalable services it fails to mention that these high demand services will be re directing existing services (Power/Water/Connectivity) from the existing populace – (Another measure of success would be a pre-build measurement of water pressures, transformer amperage/demand and connectivity speeds at the 1/3/5/ year stages.)
10. Water drainage and run off. The RLDP seems very light on the impact of 700 new homes on the water table of the levels and of the already flooding land around Crick road. As a resident who has never been flooded – I would consider Monmouthshire to be negligent if it did not publish a 20-year flood impact statement for every property within 3 miles of the new development – but also if flooding starts to occur during or after the building phase a prima facia case against the authority for negligence- possibly as a group action would be strongly supported and sought.
11. Your infrastructure policy seems very uncreative. There are no mentions of using modular or medium-term affordable housing solutions – [REDACTED] [REDACTED]? Smaller scale dwellings have a smaller environmental impact and form a fantastic start for single or a young couple to get on the ladder. It is almost impossible for young people to afford any accommodation in Caldicot and your policy about the ageing population is further contradicted by not providing accommodation for young adults a modular complex aimed at their unique needs would not only keep the demand for emergency service down but would also build community spirit and allow low salary workers to take up local jobs within a socially valued landscape.
12. Visitor economy policy is totally reliant on the infrastructure for at least another 1000 regular car users (a minimum assessment – details can be provided) . To effectively move an extra 900 cars every working day without further delays, all speed limits would have to be reset to their pre 2023 levels with some choke points also requiring further development and expenditure. I personally know of 3 people who don't come to Caldicot because of the traffic situation and spend their money in more expensive local shops (fresh produce) or buy online. They used to call in for a coffee or we would meet in the town centre – but the rural isolation comes from changes to the road management rules but won't be helped by another 900 cars a day. Just in passing – the food lorries to supply food for 1000 people extra a day will also be significant .
13. Are there any shops, businesses or recreational services being provided for all the young people being attracted to the area? Is there going to be a supporting recreational plan for playing spaces, sports and recreational requirements for the new residents or are they going to be like the rest of us – fighting for facilities..
14. What is the waste management policy for the new development. Are the vehicles going to be on the Crick arterial route during peak/school hours- the transport links into Caldicot are definitely looking like a single point of failure -especially in the lack of a local train station connectivity to local communities.

BLUF – I don't support any of the key development areas of the plan for Caldicot and the surrounding area, although I am gladdened to see that commercial areas and water management has at least been mentioned.

What I would improve.

- Connectivity by foot and cycle paths between Caldicot Crick Road and Caldicot- Magor would improve emissions, young people's ability to cycle to work, recreational and community interconnectivity. It would improve traffic through put, reduce the level of electric vehicle illegality, and reduce accidents.

- Remove business rates relief on empty businesses after 2 months. This would encourage lower rents and allow new business start ups to come to the area, removing empty premises, providing local jobs, and reducing interconnecting commuting.
- Build a gateway medical centre as part of the development. A combined doctor's surgery, chemist and dentists – the shared building costs would increase effectiveness and also start a centre of excellence that people would want to be close to or a part of. This would also help with some of the short fall of services already experienced in the locale but could also act as a contingency resource for existing providers in times of emergency.
- Allow a medium-term development of either a residential caravan park or modular young peoples short term homes. [REDACTED] but rather a council-controlled park where short-term need accommodation could be provided .
- A cohesive policy of providing new business support with a direct proportionate build ration of homes to businesses. The development plan would be reliant on businesses and homes being available in small numbers at organic intervals minimising the impact to infrastructure and residents.
- Tell the truth. We should all make less waste, reduce plastic and try to use greener transport methods. We should be less wasteful, recycle and reuse more but we in the UK are not going to change the climate by the things we do – it is a scientific impossibility for us to change the climate by normal living activities. The real truth is this development is required to fill the funding gap the Authority faces over the next 5-10 years. Tell the truth – people understand that we are in financial need – they don't believe the climate lies any more. The only thing that we can change is what is being pumped out by aeroplanes above our heads.
- When you have a strategic goal – I appreciate that not everyone in the public domain gets the bigger picture- but if you put it in real terms (you are dealing with real people after all) what the problem you are trying to fix is (and evidence it) and how much you are going to improve it (or stop it getting worse) and then make it a reportable metric. We as an employer don't expect you the Authority to get it right all the time, however you need to be accountable as an organisation with improving success factors giving greater confidence in your ability to deliver and faith that you are acting in the community's best interests. Admit when you are wrong and let us know what you have put in place to prevent it happening again.
- I would publish a sustainability score for the recycling – not just at collection point but also the number of times collected recycling goes into landfill (ie when prices drop below the level of economic viability) You could then balance that with a crime response metric and a “ good place to live “ metric. This level of reporting and accountability would not only encourage improvement in planning decisions and interactivity with the residents, but it would drive community spirit and improvements/innovation.
- Look at the Swansea/DVLA LFE. They had to make innovative decisions to drive a new focus on business attractivity – which combined using local services, attracting business investment and providing lifestyle homing that made skilled professionals want to move there. Reach out to them and get an idea of the troubles, thought processes and solutions they came up with – Inspiring to say the least.
- Remember that inclusivity requires balance. Old people are not just a drain on resources, they provide business opportunities to carry out tasks, they pay taxes and provide available spend to local businesses rather than corporate or National giants. Loads of any one type of person (other than taxpayers) provide their own individual problems whether its cultural, sociological or ideological – but balance can deliver that “ nice to live there” feeling and that balance drives up social responsibility and of course standards of living. [REDACTED]

- We have a lot of local talent and artisans – local workers who want to make the area better – they cost a lot less than professional artists and they want to do a job that they can look at in future years and say – I did that! Utilise that spirit but do it with a local mindset when managing our community.
- But most of all remember you as an organisation are accountable to the taxpayers. You are not a management company dealing with problem people – this is a development plan to make our little bit of the world better for the residents now and in the future. Keep sustainability and costs in mind – but give people the choice to vote for the expenditure subjects – give them what they want rather than what you want to do. You will get a lot more Kudos and recognition in the long run and the world where no one makes mistakes here, so you must believe us has long gone.

Summary

The plan for Caldicot is generally not mature enough to be effective without worsening the living experience for people who live in Portskewitt, Caldicot and the surrounding areas. My comments above direct you to specific areas, however the plan overall has the feel of “this is what we always do – it’s a bit hit and miss but we will roll out the climate change card to cover up spiralling costs and mis- management”.

You need to be more honest and accountable with your plan, give people costed options to vote on and then deliver them within the budget you can afford – if you have phase it in to meet the funding lines – let people know- they will respect you for it.

[REDACTED]. Break the mould – do a good long-term plan and assign the money to activities and projects that actually make a difference to the residents and long-term future of the area.

My comments are made in good faith and honesty, I have knowledge of government procurement and unsuccessful projects.

I hope you can realise that this isn't some NIMBY response but a sensible response to the lack of planning maturity based on the RLDP presented.

[REDACTED]

3460

Curtis Voaden

Archived: 08 March 2025 09:08:36

From: [REDACTED]

Mail received time: Tue, 10 Dec 2024 20:16:10

Sent: Tue, 10 Dec 2024 20:15:50

To: [MCC - PlanningPolicy](#)

Subject: Objection to planning proposal Portskewett

Importance: Normal

Sensitivity: None

Dear MCC,

I am writing to express my formal objection to the proposed development of 770 homes on green belt land and flood plains at Portskewett. This development raises several concerns regarding environmental preservation, infrastructure inadequacy, and sustainability, which I outline below.

1. Impact on Green Belt Land and Natural Beauty

Green belt land serves a vital purpose in preventing urban sprawl, protecting natural landscapes, and supporting biodiversity. The proposed development threatens to undermine these principles by destroying an area of natural beauty that contributes significantly to the local environment and community character. Such destruction would have irreversible consequences for local wildlife and the area's ecological balance.

2. Flood Risk Concerns

The proposed site includes flood plains, which play an essential role in managing and mitigating flood risks. Building on this land not only disrupts its natural flood management capabilities but also increases the likelihood of flooding for both the new development and surrounding areas. This poses a long-term risk to property, public safety, and insurance liabilities.

3. Lack of Supporting Infrastructure

The local area is not equipped to support the scale of the proposed development. A development of this size will place immense strain on already stretched public

services, including:

- **Healthcare:** There is insufficient provision for new residents in terms of local doctors' surgeries and pharmacies. Waiting times are already long, and additional demand will exacerbate this problem.
- **Education:** The local schools are already at or near capacity, with no clear plans to accommodate the influx of students this development would bring.
- **Traffic and Transportation:** The existing road network is inadequate to manage the additional traffic, leading to congestion, increased pollution, and safety risks for pedestrians and cyclists.

4. Lack of Long-Term Sustainability

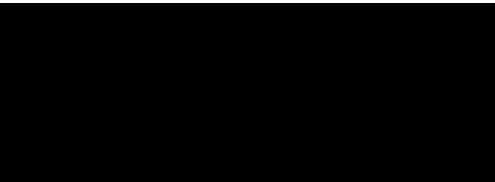
The absence of clear plans for sustainable development, such as adequate public transport links, renewable energy integration, or green spaces for the community, further highlights the unsuitability of this proposal.

Conclusion

In summary, the proposed development on green belt land and flood plains would lead to the loss of natural beauty, increased flood risks, and overwhelming pressure on local infrastructure and services. I urge the planning authority to reject this proposal and consider more sustainable and appropriate alternatives that respect the environment and the community's needs.

Thank you for taking my objection into consideration.

Yours sincerely,

A large black rectangular box redacting the signature of the objector.

Thanks,

A small black rectangular box redacting the name of the objector.

3461

Mrs R Davies

Archived: 14 February 2025 12:13:11

From: [REDACTED]

Mail received time: Tue, 10 Dec 2024 22:20:35

Sent: Tue, 10 Dec 2024 22:20:18

To: [MCC - PlanningPolicy](#)

Subject: Monmouthshire CC - RDLP 2018 - 2033. Land West of Raglan - employment land. OBJECTION

Importance: Normal

Sensitivity: None

Dear Sirs.

The weekend of 23/24 November 2024 saw major flooding in Raglan, evidenced by drone footage published in the regional newspaper The South Wales Argus and Wales on Line.

Development of this small village over the years is destroying the equilibrium of the land and causing inevitable flooding and disruption.

[REDACTED]

Why make a bad situation even worse?

The site "Land West of Raglan" would cause enormous detriment to the village for the following reasons:-

This land is 4.5ha of green, natural drainage which would disappear completely.

The land is high and partly bordered by Nant y Wilcae, the brook that continues right around the South of the village and which flooded in Nov 2024.

Removing such a huge area of natural drainage on higher ground will certainly compound the flooding problem enormously, encircling the south of the village.

The proposal is that of "employment land" so anything could be built there! Resulting in 24 hour noise, lights, traffic and so on.

The land being higher could potentially have tall structures, lit constantly and be visible from many parts of the village lighting up the whole area.

An original proposal was for an even bigger area, so once "something" is built then the chances are it will expand.

The loss of natural habitat and wildlife would be gone forever.

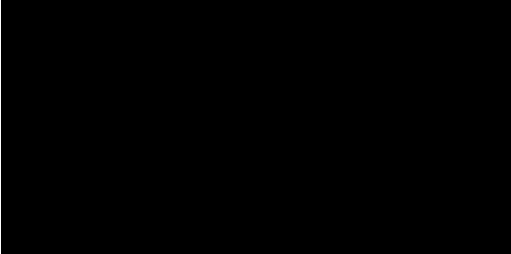
Raglan already has a perfectly good Industrial Estate on the other side of the main roundabout. The infrastructure is already in place and it is well established, if not to full capacity.

Parts of the village had sewage coming up into their bathrooms in Nov, these houses were central to the village and not bordering the Brook, the water was far reaching and had a knock on effect.

It is a matter of record that extreme weather conditions will continue and be something we will have to learn to "manage". Why on earth would anyone want it to be worse?

Further development would attract more vehicles and more pollution, after all it's not exactly cyclable.

[REDACTED] and I strongly object to further unnecessary development which will damage the village even more.



3462

Mrs Laura Cullinane

[View results](#)

Respondent

268

Anonymous

15:24

Time to complete

Part 1: Contact Details

Please note that by submitting this form you are agreeing to your details being retained on the RLDP Consultation Database and used to inform you of future RLDP correspondence.

1. Title *

2. Name *

3. Job Title (where relevant)

4. Organisation (where relevant)

5. Address *

6. Telephone number *

7. Email *

Part 2: Your Representation

Do you have any comments on the key issues, challenges, vision and/or objectives of the Deposit RLDLP?

8. Would you like to comment on this question *

☒ Yes

☐ No

9. Is your representation in support or objection? *

☐ Support

☒ Objection

10. Please clearly state which policy/paragraph/allocation/designation your representation relates to and include any comments in this box

If you are objecting, please state how you would like the Plan to be changed.

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My views include the following points;

- Traffic generation versus the known capacity issues at High Beech roundabout is a concern. Despite studies demonstrating the problems, the Welsh Government has stated that High Beech is not going to be prioritised (nor is a bypass, which would take most of the through traffic off the A48). There is no infrastructure plan to mitigate the impact of traffic growth. Notably for this site, 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.

'I'd suggest that if Monmouthshire County Council and the Welsh Government add the Mounton Road Development Site to the RLDLP 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.'

- Additional traffic generation at any location in Chepstow that interacts with High Beech can only worsen the already illegal pollution levels on Hardwick Hill. 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, and then not to compete with the higher paid jobs available in neighbouring areas. There must therefore be a risk that new homes so close to the M48 (i.e. Chepstow in general) would attract out-commuters (e.g. to Bristol, Newport, Cardiff) 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 is also a concern. The reports detail the proximity to the Coach Houses/St Lawrence House and the green wedge between Chepstow and Mathern/Pwllmeyric, but also that the ef also know that this will have a negative impact on local residents' health and wellbeing.'

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- Provision of social infrastructure such as healthcare and education is a huge concern. All needs significant investment and new development must contribute so this can be delivered alongside. Schools in close proximity are already near capacity.

Do you have any comments on the Plan's Growth Strategy (the level of growth needed to address the key issues)? (Policy S1)

11. Would you like to comment on this question *

☒ Yes

☐ No

12. Is your representation in support or objection? *

☐ Support

☒ Objection

13. Please clearly state which policy/paragraph/allocation/designation your representation relates to and include any comments in this box

If you are objecting, please state how you would like the Plan to be changed.

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- Provision of social infrastructure such as healthcare and education is a huge concern. All needs significant investment and new development must contribute so this can be delivered alongside. Schools in close proximity are already near capacity

Do you have any comments on the Plan's Spatial Strategy (where development is proposed to be sited)? (Policy S2)

14. Would you like to comment on this question *

☒ Yes

☐ No

15. Is your representation in support or objection? *

☐ Support

☒ Objection

16. Please clearly state which policy/paragraph/allocation/designation your representation relates to and include any comments in this box

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Do you have any comments on the Managing Settlement Form policies? (Policies OC1 and GW1)

17. Would you like to comment on this question *

☒ Yes

☐ No

18. Is your representation in support or objection? *

- ☐ Support
- ☒ Objection

19. Please clearly state which policy/paragraph/allocation/designation your representation relates to and include any comments in this box

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Do you have any comments on the design and sustainable placemaking policies? (Policies S3, PM1, PM2, PM3, HE1, HE2 & HE3)

20. Would you like to comment on this question *

☒ Yes

☐ No

21. Is your representation in support or objection? *

☐ Support

☒ Objection

22. Please clearly state which policy/paragraph/allocation/designation your representation relates to and include any comments in this box

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Do you have any comments on the climate change and renewable energy policies? (Policies S4, NZ1, CC1, CC2 & CC3)

23. Would you like to comment on this question *

☒ Yes

☐ No

24. Is your representation in support or objection? *

☐ Support

☒ Objection

25. Please clearly state which policy/paragraph/allocation/designation your representation relates to and include any comments in this box

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Do you have any comments on the green infrastructure, landscape & nature recovery policies? (Policies S5, GI1, GI2, LC1, LC2, LC3, LC4, LC5, NR1, NR2, NR3 & PR0W1)

26. Would you like to comment on this question *

☒ Yes

☐ No

27. Is your representation in support or objection? *

☐ Support

☒ Objection

28. Please clearly state which policy/paragraph/allocation/designation your representation relates to and include any comments in this box

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- Provision of social infrastructure such as healthcare and education is a huge concern. All needs significant investment and new development must contribute so this can be delivered alongside. Schools in close proximity are already near capacity

Do you have any comments on the infrastructure policies? (Policies S6, & IN1)

29. Would you like to comment on this question *

☒ Yes

☐ No

30. Is your representation in support or objection? *

☐ Support

☒ Objection

31. Please clearly state which policy/paragraph/allocation/designation your representation relates to and include any comments in this box

If you are objecting, please state how you would like the Plan to be changed.

*

My views include the following points;

- Traffic generation versus the known capacity issues at High Beech roundabout is a concern. Despite studies demonstrating the problems, the Welsh Government has stated that High Beech is not going to be prioritised (nor is a bypass, which would take most of the through traffic off the A48). There is no infrastructure plan to mitigate the impact of traffic growth. Notably for this site, 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.

'I'd suggest that if Monmouthshire County Council and the Welsh Government add the Mownton 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; 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.'

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Do you have any comments on the housing policies, including the affordable housing policies and Gypsy and Traveller policies? (Policies S7, S9 H1, H2, H3, H4, H5, H6, H7, H8, H9 & GT1)

32. Would you like to comment on this question *

☒ Yes

☐ No

33. Is your representation in support or objection? *

- ☐ Support
- ☒ Objection

34. Please clearly state which policy/paragraph/allocation/designation your representation relates to and include any comments in this box

If you are objecting, please state how you would like the Plan to be changed.

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My views include the following points;

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Do you have any comments on the residential site allocations? (Policies S8, HA1 – HA18)

35. Would you like to comment on this question *

☒ Yes

☐ No

36. Is your representation in support or objection? *

☐ Support

☒ Objection

37. Please clearly state which policy/paragraph/allocation/designation your representation relates to and include any comments in this box

If you are objecting, please state how you would like the Plan to be changed.

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My views include the following points;

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Do you have any comments on the economic policies? (Policies S10, S11, E1, E2, RE1, RE2, RE3, RE4, RE5 & RE6)

38. Would you like to comment on this question *

☒ Yes

☐ No

39. Is your representation in support or objection? *

☐ Support

☒ Objection

40. Please clearly state which policy/paragraph/allocation/designation your representation relates to and include any comments in this box

If you are objecting, please state how you would like the Plan to be changed.

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Do you have any comments on the employment site allocations? (Policies EA1 & EA2)

41. Would you like to comment on this question *

☒ Yes

☐ No

42. Is your representation in support or objection? *

☐ Support

☒ Objection

43. Please clearly state which policy/paragraph/allocation/designation your representation relates to and include any comments in this box

If you are objecting, please state how you would like the Plan to be changed.

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Do you have any comments on the visitor economy policies? (Policies S12, T1 & T2)

44. Would you like to comment on this question *

☒ Yes

☐ No

45. Is your representation in support or objection? *

☐ Support

☒ Objection

46. Please clearly state which policy/paragraph/allocation/designation your representation relates to and include any comments in this box

If you are objecting, please state how you would like the Plan to be changed.

*

My views include the following points;

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Do you have any comments on the sustainable transport policies? (Policies S13, ST1, ST2, ST3, ST4, ST5 & ST6)

47. Would you like to comment on this question *

☒ Yes

☐ No

48. Is your representation in support or objection? *

- ☐ Support
- ☒ Objection

49. Please clearly state which policy/paragraph/allocation/designation your representation relates to and include any comments in this box

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Do you have any comments on the retail and commercial centres policies? (Policies S14, RC1, RC2, RC3 & RC4)

50. Would you like to comment on this question *

☒ Yes

☐ No

51. Is your representation in support or objection? *

☐ Support

☒ Objection

52. Please clearly state which policy/paragraph/allocation/designation your representation relates to and include any comments in this box

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Do you have any comments on the community infrastructure and open space policies? (Policies S15, C11, C12, C13 & C14)

53. Would you like to comment on this question *

☒ Yes

☐ No

54. Is your representation in support or objection? *

☐ Support

☒ Objection

55. Please clearly state which policy/paragraph/allocation/designation your representation relates to and include any comments in this box

If you are objecting, please state how you would like the Plan to be changed.

*

My views include the following points;

- Traffic generation versus the known capacity issues at High Beech roundabout is a concern. Despite studies demonstrating the problems, the Welsh Government has stated that High Beech is not going to be prioritised (nor is a bypass, which would take most of the through traffic off the A48). There is no infrastructure plan to mitigate the impact of traffic growth. Notably for this site, 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.

'I'd suggest that if Monmouthshire County Council and the Welsh Government add the Mounton 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; 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.'

- Additional traffic generation at any location in Chepstow that interacts with High Beech can only worsen the already illegal pollution levels on Hardwick Hill. There is no evidence or plan to enable modal shift (i.e. more people onto public transport or active travel).

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- Impact on landscape/historical amenity is also a concern. The reports detail the proximity to the Coach Houses/St Lawrence House and the green wedge between Chepstow and Mathern/Pwllmeyric, but also that the ef also know that this will have a negative impact on local residents' health and wellbeing.'

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- Impact on landscape/historical amenity is a concern. The reports detail the proximity to the 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 (no size is given) 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 huge concern. All needs significant investment and new development must contribute so this can be delivered alongside. Schools in close proximity are already near capacity

Do you have any comments on the mineral and waste policies? (Policies S16, S17, M1, M2, M3, W1, W2 & W3)

56. Would you like to comment on this question *

☒ Yes

☐ No

57. Is your representation in support or objection? *

☐ Support

☒ Objection

58. Please clearly state which policy/paragraph/allocation/designation your representation relates to and include any comments in this box

If you are objecting, please state how you would like the Plan to be changed.

*

My views include the following points;

- Traffic generation versus the known capacity issues at High Beech roundabout is a concern. Despite studies demonstrating the problems, the Welsh Government has stated that High Beech is not going to be prioritised (nor is a bypass, which would take most of the through traffic off the A48). There is no infrastructure plan to mitigate the impact of traffic growth. Notably for this site, 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.

'I'd suggest that if Monmouthshire County Council and the Welsh Government add the Mounton 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; 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.'

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- Provision of social infrastructure such as healthcare and education is a huge concern. All needs significant investment and new development must contribute so this can be delivered alongside. Schools in close proximity are already near capacity

Do you have any other comments to make on the Deposit RLDP and/or supporting documents?

59. Would you like to comment on this question *

☒ Yes

☐ No

60. Is your representation in support or objection? *

☐ Support

☒ Objection

61. Please clearly state which policy/paragraph/allocation/designation your representation relates to and include any comments in this box

If you are objecting, please state how you would like the Plan to be changed.

*

My views include the following points;

- Traffic generation versus the known capacity issues at High Beech roundabout is a concern. Despite studies demonstrating the problems, the Welsh Government has stated that High Beech is not going to be prioritised (nor is a bypass, which would take most of the through traffic off the A48). There is no infrastructure plan to mitigate the impact of traffic growth. Notably for this site, 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.

'I'd suggest that if Monmouthshire County Council and the Welsh Government add the Mownton 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; 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.'

- Additional traffic generation at any location in Chepstow that interacts with High Beech can only worsen the already illegal pollution levels on Hardwick Hill. There is no evidence or plan to enable modal shift (i.e. more people onto public transport or active travel).

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- Provision of social infrastructure such as healthcare and education is a huge concern. All needs significant investment and new development must contribute so this can be delivered alongside. Schools in close proximity are already near capacity

Part 3: Tests of Soundness

Please refer to the notes at the for further guidance: <https://www.monmouthshire.gov.uk/app/uploads/2024/10/Guidance-Notes-RLDP-ENG.pdf>

62. Do you consider that the Plan is sound? *

☐ Yes

☒ No

63. If you do not consider the Plan to be sound, which soundness test(s) do you think it fails? *

- ☒ Fails legal and regulatory procedural requirements or is not in general conformity with Future Wales?
- ☒ Fails Test 1: Does the Plan fit (is it clear that the RLDP is consistent with other Plans)?
- ☒ Fails Test 2: Is the Plan appropriate (is the Plan appropriate for the area in light of the evidence)?
- ☒ Fails Test 3: Will the Plan deliver (is it likely to be effective)?

64. Please explain why the Plan is not sound or explain what changes need to be made to make the Plan sound (the Tests of Soundness are set out in the guidance notes at the end of the form): *

My views include the following points;

- Traffic generation versus the known capacity issues at High Beech roundabout is a concern. Despite studies demonstrating the problems, the Welsh Government has stated that High Beech is not going to be prioritised (nor is a bypass, which would take most of the through traffic off the A48). There is no infrastructure plan to mitigate the impact of traffic growth. Notably for this site, 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.

'I'd suggest that if Monmouthshire County Council and the Welsh Government add the Mounton 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; 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.'

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Part 4: Appearance at Examination Hearing Sessions

The Monmouthshire Replacement Local Development Plan (RLDP) will be examined by an independent Inspector appointed by the Welsh Government. It is the Inspector's job to consider whether the Plan meets procedural requirements and whether it is sound. At this stage, you can only make comments in writing (these are called written representations). However, everyone that wants to change the Plan can appear before and speak to the Inspector at a 'hearing session' during the public examination. But you should bear in mind that your written comments on this form will be given the same weight by the Inspector as those made verbally at a hearing session. Please also note that the Inspector will determine the most appropriate procedure for accommodating those that want to provide oral evidence.

Please indicate below if you would like to speak at the public examination.

65. If you have objected to or propose changes to the Plan, would you like to speak at a hearing session during the public examination of the RLDP?

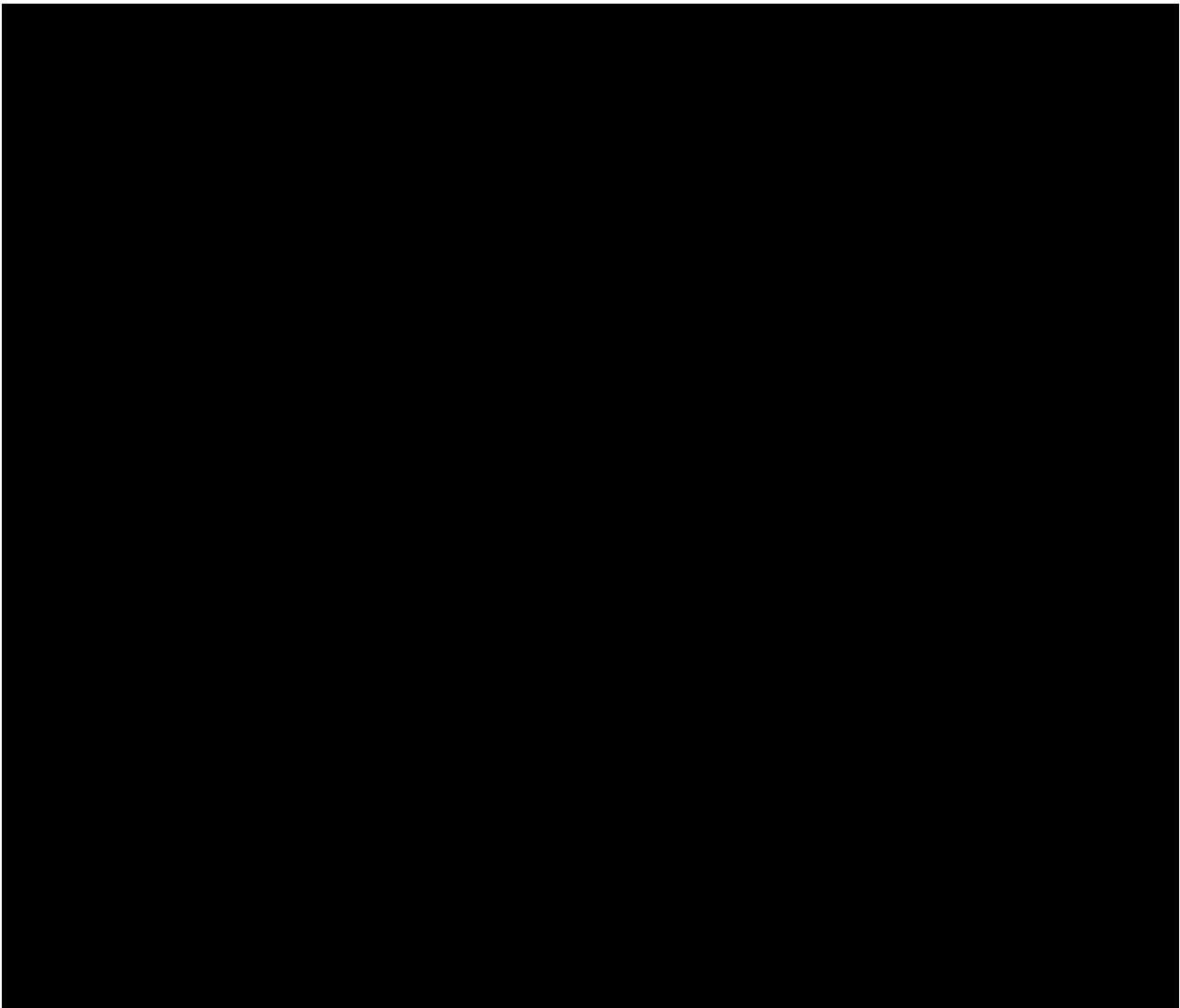
☐ Yes

☒ No

Part 5: Welsh Language

66. We would like to know your views on the effects that the Deposit Plan would have in the Welsh language, specifically on opportunities for people to use Welsh and on treating the Welsh language no less favourably than English. What effects do you think there would be? How could positive effects be increased, or negative effects be mitigated?

67. Please also explain how you believe the Deposit Plan could be improved so as to have positive effects or increased effects on opportunities for people to use the Welsh language and on treating the Welsh language no less favourably than the English language?



Archived: 08 March 2025 14:25:21

From: [REDACTED]

Sent: Tue, 10 Dec 2024 22:23:01

To: [MCC - PlanningPolicy](#)

Subject: [REDACTED]

Importance: Normal

Sensitivity: None

Please can you register that
I object to the development at Mounton Road being added to the RLDP.

[REDACTED]

[REDACTED]

[REDACTED]

Reason for objections;

- Traffic generation versus the known capacity issues at High Beech roundabout. Despite studies demonstrating the problems, the Welsh Government has stated that High Beech is not going to be prioritised (nor is a bypass, which would take most of the through traffic off the A48). There is no infrastructure plan to mitigate the impact of traffic growth. Notably for this site, how will vehicles leave the site to turn right into queuing traffic? This junction would likely have to be signalised, which would mean two signalled junctions very close to each other on St Lawrence Road.

'I'd suggest that if Monmouthshire County Council and the Welsh Government add the Mounton 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; 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 on a known route to school.

- Additional traffic generation at any location in Chepstow that interacts with High Beech can only worsen the already illegal pollution levels on Hardwick Hill. 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, and then not to compete with the higher paid jobs available in neighbouring

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- 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.

Many thanks.

3463

Sarah Cockeram

Archived: 14 February 2025 12:20:03

From: [REDACTED]

Mail received time: Tue, 10 Dec 2024 22:59:54

Sent: Tue, 10 Dec 2024 22:59:34

To: [MCC - PlanningPolicy](#)

Subject: Highbeach chepstow development Caldicot / Portskewett

Importance: Normal

Sensitivity: None

I would like to object to the upcoming planning to build more homes, on these proposed sites.

Highbeach chepstow development

Caldicot / Portskewett

The surrounding areas are full to capacity as it is with so many cars on the road and traffic being at a stand still 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..

One road into chepstow with extra traffic at larkfield roundabout that gets conjested already..

Theres not the facilities for extra people , doctors, dentists, chemists etc who are all ready stuggling with demand..



3464

Mr Colwyn Knight

[View results](#)

Respondent
326 Anonymous

37:49
Time to complete

Part 1: Contact Details

Please note that by submitting this form you are agreeing to your details being retained on the RLDP Consultation Database and used to inform you of future RLDP correspondence.

1. Title *

2. Name *

3. Job Title (where relevant)

4. Organisation (where relevant)

5. Address *

6. Telephone number *

7. Email *



Part 2: Your Representation

Do you have any comments on the key issues, challenges, vision and/or objectives of the Deposit RLDP?

8. Would you like to comment on this question *

☒ Yes

☐ No

9. Is your representation in support or objection? *

☐ Support

☒ Objection

10. Please clearly state which policy/paragraph/allocation/designation your representation relates to and include any comments in this box

If you are objecting, please state how you would like the Plan to be changed.

*

I object to the allocation of sites in Raglan Village:

- Site HA10 (land south of Monmouth Road) should not be included in the RLDP for the reasons stated in the WG Inspectorate Appeal in 2019. This matter is a clear breach of Planning Protocol.

- The original candidate site east of Usk Road (CS0205), is far preferable and should be included in the RLDP to replace HA10.

- Site EA1j (land west of Usk Road - industrial) should not be included in the RLDP. This is valuable agricultural land and not the site for an industrial complex. There are empty units on the existing site at Pen y Parc Road (and suitable land adjacent), which should be allocated first.

- I object strongly to the omission of Open Amenity Space at the field north of Monmouth Road. Whilst this has been wrongly allocated for development (DM/2023/01019), it should remain as OAS, subject to the Appeal and/or Judicial Review of this Application. I attach a copy of my letter to [REDACTED] dated 16 Nov 2023 in relation to this importance that The Council has placed on this field as Open Amenity Space historically.

As there is no facility to upload documents with this form, I will email the attachment to [REDACTED]

Do you have any comments on the Plan's Growth Strategy (the level of growth needed to address the key issues)? (Policy S1)

11. Would you like to comment on this question *

☒ Yes

☐ No

12. Is your representation in support or objection? *

☐ Support

☒ Objection

13. Please clearly state which policy/paragraph/allocation/designation your representation relates to and include any comments in this box

If you are objecting, please state how you would like the Plan to be changed.

*

I object to Policy S1. The numbers used for housing are far higher than is necessary and those suggested by WG guidelines.

Do you have any comments on the Plan's Spatial Strategy (where development is proposed to be sited)? (Policy S2)

14. Would you like to comment on this question *

☒ Yes

☐ No

15. Is your representation in support or objection? *

☐ Support

☒ Objection

16. Please clearly state which policy/paragraph/allocation/designation your representation relates to and include any comments in this box

If you are objecting, please state how you would like the Plan to be changed.

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Do you have any comments on the Managing Settlement Form policies? (Policies OC1 and GW1)

17. Would you like to comment on this question *

☐ Yes

☒ No

Do you have any comments on the design and sustainable placemaking policies? (Policies S3, PM1, PM2, PM3, HE1, HE2 & HE3)

18. Would you like to comment on this question *

☐ Yes

☒ No

Do you have any comments on the climate change and renewable energy policies? (Policies S4, NZ1, CC1, CC2 & CC3)

19. Would you like to comment on this question *

- ☐ Yes
- ☒ No

Do you have any comments on the green infrastructure, landscape & nature recovery policies? (Policies S5, GI1, GI2, LC1, LC2, LC3, LC4, LC5, NR1, NR2, NR3 & PROW1)

20. Would you like to comment on this question *

- ☒ Yes
- ☐ No

21. Is your representation in support or objection? *

- ☐ Support
- ☒ Objection

22. Please clearly state which policy/paragraph/allocation/designation your representation relates to and include any comments in this box

If you are objecting, please state how you would like the Plan to be changed.

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Do you have any comments on the infrastructure policies? (Policies S6, & IN1)

23. Would you like to comment on this question *

☐ Yes

☒ No

Do you have any comments on the housing policies, including the affordable housing policies and Gypsy and Traveller policies? (Policies S7, S9 H1, H2, H3, H4, H5, H6, H7, H8, H9 & GT1)

24. Would you like to comment on this question *

☐ Yes

☒ No

Do you have any comments on the residential site allocations? (Policies S8, HA1 – HA18)

25. Would you like to comment on this question *

☒ Yes

☐ No

26. Is your representation in support or objection? *

☐ Support

☒ Objection

27. Please clearly state which policy/paragraph/allocation/designation your representation relates to and include any comments in this box

If you are objecting, please state how you would like the Plan to be changed.

*

I object to the allocation of sites in Raglan Village:

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- Site EA1j (land west of Usk Road - industrial) should not be included in the RLDP. This is valuable agricultural land and not the site for an industrial complex. There are empty units on the existing site at Pen y Parc Road (and suitable land adjacent), which should be allocated first.

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Do you have any comments on the economic policies? (Policies S10, S11, E1, E2, RE1, RE2, RE3, RE4, RE5 & RE6)

28. Would you like to comment on this question *

☐ Yes

☒ No

Do you have any comments on the employment site allocations? (Policies EA1 & EA2)

29. Would you like to comment on this question *

☒ Yes

☐ No

30. Is your representation in support or objection? *

☐ Support

☒ Objection

31. Please clearly state which policy/paragraph/allocation/designation your representation relates to and include any comments in this box

If you are objecting, please state how you would like the Plan to be changed.

*

- Site EA1j (land west of Usk Road, Raglan - industrial) should not be included in the RLDP. This is valuable agricultural land and not the site for an industrial complex. There are empty units on the existing site at Pen y Parc Road (and suitable land adjacent), which should be allocated first.

Do you have any comments on the visitor economy policies? (Policies S12, T1 & T2)

32. Would you like to comment on this question *

☐ Yes

☒ No

Do you have any comments on the sustainable transport policies? (Policies S13, ST1, ST2, ST3, ST4, ST5 & ST6)

33. Would you like to comment on this question *

☐ Yes

☒ No

Do you have any comments on the retail and commercial centres policies? (Policies S14, RC1, RC2, RC3 & RC4)

34. Would you like to comment on this question *

☒ Yes

☐ No

35. Is your representation in support or objection? *

☐ Support

☒ Objection

36. Please clearly state which policy/paragraph/allocation/designation your representation relates to and include any comments in this box

If you are objecting, please state how you would like the Plan to be changed.

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- Site EA1j (land west of Usk Road - industrial) should not be included in the RLDP. This is valuable agricultural land and not the site for an industrial complex. There are empty units on the existing site at Pen y Parc Road (and suitable land adjacent), which should be allocated first.

Do you have any comments on the community infrastructure and open space policies? (Policies S15, CI1, CI2, CI3 & CI4)

37. Would you like to comment on this question *

☐ Yes

☒ No

Do you have any comments on the mineral and waste policies? (Policies S16, S17, M1, M2, M3, W1, W2 & W3)

38. Would you like to comment on this question *

☐ Yes

☒ No

Do you have any other comments to make on the Deposit RLDP and/or supporting documents?

39. Would you like to comment on this question *

☐ Yes

☒ No

Part 3: Tests of Soundness

Please refer to the notes at the for further

guidance: <https://www.monmouthshire.gov.uk/app/uploads/2024/10/Guidance-Notes-RLDP-ENG.pdf>

40. Do you consider that the Plan is sound? *

☒ Yes

☐ No

Part 4: Appearance at Examination Hearing Sessions

The Monmouthshire Replacement Local Development Plan (RLDP) will be examined by an independent Inspector appointed by the Welsh Government. It is the Inspector's job to consider whether the Plan meets procedural requirements and whether it is sound. At this stage, you can only make comments in writing (these are called written representations). However, everyone that wants to change the Plan can appear before and speak to the Inspector at a 'hearing session' during the public examination. But you should bear in mind that your written comments on this form will be given the same weight by the Inspector as those made verbally at a hearing session. Please also note that the Inspector will determine the most appropriate procedure for accommodating those that want to provide oral evidence.

Please indicate below if you would like to speak at the public examination.

41. If you have objected to or propose changes to the Plan, would you like to speak at a hearing session during the public examination of the RLDP?

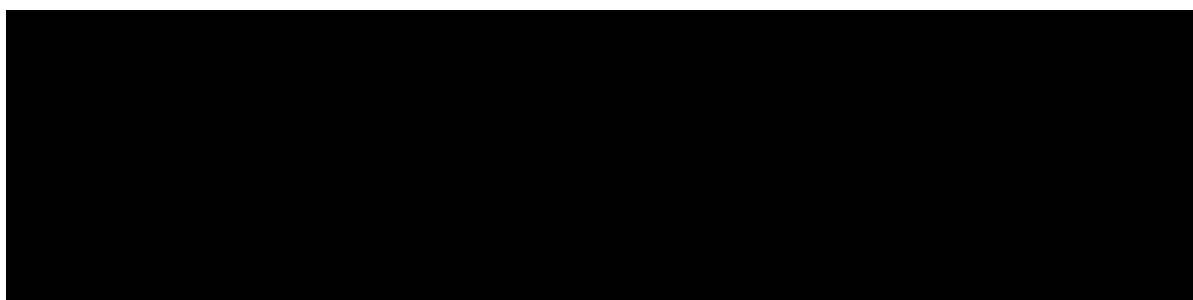
☐ Yes

☒ No

Part 5: Welsh Language

42. We would like to know your views on the effects that the Deposit Plan would have in the Welsh language, specifically on opportunities for people to use Welsh and on treating the Welsh language no less favourably than English. What effects do you think there would be? How could positive effects be increased, or negative effects be mitigated?

43. Please also explain how you believe the Deposit Plan could be improved so as to have positive effects or increased effects on opportunities for people to use the Welsh language and on treating the Welsh language no less favourably than the English language?



3466

Andrew Sincock

Archived: 14 February 2025 12:23:45

From: [REDACTED]

Sent: Sun, 15 Dec 2024 20:02:24

To: [MCC - PlanningPolicy](#)

Subject: Developmet objection.

Importance: Normal

Sensitivity: None

Hello,

I am writing in regards to the proposed development at the Gateway to the Wye Valley off St Lawrence Road in Chepstow.

Although the additional housing would be very welcome, the road infrastructure is already overwhelmed with the current traffic load, let alone the additional traffic provided by extra homes and a hotel.

I live near the racecourse and on a Tuesday and Thursday evening play rugby for Chepstow Rugby Club. It regularly takes me over 30 minutes to drive the 2.8 miles due to the traffic. It is the same in the mornings when I go to work. I have to leave an hour earlier than I would usually, just to avoid sitting in traffic.

Only recently I was stuck in the Tesco Car Park in Chepstow where it took me 90 minutes to drive home, a journey that usually takes 5 minutes maximum. The thought of approving any development that increases traffic in and around Chepstow is so ridiculous, I almost didn't bother emailing.

Anyone that has driven through Chepstow in the morning or evening will know that the road infrastructure just cannot handle any more traffic. Until this is addressed, no additional housing should be approved.

[REDACTED]

3467

Andrew Pethick

Archived: 15 February 2025 15:47:59

From: [REDACTED]

Mail received time: Mon, 16 Dec 2024 14:11:35

Sent: Mon, 16 Dec 2024 14:10:59

To: [MCC - PlanningPolicy](#)

Subject: RLDP - CS02032 - Redd Landes Shirenewton

Importance: Normal

Sensitivity: None

Attachments:

[MCC - OBJECTION TO HA17 HOUSING ALLOCATION - SHIRENEWTON.docx](#) 

Dear Sir/Madam,

I am writing strongly to object to the Replacement Local Development Plan proposal CS0232 for the construction of a housing development of 26 houses, adjacent to Redd Landes Shirenewton. Shirenewton is a small historic village, set within a designated conservation area. It's houses are stone built, with a beautiful medieval church and rural landscape. It has very narrow lanes, and is surrounded by unspoilt countryside. This would be a very large estate, compared to the size of the village, and would have a severe impact on the infrastructure and environment for the current residents. It would change the character and spoil the heritage of the village for ever.

The fundamental reasons to the objection is that the development is contrary to Monmouthshire County Council's planning policy, on the following points. Please see attached file.

With thanks.



This representation gives the reasons we consider that the housing allocation HA18 – Land west of Redd Landes, Shirenewton, for 26 dwellings in the Monmouthshire CC (MCC) Draft Deposit Local should be omitted. The basis for the objection is that Shirenewton is not considered a sustainable location for housing growth of this scale. This has been demonstrated in the Council’s evidence-based documents particularly the Sustainable Settlement Appraisal (SSA) which includes Appendix 3 - Settlement Profiles (December 2022). This representation will focus on the methodology and scoring used in the SSA and its Appendix 3 – Settlement Profiles.

Welsh Government Planning Policy

Planning Policy Wales (Edition 12) February 2024

Welsh Government planning policy contained in Planning Policy Wales (12) (PPW12) states in paragraph 4.1.10 *‘The planning system has a key role to play in reducing the need to travel and supporting sustainable transport, by facilitating developments which:*

- ***are sited in the right locations, where they can be easily accessed by sustainable modes of travel and without the need for a car;***
- *are designed in a way which integrates them with existing land uses and neighbourhoods; and*
- *make it possible for all short journeys within and beyond the development to be easily made by walking and cycling.*

Paragraph 4.1.12 of PPW states: ‘It is Welsh Government policy to require the use of a sustainable transport hierarchy in relation to new development, which prioritises walking, cycling and public transport ahead of private motor vehicles. The transport hierarchy recognises that Ultra Low Emission Vehicles also have an important role to play in the decarbonisation of transport, particularly in rural areas with limited public transport services.

Paragraph 4.1.13 states: The sustainable transport hierarchy should be used to reduce the need to travel, prevent car-dependent developments in unsustainable locations, and support the delivery of schemes located, designed and supported by infrastructure which prioritises access and movement by active and sustainable transport.

Paragraph 4.1.14 states: The sustainable transport hierarchy must be a key principle in the preparation of development plans, including site allocations, and when considering and determining planning applications.

4.1.15 Careful consideration needs to be given in development plans to the allocation of new sites which are likely to generate significant levels of movement, to ensure that access provisions which enable walking and cycling, as well as for public transport, are included from the outset and that any implications associated with airborne pollution can be addressed.

Paragraph 4.1.17 states: Different approaches to sustainable transport will be required in different parts of Wales, particularly in rural areas, and new development will need to reflect local circumstances. For example, a planning authority wishing to grow a rural village, despite it having limited public transport accessibility, could apply the transport hierarchy by: first considering how the location and design of new development could encourage walking and cycling to shops and services in the village centre; then consider whether new development could be located near a bus stop or enable improvements to the bus service; before finally considering the needs of private motor vehicles, including measures to encourage the use of Ultra Low Emission Vehicles.

Public Transport

4.1.36 The availability of public transport is an important part of ensuring a place is sustainable. It enables people to undertake medium and long journeys without being dependent on having access to a car. The planning system should facilitate this by locating development where there is, or can be, good access by public transport. The design, layout, density and mix of uses of a place are also fundamental to sustaining public transport services, and encouraging and enabling people to use them.

4.1.37 Planning authorities must direct development to locations most accessible by public transport. They should ensure that development sites which are well served by public transport are used for travel intensive uses, such as housing, jobs, shopping, leisure and services, reallocating their use if necessary. In rural areas, planning authorities should designate local service centres, or clusters of settlements where a sustainable functional linkage can be demonstrated, as the preferred locations for new development.

4.1.39 Planning authorities should consider whether public transport services are of a scale which makes public transport an attractive and practical travel option for occupiers and users travelling to and from development sites. They should also consider whether it is necessary to mitigate the movement impact of a development and minimise the proportion of car trips that the development would generate.

TAN 6 - Planning for Sustainable Rural Communities (July 2010)

In accordance with advice in in TAN 6 MCC has undertaken an audit of rural services and facilities by individual settlement and the consideration of functional linkages within the area has been undertaken to inform the settlement strategy for the RLDP.

Local Develop Plan Manual (March 2020)

In line with the Local Develop Plan Manual MCC has undertaken a Sustainable Settlement Assessment to inform decisions regarding where development should be spatially located to achieve a sustainable pattern of growth, minimise unsustainable patterns regarding the movement of people and support local services and facilities. This assessment is intended to form the basis for the settlement hierarchy, identifying which settlements are most sustainable and have the capacity to deliver growth.

MCC LDP Preferred Strategy (December 2022)

Page 26, paragraph 4.6, 3rd bullet point:

• *Focuses growth in the County's most sustainable settlements of Abergavenny, Chepstow and Caldicot, including Severnside, **as well as some growth in our most sustainable rural settlements** to deliver much needed affordable homes and to address rural inequality and rural isolation in these areas. Due to the lack of an identified strategic solution to the treatment of phosphates at the Monmouth Wastewater Treatment Works (WwTW) within the Plan period, no new site allocations are proposed in the primary settlement of Monmouth or within the upper River Wye catchment area north of Bigsweir Bridge.*

Objectors comment

The contention is that Shirenewton is not one of the most sustainable rural settlements in Monmouthshire and in fact it has been shown in MCCs Sustainable Settlement Appraisal to be one of its least sustainable, which is discussed further in this representation.

Sustainable Settlement Appraisal & Appendix 3 Settlement Profiles (December 2022)

A Sustainable Settlement Appraisal (SSA) was produced by MCC which includes Appendix 3 - Settlement Profiles in which the role and function of settlements including Shirenewton is assessed and an audit of existing services and facilities undertaken based on the following 3 principles:

- **Principle 1** – The level of sustainable transport and accessibility in and around settlements
- **Principle 2** – The availability of local facilities and services in and around settlements
- **Principle 3** – The level of employment opportunities in and around settlements

It is understood that Planning Policy officers themselves undertook the assessments of the settlements which included desktop studies and site visits. The desktop studies included existing data such as the location of village halls, doctor's surgeries, post offices, playing fields, public rights of way, active travel routes, bus stops, and employment opportunities to establish a baseline of the facilities and services within the settlements.

Once the baseline was established, where necessary, a settlement was visited and surveyed by Planning Policy officers and the presence of individual services/facilities checked and recorded. The information was quality assured by the individual Town/ Community Councils in which the settlements are located.

Each settlement was then assessed against a scoring system and ranked according to its overall score. This ranking provides an initial quantitative sustainability assessment which is limited to the measurable factors identified. This enables the identification of broad groupings of settlements with similar roles and functions.

We have read and considered the Sustainable Settlement Appraisal which provides both the methodology and the ranking/categorisation of the settlements in Monmouthshire and its Appendix 3 - Settlement Profiles which also scores the elements listed under the 3 Principles. Parts of the text from the SSA and Appendix 3 -Settlement Profiles have been included in this statement to make referencing clearer and our comments easier to understand.

Scoring System used in the SSA

The following paragraphs: 4.8, 4.9, 4.10 and 4.13 have been directly taken from the SSA (shown in italics) and also Table 1.

4.8 The scoring system is based upon the three principles.

4.9 Principle 1: Sustainable Transport and Accessibility focuses on sustainable transport and accessibility on the basis that its provision reduces the need to travel by car and enables access to a wider range of amenities by sustainable transport modes. Settlements that are well connected via multi-modal forms of transport help increase the propensity for use of sustainable transport options for local residents to access a range of facilities including employment, health care, education and retail. In order to measure Principle 1, the following factors were assessed:

- *The presence of Active Travel Routes within the Settlement*
- *Walking or cycling distance to a higher order settlement via an active travel route.*
- *The frequency of public transport services within/ in proximity to a settlement.*
 - *Distance to a rail station. The distance is measured from a central address point within a settlement to the nearest rail station via the road network.*
 - *A settlement's proximity to a strategic highway network. There must be a clear link to the network from the settlement. The distance is measured from a central*

Table 1: Scoring System for Sustainable Transport and Accessibility

Active Travel	
Presence of Active Travel Routes within the Settlement	
Several Routes	10 points
One Route	5 points
No Routes	0 points
Walking distance to a higher order settlement via active travel route	
1.5 miles	1 point
Cycling distance to a higher order settlement via active travel route	
3.0 miles	1 point
Bus Services	
Bus stop	1 point
'Turn up and go' provision, frequency of approximately every 10 minutes	10 points
Medium frequency of service between 11 -30 minutes.	5 points

Low frequency of service between 31-60 minutes.	3 points
---	----------

4.10 It is important that a settlement has good accessibility to services and facilities helping communities to meet many of their everyday needs. Good access to sustainable travel modes provides choice to the user and can reduce reliance on private cars for travel. Access to active travel routes and public transport also tackles an element of social exclusion enabling individuals who cannot drive or afford a car access to essential services and facilities. **The presence of an active travel route within a settlement or between settlements helps to identify scope for meaningful walking and cycle journeys. The matrix scoring for this Principle is weighted accordingly to best capture the most sustainable transport options in the first instance, akin to the sustainable transport hierarchy.** This will indicate which settlements have the opportunity to be more sustainable than others due to their higher level of accessibility. Settlements that score well in this category have great potential to promote more active lifestyles, combat social isolation and provide close linkages to the key places (i.e. employment, education or recreation) residents will need to travel.

4.13 In terms of the average distances people are willing to walk or cycle to access everyday services, the Statutory Guidance for the Delivery of the Active Travel (Wales) Act 2013 says in section 2.3.3 that **“The integrated network will only need to stretch as far as people are willing to make journeys. Based on studies of travel patterns and commuting, most people prefer their regular journeys to be less than 45 minutes. This time period equates approximately to up to three miles by foot and ten miles by bicycle, assuming a person of average fitness and depending on factors such as gradient and terrain”.** In terms of the average distances considered within this appraisal these distances are interpreted as the maximum distance a person would be expected to travel.

4.26 The scoring matrices set out above reflect the role sustainable transport/accessibility, employment and key services and facilities play in meeting the resident population's daily needs and the need to reduce travel distances to access services and facilities. Based on this each principle is weighted to reflect their importance to the sustainability of settlements. PPW11 (para 4.1.9) confirms the Welsh Government's commitment to reducing reliance on the private car and supporting a modal shift to walking, cycling and public transport. It is Welsh Government policy to require the use of a sustainable transport hierarchy in relation to new development as shown in the diagram below.

4.27 To reflect this commitment to sustainable transport and accessibility the criteria for Principle 1 – Sustainable Transport and Accessibility represents 40% of the overall score with the remaining criteria under Principle 2 and 3 having an overall score of

30% each. Thus, the maximum score that can be achieved for a settlement against the 3 principles is 100%.

Objector's comments

Paragraphs 4.26 and 4.27 of the SSA (above) recognise the importance of sustainable transport for the residents of settlements and the emphasis on reducing the reliance on cars by weighting Principle 1 – Transport Services at 40% in the scoring system and the other two at 30%. It is considered that if a settlement is scoring so poorly for Principle 1 it is not satisfying the Welsh Government Transport Sustainable Hierarchy (see figure 9 below taken from PPW12) and, therefore should take additional housing growth that will exacerbate the situation further even if it is scoring marginally better in the other Principles.

Figure 9 : The Sustainable Transport Hierarchy for Planning

Figure 9: The Sustainable Transport Hierarchy for Planning



Source: Planning Policy Wales Edition 12 (February 2024)

In Section 7 of the Sustainable Settlement Appraisal (SSA) the Initial Ranking of Settlements based on their Weighted Scores against the 3 Principles is explained. Paragraph 7.1 is directly from the SAA.

7.1 The settlements have been divided into 6 tiers depending on their weighted score against each of the 3 principles. The tiers have been colour-coded, with tiers 1 and 2 green as they achieve the highest scores and are thus the most sustainable in terms of the quantitative appraisal, tiers 3 and 4 amber as they have a lower level of sustainability and tiers 5 and 6 with the lowest scores and thus the least sustainable, red. The tiers have been arrived at by plotting the individual scores on a graph and then identifying the natural breaks in the data. This way of classifying the data allows for an 'optimal' classification system that identifies data breaks, for a given number of classes, which will minimise within-class variance and maximise between-class differences.

Objector's comments:

Table 13 in the SSA (row relating only to Shirenewton included below) lists the settlements including Shirenewton which has been categorised as a Tier 3 (Amber) settlement and described as 'a lower level of sustainability' despite two of the three Principles being categorised as a Tier 5 (Red). The two Principles categorised as Tier 5 (Red) are Transport Services and Accessibility (scored 10) and Employment Opportunity (scored 2.5) and therefore, Shirenewton is very low scoring in terms of these two Principles.

For Principle 2 - Community and facilities, Shirenewton fared better, scoring 8 which gave it a Tier 3 (Amber) category and high enough to push the overall score for Shirenewton up to make it a Tier 3 category. However, even with this principle considering the long list of community services and facilities used in the appraisal, Shirenewton only scores when the generic term 'open space' is divided into types of open space namely: Publicly Accessible Open Space, Sports Ground (pitch available) and Childs Principle which have then been scored individually and therefore contribute separate scores to the overall score.

It also scores for having a place of worship (which can be found in the most remote and non-sustainable villages and hamlets in Wales), whilst Shirenewton scores zero for more relevant community services/facilities in terms of sustainability in a settlement such as a grocery store for goods and (convenience) such as milk and bread or a post office etc. which when absent from a settlement will result in car trips being made to the nearest shops in Chepstow.

It is recognised leisure purposes are the number one trip generator for car use (31%) followed by shopping (19%) and then commuting (15%) (source: National Travel Survey (NTS0409) for England 2021) which is highly likely to be similar for Wales. Therefore, the lack of leisure facilities, shops and employment in Shirenewton would likely result in car trips which would not necessarily be generated in more sustainable settlements such as Raglan which has several convenience stores (Tesco and a butchers) and where most residents of the village could easily walk or cycle to without the need to travel (by mostly car) to nearest shops in Usk, Abergavenny or Monmouth in order to buy milk and bread etc.

It is of note that Shirenewton is the only one in the list of those settlements categorised as Tier 3 settlements to have two of the three Principles categorised as Tier 5 (Red) which includes Transport Services & Accessibility.

Appraisal it is considered one of the least sustainable settlements and ranked as a Tier 5 (Red) settlement for these two Principles. Shirenewton scores better in the appraisal for

Table 13: Initial Hierarchy of Settlements based on their weighted scores against the 3 Principles

Settlement	Principle 1: Transport Services & Accessibility		Principle 2: Community services & facilities		Principle 3: Employment Opportunity		Total	
	Score %	Tier	Score %	Tier	Score %	Tier	Score %	Tier
Devauden	10	Tier 5	5.9	Tier 4	7.5	Tier 3	23.4	Tier 3
Shirenewton/Mynydd bach	10.0	Tier 5	8.0	Tier 3	2.5	Tier 5	21.6	Tier 3
Llanvair Discoed	12.2	Tier 4	4.0	Tier 5	5.0	Tier 4	21.2	Tier 3
.....	..	..	..	..	..	..	..	..

Green - Tiers 1 and 2 are the most sustainable in terms of the quantitative appraisal

Amber - Tiers 3 and 4 have a lower level of sustainability

Red - Tiers 5 and 6 are the least sustainable

Self-Containment

4.5% of Shirenewton/Mynyddbach residents who are employed work in Shirenewton/Mynyddbach (source: SSA) and therefore the majority of people who are in employment commute by car/bus/motorcycle/bicycle/walk. It assumed that since the bus service to Shirenewton is not a regular one and that the cycle route to the centre of Chepstow and its employment areas (and the train station) is 4.4 miles over physically challenging terrain that the majority of trips by residents for commuting are by private car. It also assumed that an increase in the housing stock of Shirenewton will result in an increased number of its residents commuting by private car.

If the incoming residents don't have access to a car (13 dwellings being affordable) they will find themselves in a village with poor public transport and inadequate and unsafe cycle routes over challenging terrain. With the alternatives to the use of the private car for incoming residents of the new housing allocation (if it progresses) being so limited MCC will need to ensure those who live in Shirenewton either have more regular bus service or have access to a private car, otherwise, their quality of life will be restricted and the sense of isolation in a village without a single shop and other services will become apparent to them.

Settlement Cluster Analysis

Cluster Criteria used

- 4.30 *PPW 11 (para 3.40) states that “Local service centres, or clusters of smaller settlements where a sustainable functional linkage can be demonstrated, should be designated by local authorities as the preferred locations for most new development including housing and employment provision.” There are several criteria which are considered appropriate to identify settlements within the county with the potential to form a cluster:*
- Identified as a settlement in Strategic Policy S1 of the adopted Local Development Plan;*
 - The main settlement within the cluster should be a Tier 1 settlement based on the 3 principles and settlement size;*
 - The cluster should contain Settlements from Tiers 1 to 4.*
 - Smaller settlements within the cluster should achieve a score of 25% or above based on the 3 principles and settlement size;*
 - Smaller settlements within the cluster should have a functional link with a Tier 1 settlement via a bus route into or adjacent to the settlement*
 - Smaller settlements within the cluster should have a functional link with a Tier 1 settlement via an active travel route option, either walking or cycling; and*
 - Smaller settlements within the cluster should have a functional link with a Tier 1 settlement with regard to its proximity via the road network.*
- 4.31 *Where settlements meet the above criteria and have the ability to form a cluster, these settlements may be considered as locations for new development, despite their position within the settlement hierarchy. Any such development will need to be acceptable in planning terms, however, and balanced against the physical/environmental and infrastructure constraints of individual settlements and their ability to accommodate additional development given the sensitivity of landscapes, the countryside character of rural settlements and existing residential amenity.*

The Sustainable Settlement Appraisal includes a settlement cluster analysis that identifies 3 tier 1 settlements namely Abergavenny, Monmouth and Chepstow that meet the criteria and have the capacity to form a cluster of settlements that recognises the role and function that smaller settlements play within the County that have a geographical and functional link to a tier 1 settlement within that cluster. The smaller settlements within the cluster whilst located within the rural hinterland of a tier 1 settlement and relying on that settlement for many of their day-to-day needs also contribute to that settlement's social, economic and environmental fabric and could be capable of accommodating some

development despite their position within the settlement hierarchy due to their close links with the tier 1 settlement.

Paragraph 10.5 is from the SAA

10.5 Cluster 2 centres on the Tier 1 settlement of Chepstow, with three smaller settlements having particularly strong geographical links to it. In contrast to cluster 1 the smaller settlements in Cluster 2 are all lower tier settlements. These settlements whilst undoubtedly having strong geographical links in terms of distance from the Tier 1 settlement of Chepstow do not have as strong transport links and so whilst as a group of settlements having the potential to support some additional future development this will be dependent upon any physical/environmental and infrastructure constraints of the individual settlements and their ability to accommodate additional development given the sensitivity of landscapes and the countryside character of rural settlements.

Objector's comments

The SSA and Appendix 3 both state Shirenewton is only 2.7 miles from Chepstow on an Active Travel route, and yet it was not selected to be included in the cluster of smaller settlements for the Chepstow Cluster which included St Arvans, Pwllmeryric and Mathern (see Table 13). These 3 settlements are at similar distances from Chepstow as Shirenewton, however, they were chosen for the Chepstow Cluster for performing better than Shirenewton in relation to Principle 1 – Transport services and Principle 3 - Employment Opportunities.

It is Principle 2 - Community Services where Shirenewton scores the higher than the other 3 settlements which is due in the main to it having a primary school and its good open space facilities. Shirenewton was, however, not considered to have a strong enough functional link with Chepstow to be part of its Cluster. Only St Arvans from the 3 smaller settlements chosen for the Chepstow Cluster has been allocated housing. It is understood that the main point of the cluster exercise is to identify smaller settlements that have strong links with the Tier 1 settlement for them to receive a certain amount of housing growth, Pwllmeryric and Mathern did not but Shirenewton did, which is questionable.

Table 13: Initial Hierarchy of Settlements based on their weighted scores against the 3 Principles

Settlement	Principle 1: Transport Services & Accessibility	Principle 2: Community services & facilities	Principle 3: Employment Opportunity	Total
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	Score %	Tier	Score %	Tier	Score %	Tier	Score %	Tier
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Tier 1 – left out – not relevant

Tier 2 - left out – not relevant

Tier 3

Crick	17.8	Tier 3	3.1	Tier 5	10.0	Tier 2	30.9	Tier 3
Portskewett	16.7	Tier 3	8.7	Tier 3	5.0	Tier 4	30.4	Tier 3
Cuckoo's Row	17.8	Tier 3	2.5	Tier 6	10.0	Tier 2	30.3	Tier 3
Llanover	15.6	Tier 3	4.7	Tier 4	10.0	Tier 2	30.3	Tier 3
St Arvans	16.7	Tier 3	6.5	Tier 4	5.0	Tier 4	28.2	Tier 3
Tintern	11.1	Tier 4	9.6	Tier 3	7.5	Tier 3	28.2	Tier 3
The Bryn	14.4	Tier 4	3.7	Tier 5	10.0	Tier 2	28.1	Tier 3
Little Mill	16.7	Tier 3	5.2	Tier 4	5.0	Tier 4	27.9	Tier 3
Llanellen	16.7	Tier 3	5.3	Tier 4	5.0	Tier 4	27.0	Tier 3
Pwllmeyric	17.8	Tier 3	4.0	Tier 5	5.0	Tier 4	26.8	Tier 3
Penpergwm	14.4	Tier 4	2.2	Tier 6	10.0	Tier 2	26.6	Tier 3
Mathern	13.3	Tier 4	7.7	Tier 4	5.0	Tier 4	26.0	Tier 3
Sudbrook	14.4	Tier 4	4.7	Tier 4	5.0	Tier 4	24.1	Tier 3
Devauden	10.0	Tier 5	5.9	Tier 4	7.5	Tier 3	23.4	Tier 3
Shirenewton/Mynydd bach	10.0	Tier 5	8.0	Tier 3	2.5	Tier 5	21.6	Tier 3
Llanvair Discoed	12.2	Tier 4	4.0	Tier 5	5.0	Tier 4	21.2	Tier 3
Llanvapley	12.2	Tier 4	4.0	Tier 5	5.0	Tier 4	21.2	Tier 3

Tier 4 – left out – not relevant

SSA - Appendix 3 - Settlement Profiles

Under Principle 1 – Sustainable Transport and Accessibility the scores given under some of the key elements for Shirenewton are disputed.

The criterion (1c)- Cycling distance to a higher order settlement via active travel route.

The settlement profile for Shirenewton states that it is located on a National Cycle Network Route (No.42) which is NOT identified on the MCC Active Travel Network Maps as an Active Travel cycle route nor as future route but is mentioned on the

website as 'Other (long term connection)'. Route No. 42 is a long-distance cycling route which is part of the National Cycle Route and uses mostly roads and is therefore not dedicated solely for cyclists or walkers and as such the routes cross challenging hilly terrain which are not conducive as Active Travel routes for commuting cyclists.

The road safety charity 'Brake' claims that the annual road accident statistics from the Department of Transport routinely show that rural roads are the most dangerous for road users in terms of fatalities (over half of road fatalities are on them) due to their narrowness, poor road surfaces, blind corners and largely unregulated speeds of vehicles. The identified cycle route (National Cycle Network Route 42) from Shirenewton to Chepstow is an unlit, single track (with very few passing points), poorly surfaced country lane with numerous blind corners passing through challenging hilly terrain.

Route 42 is identified like many other routes for regular (seasoned) cyclists by the people responsible for the National Cycle Network and not for someone who doesn't have access to a car, who needs to get to work or to shops/ services and cannot wait for the next bus in two hours who's only alternative is then to get on a bike. It's unrealistic to expect future residents of Shirenewton to do so.

This is maybe the reason why the route has not been identified on the MCC Active Travel Network Maps as an existing nor future Active Travel cycle route.

In the profile for Shirenewton the table showing the scoring of the 3 Principles including Transport Services states the distance along the National Cycle Network Route 42 from Shirenewton to Chepstow is 2.7 miles. Under this criterion in order to score the maximum score of 1 the distance needs to be below 3 miles commuting distance on a bicycle along an Active Travel cycle route. However, MCC has measured the distance from Shirenewton to the nearest boundary edge of Chepstow, namely the residential area of Hazelton Villas which is 2.7 miles. However, if the purpose is for cyclists from Shirenewton is to commute to employment places, the railway station and shops located in the centre of Chepstow rather than a residential area on the outskirts then they have another 1.7 miles to cycle which means they will have cycled 4.4 miles in total along a very narrow single track country lane which has numerous steep hills along the way.

In the Sustainable Settlement Appraisal Appendix 1 – Differences between SEWSPG Methodology and Monmouthshire Approach it states that *'Cycling is scored depending on the distance to the largest cluster of facilities and services. The distances vary from less than 1000m to greater than 5000m' (3 miles)*. This suggests that the 3 mile rule applies to the facilities and services of the cluster(town) not the residential outskirts of the town which has no facilities or services to show the distance between the settlements is less than 3 miles. The reasons for the difference

in the third column of Table also suggests the cycling distance measured should be from the settlement/population to the services/facilities and not to a residential area (Hazelton Villas) 1.4 miles from the town centre.

Appendix 1: Differences between proposed SEWSPG Methodology and Monmouthshire Approach

Principle 1 – Sustainable Transport and Accessibility		
SEWSPG Approach	Monmouthshire Approach	Reasons for Difference
Cycling is scored depending on the distance to the largest cluster of facilities and services. The distances vary from less than 1000m to greater than 5000m (3 miles)	Cycling is scored depending on the distance to a higher order settlement via an active travel route. To receive a score this distance should be less than 3.0 miles.	The SEWSPG approach is more suited to an urban area where there would be smaller distances from areas of population to services/facilities. A longer distance has been used for the Monmouthshire methodology to take account of smaller settlements which are within cycling distance of a larger settlement.

Source: SSA (2022)

Objector's comments

It is recommended that the distance in the Settlement Profile for Shirenewton is changed from 2.7 miles to the more genuine distance for the purposes of measuring sustainability of 4.4 miles between Shirenewton and the shops and services etc. found only in the centre of Chepstow. Also, the scoring needs to be changed to accurately reflect this from 1 to 0 in Appendix 1 - Settlement Profile for Shirenewton.

Buses

It has been recognised in the Sustainability Settlement Appraisal that the bus service to Shirenewton is not a regular one (5 a day but none in the evening) and has correctly received a low score as a result.

Principle 2 – Community Services and facilities/Presence of Retail Centre within or near settlement

The Sustainable Settlement Appraisal shows that Shirenewton does not have any any shops, post office, banks, or even a single café. Therefore, for convenience stores and

other non-food shops etc. its residents need to travel to other town centres in the area. The Appraisal recognises Chepstow with its shops and services/facilities is approximately 5 miles away and is given a score as a result.

It is also recognised in the Appraisal that Shirenewton also lacks a pharmacy, GP surgery, dentist, hospital and therefore no score.

Shirenewton scores points in the Appraisal having a primary school, place of worship, public halls, public houses, sports ground, child's play area etc.

Principle 3 – Employment opportunities

Shirenewton is a village that is predominantly residential and has no shops and no significant employment uses, consequently, it does not score under this Principle except for its proximity to Chepstow and its employment opportunities.

Preferred Strategy paragraph 4.32 states *'To encourage the promotion of sustainable communities where residents can live and work in the same area, housing growth will be accompanied by a commensurate amount of employment land. The proportion of employment growth to be accommodated in the settlement tiers will be set out in the Deposit RLDP.'*

No commensurate amount of employment land has been allocated in Shirenewton.

Shirenewton scores poorly under the overall scoring system of the Sustainable Settlement Appraisal, with only 41 points out of a possible 193 points.

In relation to what paragraph 4.10 of the Sustainable settlement Appraisal says it is considered that Shirenewton does not have good accessibility to services and facilities helping communities to meet many of their everyday needs.

It does not have good access to sustainable travel modes to provide choice to the user and can reduce reliance on private cars for travel. Existing residents and future will not have access to active travel routes and public transport that would tackle an element of social exclusion enabling individuals who cannot drive or afford a car to access essential services and facilities.

Transport Hierarchy and Conclusions

The allocation of housing in Shirenewton fails the Welsh Government Transport Hierarchy test as it doesn't have a regular bus service and has no safe cycling route over a reasonable cycling distance (4.4 miles not as stated 2.7 miles) for commuters to use and the result will be incoming residents including those in affordable housing having to rely on using cars with no modal shift possible as a result.

As highlighted in the SSA and its Appendix 3 – Settlement Profiles with no shops and no employment opportunities (and none planned in the LDP) Shirenewton will remain as a settlement with low sustainability scores, and it therefore should not be a location for further housing growth unless these aspects are remedied.

It is not apparent in the Local Housing Market Assessment Refresh 2022-2037 that there is no identified need for affordable housing in Shirenewton, if there is not, it is a village in a relatively isolated location if residents were not to have access to a car. Therefore, it is questionable if Shirenewton is an appropriate settlement to locate affordable housing considering there are no shops or employment opportunities.

It has been made apparent from the SSA that having access to a car is an essential requirement for residents to live in Shirenewton. It is considered in the SSA Shirenewton to be one of the least sustainable places to live in Monmouthshire in terms of transport services and accessibility and identified as a Tier 5 settlement for sustainable transport and employment opportunities.

We object to the allocation HA17 in the Deposit LDP and request it is omitted from the LDP because it has been demonstrated in the MCCs evidence to be one of the least sustainable settlements in Monmouthshire in terms of transport services and accessibility, having not a single shop nor employment opportunities.

Other comments on the suitability of the housing allocation HA18 in Shirenewton

Heritage

The site has been assessed by Glamorgan Gwent Archaeological Trust Ltd as RED on the HER (Historic Environment Record), indicating extensive prehistoric artefacts in the field and surrounding areas. This factor did not lead it to being rejected by MCC from progressing further into the LDP process as a housing allocation.

However, the site on the opposite side of the road to this housing allocation (HA18) was submitted as a candidate site (ref.no. CS0231) and is adjacent to the Recreation Ground. It was also assessed as a RED by Glamorgan Gwent Archaeological Trust Ltd on the HER (Historic Environment Record), and for this reason alone was rejected by MCC to progress having very similar characteristics in terms of topography (level), being agricultural land, proposed access arrangements, landscape and visual impact etc.

It is an obvious question and a possible discrepancy in the site selection process why one candidate site is rejected for the reason provided which is also shared by a site that has progressed to a housing allocation in the draft deposit LDP, without any mention of it in the candidate site assessment for the latter. There should be consistency in decision-making on why sites are rejected, and others progress when they share the same significant issue(s).

3468

Ann Corbett



Outlook

RLDP:comments/objections

From [REDACTED]**Date** Sat 2024-12-14 14:55**To** MCC - PlanningPolicy <PlanningPolicy@monmouthshire.gov.uk>

I object in the strongest terms to the proposed RLDP.

1: The Crick Road site proposes approx 770 homes as well as commercial units etc. This is a complete over-development which, when considered in terms of percentage growth it will cause coupled with the ongoing growth from the adjoining Elderwood Park site currently being developed, will change the character of Caldicot and Portskewett. Such a site and the proposed size and content of it will put an unacceptable strain on the local roads and facilities. The site neighbours a site of significant historical interest at Caldicot castle and will adversely affect the parklands.

2: The Mounon Road site proposes approx 146 homes and a number of commercial units such as hotel and care home. It will obliterate the green, agricultural land and open space as one enters Chepstow irrevocably changing both the town as well as the nature of the gateway to the town, the Wye Valley and to Wales.

3: Based on current use, both the Crick Road and Mounon Road sites would separately lead to significantly more traffic accessing the M4 via Magor and, especially, the M48 via the A48 and the Highbeech roundabout and A466. The combination of usage from both Crick Road and Mounon Roads sites will be even worse. Highbeech roundabout is already a bottleneck with traffic accessing it from the Caldicot and Gloucestershire sides of the A48 as well as Chepstow residents. Significant further housing developments numbering in the thousands are planned for Chepstow postcode areas just the other side of the river Wye in Gloucestershire and again, based on current use, most of those residents would also access the M48/M4 via Chepstow/Highbeech/A466. The Highbeech and A466/A48 areas of Chepstow are areas where several pollutants are frequently in excess of permitted levels. The RLDP does nothing to address this and the Council is failing in its duty to protect local residents. This is particularly egregious given the declared climate emergency. Despite the proposals for commercial activities, Chepstow is, and will remain, an area where large numbers of people travel elsewhere to work and will use their own vehicles to get there.

4: The topography of Chepstow restricts the ability of many to walk or cycle within the town. Whilst there are some local bus services, they do not serve all areas, are relatively infrequent and the daily weekday timetable begins late and finishes early in the day. Weekend services are even less frequent. Train services from and to Chepstow are frequently cancelled. Public transport is not an acceptable alternative to private vehicles for most residents. The Highbeech roundabout is the scene of many traffic accidents now: any increase in traffic is likely to lead to more.

In summary, as a resident of the area, the RLDP does not adequately address either the climate or nature emergencies nor does it protect or enhance the distinctive environment of the south of Monmouthshire.

[REDACTED]

3469

Mr Andrew Orrell

View results

Respondent

552

Anonymous

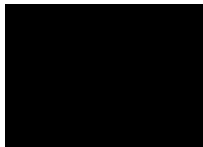
24:48

Time to complete

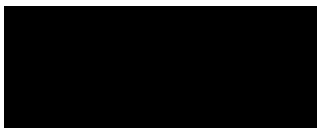
Part 1: Contact Details

Please note that by submitting this form you are agreeing to your details being retained on the RLDP Consultation Database and used to inform you of future RLDP correspondence.

1. Title *



2. Name *



3. Job Title (where relevant)

4. Organisation (where relevant)

5. Address *

6. Telephone number *

7. Email *

Part 2: Your Representation

Do you have any comments on the key issues, challenges, vision and/or objectives of the Deposit RLDP?

8. Would you like to comment on this question *

☒ Yes

☐ No

9. Is your representation in support or objection? *

☐ Support

☒ Objection

10. Please clearly state which policy/paragraph/allocation/designation your representation relates to and include any comments in this box

If you are objecting, please state how you would like the Plan to be changed.

*

RE Policy HA18 Land west of Redd Landes Shirenewton CS0232.

I am writing to strongly object to the above RDLP proposal. This development is on prime agricultural land and is also a natural run off / drain for the land posing a risk to flooding on ditch hill lane should it be built on. There is no shop or amenities and car usage will significantly increase. The school is already over subscribed and the proposed development effectively creates a dangerous cross roads at the entrance to the village, opposite the nursery / children's playground.

The local power and water / sewerage infrastructure is already vulnerable as highlighted during the recent storms and this would make the problem worse for the residents of the village.

Futhermore

1. The site lies outside the current village envelope and fails to meet heritage and landscape policies both national and local.
2. The number of houses proposed will place an overwhelming and unfair burden on our village community in absorbing so many new families.
3. Car use is unavoidable and air pollution will inevitably rise.
4. Major infrastructure is lacking. The utility companies and our school have no spare capacity to service the new housing.
5. Policy S6 attempts to place the funding requirements for the necessary infrastructure on developers but runs the risk that the services will not be provided until the entire site development is completed, if ever, and will add significantly to the market house prices, to the detriment of our youngsters' desire to make their homes in the village
6. The development of the site presupposes there will be a Housing Association ready and fully funded to take on the affordable houses. Planning policy should require the ability of the selected housing association to proceed before the development can start.
7. Housing should be reserved for families with established connection to Shirenewton and Earlswood wards.
8. In other words, the development is undeliverable in its scale, and phasing does not provide a solution.

Stop destroying the countryside. We are in a climate crises. No Farms, No Food, No future.

This site should be removed from the plan.

Do you have any comments on the Plan's Growth Strategy (the level of growth needed to address the key issues)? (Policy S1)

11. Would you like to comment on this question *

☒ Yes

☐ No

12. Is your representation in support or objection? *

☐ Support

☒ Objection

13. Please clearly state which policy/paragraph/allocation/designation your representation relates to and include any comments in this box

If you are objecting, please state how you would like the Plan to be changed.

*

The beautiful wye valley is becoming a housing estate, polluting our rivers, choking our lanes. We dont need to grow - we need to make the most of what we have. There is no infrastructure to grow into and no local jobs to support more expensive houses being built in Shirenewton with no transport links for those in need of affordable housing to get into Cardiff or much more likely Bristol to work and spend their money.

Do you have any comments on the Plan's Spatial Strategy (where development is proposed to be sited)? (Policy S2)

14. Would you like to comment on this question *

☒ Yes

☐ No

15. Is your representation in support or objection? *

- ☐ Support
- ☒ Objection

16. Please clearly state which policy/paragraph/allocation/designation your representation relates to and include any comments in this box

If you are objecting, please state how you would like the Plan to be changed.

*

Wrong place. No infrastructure - prime agricultural land. There is a huge derelict steel works at Ilanwern, near the M4 - use that.

Do you have any comments on the Managing Settlement Form policies? (Policies OC1 and GW1)

17. Would you like to comment on this question *

- ☐ Yes
- ☒ No

Do you have any comments on the design and sustainable place-making policies? (Policies S3, PM1, PM2, PM3, HE1, HE2 & HE3)

18. Would you like to comment on this question *

☐ Yes

☒ No

Do you have any comments on the climate change and renewable energy policies? (Policies S4, NZ1, CC1, CC2 & CC3)

19. Would you like to comment on this question *

☒ Yes

☐ No

20. Is your representation in support or objection? *

☐ Support

☒ Objection

21. Please clearly state which policy/paragraph/allocation/designation your representation relates to and include any comments in this box

If you are objecting, please state how you would like the Plan to be changed.

*

This is prime agricultural land, that also serves to drain the surrounding fields. 4 acres of concrete will cause flooding.

Do you have any comments on the green infrastructure, landscape & nature recovery policies? (Policies S5, GI1, GI2, LC1, LC2, LC3, LC4, LC5, NR1, NR2, NR3 & PR0W1)

22. Would you like to comment on this question *

☒ Yes

☐ No

23. Is your representation in support or objection? *

☐ Support

☒ Objection

24. Please clearly state which policy/paragraph/allocation/designation your representation relates to and include any comments in this box

If you are objecting, please state how you would like the Plan to be changed.

*

Building 4 acres of houses on land and hedgerow does not help nature at all. Obviously

Do you have any comments on the infrastructure policies? (Policies S6, & IN1)

25. Would you like to comment on this question *

☒ Yes

☐ No

26. Is your representation in support or objection? *

- ☐ Support
- ☒ Objection

27. Please clearly state which policy/paragraph/allocation/designation your representation relates to and include any comments in this box

If you are objecting, please state how you would like the Plan to be changed.

*

There is no infrastructure - just narrow lanes and dodgy drains, Unreliable electricity and a poor water supply

Do you have any comments on the housing policies, including the affordable housing policies and Gypsy and Traveller policies? (Policies S7, S9 H1, H2, H3, H4, H5, H6, H7, H8, H9 & GT1)

28. Would you like to comment on this question *

- ☒ Yes
- ☐ No

29. Is your representation in support or objection? *

- ☐ Support
- ☒ Objection

30. Please clearly state which policy/paragraph/allocation/designation your representation relates to and include any comments in this box

If you are objecting, please state how you would like the Plan to be changed.

*

There are no jobs here, so if you need an affordable house - then you need to be able to afford to use a car all the time, for everything! This does not add up.

**Do you have any comments on the residential site allocations?
(Policies S8, HA1 – HA18)**

31. Would you like to comment on this question *

☐ Yes

☒ No

**Do you have any comments on the economic policies? (Policies
S10, S11, E1, E2, RE1, RE2, RE3, RE4, RE5 & RE6)**

32. Would you like to comment on this question *

☐ Yes

☒ No

**Do you have any comments on the employment site allocations?
(Policies EA1 & EA2)**

33. Would you like to comment on this question *

☒ Yes

☐ No

34. Is your representation in support or objection? *

☐ Support

☒ Objection

35. Please clearly state which policy/paragraph/allocation/designation your representation relates to and include any comments in this box

If you are objecting, please state how you would like the Plan to be changed.

*

There are no jobs here - build where there are jobs.

**Do you have any comments on the visitor economy policies?
(Policies S12, T1 & T2)**

36. Would you like to comment on this question *

☐ Yes

☒ No

**Do you have any comments on the sustainable transport policies?
(Policies S13, ST1, ST2, ST3, ST4, ST5 & ST6)**

37. Would you like to comment on this question *

☒ Yes

☐ No

38. Is your representation in support or objection? *

☐ Support

☒ Objection

39. Please clearly state which policy/paragraph/allocation/designation your representation relates to and include any comments in this box

If you are objecting, please state how you would like the Plan to be changed.

*

There are three buses a day to chepstow or usk. There is no usable sustainable transport.

**Do you have any comments on the retail and commercial centres
policies? (Policies S14, RC1, RC2, RC3 & RC4)**

40. Would you like to comment on this question *

☐ Yes

☒ No

Do you have any comments on the community infrastructure and open space policies? (Policies S15, CI1, CI2, CI3 & CI4)

41. Would you like to comment on this question *

☐ Yes

☒ No

Do you have any comments on the mineral and waste policies? (Policies S16, S17, M1, M2, M3, W1, W2 & W3)

42. Would you like to comment on this question *

☐ Yes

☒ No

Do you have any other comments to make on the Deposit RLDP and/or supporting documents?

43. Would you like to comment on this question *

☒ Yes

☐ No

44. Is your representation in support or objection? *

- ☐ Support
- ☒ Objection

45. Please clearly state which policy/paragraph/allocation/designation your representation relates to and include any comments in this box

If you are objecting, please state how you would like the Plan to be changed.

*

STOP DESTROYING THE COUNTRYSIDE

Part 3: Tests of Soundness

Please refer to the notes at the for further

guidance: <https://www.monmouthshire.gov.uk/app/uploads/2024/10/Guidance-Notes-RLDP-ENG.pdf>

46. Do you consider that the Plan is sound? *

- ☐ Yes
- ☒ No

47. If you do not consider the Plan to be sound, which soundness test(s) do you think it fails? *

- ☒ Fails legal and regulatory procedural requirements or is not in general conformity with Future Wales?
- ☒ Fails Test 1: Does the Plan fit (is it clear that the RLDP is consistent with other Plans)?
- ☒ Fails Test 2: Is the Plan appropriate (is the Plan appropriate for the area in light of the evidence)?
- ☒ Fails Test 3: Will the Plan deliver (is it likely to be effective)?

48. Please explain why the Plan is not sound or explain what changes need to be made to make the Plan sound (the Tests of Soundness are set out in the guidance notes at the end of the form): *

The development is undeliverable in its scale, and phasing does not provide a solution.

Part 4: Appearance at Examination Hearing Sessions

The Monmouthshire Replacement Local Development Plan (RLDP) will be examined by an independent Inspector appointed by the Welsh Government. It is the Inspector's job to consider whether the Plan meets procedural requirements and whether it is sound. At this stage, you can only make comments in writing (these are called written representations). However, everyone that wants to change the Plan can appear before and speak to the Inspector at a 'hearing session' during the public examination. But you should bear in mind that your written comments on this form will be given the same weight by the Inspector as those made verbally at a hearing session. Please also note that the Inspector will determine the most appropriate procedure for accommodating those that want to provide oral evidence.

Please indicate below if you would like to speak at the public examination.

49. If you have objected to or propose changes to the Plan, would you like to speak at a hearing session during the public examination of the RLDP?

☒ Yes

☐ No

50. If you wish to speak at a hearing session which language would you wish to use?

☐ Welsh

☒ English

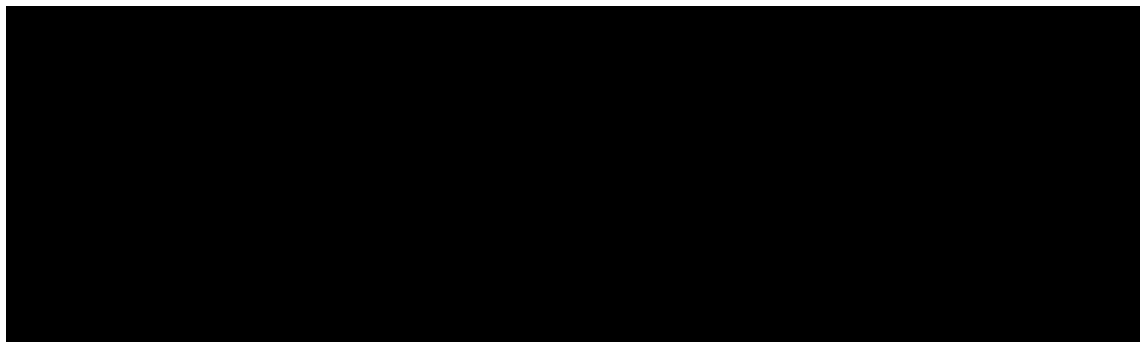
Part 5: Welsh Language

51. We would like to know your views on the effects that the Deposit Plan would have in the Welsh language, specifically on opportunities for people to use Welsh and on treating the Welsh language no less favourably than English. What effects do you think there would be? How could positive effects be increased, or negative effects be mitigated?

Would have no benefit to the Welsh Language.

52. Please also explain how you believe the Deposit Plan could be improved so as to have positive effects or increased effects on opportunities for people to use the Welsh language and on treating the Welsh language no less favourably than the English language?

Build in areas that use Welsh as primary language that supports their local economy. This is not at all reflective of Monmouthshire, outside a minority in Abergavenny.



Archived: 08 March 2025 15:53:04

From: [REDACTED]

Mail received time: Sun, 15 Dec 2024 22:58:17

Sent: Sun, 15 Dec 2024 22:58:08

To: [MCC - PlanningPolicy](#)

Subject: RDLP Deposit Plan Consultation CSO2032 Redd Landes - Shirenewton

Importance: Normal

Sensitivity: None

Dear Sir / Madam

I am writing to strongly object to the above RDLP proposal and in response to question 10 re Policy HA18. This development is on prime agricultural land and is also a natural run off / drain for the land posing a risk to flooding on ditch hill lane should it be built on. There is no shop or amenities and car usage will significantly increase. The school is already over subscribed and the proposed development effectively creates a dangerous cross roads at the entrance to the village, opposite the nursery / children's playground.

The local power and water / sewerage infrastructure is already vulnerable as highlighted during the recent storms and this would make the problem worse for the residents of the village.

Furthermore.

1. The site lies outside the current village envelope and fails to meet heritage and landscape policies both national and local.
2. The number of houses proposed will place an overwhelming and unfair burden on our village community in absorbing so many new families.
3. Car use is unavoidable and air pollution will inevitably rise.
4. Major infrastructure is lacking. The utility companies and our school have no spare capacity to service the new housing.
5. Policy S6 attempts to place the funding requirements for the necessary infrastructure on developers but runs the risk that the services will not be provided until the entire site development is completed, if ever, and will add significantly to the market house prices, to the detriment of our youngsters' desire to make their homes in the village
6. The development of the site presupposes there will be a Housing Association ready and fully funded to take on the affordable houses. Planning policy should require the ability of the selected housing association to proceed before the development can start.
7. Housing should be reserved for families with established connection to Shirenewton and Earlswood wards.
8. In other words, the development is undeliverable in its scale, and phasing does not provide a solution.

Stop destroying the countryside. We are in a climate crises. No Farms, No Food, No Future.

Yours Sincerely,

[REDACTED]

3470

Alison Powell

Archived: 14 February 2025 12:26:49

From: [REDACTED]

Mail received time: Sun, 15 Dec 2024 09:25:03

Sent: Sun, 15 Dec 2024 09:24:49

To: [MCC - PlanningPolicy](#)

Subject: RLDP Consultation Response.gov.uk

Importance: Normal

Sensitivity: None

Dear Sir /Madam,

I am writing to oppose the large development of 270 houses on Dixon Road.

Not only will this development cause a huge amount of increased traffic, having a huge impact along Dixon Road and the roundabout, which of course could be a nightmare during rush hour times, but the vehicles would bring a lot more air pollution to the area.

In addition, this area lies close to the Wye Valley National Landscape (AONB), which conflicts with planning policy. It's close to a scheduled Monument, Dixon Mound and is an area inhabited by endangered Greater Horseshoe Bats. This site is prone to flooding too.

With Drinking Water contamination being noted already from the Drinking Water Inspectorate, the addition of this development will likely have a bigger impact to the problem.

There will be more surface run adding to the already rife pollution to the River Wye. The Wyesham Waste Water Treatment Works already regularly discharges sewage into the River Wye.

I sincerely hope you will reconsider the building of this large development of 270 houses on Dixon Road.

[REDACTED]

3471

Anne Callicott

Archived: 14 February 2025 12:28:37

From: [REDACTED]

Mail received time: Sat, 14 Dec 2024 21:18:29

Sent: Sat, 14 Dec 2024 21:18:11

To: [MCC - PlanningPolicy](#)

Subject: objection to development on site CS0270/HA4

Importance: Normal

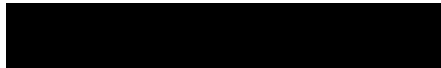
Sensitivity: None

objection to development on site CS0270/HA4



I wish to register my strong objection to the building of 270 houses on site CS0270/HA4 in Monmouth on the following grounds:

- The drainage on the site is unsuitable for such a development, with heavy clay based soil, causing extensive runoff into the already polluted river Wye - increasing phosphate levels that are already too high.
- Increased flooding risks. We have seen increased flooding in the town already this year .
- Traffic congestion will increase. Most house occupants seem to own at least two cars, this will add at least 500 cars exiting the site to the A40 or feeder roads.
- Lack of local jobs for the increase in population. People will therefore be travelling to employment, causing a pollution increase.
- Lack of infrastructure to cope with the increase in population.
- Loss of good quality agricultural land when there are better alternatives; poorer quality land such as the Wonastow road site for example.
- Impact on an area of natural beauty - the Wye Valley. This is also the immediate gateway to Wales.



3472

Andy Raynor

Archived: 14 February 2025 12:31:08

From: [REDACTED]

Mail received time: Sun, 15 Dec 2024 21:14:44

Sent: Mon, 16 Dec 2024 10:14:25

To: [MCC - PlanningPolicy](#)

Cc: [REDACTED]

Subject: Supplementary Representations relating to the Deposit RLDP

Importance: Normal

Sensitivity: None

☐ Dear Planning Policy

Following my email below and my consultation with two highway engineers, here are supplementary representations concerning the highway issues relating to the proposed Leasbrook site.

1. Traffic surveys undertaken for these purposes should be considerably less than seven years old; no less than 2 years old.

Ideally the survey should be undertaken during months of April to September during school term time. However Welsh Government may well have automatic traffic data which might show whether or not there is significant seasonal variation.

2. What doesn't seem to have been surveyed in 2018 was queue lengths on Dixon Road. It would be significant if they usually extend back to proposed junction location at peak times. To survey it would simply require someone to observe conditions on site and note end of queue every five minutes.

The overall assessment should take account of the known queues at the roundabout and the Wye bridge.

3. It is agreed that there probably should be a two lane approach if the site is developed. However, it is fairly easy to foresee traffic waiting on Dixon Road in the dedicated right turn lane which blocks traffic waiting to turn right out of estate. More than one car waiting to turn right out of the estate would prevent any following vehicle wishing to turn left from proceeding.

4. The junction layout drawing in the appendix is labelled 'surgery access layout'. Is a surgery proposed as part of the current application, or have they dusted down a drawing prepared for a previous application? And hence is that why traffic data is seven years old?

[REDACTED]

From: [REDACTED]

Date: 13 December 2024 at 14:38:02 GMT+13

To: PlanningPolicy MCC <PlanningPolicy@monmouthshire.gov.uk>

Cc: [REDACTED]

Subject: Representations relating to the Deposit RLDP

☐

☐

☐ ? ☐ Dear Planning Policy

Below are my representations concerning some general matters in the Deposit RLDP and also, specifically, concerning the Leasbrook site at Monmouth. These replace my earlier representations. I apologise for the different

coloured text!

Affordable homes (generally)

1. In my experience local authorities have consistently failed to achieve the planned number of affordable homes within a housing development (unless it is their own or a housing association's development). The draft proposes that 50% of the planned number of houses on each site will be affordable homes (page 11 of the Summary). This objective appears to me to be most unreasonable unless the Council can demonstrate that they have the political will, sufficiently robust planning policies and legal mechanisms to ensure that such a high proportion is achieved.

The mechanism for seeking to require the provision of affordable housing in a private development site is via a section 106 agreement. Is the Council satisfied that that its planning policies are sufficiently robust to ensure that developers are required to enter into a section 106 agreement?

Unfortunately, the Council has only been able to tell me of one site in its area where such a percentage of affordable housing has been achieved.

2. Planning Policy have informed me that the Council will require the affordable housing to be managed by an RSL. My subsequent queries, listed below, have not been answered fully.

My (unanswered) queries etc are -

The Council says "managed". Does that mean that-

(a)(i) the developer needs to retain ownership of the affordable homes (and receive rental income from the RSL), or

(ii) there will be the possibility (provided for in the section 106?) of the homes being transferred to the ownership of one or more RSLs, or

(iii) the land will be transferred to the RSL in order for the RSL to build the homes?

3. I also asked -

(b) if the answer to (a)(ii) and (iii) is usually yes, how can the Council (and the developer) be assured that there is an RSL who is not only willing to take the transfer but also has the financial resources to acquire the land/homes (within a reasonable timescale). This is especially important when one considers the number and scale of potential sites in the Deposit RLDP which are requiring 50% affordable homes.

Planning Policy's response to (b) above was that they knew of no reason why RSLs would be unable to take on the proposed affordable housing across the Council's area. That seems to me to be a weak response and points to a need to carry out a full assessment of RSLs' capability, in all respects, to assume the role envisaged in the RLDP.

4. I suggest that the answers to these queries are important for assessing whether the stated aim of the Deposit RLDP regarding affordable homes is realistic or not. If "not", then would it not be correct to say that one of the premises on which the consultation is being undertaken is false?

Pedestrian/cycle access to Leasbrook site from Hereford Road

5. This access is also identified as a possible access for emergency vehicles. In my view, it would be essential to ensure that this access cannot be used on a day-to-day basis by

other vehicles entering or leaving the site.

The developer proposes a lockable bollard. What arrangements will be put in place for all potential emergency vehicles entering or leaving the site to have an appropriate key or access to a code?

What evidence is there to show that this form of access works in practice?

Without satisfactory answers to these questions, it is highly questionable that the access will be a workable solution for emergency purposes.

Access onto Dixon Road

6. It seems to me that this access point is totally unsuitable and to such an extent that development should not be approved. If that means that the site cannot be developed as envisaged, so be it.

The access is unsuitable because -

(a) it is self-evidently too close to a heavily-used roundabout;

(b) in my experience, several times a day the traffic using Dixon Road to get to the roundabout is backed up (even before the impact of the current works at the traffic lights and at Leys bends) so as to cause problems of queuing and delay. Encouraging traffic related to such a large development to join/leave Dixon Road will just make the problem unacceptable.

7. I have been informed -

The site promoter has submitted transport evidence as part of a package of information to support the site which has been passed to internal highway and transport colleagues for comment. A full Transport Impact Assessment will need to be submitted as part of any planning application should the site continue as an allocation in the adopted RLDP.

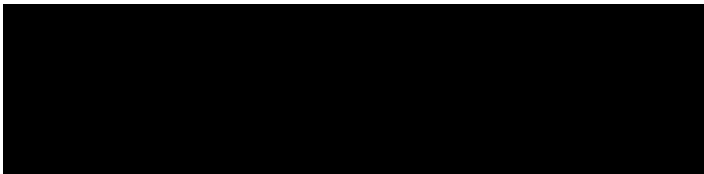
8. I have seen the submitted transport evidence but I have not been provided with the comments from the relevant internal staff. The submitted evidence is glossy but is weak on analysis.

Importantly, the evidence relies on traffic flow data compiled in early 2018. This data would be about 10 years out of date by the time the site was developed.

9. It seems to me self-evident that the potential impact of the development on the existing highway network is critical, and that, accordingly, it would not be sensible for the Council to consider this site further before satisfying itself on the highways issue. In other words, the full Traffic Impact Assessment (TIA) should be called for at this stage.

10. In particular, if the Leasbrook site is approved for inclusion in the adopted RLDP without a full TIA, it will be almost implicit that there are no highway issues with the proposed development when, at least in my view, that is patently not the case.

Kindly acknowledge receipt.



3473

Alan Thompson

Archived: 14 February 2025 12:36:28

From: [REDACTED]

Mail received time: Sun, 15 Dec 2024 20:10:17

Sent: Sun, 15 Dec 2024 20:10:10

To: [MCC - PlanningPolicy](#)

Subject: Fw: Objection to Planning DM/2024/01242-Land at Mounton Road

Importance: Normal

Sensitivity: None

----- Forwarded message -----

Fro [REDACTED]

Sent: Sunday 15 December 2024 at 20:07:05 GMT

Subject: Fwd: Objection to Planning DM/2024/01242-Land at Mounton Road

Sent from my iPad

Begin forwarded message:

From: [REDACTED]

Date: 15 December 2024 at 19:58:31 GMT

To: planningpolicy@monmouthshire.gov

Subject: Objection to Planning DM/2024/01242-Land at Mounton Road

☐?Dear Monmouthshire Planning

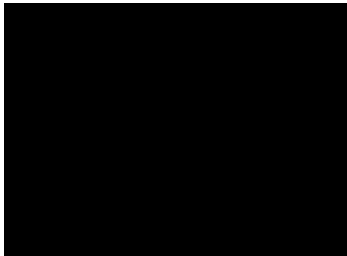
I strongly object to the proposed development of almost 150 houses, hotel & nursing home to land on Mounton Rd. It is a terrible site for building all of the above, as the area around St Lawrence roundabout, is extremely busy for most of the day & almost gridlocked on many occasions. If there is a breakdown or crash, there is nowhere for the traffic to go. Traffic coming to & from the Severn bridge has increased dramatically over the past couple of years & for people travelling to & from work, it is a nightmare.

The road leading to the racecourse & on to Monmouth is also extremely busy.

I travel to work at Caldicot from Tutshill and the journey takes longer & longer, no matter what time of day. The traffic builds up on Pwyllmeyric hill & causes long delays & driver frustration.

Chepstow has seen many large housing developments built in the last few years, especially the Brunel quarter & there is a large estate at the approach to Caldicot, with other housing developments planned there.

I do hope that common sense will prevail & the proposal will be rejected.



3474

Angharad Tonkin

This representation gives the reasons we consider that the housing allocation HA18 – Land west of Redd Landes, Shirenewton, for 26 dwellings in the Monmouthshire CC (MCC) Draft Deposit Local should be omitted. The basis for the objection is that Shirenewton is not considered a sustainable location for housing growth of this scale. This has been demonstrated in the Council’s evidence-based documents particularly the Sustainable Settlement Appraisal (SSA) which includes Appendix 3 - Settlement Profiles (December 2022). This representation will focus on the methodology and scoring used in the SSA and its Appendix 3 – Settlement Profiles.

Welsh Government Planning Policy

Planning Policy Wales (Edition 12) February 2024

Welsh Government planning policy contained in Planning Policy Wales (12) (PPW12) states in paragraph 4.1.10 *‘The planning system has a key role to play in reducing the need to travel and supporting sustainable transport, by facilitating developments which:*

- ***are sited in the right locations, where they can be easily accessed by sustainable modes of travel and without the need for a car;***
- *are designed in a way which integrates them with existing land uses and neighbourhoods; and*
- *make it possible for all short journeys within and beyond the development to be easily made by walking and cycling.*

Paragraph 4.1.12 of PPW states: ‘It is Welsh Government policy to require the use of a sustainable transport hierarchy in relation to new development, which prioritises walking, cycling and public transport ahead of private motor vehicles. The transport hierarchy recognises that Ultra Low Emission Vehicles also have an important role to play in the decarbonisation of transport, particularly in rural areas with limited public transport services.

Paragraph 4.1.13 states: The sustainable transport hierarchy should be used to reduce the need to travel, prevent car-dependent developments in unsustainable locations, and support the delivery of schemes located, designed and supported by infrastructure which prioritises access and movement by active and sustainable transport.

Paragraph 4.1.14 states: The sustainable transport hierarchy must be a key principle in the preparation of development plans, including site allocations, and when considering and determining planning applications.

4.1.15 Careful consideration needs to be given in development plans to the allocation of new sites which are likely to generate significant levels of movement, to ensure that access provisions which enable walking and cycling, as well as for public transport, are included from the outset and that any implications associated with airborne pollution can be addressed.

Paragraph 4.1.17 states: Different approaches to sustainable transport will be required in different parts of Wales, particularly in rural areas, and new development will need to reflect local circumstances. For example, a planning authority wishing to grow a rural village, despite it having limited public transport accessibility, could apply the transport hierarchy by: first considering how the location and design of new development could encourage walking and cycling to shops and services in the village centre; then consider whether new development could be located near a bus stop or enable improvements to the bus service; before finally considering the needs of private motor vehicles, including measures to encourage the use of Ultra Low Emission Vehicles.

Public Transport

4.1.36 The availability of public transport is an important part of ensuring a place is sustainable. It enables people to undertake medium and long journeys without being dependent on having access to a car. The planning system should facilitate this by locating development where there is, or can be, good access by public transport. The design, layout, density and mix of uses of a place are also fundamental to sustaining public transport services, and encouraging and enabling people to use them.

4.1.37 Planning authorities must direct development to locations most accessible by public transport. They should ensure that development sites which are well served by public transport are used for travel intensive uses, such as housing, jobs, shopping, leisure and services, reallocating their use if necessary. In rural areas, planning authorities should designate local service centres, or clusters of settlements where a sustainable functional linkage can be demonstrated, as the preferred locations for new development.

4.1.39 Planning authorities should consider whether public transport services are of a scale which makes public transport an attractive and practical travel option for occupiers and users travelling to and from development sites. They should also consider whether it is necessary to mitigate the movement impact of a development and minimise the proportion of car trips that the development would generate.

TAN 6 - Planning for Sustainable Rural Communities (July 2010)

In accordance with advice in TAN 6 MCC has undertaken an audit of rural services and facilities by individual settlement and the consideration of functional linkages within the area has been undertaken to inform the settlement strategy for the RLDP.

Local Develop Plan Manual (March 2020)

In line with the Local Develop Plan Manual MCC has undertaken a Sustainable Settlement Assessment to inform decisions regarding where development should be spatially located to achieve a sustainable pattern of growth, minimise unsustainable patterns regarding the movement of people and support local services and facilities. This assessment is intended to form the basis for the settlement hierarchy, identifying which settlements are most sustainable and have the capacity to deliver growth.

MCC LDP Preferred Strategy (December 2022)

Page 26, paragraph 4.6, 3rd bullet point:

*· Focuses growth in the County's most sustainable settlements of Abergavenny, Chepstow and Caldicot, including Severnside, **as well as some growth in our most sustainable rural settlements** to deliver much needed affordable homes and to address rural inequality and rural isolation in these areas. Due to the lack of an identified strategic solution to the treatment of phosphates at the Monmouth Wastewater Treatment Works (WwTW) within the Plan period, no new site allocations are proposed in the primary settlement of Monmouth or within the upper River Wye catchment area north of Bigsweir Bridge.*

Objectors comment

The contention is that Shirenewton is not one of the most sustainable rural settlements in Monmouthshire and in fact it has been shown in MCCs Sustainable Settlement Appraisal to be one of its least sustainable, which is discussed further in this representation.

Sustainable Settlement Appraisal & Appendix 3 Settlement Profiles (December 2022)

A Sustainable Settlement Appraisal (SSA) was produced by MCC which includes Appendix 3 - Settlement Profiles in which the role and function of settlements including Shirenewton is assessed and an audit of existing services and facilities undertaken based on the following 3 principles:

- **Principle 1** – The level of sustainable transport and accessibility in and around settlements
- **Principle 2** – The availability of local facilities and services in and around settlements
- **Principle 3** – The level of employment opportunities in and around settlements

It is understood that Planning Policy officers themselves undertook the assessments of the settlements which included desktop studies and site visits. The desktop studies included existing data such as the location of village halls, doctor's surgeries, post offices, playing fields, public rights of way, active travel routes, bus stops, and employment opportunities to establish a baseline of the facilities and services within the settlements.

Once the baseline was established, where necessary, a settlement was visited and surveyed by Planning Policy officers and the presence of individual services/facilities checked and recorded. The information was quality assured by the individual Town/ Community Councils in which the settlements are located.

Each settlement was then assessed against a scoring system and ranked according to its overall score. This ranking provides an initial quantitative sustainability assessment which is limited to the measurable factors identified. This enables the identification of broad groupings of settlements with similar roles and functions.

We have read and considered the Sustainable Settlement Appraisal which provides both the methodology and the ranking/categorisation of the settlements in Monmouthshire and its Appendix 3 - Settlement Profiles which also scores the elements listed under the 3 Principles. Parts of the text from the SSA and Appendix 3 -Settlement Profiles have been included in this statement to make referencing clearer and our comments easier to understand.

Scoring System used in the SSA

The following paragraphs: 4.8, 4.9, 4.10 and 4.13 have been directly taken from the SSA (shown in italics) and also Table 1.

4.8 The scoring system is based upon the three principles.

4.9 Principle 1: Sustainable Transport and Accessibility focuses on sustainable transport and accessibility on the basis that its provision reduces the need to travel by car and enables access to a wider range of amenities by sustainable transport modes. Settlements that are well connected via multi-modal forms of transport help increase the propensity for use of sustainable transport options for local residents to access a range of facilities including employment, health care, education and retail. In order to measure Principle 1, the following factors were assessed:

- *The presence of Active Travel Routes within the Settlement*
- *Walking or cycling distance to a higher order settlement via an active travel route.*
- *The frequency of public transport services within/ in proximity to a settlement.*
 - *Distance to a rail station. The distance is measured from a central address point within a settlement to the nearest rail station via the road network.*
 - *A settlement's proximity to a strategic highway network. There must be a clear link to the network from the settlement. The distance is measured from a central*

Table 1: Scoring System for Sustainable Transport and Accessibility

Active Travel	
Presence of Active Travel Routes within the Settlement	
Several Routes	10 points
One Route	5 points
No Routes	0 points
Walking distance to a higher order settlement via active travel route	
1.5 miles	1 point
Cycling distance to a higher order settlement via active travel route	
3.0 miles	1 point
Bus Services	
Bus stop	1 point
'Turn up and go' provision, frequency of approximately every 10 minutes	10 points
Medium frequency of service between 11 -30 minutes.	5 points

Low frequency of service between 31-60 minutes.	3 points
---	----------

4.10 It is important that a settlement has good accessibility to services and facilities helping communities to meet many of their everyday needs. Good access to sustainable travel modes provides choice to the user and can reduce reliance on private cars for travel. Access to active travel routes and public transport also tackles an element of social exclusion enabling individuals who cannot drive or afford a car access to essential services and facilities. **The presence of an active travel route within a settlement or between settlements helps to identify scope for meaningful walking and cycle journeys. The matrix scoring for this Principle is weighted accordingly to best capture the most sustainable transport options in the first instance, akin to the sustainable transport hierarchy.** This will indicate which settlements have the opportunity to be more sustainable than others due to their higher level of accessibility. Settlements that score well in this category have great potential to promote more active lifestyles, combat social isolation and provide close linkages to the key places (i.e. employment, education or recreation) residents will need to travel.

4.13 In terms of the average distances people are willing to walk or cycle to access everyday services, the Statutory Guidance for the Delivery of the Active Travel (Wales) Act 2013 says in section 2.3.3 that ***“The integrated network will only need to stretch as far as people are willing to make journeys. Based on studies of travel patterns and commuting, most people prefer their regular journeys to be less than 45 minutes. This time period equates approximately to up to three miles by foot and ten miles by bicycle, assuming a person of average fitness and depending on factors such as gradient and terrain”.*** In terms of the average distances considered within this appraisal these distances are interpreted as the maximum distance a person would be expected to travel.

4.26 The scoring matrices set out above reflect the role sustainable transport/accessibility, employment and key services and facilities play in meeting the resident population's daily needs and the need to reduce travel distances to access services and facilities. Based on this each principle is weighted to reflect their importance to the sustainability of settlements. PPW11 (para 4.1.9) confirms the Welsh Government's commitment to reducing reliance on the private car and supporting a modal shift to walking, cycling and public transport. It is Welsh Government policy to require the use of a sustainable transport hierarchy in relation to new development as shown in the diagram below.

4.27 To reflect this commitment to sustainable transport and accessibility the criteria for Principle 1 – Sustainable Transport and Accessibility represents 40% of the overall score with the remaining criteria under Principle 2 and 3 having an overall score of

30% each. Thus, the maximum score that can be achieved for a settlement against the 3 principles is 100%.

Objector's comments

Paragraphs 4.26 and 4.27 of the SSA (above) recognise the importance of sustainable transport for the residents of settlements and the emphasis on reducing the reliance on cars by weighting Principle 1 – Transport Services at 40% in the scoring system and the other two at 30%. It is considered that if a settlement is scoring so poorly for Principle 1 it is not satisfying the Welsh Government Transport Sustainable Hierarchy (see figure 9 below taken from PPW12) and, therefore should take additional housing growth that will exacerbate the situation further even if it is scoring marginally better in the other Principles.

Figure 9 : The Sustainable Transport Hierarchy for Planning

Figure 9: The Sustainable Transport Hierarchy for Planning



Source: Planning Policy Wales Edition 12 (February 2024)

In Section 7 of the Sustainable Settlement Appraisal (SSA) the Initial Ranking of Settlements based on their Weighted Scores against the 3 Principles is explained. Paragraph 7.1 is directly from the SAA.

7.1 The settlements have been divided into 6 tiers depending on their weighted score against each of the 3 principles. The tiers have been colour-coded, with tiers 1 and 2 green as they achieve the highest scores and are thus the most sustainable in terms of the quantitative appraisal, tiers 3 and 4 amber as they have a lower level of sustainability and tiers 5 and 6 with the lowest scores and thus the least sustainable, red. The tiers have been arrived at by plotting the individual scores on a graph and then identifying the natural breaks in the data. This way of classifying the data allows for an 'optimal' classification system that identifies data breaks, for a given number of classes, which will minimise within-class variance and maximise between-class differences.

Objector's comments:

Table 13 in the SSA (row relating only to Shirenewton included below) lists the settlements including Shirenewton which has been categorised as a Tier 3 (Amber) settlement and described as 'a lower level of sustainability' despite two of the three Principles being categorised as a Tier 5 (Red). The two Principles categorised as Tier 5 (Red) are Transport Services and Accessibility (scored 10) and Employment Opportunity (scored 2.5) and therefore, Shirenewton is very low scoring in terms of these two Principles.

For Principle 2 - Community and facilities, Shirenewton fared better, scoring 8 which gave it a Tier 3 (Amber) category and high enough to push the overall score for Shirenewton up to make it a Tier 3 category. However, even with this principle considering the long list of community services and facilities used in the appraisal, Shirenewton only scores when the generic term 'open space' is divided into types of open space namely: Publicly Accessible Open Space, Sports Ground (pitch available) and Childs Principle which have then been scored individually and therefore contribute separate scores to the overall score.

It also scores for having a place of worship (which can be found in the most remote and non-sustainable villages and hamlets in Wales), whilst Shirenewton scores zero for more relevant community services/facilities in terms of sustainability in a settlement such as a grocery store for goods and (convenience) such as milk and bread or a post office etc. which when absent from a settlement will result in car trips being made to the nearest shops in Chepstow.

It is recognised leisure purposes are the number one trip generator for car use (31%) followed by shopping (19%) and then commuting (15%) (source: National Travel Survey (NTS0409) for England 2021) which is highly likely to be similar for Wales. Therefore, the lack of leisure facilities, shops and employment in Shirenewton would likely result in car trips which would not necessarily be generated in more sustainable settlements such as Raglan which has several convenience stores (Tesco and a butchers) and where most residents of the village could easily walk or cycle to without the need to travel (by mostly car) to nearest shops in Usk, Abergavenny or Monmouth in order to buy milk and bread etc.

It is of note that Shirenewton is the only one in the list of those settlements categorised as Tier 3 settlements to have two of the three Principles categorised as Tier 5 (Red) which includes Transport Services & Accessibility.

Appraisal it is considered one of the least sustainable settlements and ranked as a Tier 5 (Red) settlement for these two Principles. Shirenewton scores better in the appraisal for

Table 13: Initial Hierarchy of Settlements based on their weighted scores against the 3 Principles

Settlement	Principle 1: Transport Services & Accessibility		Principle 2: Community services & facilities		Principle 3: Employment Opportunity		Total	
	Score %	Tier	Score %	Tier	Score %	Tier	Score %	Tier
Devauden	10	Tier 5	5.9	Tier 4	7.5	Tier 3	23.4	Tier 3
Shirenewton/Mynyddbach	10.0	Tier 5	8.0	Tier 3	2.5	Tier 5	21.6	Tier 3
Llanvair Discoed	12.2	Tier 4	4.0	Tier 5	5.0	Tier 4	21.2	Tier 3
.....	..	..	..	..	..	..	..	..

Green - Tiers 1 and 2 are the most sustainable in terms of the quantitative appraisal

Amber - Tiers 3 and 4 have a lower level of sustainability

Red - Tiers 5 and 6 are the least sustainable

Self-Containment

4.5% of Shirenewton/Mynyddbach residents who are employed work in Shirenewton/Mynyddbach (source: SSA) and therefore the majority of people who are in employment commute by car/bus/motorcycle/bicycle/walk. It assumed that since the bus service to Shirenewton is not a regular one and that the cycle route to the centre of Chepstow and its employment areas (and the train station) is 4.4 miles over physically challenging terrain that the majority of trips by residents for commuting are by private car. It also assumed that an increase in the housing stock of Shirenewton will result in an increased number of its residents commuting by private car.

If the incoming residents don't have access to a car (13 dwellings being affordable) they will find themselves in a village with poor public transport and inadequate and unsafe cycle routes over challenging terrain. With the alternatives to the use of the private car for incoming residents of the new housing allocation (if it progresses) being so limited MCC will need to ensure those who live in Shirenewton either have more regular bus service or have access to a private car, otherwise, their quality of life will be restricted and the sense of isolation in a village without a single shop and other services will become apparent to them.

Settlement Cluster Analysis

Cluster Criteria used

- 4.30 *PPW 11 (para 3.40) states that “Local service centres, or clusters of smaller settlements where a sustainable functional linkage can be demonstrated, should be designated by local authorities as the preferred locations for most new development including housing and employment provision.” There are several criteria which are considered appropriate to identify settlements within the county with the potential to form a cluster:*
- *Identified as a settlement in Strategic Policy S1 of the adopted Local Development Plan;*
 - *The main settlement within the cluster should be a Tier 1 settlement based on the 3 principles and settlement size;*
 - *The cluster should contain Settlements from Tiers 1 to 4.*
 - *Smaller settlements within the cluster should achieve a score of 25% or above based on the 3 principles and settlement size;*
 - *Smaller settlements within the cluster should have a functional link with a Tier 1 settlement via a bus route into or adjacent to the settlement*
 - *Smaller settlements within the cluster should have a functional link with a Tier 1 settlement via an active travel route option, either walking or cycling; and*
 - *Smaller settlements within the cluster should have a functional link with a Tier 1 settlement with regard to its proximity via the road network.*
- 4.31 *Where settlements meet the above criteria and have the ability to form a cluster, these settlements may be considered as locations for new development, despite their position within the settlement hierarchy. Any such development will need to be acceptable in planning terms, however, and balanced against the physical/environmental and infrastructure constraints of individual settlements and their ability to accommodate additional development given the sensitivity of landscapes, the countryside character of rural settlements and existing residential amenity.*

The Sustainable Settlement Appraisal includes a settlement cluster analysis that identifies 3 tier 1 settlements namely Abergavenny, Monmouth and Chepstow that meet the criteria and have the capacity to form a cluster of settlements that recognises the role and function that smaller settlements play within the County that have a geographical and functional link to a tier 1 settlement within that cluster. The smaller settlements within the cluster whilst located within the rural hinterland of a tier 1 settlement and relying on that settlement for many of their day-to-day needs also contribute to that settlement's social, economic and environmental fabric and could be capable of accommodating some

development despite their position within the settlement hierarchy due to their close links with the tier 1 settlement.

Paragraph 10.5 is from the SAA

10.5 Cluster 2 centres on the Tier 1 settlement of Chepstow, with three smaller settlements having particularly strong geographical links to it. In contrast to cluster 1 the smaller settlements in Cluster 2 are all lower tier settlements. These settlements whilst undoubtedly having strong geographical links in terms of distance from the Tier 1 settlement of Chepstow do not have as strong transport links and so whilst as a group of settlements having the potential to support some additional future development this will be dependent upon any physical/environmental and infrastructure constraints of the individual settlements and their ability to accommodate additional development given the sensitivity of landscapes and the countryside character of rural settlements.

Objector's comments

The SSA and Appendix 3 both state Shirenewton is only 2.7 miles from Chepstow on an Active Travel route, and yet it was not selected to be included in the cluster of smaller settlements for the Chepstow Cluster which included St Arvans, Pwllmeryric and Mathern (see Table 13). These 3 settlements are at similar distances from Chepstow as Shirenewton, however, they were chosen for the Chepstow Cluster for performing better than Shirenewton in relation to Principle 1 – Transport services and Principle 3 - Employment Opportunities.

It is Principle 2 - Community Services where Shirenewton scores the higher than the other 3 settlements which is due in the main to it having a primary school and its good open space facilities. Shirenewton was, however, not considered to have a strong enough functional link with Chepstow to be part of its Cluster. Only St Arvans from the 3 smaller settlements chosen for the Chepstow Cluster has been allocated housing. It is understood that the main point of the cluster exercise is to identify smaller settlements that have strong links with the Tier 1 settlement for them to receive a certain amount of housing growth, Pwllmeryric and Mathern did not but Shirenewton did, which is questionable.

Table 13: Initial Hierarchy of Settlements based on their weighted scores against the 3 Principles

Settlement	Principle 1: Transport Services & Accessibility	Principle 2: Community services & facilities	Principle 3: Employment Opportunity	Total
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	Score %	Tier	Score %	Tier	Score %	Tier	Score %	Tier
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Tier 1 – left out – not relevant

Tier 2 - left out – not relevant

Tier 3

Crick	17.8	Tier 3	3.1	Tier 5	10.0	Tier 2	30.9	Tier 3
Portskewett	16.7	Tier 3	8.7	Tier 3	5.0	Tier 4	30.4	Tier 3
Cuckoo's Row	17.8	Tier 3	2.5	Tier 6	10.0	Tier 2	30.3	Tier 3
Llanover	15.6	Tier 3	4.7	Tier 4	10.0	Tier 2	30.3	Tier 3
St Arvans	16.7	Tier 3	6.5	Tier 4	5.0	Tier 4	28.2	Tier 3
Tintern	11.1	Tier 4	9.6	Tier 3	7.5	Tier 3	28.2	Tier 3
The Bryn	14.4	Tier 4	3.7	Tier 5	10.0	Tier 2	28.1	Tier 3
Little Mill	16.7	Tier 3	5.2	Tier 4	5.0	Tier 4	27.9	Tier 3
Llanellen	16.7	Tier 3	5.3	Tier 4	5.0	Tier 4	27.0	Tier 3

Pwllmeyric	17.8	Tier 3	4.0	Tier 5	5.0	Tier 4	26.8	Tier 3
Penpergwm	14.4	Tier 4	2.2	Tier 6	10.0	Tier 2	26.6	Tier 3
Mathern	13.3	Tier 4	7.7	Tier 4	5.0	Tier 4	26.0	Tier 3
Sudbrook	14.4	Tier 4	4.7	Tier 4	5.0	Tier 4	24.1	Tier 3
Devauden	10.0	Tier 5	5.9	Tier 4	7.5	Tier 3	23.4	Tier 3
Shirenewton/Mynydd bach	10.0	Tier 5	8.0	Tier 3	2.5	Tier 5	21.6	Tier 3
Llanvair Discoed	12.2	Tier 4	4.0	Tier 5	5.0	Tier 4	21.2	Tier 3
Llanvapley	12.2	Tier 4	4.0	Tier 5	5.0	Tier 4	21.2	Tier 3

Tier 4 – left out – not relevant

SSA - Appendix 3 - Settlement Profiles

Under Principle 1 – Sustainable Transport and Accessibility the scores given under some of the key elements for Shirenewton are disputed.

The criterion (1c)- Cycling distance to a higher order settlement via active travel route.

The settlement profile for Shirenewton states that it is located on a National Cycle Network Route (No.42) which is NOT identified on the MCC Active Travel Network

Maps as an Active Travel cycle route nor as future route but is mentioned on the website as 'Other (long term connection)'. Route No. 42 is a long-distance cycling route which is part of the National Cycle Route and uses mostly roads and is therefore not dedicated solely for cyclists or walkers and as such the routes cross challenging hilly terrain which are not conducive as Active Travel routes for commuting cyclists.

The road safety charity 'Brake' claims that the annual road accident statistics from the Department of Transport routinely show that rural roads are the most dangerous for road users in terms of fatalities (over half of road fatalities are on them) due to their narrowness, poor road surfaces, blind corners and largely unregulated speeds of vehicles. The identified cycle route (National Cycle Network Route 42) from Shirenewton to Chepstow is an unlit, single track (with very few passing points), poorly surfaced country lane with numerous blind corners passing through challenging hilly terrain.

Route 42 is identified like many other routes for regular (seasoned) cyclists by the people responsible for the National Cycle Network and not for someone who doesn't have access to a car, who needs to get to work or to shops/ services and cannot wait for the next bus in two hours who's only alternative is then to get on a bike. It's unrealistic to expect future residents of Shirenewton to do so.

This is maybe the reason why the route has not been identified on the MCC Active Travel Network Maps as an existing nor future Active Travel cycle route.

In the profile for Shirenewton the table showing the scoring of the 3 Principles including Transport Services states the distance along the National Cycle Network Route 42 from Shirenewton to Chepstow is 2.7 miles. Under this criterion in order to score the maximum score of 1 the distance needs to be below 3 miles commuting distance on a bicycle along an Active Travel cycle route. However, MCC has measured the distance from Shirenewton to the nearest boundary edge of Chepstow, namely the residential area of Hazelton Villas which is 2.7 miles. However, if the purpose is for cyclists from Shirenewton is to commute to employment places, the railway station and shops located in the centre of Chepstow rather than a residential area on the outskirts then they have another 1.7 miles to cycle which means they will have cycled 4.4 miles in total along a very narrow single track country lane which has numerous steep hills along the way.

In the Sustainable Settlement Appraisal Appendix 1 – Differences between SEWSPG Methodology and Monmouthshire Approach it states that '*Cycling is scored depending on the distance to the largest cluster of facilities and services. The distances vary from less than 1000m to greater than 5000m' (3 miles)*. This suggests that the 3 mile rule applies to the facilities and services of the cluster(town) not the residential outskirts of the town which has no facilities or services to show the

distance between the settlements is less than 3 miles. The reasons for the difference in the third column of Table also suggests the cycling distance measured should be from the settlement/population to the services/facilities and not to a residential area (Hazelton Villas) 1.4 miles from the town centre.

Appendix 1: Differences between proposed SEWSPG Methodology and Monmouthshire Approach

Principle 1 – Sustainable Transport and Accessibility		
SEWSPG Approach	Monmouthshire Approach	Reasons for Difference
Cycling is scored depending on the distance to the largest cluster of facilities and services. The distances vary from less than 1000m to greater than 5000m (3 miles)	Cycling is scored depending on the distance to a higher order settlement via an active travel route. To receive a score this distance should be less than 3.0 miles.	The SEWSPG approach is more suited to an urban area where there would be smaller distances from areas of population to services/facilities. A longer distance has been used for the Monmouthshire methodology to take account of smaller settlements which are within cycling distance of a larger settlement.

Source: SSA (2022)

Objector's comments

It is recommended that the distance in the Settlement Profile for Shirenewton is changed from 2.7 miles to the more genuine distance for the purposes of measuring sustainability of 4.4 miles between Shirenewton and the shops and services etc. found only in the centre of Chepstow. Also, the scoring needs to be changed to accurately reflect this from 1 to 0 in Appendix 1 - Settlement Profile for Shirenewton.

Buses

It has been recognised in the Sustainability Settlement Appraisal that the bus service to Shirenewton is not a regular one (5 a day but none in the evening) and has correctly received a low score as a result.

Principle 2 – Community Services and facilities/Presence of Retail Centre within or near settlement

The Sustainable Settlement Appraisal shows that Shirenewton does not have any shops, post office, banks, or even a single café. Therefore, for convenience stores and other non-food shops etc. its residents need to travel to other town centres in the area. The Appraisal recognises Chepstow with its shops and services/facilities is approximately 5 miles away and is given a score as a result.

It is also recognised in the Appraisal that Shirenewton also lacks a pharmacy, GP surgery, dentist, hospital and therefore no score.

Shirenewton scores points in the Appraisal having a primary school, place of worship, public halls, public houses, sports ground, child's play area etc.

Principle 3 – Employment opportunities

Shirenewton is a village that is predominantly residential and has no shops and no significant employment uses, consequently, it does not score under this Principle except for its proximity to Chepstow and its employment opportunities.

Preferred Strategy paragraph 4.32 states *‘To encourage the promotion of sustainable communities where residents can live and work in the same area, housing growth will be accompanied by a commensurate amount of employment land. The proportion of employment growth to be accommodated in the settlement tiers will be set out in the Deposit RLDP.’*

No commensurate amount of employment land has been allocated in Shirenewton.

Shirenewton scores poorly under the overall scoring system of the Sustainable Settlement Appraisal, with only 41 points out of a possible 193 points.

In relation to what paragraph 4.10 of the Sustainable settlement Appraisal says it is considered that Shirenewton does not have good accessibility to services and facilities helping communities to meet many of their everyday needs.

It does not have good access to sustainable travel modes to provide choice to the user and can reduce reliance on private cars for travel. Existing residents and future will not have access to active travel routes and public transport that would tackle an element of social exclusion enabling individuals who cannot drive or afford a car to access essential services and facilities.

Transport Hierarchy and Conclusions

The allocation of housing in Shirenewton fails the Welsh Government Transport Hierarchy test as it doesn't have a regular bus service and has no safe cycling route over a reasonable cycling distance (4.4 miles not as stated 2.7 miles) for commuters to use and the result will be incoming residents including those in affordable housing having to rely on using cars with no modal shift possible as a result.

As highlighted in the SSA and its Appendix 3 – Settlement Profiles with no shops and no employment opportunities (and none planned in the LDP) Shirenewton will remain as a settlement with low sustainability scores, and it therefore should not be a location for further housing growth unless these aspects are remedied.

It is not apparent in the Local Housing Market Assessment Refresh 2022-2037 that there is no identified need for affordable housing in Shirenewton, if there is not, it is a village in a relatively isolated location if residents were not to have access to a car. Therefore, it is questionable if Shirenewton is an appropriate settlement to locate affordable housing considering there are no shops or employment opportunities.

It has been made apparent from the SSA that having access to a car is an essential requirement for residents to live in Shirenewton. It is considered in the SSA Shirenewton to be one of the least sustainable places to live in Monmouthshire in terms of transport services and accessibility and identified as a Tier 5 settlement for sustainable transport and employment opportunities.

We object to the allocation HA17 in the Deposit LDP and request it is omitted from the LDP because it has been demonstrated in the MCCs evidence to be one of the least sustainable settlements in Monmouthshire in terms of transport services and accessibility, having not a single shop nor employment opportunities.

Other comments on the suitability of the housing allocation HA18 in Shirenewton

Heritage

The site has been assessed by Glamorgan Gwent Archaeological Trust Ltd as RED on the HER (Historic Environment Record), indicating extensive prehistoric artefacts in the field and surrounding areas. This factor did not lead it to being rejected by MCC from progressing further into the LDP process as a housing allocation.

However, the site on the opposite side of the road to this housing allocation (HA18) was submitted as a candidate site (ref.no. CS0231) and is adjacent to the Recreation Ground. It was also assessed as a RED by Glamorgan Gwent Archaeological Trust Ltd on the HER (Historic Environment Record), and for this reason alone was rejected by MCC to progress having very similar characteristics in terms of topography (level), being agricultural land, proposed access arrangements, landscape and visual impact etc.

It is an obvious question and a possible discrepancy in the site selection process why one candidate site is rejected for the reason provided which is also shared by a site that has progressed to a housing allocation in the draft deposit LDP, without any mention of it in the candidate site assessment for the latter. There should be consistency in decision-making on why sites are rejected, and others progress when they share the same significant issue(s).

Archived: 08 March 2025 13:33:58

From: [REDACTED]

Mail received time: Mon, 16 Dec 2024 08:25:00

Sent: Mon, 16 Dec 2024 08:24:37

To: [MCC - PlanningPolicy](#)

Subject: CSO2032 Deve Redd Lanes Shirenewton

Importance: Normal

Sensitivity: None

Attachments:

[MCC - OBJECTION TO HA17 HOUSING ALLOCATION - SHIRENEWTON.docx](#) 

Good morning,

I am writing strongly to object to the Replacement Local Development Plan proposal CS0232 for the construction of a housing development of 26 houses, adjacent to Redd Landes Shirenewton. Shirenewton is a small historic village, set within a designated conservation area. It's houses are stone built, with a beautiful medieval church and rural landscape. It has very narrow lanes, and is surrounded by unspoilt countryside. This would be a very large estate, compared to the size of the village, and would have a severe impact on the infrastructure and environment for the current residents. It would change the character and spoil the heritage of the village for ever.

The fundamental reasons to the objection is that the development is contrary to Monmouthshire County Council's planning policy, on the following points. Please see attached file.