



Monmouthshire Replacement Local Development Plan

2018-2033

Report Of Consultation: Appendix 12 Deposit RLDP Representation Responses

Addendum – Additional Postal Representations

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Deposit RLDP Consultation Report Addendum – Additional Postal Representations

This addendum to the Deposit RLDP Consultation Report sets out a number of additional postal representations received to the Deposit Plan, together with the Council's response. It should be read alongside the Deposit RLPP Consultation Report. These postal representations were not included in the main Deposit RLDP Consultation Report due to a postal distribution issue that has subsequently been identified by officers. Of note, the matters set out in these postal representations have been considered and responded to in the Deposit RLDP Consultation Report and via the Place Scrutiny Committee meeting of 25th September 2025, the minutes of which are set out in Appendix 13 of the Report. The additional postal representations do not, therefore, raise/introduce any additional matters to those set out in the Deposit RLDP Consultation Report.

Policy GW1 – Green Wedge Designations

Rep. No. / Name / Support, Objection or Comment	Representation Summary	Council Response	Council Recommendation
2188 /Mrs Carol Freedman / Support	Support the policy and designation of green wedge between the settlement edge of Abergavenny and the Bannau Brycheiniog National Park (BBNP).	Support noted.	No change required.

Policy CC2 – Renewable Energy Allocation

Rep. No. / Name / Support, Objection or Comment	Representation Summary	Council Response	Council Recommendation
4049 / William Morgan / Objection	Object to the solar allocation proposed at Raglan Enterprise Park, which would have a catastrophic impact upon the existing farming business on the site resulting in the loss of 5 jobs. Great effort has been taken over many years to incorporate regenerative farming practices on the site, resulting in diverse habitat on the site. The proposed solar project would take up 16ha of prime agricultural grazing ground, impact on the ability to continue the existing grazing and farming business. There are many other opportunities to provide solar panels, such as on existing buildings, which would not impact on a local business.	Planning Policy Wales (PPW) notes that low carbon electricity must become the main source of energy in Wales and has set targets for the generation of renewable energy. It recognises that the planning system has an active role to help ensure the delivery of these targets. Alongside this, the Council has set out its own decarbonisation aspirations in its Climate and Nature Emergency Strategy (May 2024). Policy CC2 provides an opportunity to contribute to both national and local decarbonisation objectives. The ongoing use of the land for agricultural purposes alongside the solar panels forms part of the intentions for use of the land, however, the Council recognise that existing farming practices will be impacted upon and will continue to work towards a solution that supports the existing farming business. MCC received four solar renewable and low carbon energy candidate sites, as part of the Second Call for Candidate Sites. These were assessed as part of the wider candidate site assessment process, which concluded that the land put forward at Raglan Enterprise Park performed best compared to the other submissions and provides an opportunity to contribute to renewable energy generation targets. Due to the prevalence of high-quality agricultural land in the County it is extremely challenging to avoid locating ground mounted solar proposals on agricultural land. While the land allocated under Policy CC2 is Grade 3a Best and Most Versatile Land within the agricultural land classifications, the site performs best in this respect when compared to the other solar related candidate site submissions.	No change required.

Rep. No. / Name / Support, Objection or Comment	Representation Summary	Council Response	Council Recommendation
		The RLDP includes a range of policies that consider the potential impact on ecological and biodiversity impact. Policy CC3 itself requires proposals to have no unacceptable adverse impacts on biodiversity and the wider RLDP policy framework includes policy NR1 – Nature Recovery and Geodiversity which also seek to address the concerns raised.	

Policy LC3 – Bannau Brycheiniog National Park

Rep. No. / Name / Support, Objection or Comment	Representation Summary	Council Response	Council Recommendation
2188 /Mrs Carol Freedman / Support	Policy LC3, combined with GW1 provide the policy framework to deliver the statutory requirement to protect the setting of the Bannau Brycheiniog National Park to the north of Abergavenny.	Support noted.	No change required.

Strategic Policy S7 – Affordable Housing

Rep. No. / Name / Support, Objection or Comment	Representation Summary	Council Response	Council Recommendation
2325 /Mr Wynne Jones/ Support	Appreciate the need for affordable housing in the Chepstow area.	Support noted.	No change required.
4046 /Mrs Carol Jones / Support	Appreciate the need for affordable housing in the Chepstow area.	Support noted.	No change required.

Policy HA1 – Land to the East of Abergavenny

Rep. No. / Name / Support, Objection or Comment	Representation Summary	Council Response	Council Recommendation
2188 /Mrs Carol Freedman / Support	Support the allocation HA1 for mixed use development. The major advantage of development to the east of the town is its proximity to the railway station. There is a severe lack of parking at the station, and the housing allocation provides an enormous opportunity to redress this situation to provide safe and accessible crossings and means of access(s) and appropriate crossings over the railway line.	Support noted.	No change required.
4040 / Ray Fisher / Objection	Object to allocation HA1 due to the loss of greenfield land.	Future growth within Abergavenny is constrained by a number of factors, including areas immediately north and west of the town adjoining the Bannau Brycheiniog National Park, some of which are proposed to be designated as green wedges, and the floodplain of the River Usk constrains development to the south of the town and in parts of Llanfoist. Having regard to these constraints and the site selection process, the allocation made under policy HA1 – Land to the East of Abergavenny, offers the opportunity to create a sustainable, affordable housing-led, mixed-use community that helps meet the objectives of the RLDP. In responding to the Deposit Plan, Welsh Government noted “the allocation signals the future direction of sustainable growth for the town during the plan period and beyond. The site is located close to the town centre and provides good public transport connectivity to Cardiff, Bristol and Hereford through the adjacent railway station. The schematic diagram demonstrates an appropriate mix of uses and provides an opportunity to promote transit orientated development in line with the policy objectives of Future Wales and Planning Policy Wales.” In this respect, the allocation is considered to be appropriate and in accordance with national planning policy. Due to the limited brownfield opportunities in Monmouthshire, greenfield opportunities have had to be considered through the site selection process to meet our key housing and employment requirements. Planning Policy Wales (PPW) includes economic, social, environmental and cultural well-being factors within the definition of sustainable development. In this respect, the RLDP has a duty to address all elements of sustainable development, including the provision of homes	No change required.

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		and economic growth, and address Monmouthshire's core issues including responding to the climate and nature emergency, as well as housing affordability, rebalancing our demography and economic prosperity, which is reflected in the policy framework. The RLDP sets out the policy framework to ensure that development is delivered as sustainably as possible and in a balanced manner, having regard to the concerns raised whilst also providing additional homes and enabling economic growth.	
4043 / Denise Matthews / Support	Support for allocation HA1 as Abergavenny urgently needs houses that is affordable for our workers, families and younger people, who are so important to the community, economically and socially. The site is well connected to the town, which will boost the economy of the town. New houses should have sufficiently large gardens.	Support noted.	No change required.

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

Rep. No. / Name / Support, Objection or Comment	Representation Summary	Council Response	Council Recommendation
4041 / Mrs Jean Spencer / Objection	Object to the 770 homes on the Land to the East of Caldicot/North of Portskewett site with access from the estate onto Crick Road. Concerns over infrastructure noting before any homes are built the following should be in place: improvements to local roads, a second doctors surgery as existing GP surgery is struggling to cope, local access to NHS dentist, improved bus and rail services. Notes there should also be careful assessment of flood risk to all surrounding areas as there is increased	In determining the allocation of sites for development, consideration has been given to such issues as their impact on the physical form of the settlement, placemaking, carbon footprint, landscape setting, affordable housing need, environmental constraints and infrastructure capacity. The proposed site allocation at Land East of Caldicot/North of Portskewett will form a new neighbourhood of Caldicot with links to Portskewett to the south/southeast. The inclusion of a primary school at the site will bring benefits for the wider community serving both the new development and the nearby homes in both Caldicot and Portskewett. The inclusion of a mixed-use neighbourhood centre offers the opportunity to include other community uses such as a health centre, as well as small scale local convenience shop. The site will also include land for employment opportunities. The site includes strategic open space throughout that will be available for use by	No change required.

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

Rep. No. / Name / Support, Objection or Comment	Representation Summary	Council Response	Council Recommendation
		therefore working with ABUHB in identifying potential solutions and delivering a service on the Caldicot East North of Portskewett site. Regarding public transport, the site is served by bus route 73 (Newport-Caerwent-Crick-Chepstow). Criterion o) of Policy HA2 refers to the provision of a public transport link along Crick Road and throughout the site, details of which will be determined at the planning application stage. The IDP and Policy HA2 sets out the requirement for financial contributions towards improved public transport and bus frequency. Land allocated in the RLDP is required to be in accordance with national planning guidance on flood risk, set out in Technical Advice Note 15: Development, flooding and coastal erosion. This seeks to ensure that the likelihood of flooding and the impacts it would have, have been appropriately considered in all relevant planning decisions. The Flood Map for Planning identifies the southern part of the site as being located within Flood Zone 2 and 3, however, this does not form part of the built development area of the site. Criterion p) of Policy HA2 reflects this noting that no built development will be permitted within the part of the site located in floodplain. Accordingly, Flood Consequences Assessments have been prepared for the site, and further detail will be considered as part of the planning application stage. With regard to surface water run-off from development, surface water drainage requirements are subject to a separate regulatory framework, which requires drainage proposals for all new development to be fit for purpose, designed and built in accordance with the National Standards for Sustainable Drainage (SuDs) established by Welsh Government. All site allocations will be subject to this process to ensure the implementation of the effective management of surface water drainage through SuDS features. Further detail is provided in detailed Policy CC1 - Sustainable Drainage Systems and its supporting text. For the reasons noted above it is considered that Land to the East of Caldicot/North of Portskewett (HA2) is suitable for allocation in the RLDP as an affordable housing-led mixed-use development.	

Rep. No. / Name / Support, Objection or Comment	Representation Summary	Council Response	Council Recommendation
4047/Mrs T Welsher / Objection	Objects to the proposal. Notes not inviting to tourists to see housing estates popping up all over the place, which is ruining the aesthetics of the area. Concerned the Highbeech roundabout has become congested over recent years, which is dangerous for residents and visitors. States that before new houses are built there is a need to consider new roads as the current infrastructure cannot cope. Also notes some of the high streets have become a shadow of themselves and Caldicot Town Centre is struggling with empty shops and not having updated parking provision to allow residents to do their shopping. Concerned about the infrastructure provision in Portskewett on the Gwent Levels and the potential impact on the environment and wildlife given ancient woodlands and protected hedgerows. There is a Grade II Listed building and thriving equestrian centre in the middle of the plans for Portskewett. Notes the proposed site is situated on a narrow but busy road (Crick Road) where a school is being built, which is concerning as it is a 60mph road. There are no buses that travel along the B4245 that go to Caldicot, so questions how people will travel around the area – suggests the proposal will encourage the use of cars which will add to air pollution. Concern that construction traffic disturbance to residents which will affect	In determining the allocation of sites for development, consideration has been given to such issues as their impact on the physical form of the settlement, placemaking, carbon footprint, landscape setting, affordable housing need, environmental constraints and infrastructure capacity. The proposed site allocation at Land East of Caldicot/North of Portskewett will form a new neighbourhood of Caldicot with links to Portskewett to the south/southeast. The inclusion of a primary school at the site will bring benefits for the wider community serving both the new development and the nearby homes in both Caldicot and Portskewett. The inclusion of a mixed-use neighbourhood centre offers the opportunity to include other community uses such as a health centre, as well as small scale local convenience shop. The site will also include land for employment opportunities. The site includes strategic open space throughout that will be available for use by both the existing and future community, with links to nearby active travel routes. Importantly, the site will deliver the Plan's key policy objectives of 50% affordable housing and net zero carbon homes. The RLDP recognises that tourism plays a key role in the local economy of Monmouthshire. Part of the site does relate to the David Broome Event Centre however, this area was put forward by Richborough Estates on behalf of the landowner David Broome in both the initial and second call for candidate sites. As a consequence, it's allocation would not directly force the closure of the David Broome Event Centre, the landowner has chosen to put the land forward for development. Strategic Policy S8 and Policy HA2, along with Policy S5 and supporting DM policies, will appropriately enable the Authority to address concerns of impact on landscape character and visual amenity. Landscape and Visual Impact Reports have been prepared for the site, with further detailed assessment to be undertaken in advance of the planning application stage. Separate requirements and tools under other legislation such as The Town and Country Planning (Environmental Impact Assessment) (Wales) Regulations 2017 and PPW12 will help to ensure development is acceptable. Policy HA2 includes criterion e) which relates to development of the site considering existing topography, assets, features and contours of the site and also notes this should include measures to integrate development appropriately while	No change required.

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	their mental well-being and that the proposal will affect tourism.	reducing visual impact. Criterion e) of Policy HA2 also notes less dense development should be provided on the edge of the site. The traffic implications of the Replacement Local Development Plan's allocations have been assessed via a Strategic Transport Assessment. All allocations will also have to undertake a detailed Transport Assessment at the planning application stage and satisfy Policy ST1 – Sustainable Transport Proposals. Regarding the road network, MCC Highways agree with the Transport Assessment produced to date but note that further information will be required at the detailed planning application stage. A Travel Plan has also been produced for the site and will be updated at the planning application stage. Furthermore, Welsh Government Highways consider the proposed level of development to be acceptable in principle. With regard to Highbeech roundabout, Welsh Government have committed to delivering WelTAG 1 and 2 studies in collaboration with key partners, including Monmouthshire County Council and Transport for Wales, to identify and assess various options to improve transport movements at this key intersection and Chepstow as a whole. MCC will continue to work with WG and other partner organisations on this matter. Regarding public transport, the site is served by bus route 73 (Newport-Caerwent-Crick-Chepstow). Criterion o) of Policy HA2 refers to the provision of a public transport link along Crick Road and throughout the site, details of which will be determined at the planning application stage. The IDP and Policy HA2 sets out the requirement for financial contributions towards improved public transport and bus frequency. Any air quality impact will be assessed as part of the planning application process. Policy HA2 includes criterion n) relating to the provision of on and off-site measures to provide good quality, attractive, safe, legible and accessible pedestrian and cycle linkages to and within the new development area. This includes a key connection in the form of an active travel route to Caldicot Town Centre, along with a connection to the former MoD railway, cycle and walking route.	

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		The Council is implementing an ambitious town centre regeneration project for Caldicot Town Centre which will improve its attractiveness to businesses and the community. Planning Policy Wales (2024) notes that where new housing is proposed developers will be expected to provide community benefits which are reasonably related in scale and location to the development, taking account of viability ensuring such community benefits would not be unrealistic or unreasonably impact on a site's delivery. Reflecting this approach, allocated sites site-specific infrastructure requirements are set out within the individual site allocation policies and the Infrastructure Delivery Plan (IDP). The IDP identifies the key infrastructure needed, anticipated timescales of delivery and potential funding streams to support the delivery of allocated sites. The IDP sets out the key issues, constraints, policy and infrastructure requirements needed to deliver the Plan's sites allocations. The IDP is included within Appendix 8 of the RLDP. The IDP has been informed by, and emerged in liaison with, both internal and external stakeholders responsible for the provision of infrastructure across the County in order to ensure that stakeholders are engaged in the provision and planning of the infrastructure required to support the Deposit Plan allocations and strategy. With regard to ecological concerns, RLDP proposals will be required to satisfy national planning policy on maintaining and enhancing biodiversity as set out in Planning Policy Wales including the step wise approach to avoiding harm and delivery of net benefit for biodiversity. Section 10 of the RLDP provides further details relating to achieving ecological improvements as well the RLDP policy framework, with particular reference to Policy NR1 – Nature Recovery. Any mitigation and compensation required will be agreed with MCC Ecology at the detailed planning application stage. A number of ecological surveys have been produced to date to support the allocation. Further ecological surveys will be undertaken and submitted at the detailed planning application stage. Policy HA2 includes a number of criteria in relation to nature recovery including the Severn Estuary European Marine Site, the Nedern Brook Site of Special Scientific Interest and the Mount Ballan SINCI. Criterion k) notes no built development is to take place in the SSSI.	

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		The impact of the development on the surrounding historic assets has been considered during the candidate site assessment process by colleagues in the MCC Heritage team. The proposed development is sufficiently far away from the immediate setting of the castle as not to have an adverse impact on its setting. The masterplan retains areas of parkland around the castle to ensure the wider setting of the asset is maintained and the new development is integrated within its surroundings. Further consideration of the Castle and its setting have been provided from Cadw. Criterion g) of Policy HA2 provides reference to the adjacent Grade II Listed Building, Conservation Area, Country Park and views to the nearby Scheduled Ancient Monument. This notes that development should consider and respond positively to these heritage assets and that no built development will take place in these sensitive areas. Cadw have reviewed the heritage assessment for the site and note development of the site is possible without causing a significant impact on the settings of designated historic assets. Part of the site is located in the Archaeologically Sensitive Area of the Gwent Levels, this relates to the area to the west of the former MoD railway line where no built development is proposed. Desk-based assessment and geophysical survey is required, prior to the determination of a planning application which would inform mitigation opportunities. This may include further pre-determination work. A construction environmental management plan (CEMP) will likely be needed to control construction noise and traffic impact on existing nearby dwellings. This is a detailed matter that will also be determined at the planning application stage. For the reasons noted above it is considered that Land to the East of Caldicot/North of Portskewett (HA2) is suitable for allocation in the RLDP as an affordable housing-led mixed-use development.	
4048 / Mrs K S Gardner / Objection	Objects to the Land to the East of Caldicot/North of Portskewett site. Notes there are a lack of appointments at the doctor's surgery and dentist. Concern over impact on local traffic. States main concern	In determining the allocation of sites for development, consideration has been given to such issues as their impact on the physical form of the settlement, placemaking, carbon footprint, landscape setting, affordable housing need, environmental constraints and infrastructure capacity. The proposed site allocation at Land East of Caldicot/North of Portskewett will form a new neighbourhood of	No change required.

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	relates to impact on ecology, noting the transformation of the adjacent railway line has been a disaster to nature. Concern that the impact of nature and the countryside has not been taken into consideration.	Caldicot with links to Portskewett to the south/southeast. The inclusion of a primary school at the site will bring benefits for the wider community serving both the new development and the nearby homes in both Caldicot and Portskewett. The inclusion of a mixed-use neighbourhood centre offers the opportunity to include other community uses such as a health centre, as well as small scale local convenience shop. The site will also include land for employment opportunities. The site includes strategic open space throughout that will be available for use by both the existing and future community, with links to nearby active travel routes. Importantly, the site will deliver the Plan's key policy objectives of 50% affordable housing and net zero carbon homes. Planning Policy Wales (2024) notes that where new housing is proposed developers will be expected to provide community benefits which are reasonably related in scale and location to the development, taking account of viability ensuring such community benefits would not be unrealistic or unreasonably impact on a site's delivery. Reflecting this approach, allocated sites site-specific infrastructure requirements are set out within the individual site allocation policies and the Infrastructure Delivery Plan (IDP). The IDP identifies the key infrastructure needed, anticipated timescales of delivery and potential funding streams to support the delivery of allocated sites. The IDP sets out the key issues, constraints, policy and infrastructure requirements needed to deliver the Plan's sites allocations. The IDP is included within Appendix 8 of the RLDP. The IDP has been informed by, and emerged in liaison with, both internal and external stakeholders responsible for the provision of infrastructure across the County in order to ensure that stakeholders are engaged in the provision and planning of the infrastructure required to support the Deposit Plan allocations and strategy. While health infrastructure isn't listed specifically for this site in the IDP, on-going discussions are taking place with Aneurin Bevan University Health Board (ABUHB). While the mechanisms for improved health infrastructure sit outside of the planning process, the Council is fully engaged with the health board in delivering service improvements across the County as a whole. It is recognised that there is additional need in the South of the County in particular, and the Council is therefore working with ABUHB in identifying potential solutions and delivering a service on the Caldicot East North of Portskewett site.	

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		The traffic implications of the Replacement Local Development Plan's allocations have been assessed via a Strategic Transport Assessment. All allocations will also have to undertake a detailed Transport Assessment at the planning application stage and satisfy Policy ST1 – Sustainable Transport Proposals. Regarding the road network, MCC Highways agree with the Transport Assessment produced to date but note that further information will be required at the detailed planning application stage. A Travel Plan has also been produced for the site and will be updated at the planning application stage. Welsh Government Highways consider the proposed level of development to be acceptable in principle. The site is served by bus route 73 (Newport-Caerwent-Crick-Chepstow). Criterion o) of Policy HA2 refers to the provision of a public transport link along Crick Road and throughout the site, details of which will be determined at the planning application stage. The IDP and Policy HA2 sets out the requirement for financial contributions towards improved public transport and bus frequency. RLDP proposals will also be required to satisfy national planning policy on maintaining and enhancing biodiversity as set out in Planning Policy Wales including the step wise approach to avoiding harm and delivery of net benefit for biodiversity. Section 10 of the RLDP provides further details relating to achieving ecological improvements as well the RLDP policy framework, with particular reference to Policy NR1 – Nature Recovery. Any mitigation and compensation required will be agreed with MCC Ecology at the detailed planning application stage. Policy HA2 includes a number of criteria in relation to nature recovery including the Severn Estuary European Marine Site, the Nedern Brook Site of Special Scientific Interest and the Mount Ballan SINCC. Criterion k) notes no built development is to take place in the SSSI. Criterion j) relates to opportunities for grassland and hedgerow restoration, wetland creation and woodland connectivity to support protected species on the site. Criterion k) relates to the enhancement of grassland areas and enhanced native planting around ponds and wetland areas to support protected species. A number of ecological surveys have been produced to date to support the allocation. Further ecological surveys will be undertaken and submitted at the detailed planning application stage.	

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		The RLDP includes a specific policy (LC5) relating to dark skies and lighting that must be considered as part of a detailed planning application. In addition, Criterion h) of Policy HA2 states that green space design must consider any emerging guidance for Suitable Alternative Natural Greenspace (SANG) to reduce recreational pressure on the features of the Estuary. This will include consideration of the SSSI as Functionally Linked Land for overwintering birds. A Severn Estuary Recreation Mitigation Strategy has been prepared which also considers SANG provision for this site. For the reasons noted above it is considered that Land to the East of Caldicot/North of Portskewett (HA2) is suitable for allocation in the RLDP as an affordable housing-led mixed-use development.	

Policy HA3 – Land at Mounton Road Chepstow

Rep. No. / Name / Support, Objection or Comment	Representation Summary	Council Response	Council Recommendation
2325 /Mr Wynne Jones / Objection	Concerned that the proposed development is on formerly designated green belt land and the development will directly affect those households living on St Lawrence Road. Notes there are wonderful vistas along St Lawrence Road down to the Bristol Channel and objects to building on a prime piece of grazing land and a loss of open space. States the bottom field is still flooded after storm Bert. Although supports the need for affordable housing, consider that the location for affordable housing is in the wrong place. Notes there is inadequate infrastructure around Highbeech roundabout and the new housing development on the Fairfield	The RLDP Sustainable and Resilient Communities Strategy, represents a sustainable level of growth that addresses our key local issues and objectives including the delivery of affordable homes, sustainable economic growth, rebalancing our demography, while responding to the climate and nature emergency and having regard to Welsh Government's concerns regarding alignment with Future Wales. In this respect, the RLDP has a duty to address all elements of sustainable development including the provision of homes and economic growth. The RLDP sets out the policy framework to ensure that development is delivered as sustainably as possible and in a balanced manner, having regard to the climate and nature emergencies and well-being, whilst also providing additional homes and jobs potential. With regard to site selection, as brownfield opportunities within existing settlements in Monmouthshire are limited, greenfield edge of settlement opportunities have had to be considered to meet our key housing and employment requirements. Having regard to development considerations and the candidate site assessment process, it is considered that Land at Mounton Road, Chepstow will	No change required.

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	Mabey site has added to the congestion. Notes nothing has been done with regards to a Chepstow Bypass and Hardwick Hill Chepstow is one of the most polluted roads in Wales. Other concerns relate to the impact on schools/doctors surgeries and development of a hotel on the site.	provide a sustainable affordable housing-led mixed-use development, where there are opportunities to co-locate homes and commercial uses. This was set out in a report to Council in October 2023 whereby Council considered that the benefits of the commercial development and associated job creation at the Mounton Road site outweighed the loss of higher quality agricultural land, given the absence of alternative commercial sites and the importance of Chepstow for tourism as the gateway to the Wye Valley. In relation to developing within a green wedge, a Green Wedge Review has been undertaken which concludes that the parcel of land that contains Mounton Road ‘makes a moderate contribution to preventing settlement coalescence, managing urban form, safeguarding the countryside from encroachment and protecting the setting of an urban area. It plays a ‘moderate buffer role.’ It is therefore, proposed to remove the green wedge designation that contains the Mounton Road allocation. The removal of this parcel of land is also considered to align with national policy, whereby PPW notes that green wedge boundaries should be chosen carefully using physical features and boundaries to include only that land which it is necessary to keep open in the longer term. Ensuring a sufficient range of development land which is suitably located in relation to the existing urban edge should be made available, having regard to the longer-term need for development land, the effects of development pressure in the area and the need to minimise demand to travel. For further information, please refer to the Green Wedge Assessments (LUC, 2024) and Green Wedge Review (2025). In terms of the visual impact of the proposal upon the gateway to the Wye Valley, a Landscape Visual Baseline (LVB) (EDP, February 2024) has been submitted, which has identified the baseline conditions of the site and surrounding area and determined those landscape and visual characteristics that might inform the design of the proposals, including recommendations for mitigation. Overall, the report concludes that the site’s landscape value is considered medium value and the site’s immediate and wider context has a medium overall sensitivity to change. Subject to careful design at all stages and inclusion of the recommendations, there appears to be no landscape or visual reasons which would preclude development of the site. The planning application should be further informed by Landscape and Visual Impact Assessment, which would feed into an iterative design solution.	

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		MCC's Landscape Officer considers the site from a landscape and GI perspective to be suitable for residential development. It is considered that with appropriate design and layout with development focused on eastern and north western boundaries of the site the proposed development is visually seen as extension of Chepstow's urban boundary. The design layout on the indicative masterplan seeks to retain and emphasise a parkland character by retaining this area as public parkland open space, a requirement set out in Policy HA3 criterion (g). The indicative masterplan also indicates an appropriate woodland buffer retained to the south west St Lawrence Lane boundary with the open countryside/green wedge setting/ setting with the Wye Valley AONB National Landscape, a requirement of Policy HA3 criterion (i). As such, with these design principles to locate development towards the east of the site and protect and enhance the buffer with the open countryside setting, the landscape impact of the site is acceptable. These high-level landscape design requirements are set out in policies S8 and HA3 and are demonstrated on the submitted indicative Masterplan. Collectively, along with policy S5 – Green Infrastructure, Landscape and Nature Recovery and its associated development management policies there are considered to be sufficient policy requirements to enable the authority to address concerns of impact on landscape character and visual amenity. Separate requirements and tools under other legislation, if required, such as The Town and Country Planning (Environmental Impact Assessment) (Wales) Regulations 2017 and PPW12 will also help to ensure development is acceptable. With regard to flood risk concerns, land allocated in the RLDP is required to be in accordance with national planning policy on flood risk, set out in Technical Advice Note 15: Development, flooding and coastal erosion. This seeks to ensure that the likelihood of flooding and the impacts it would have, have been appropriately considered in all relevant planning decisions. The Flood Map for Planning does not identify any flood zones on the site. The Strategic Flood Consequence High Level Assessment concludes that there are no significant flood risk considerations to the allocation. The site is located within Zone 1 and is at low risk from all sources of flooding. A preliminary Flood Consequences Assessment (Rappor, updated June 2025) has identified that drainage solutions can be implemented, including on site surface water drainage with a Sustainable Drainage System (SuDS) drained via infiltration. Infiltration testing has been carried out which confirms that that this	

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		method of drainage is suitable and viable. Infiltration basins are proposed across the site to serve individual catchments. The operational capacity of the Highbeech roundabout, which is under the jurisdiction of Welsh Government (WG) Highways, is a key consideration to the development proposal Land at Mounton Road. Welsh Government Highway Officers have been consulted on the proposed allocation and have not objected to the inclusion of the Mounton Road as a site allocation, subject to any development coming forward being in line with principles of the Wales Transport Strategy (WTS), the Active Travel Guidance Act and other relevant guidance. The WTS prioritises measures that maximise mode shift from the private vehicle off the highway network to measures that promote sustainable travel, which includes prioritising active travel (walking, wheeling, cycling) and public transport use. This is also reflected in national planning policy (PPW and Future Wales), as well as RLDP policies S13 Sustainable Transport and ST1 Sustainable Transport Proposals. As well as consulting with WG Highway Officers, MCC commissioned a Strategic Transport Assessment (STA) which undertook modelling using the South East Wales Transport Model (SEWTM) to assess the potential impact of the proposed RLDP'S housing growth on the highway network compared to the existing baseline movements. In relation to Chepstow, this indicated a 2-4% increase in localised traffic at Highbeech roundabout junction. It should be noted however, that the modelling output is based on existing public transport and active travel provision and the analysis does not take into account the national policy aspirations to improve the public and active travel provisions and networks in Chepstow. In reference to Chepstow and national aspirations to improve sustainable transport travel in the town, the Welsh Government are currently undertaking a funded strategic assessment, known as WelTAGs, which appraise different transport solutions based on deliverability, well- being and affordability considerations. Subsequently, there is a wider strategic approach to travel and traffic improvements within the settlement of Chepstow, which the Highbeech roundabout junction is part of, and goes beyond measures to improve the roundabout, strategically assessing transport improvements to the town as a whole. Nevertheless, the allocation of Land at Mounton Road is in a unique position to identify and safeguard land in the southeast part of the site for potential	

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		improvements to the roundabout, if required. This is set out on the Indicative Masterplan and within Policy HA3 criterion (m). Furthermore, as well as a national approach to drive transport improvements in Chepstow, Monmouthshire's Local Transport Strategy (LTS) sets out MCC's ambitions for transport improvements to Chepstow. These include active travel schemes and a Chepstow Transport Hub to improve both rail and bus linkages and frequency to and from the town with neighbouring settlements, including Severn Tunnel Junction and Bristol. These proposals, along with Highbeech Roundabout improvements, are safeguarded from development in Policy ST5 of the RLDP. Overall, further detailed Transport Assessments (TAs) are to be considered at the pre/planning application stage. Where relevant the detailed TA has the potential to be informed by the outcome of the Welsh Government's WelTAG assessments. A proposal for a Chepstow Bypass is not set out within the current Monmouthshire Local Transport Strategy (LTS) road schemes, nor within the Welsh Government Road building programme. With regards to air quality concerns, an Air Quality Assessment (Rappor, April 2024) submitted to support the allocation has demonstrated at this high-level stage of the proposal that air quality levels at the development site (new receptors) would be below the air quality objective levels in the opening year of 2026 and in future year scenarios. Nevertheless, air quality impact will be further assessed as part of the planning application process and Policy HA3 criterion (n) of the Plan ensures this will be thoroughly assessed by including a specific policy requirement for 'the incorporation of satisfactory air quality measures for mitigating and/or reducing emission measures.' It is considered that key policy requirements such as net zero carbon homes, provision of ULEVs for electric vehicles and provision of active travel routes and public transport improvements will reduce emissions. On a more general level, proposals are required to satisfy Policy PM2 – Environmental Amenity, which assesses proposals with regards to amenity issues including air pollution, light pollution and noise pollution. Land at Mounton Road is owned by private landowners and these fields are not publicly accessible. The proposal includes the provision of a community parkland, which will provide opportunities for recreation and leisure. The proposed	

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		development will, therefore, provide additional publicly accessible green space in this area. In terms of the need for the hotel/ care home element of the proposal, Policy HA3 allocates the site for mixed-use development with a requirement for commercial uses, which could include a hotel and care home, to be located in the north east focal/gateway point of the site, as shown on the indicative masterplan. The site promoter is committed to delivering a mixed-use scheme in accordance with Policy HA3. Policy HA3 criterion (e) also requires the non-residential element of the site to be delivered in line with an agreed phasing schedule. Further details on the commercial element of the scheme will be considered and progressed at the planning application stage in line with the RLDP policy framework. With regard to concerns on whether a hotel is required in the locality, the RLDP's approach to sustaining Monmouthshire's visitor economy is consistent with national policy (PPW and Future Wales), which advocates an approach for LDPs to plan positively and recognise the importance of tourism to economic prosperity and job creation in both urban and rural areas. The RLDP seeks to support economic growth, including the visitor economy which is a fundamental part of the County's economy. The Council's Tourism Strategy is seeking to increase overnight stay within Monmouthshire as current statistics indicate that most of Monmouthshire's visitors are day visitors (see Monmouthshire's Destination Management Plan 2017-2020 for further information). The proposed hotel/ care home allocation at Moun-ton Road being edge of settlement and approximately a 20-minute walk to the town centre, is considered to meet national planning policy objectives, as well as RLDP objectives: Objective 1 Economic Growth/Employment; Objective 2 sustaining and enhancing Monmouthshire's town centres; and Objective 16 Culture, Heritage and Welsh Language. The site's sustainable location provides the opportunity for visitors/residents to walk to Chepstow's town centre and enable visitor trips to the high street and local businesses. It is not the role of the planning system to restrict competition/innovation or preserve existing commercial interests. It is considered an additional hotel/care home within Chepstow will support Monmouthshire's economic objectives.	

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		In terms of health infrastructure, with regard to lack of NHS dentists and doctors in the locality, the mechanisms for improved health infrastructure sit outside of the planning process. The Council is, however, fully engaged with the health board (ABUHB) to help deliver service improvements in Chepstow and across the County as a whole.	
4041 / Mrs Jean Spencer / Objection	Objects to Land at Mounton Road, Chepstow due to the ongoing gridlocks that occur daily at Highbeech Roundabout, stating these should be addressed and rectified before any more homes, which will result in increased traffic and built around this area.	Comments noted. In terms of concerns in relation to the capacity of Highbeech roundabout, the operational capacity of the Highbeech roundabout, is under the jurisdiction of Welsh Government (WG) Highways. Welsh Government Highway Officers have been consulted on the proposed allocation and have not objected to the inclusion of the Mounton Road as a site allocation, subject to any development coming forward being in line with principles of the Wales Transport Strategy (WTS), the Active Travel Guidance Act and other relevant guidance. The WTS prioritises measures that maximise mode shift from the private vehicle off the highway network to measures that promote sustainable travel, which includes prioritising active travel (walking, wheeling, cycling) and public transport use. This is also reflected in national planning policy (PPW and Future Wales), as well as RLDP policies S13 Sustainable Transport and ST1 Sustainable Transport Proposals. As well as consulting with WG Highway Officers, MCC commissioned a Strategic Transport Assessment (STA) which undertook modelling using the South East Wales Transport Model (SEWTM) to assess the potential impact of the proposed RLDP'S housing growth on the highway network compared to the existing baseline movements. In relation to Chepstow, this indicated a 2-4% increase in localised traffic at Highbeech roundabout junction. It should be noted however, that the modelling output is based on existing public transport and active travel provision and the analysis does not take into account the national policy aspirations to improve the public and active travel provisions and networks in Chepstow. In reference to Chepstow and national aspirations to improve sustainable transport travel in the town, the Welsh Government are currently undertaking a funded strategic assessment, known as WelTAGs, which appraise different transport solutions based on deliverability, well-being and affordability considerations. Subsequently, there is a wider strategic approach to travel and traffic improvements within the settlement of Chepstow, which the Highbeech roundabout junction is part of, and goes beyond measures to improve the	No change required.

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		roundabout, strategically assessing transport improvements to the town as a whole. Nevertheless, the allocation of Land at Moun-ton Road is in a unique position to identify and safeguard land in the southeast part of the site for potential improvements to the roundabout, if required. This is set out on the Indicative Masterplan and within Policy HA3 criterion (m). Furthermore, as well as a national approach to drive transport improvements in Chepstow, Monmouthshire's Local Transport Strategy (LTS) sets out MCC's ambitions for transport improvements to Chepstow. These include active travel schemes and a Chepstow Transport Hub to improve both rail and bus linkages and frequency to and from the town with neighbouring settlements, including Severn Tunnel Junction and Bristol. These proposals, along with Highbeech Roundabout improvements, are safeguarded from development in Policy ST5 of the RLDP. A proposal for a Chepstow Bypass is not set out within the current Monmouthshire Local Transport Strategy (LTS) road schemes, nor within the Welsh Government Road building programme. Overall, further detailed Transport Assessments (TAs) are to be considered at the pre/planning application stage. Where relevant the detailed TA has the potential to be informed by the outcome of the Welsh Government's WelTAG assessments.	
4045 / David Adams / Objection	Concern that added pollution will occur if this development is allowed to proceed due to traffic congestion in the area, including on the A48 (Hardwick Hill) and A466 (Chepstow Racecourse roundabout). Suggest that the Council should have monitored traffic flow from the main roads leading to Highbeech Roundabout in an already congested roundabout.	The RLDP Sustainable and Resilient Communities Strategy, represents a sustainable level of growth that addresses our key local issues and objectives including the delivery of affordable homes, sustainable economic growth, rebalancing our demography, while responding to the climate and nature emergency and having regard to Welsh Government's concerns regarding alignment with Future Wales. In this respect, the RLDP has a duty to address all elements of sustainable development including the provision of homes and economic growth. The RLDP sets out the policy framework to ensure that development is delivered as sustainably as possible and in a balanced manner, having regard to development considerations, whilst also providing additional homes and jobs potential. There is a requirement to address all the objectives set out in the Plan/ISA Objectives and apply planning balance. With regards to air quality concerns, an Air Quality Assessment (Rappor, April 2024) submitted to support the allocation has demonstrated at this high-level stage of the proposal that air quality levels at the development site (new receptors) would	No change required.

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		be below the air quality objective levels in the opening year of 2026 and in future year scenarios. Nevertheless, air quality impact will be further assessed as part of the planning application process and Policy HA3 criterion (n) of the Plan ensures this will be thoroughly assessed by including a specific policy requirement for ‘the incorporation of satisfactory air quality measures for mitigating and/or reducing emission measures.’ It is considered that key policy requirements such as net zero carbon homes, provision of ULEVs for electric vehicles and provision of active travel routes and public transport improvements will reduce emissions. On a more general level, proposals are required to satisfy Policy PM2 – Environmental Amenity, which assesses proposals with regards to amenity issues including air pollution, light pollution and noise pollution. With regards to traffic congestion concerns, the operational capacity of the Highbeeche roundabout, which is under the jurisdiction of Welsh Government (WG) Highways, is a key consideration to the development proposal Land at Mounton Road. Welsh Government Highway Officers have been consulted on the proposed allocation and have not objected to the inclusion of the Mounton Road as a site allocation, subject to any development coming forward being in line with principles of the Wales Transport Strategy (WTS), the Active Travel Guidance Act and other relevant guidance. The WTS prioritises measures that maximise mode shift from the private vehicle off the highway network to measures that promote sustainable travel, which includes prioritising active travel (walking, wheeling, cycling) and public transport use. This is also reflected in national planning policy (PPW and Future Wales), as well as RLDP policies S13 Sustainable Transport and ST1 Sustainable Transport Proposals. As well as consulting with WG Highway Officers, MCC commissioned a Strategic Transport Assessment (STA) which undertook modelling using the South East Wales Transport Model (SEWTM) to assess the potential impact of the proposed RLDP’S housing growth on the highway network compared to the existing baseline movements. In relation to Chepstow, this indicated a 2-4% increase in localised traffic at Highbeeche roundabout junction. It should be noted however, that the modelling output is based on existing public transport and active travel provision and the analysis does not take into account the national and local policy aspirations to improve the public and active travel provisions and networks in Chepstow. In reference to Chepstow and national aspirations to improve sustainable transport travel in the town, the Welsh Government are currently undertaking a funded	

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		strategic assessment, known as WelTAGs, which appraise different transport solutions based on deliverability, well-being and affordability considerations. Subsequently, there is a wider strategic approach to travel and traffic improvements within the settlement of Chepstow, which the Highbeech roundabout junction is part of, and goes beyond measures to improve the roundabout, strategically assessing transport improvements to the town as a whole. Nevertheless, the allocation of Land at Moun-ton Road is in a unique position to identify and safeguard land in the southeast part of the site for potential improvements to the roundabout, if required. This is set out on the Indicative Masterplan and within Policy HA3 criterion (m). Furthermore, as well as a national approach to drive transport improvements in Chepstow, Monmouthshire's Local Transport Strategy (LTS) sets out MCC's ambitions for transport improvements to Chepstow. These include active travel schemes and a Chepstow Transport Hub to improve both rail and bus linkages and frequency to and from the town with neighbouring settlements, including Severn Tunnel Junction and Bristol. These proposals, along with Highbeech Roundabout improvements, are safeguarded from development in Policy ST5 of the RLDP. Overall, further detailed Transport Assessments (TAs) are to be considered at the pre/planning application stage. Where relevant the detailed TA has the potential to be informed by the outcome of the Welsh Government's WelTAG assessments.	
4046 /Mrs Carol Jones / Objection	Concerned that the proposed development is on formerly designated green belt land and the development will directly affect those households living on St Lawrence Road. Notes there are wonderful vistas along St Lawrence Road down to the Bristol Channel and objects to building on a prime piece of grazing land and a loss of open space. States the bottom field is still flooded after storm Bert. Although supports the need for affordable housing, consider that the location for affordable housing is in the wrong place. Notes there	The RLDP Sustainable and Resilient Communities Strategy, represents a sustainable level of growth that addresses our key local issues and objectives including the delivery of affordable homes, sustainable economic growth, rebalancing our demography, while responding to the climate and nature emergency and having regard to Welsh Government's concerns regarding alignment with Future Wales. In this respect, the RLDP has a duty to address all elements of sustainable development including the provision of homes and economic growth. The RLDP sets out the policy framework to ensure that development is delivered as sustainably as possible and in a balanced manner, having regard to the climate and nature emergencies and well-being, whilst also providing additional homes and jobs potential. With regard to site selection, as brownfield opportunities within existing settlements in Monmouthshire are limited, greenfield edge of settlement	No change required.

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	is inadequate infrastructure around Highbeech roundabout and the new housing development on the Fairfield Mabey site has added to the congestion. Notes nothing has been done with regards to a Chepstow Bypass and Hardwick Hill Chepstow is one of the most polluted roads in Wales. Other concerns relate to the impact on schools/doctors surgeries and development of a hotel on the site.	opportunities have had to be considered to meet our key housing and employment requirements. Having regard to development considerations and the candidate site assessment process, it is considered that Land at Moun-ton Road, Chepstow will provide a sustainable affordable housing-led mixed-use development, where there are opportunities to co-locate homes and commercial uses. This was set out in a report to Council in October 2023 whereby Council considered that the benefits of the commercial development and associated job creation at the Moun-ton Road site outweighed the loss of higher quality agricultural land, given the absence of alternative commercial sites and the importance of Chepstow for tourism as the gateway to the Wye Valley. In relation to developing within a green wedge, a Green Wedge Review has been undertaken which concludes that the parcel of land that contains Moun-ton Road ‘makes a moderate contribution to preventing settlement coalescence, managing urban form, safeguarding the countryside from encroachment and protecting the setting of an urban area. It plays a ‘moderate buffer role.’ It is therefore, proposed to remove the green wedge designation that contains the Moun-ton Road allocation. The removal of this parcel of land is also considered to align with national policy, whereby PPW notes that green wedge boundaries should be chosen carefully using physical features and boundaries to include only that land which it is necessary to keep open in the longer term. Ensuring a sufficient range of development land which is suitably located in relation to the existing urban edge should be made available, having regard to the longer-term need for development land, the effects of development pressure in the area and the need to minimise demand to travel. For further information, please refer to the Green Wedge Assessments (LUC, 2024) and Green Wedge Review (2025). In terms of the visual impact of the proposal upon the gateway to the Wye Valley, a Landscape Visual Baseline (LVB) (EDP, February 2024) has been submitted, which has identified the baseline conditions of the site and surrounding area and determined those landscape and visual characteristics that might inform the design of the proposals, including recommendations for mitigation. Overall, the report concludes that the site’s landscape value is considered medium value and the site’s immediate and wider context has a medium overall sensitivity to change. Subject to careful design at all stages and inclusion of the recommendations, there appears to be no landscape or visual reasons which would preclude development of the site.	

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		The planning application should be further informed by Landscape and Visual Impact Assessment, which would feed into an iterative design solution. MCC's Landscape Officer considers the site from a landscape and GI perspective to be suitable for residential development. It is considered that with appropriate design and layout with development focused on eastern and north western boundaries of the site the proposed development is visually seen as extension of Chepstow's urban boundary. The design layout on the indicative masterplan seeks to retain and emphasise a parkland character by retaining this area as public parkland open space, a requirement set out in Policy HA3 criterion (g). The indicative masterplan also indicates an appropriate woodland buffer retained to the south west St Lawrence Lane boundary with the open countryside/green wedge setting/ setting with the Wye Valley AONB National Landscape, a requirement of Policy HA3 criterion (i). As such, with these design principles to locate development towards the east of the site and protect and enhance the buffer with the open countryside setting, the landscape impact of the site is acceptable. These high-level landscape design requirements are set out in policies S8 and HA3 and are demonstrated on the submitted indicative Masterplan. Collectively, along with policy S5 – Green Infrastructure, Landscape and Nature Recovery and its associated development management policies there are considered to be sufficient policy requirements to enable the authority to address concerns of impact on landscape character and visual amenity. Separate requirements and tools under other legislation, if required, such as The Town and Country Planning (Environmental Impact Assessment) (Wales) Regulations 2017 and PPW12 will also help to ensure development is acceptable. With regard to flood risk concerns, land allocated in the RLDP is required to be in accordance with national planning policy on flood risk, set out in Technical Advice Note 15: Development, flooding and coastal erosion. This seeks to ensure that the likelihood of flooding and the impacts it would have, have been appropriately considered in all relevant planning decisions. The Flood Map for Planning does not identify any flood zones on the site. The Strategic Flood Consequence High Level Assessment concludes that there are no significant flood risk considerations to the allocation. The site is located within Zone 1 and is at low risk from all sources of flooding. A preliminary Flood Consequences Assessment (Rappor, updated June 2025) has identified that drainage solutions can be implemented, including on site	

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		surface water drainage with a Sustainable Drainage System (SuDS) drained via infiltration. Infiltration testing has been carried out which confirms that that this method of drainage is suitable and viable. Infiltration basins are proposed across the site to serve individual catchments. The operational capacity of the Highbeech roundabout, which is under the jurisdiction of Welsh Government (WG) Highways, is a key consideration to the development proposal Land at Mounton Road. Welsh Government Highway Officers have been consulted on the proposed allocation and have not objected to the inclusion of the Mounton Road as a site allocation, subject to any development coming forward being in line with principles of the Wales Transport Strategy (WTS), the Active Travel Guidance Act and other relevant guidance. The WTS prioritises measures that maximise mode shift from the private vehicle off the highway network to measures that promote sustainable travel, which includes prioritising active travel (walking, wheeling, cycling) and public transport use. This is also reflected in national planning policy (PPW and Future Wales), as well as RLDP policies S13 Sustainable Transport and ST1 Sustainable Transport Proposals. As well as consulting with WG Highway Officers, MCC commissioned a Strategic Transport Assessment (STA) which undertook modelling using the South East Wales Transport Model (SEWTM) to assess the potential impact of the proposed RLDP's housing growth on the highway network compared to the existing baseline movements. In relation to Chepstow, this indicated a 2-4% increase in localised traffic at Highbeech roundabout junction. It should be noted however, that the modelling output is based on existing public transport and active travel provision and the analysis does not take into account the national policy aspirations to improve the public and active travel provisions and networks in Chepstow. In reference to Chepstow and national aspirations to improve sustainable transport travel in the town, the Welsh Government are currently undertaking a funded strategic assessment, known as WelTAGs, which appraise different transport solutions based on deliverability, well-being and affordability considerations. Subsequently, there is a wider strategic approach to travel and traffic improvements within the settlement of Chepstow, which the Highbeech roundabout junction is part of, and goes beyond measures to improve the roundabout, strategically assessing transport improvements to the town as a whole. Nevertheless, the allocation of Land at Mounton Road is in a unique position	

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		to identify and safeguard land in the southeast part of the site for potential improvements to the roundabout, if required. This is set out on the Indicative Masterplan and within Policy HA3 criterion (m). Furthermore, as well as a national approach to drive transport improvements in Chepstow, Monmouthshire's Local Transport Strategy (LTS) sets out MCC's ambitions for transport improvements to Chepstow. These include active travel schemes and a Chepstow Transport Hub to improve both rail and bus linkages and frequency to and from the town with neighbouring settlements, including Severn Tunnel Junction and Bristol. These proposals, along with Highbeech Roundabout improvements, are safeguarded from development in Policy ST5 of the RLDP. Overall, further detailed Transport Assessments (TAs) are to be considered at the pre/planning application stage. Where relevant the detailed TA has the potential to be informed by the outcome of the Welsh Government's WelTAG assessments. A proposal for a Chepstow Bypass is not set out within the current Monmouthshire Local Transport Strategy (LTS) road schemes, nor within the Welsh Government Road building programme. With regards to air quality concerns, an Air Quality Assessment (Rappor, April 2024) submitted to support the allocation has demonstrated at this high-level stage of the proposal that air quality levels at the development site (new receptors) would be below the air quality objective levels in the opening year of 2026 and in future year scenarios. Nevertheless, air quality impact will be further assessed as part of the planning application process and Policy HA3 criterion (n) of the Plan ensures this will be thoroughly assessed by including a specific policy requirement for 'the incorporation of satisfactory air quality measures for mitigating and/or reducing emission measures.' It is considered that key policy requirements such as net zero carbon homes, provision of ULEVs for electric vehicles and provision of active travel routes and public transport improvements will reduce emissions. On a more general level, proposals are required to satisfy Policy PM2 – Environmental Amenity, which assesses proposals with regards to amenity issues including air pollution, light pollution and noise pollution. Land at Mounton Road is owned by private landowners and these fields are not publicly accessible. The proposal includes the provision of a community parkland, which will provide opportunities for recreation and leisure. The proposed	

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		development will, therefore, provide additional publicly accessible green space in this area. In terms of the need for the hotel/ care home element of the proposal, Policy HA3 allocates the site for mixed-use development with a requirement for the commercial uses, which could include a hotel and care home, to be located in the north east focal/gateway point of the site, as shown on the indicative masterplan. The site promoter is committed to delivering a mixed-use scheme in accordance with Policy HA3. Policy HA3 criterion (e) also requires the non-residential element of the site to be delivered in line with an agreed phasing schedule. Further details on the commercial element of the scheme will be considered and progressed at the planning application stage in line with the RLDP policy framework. In terms of health infrastructure, with regard to lack of NHS dentist and doctors in the locality, the mechanisms for improved health infrastructure sit outside of the planning process. The Council is, however, fully engaged with the health board (ABUHB) to help deliver service improvements in Chepstow and across the County as a whole. With regard to concerns on whether a hotel is required in the locality, the RLDP's approach to sustaining Monmouthshire's visitor economy is consistent with national policy (PPW and Future Wales), which advocates an approach for LDPs to plan positively and recognise the importance of tourism to economic prosperity and job creation in both urban and rural areas. The RLDP seeks to support economic growth, including the visitor economy which is a fundamental part of the County's economy. The Council's Tourism Strategy is seeking to increase overnight stay within Monmouthshire as current statistics indicate that most of Monmouthshire's visitors are day visitors (see Monmouthshire's Destination Management Plan 2017-2020 for further information). The proposed hotel/ care home allocation at Mounton Road being edge of settlement and approximately a 20-minute walk to the town centre, is considered to meet national planning policy objectives, as well as RLDP objectives: Objective 1 Economic Growth/Employment; Objective 2 sustaining and enhancing Monmouthshire's town centres; and Objective 16 Culture, Heritage and Welsh Language. The site's sustainable location provides the opportunity for visitors/residents to walk to Chepstow's town centre and enable visitor trips to the	

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		high street and local businesses. It is not the role of the planning system to restrict competition/innovation or preserve existing commercial interests. It is considered an additional hotel/care home within Chepstow will support Monmouthshire's economic objectives.	
4047 / Mrs T Welsher / Objection	Objects to the proposal. Notes not inviting to tourists to see housing estates popping up all over the place, which is ruining the aesthetics of the area. States the Highbeech roundabout has become congested over recent years, which is dangerous for residents and visitors. Concerns over encouraging the use of cars which will add to air pollution, which the representor believes will be higher than the legal limit especially in Chepstow. Before new houses are built there is a need to consider new roads as the current infrastructure cannot cope. States that some of the high streets have become a shadow of themselves and not having updated parking provision to allow residents to do their shopping. Concerned about the potential impact on the environment and wildlife, and that construction traffic disturbance to residents which will affect their mental well-being. Concerned that this will affect tourism – who will want to visit these areas?	Planning Policy Wales (PPW) includes economic, social, environmental and cultural well-being factors within the definition of sustainable development. In this respect, the RLDP has a duty to address all elements of sustainable development and community well-being, including the provision of homes and economic growth and address Monmouthshire's core issues including responding to the climate and nature emergency, as well as housing affordability, rebalancing our demography and economic prosperity, which is reflected in the policy framework. With regard to site selection, as brownfield opportunities within existing settlements in Monmouthshire are limited, greenfield edge of settlement opportunities have had to be considered to meet our key housing and employment requirements. Having regard to development considerations and the candidate site assessment process, it is considered that Land at Mounton Road, Chepstow will provide a sustainable affordable housing-led mixed-use development, where there are opportunities to co-locate homes and commercial uses. This was set out in a report to Council in October 2023 whereby Council considered that the benefits of the commercial development and associated job creation at the Mounton Road site outweighed the loss of higher quality agricultural land, given the absence of alternative commercial sites and the importance of Chepstow for tourism as the gateway to the Wye Valley. In terms of concerns in relation to the capacity of Highbeech roundabout, the operational capacity of the Highbeech roundabout, is under the jurisdiction of Welsh Government (WG) Highways. Welsh Government Highway Officers have been consulted on the proposed allocation and have not objected to the inclusion of the Mounton Road as a site allocation, subject to any development coming forward being in line with principles of the Wales Transport Strategy (WTS), the Active Travel Guidance Act and other relevant guidance. The WTS prioritises measures that maximise mode shift from the private vehicle off the highway network to measures that promote sustainable travel, which includes prioritising active travel (walking, wheeling, cycling) and public transport use. This is also	No change required.

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		reflected in national planning policy (PPW and Future Wales), as well as RLDP policies S13 Sustainable Transport and ST1 Sustainable Transport Proposals. As well as consulting with WG Highway Officers, MCC commissioned a Strategic Transport Assessment (STA) which undertook modelling using the South East Wales Transport Model (SEWTM) to assess the potential impact of the proposed RLDP'S housing growth on the highway network compared to the existing baseline movements. In relation to Chepstow, this indicated a 2-4% increase in localised traffic at Highbeech roundabout junction. It should be noted however, that the modelling output is based on existing public transport and active travel provision and the analysis does not take into account the national policy aspirations to improve the public and active travel provisions and networks in Chepstow. In reference to Chepstow and national aspirations to improve sustainable transport travel in the town, the Welsh Government are currently undertaking a funded strategic assessment, known as WelTAGs, which appraise different transport solutions based on deliverability, well-being and affordability considerations. Subsequently, there is a wider strategic approach to travel and traffic improvements within the settlement of Chepstow, which the Highbeech roundabout junction is part of, and goes beyond measures to improve the roundabout, strategically assessing transport improvements to the town as a whole. Nevertheless, the allocation of Land at Moun-ton Road is in a unique position to identify and safeguard land in the southeast part of the site for potential improvements to the roundabout, if required. This is set out on the Indicative Masterplan and within Policy HA3 criterion (m). Furthermore, as well as a national approach to drive transport improvements in Chepstow, Monmouthshire's Local Transport Strategy (LTS) sets out MCC's ambitions for transport improvements to Chepstow. These include active travel schemes and a Chepstow Transport Hub to improve both rail and bus linkages and frequency to and from the town with neighbouring settlements, including Severn Tunnel Junction and Bristol. These proposals, along with Highbeech Roundabout improvements, are safeguarded from development in Policy ST5 of the RLDP. A proposal for a Chepstow Bypass is not set out within the current Monmouthshire Local Transport Strategy (LTS) road schemes, nor within the Welsh Government Road building programme.	

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		Overall, further detailed Transport Assessments (TAs) are to be considered at the pre/planning application stage. Where relevant the detailed TA has the potential to be informed by the outcome of the Welsh Government's WelTAG assessments. With regards to air pollution concerns, an Air Quality Assessment (Rapport, April 2024) submitted to support the allocation has demonstrated at this high-level stage of the proposal that air quality levels at the development site (new receptors) would be below the air quality objective levels in the opening year of 2026 and in future year scenarios. Nevertheless, air quality impact will be further assessed as part of the planning application process and Policy HA3 criterion (n) of the Plan ensures this will be thoroughly assessed by including a specific policy requirement for 'the incorporation of satisfactory air quality measures for mitigating and/or reducing emission measures.' It is considered that key policy requirements such as net zero carbon homes, provision of ULEVs for electric vehicles and provision of active travel routes and public transport improvements will reduce emissions. On a more general level, proposals are required to satisfy Policy PM2 – Environmental Amenity, which assesses proposals with regards to amenity issues including air pollution, light pollution and noise pollution. In terms of the visual impact of the proposal upon the gateway to the Wye Valley, a Landscape Visual Baseline (LVB) (EDP, February 2024) has been submitted, which has identified the baseline conditions of the site and surrounding area and determined those landscape and visual characteristics that might inform the design of the proposals, including recommendations for mitigation. Overall, the report concludes that the site's landscape value is considered medium value and the site's immediate and wider context has a medium overall sensitivity to change. Subject to careful design at all stages and inclusion of the recommendations, there appears to be no landscape or visual reasons which would preclude development of the site. The planning application should be further informed by Landscape and Visual Impact Assessment, which would feed into an iterative design solution. MCC's Landscape Officer considers the site from a landscape and GI perspective to be suitable for residential development. It is considered that with appropriate design and layout with development focused on eastern and north western boundaries of the site the proposed development is visually seen as extension of Chepstow's urban boundary. The design layout on the indicative masterplan seeks	

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		to retain and emphasise a parkland character by retaining this area as public parkland open space, a requirement set out in Policy HA3 criterion (g). The indicative masterplan also indicates an appropriate woodland buffer retained to the south west St Lawrence Lane boundary with the open countryside/green wedge setting/ setting with the Wye Valley AONB National Landscape, a requirement of Policy HA3 criterion (i). As such, with these design principles to locate development towards the east of the site and protect and enhance the buffer with the open countryside setting, the landscape impact of the site is acceptable. These high-level landscape design requirements are set out in policies S8 and HA3 and are demonstrated on the submitted indicative Masterplan. Collectively, along with policy S5 – Green Infrastructure, Landscape and Nature Recovery and its associated development management policies there are considered to be sufficient policy requirements to enable the authority to address concerns of impact on landscape character and visual amenity. Separate requirements and tools under other legislation, if required, such as The Town and Country Planning (Environmental Impact Assessment) (Wales) Regulations 2017 and PPW12 will also help to ensure development is acceptable. The site contains groups of mature woodland and mature hedgerows which contain several important natural ecological habitats. The protection and preservation of these habitats is a key consideration in the development of the site. MCC's ecologists note that there are no 'in principle' constraints to the future development of the site subject to implementation of a sensitive masterplan design that incorporates appropriate inherent avoidance, mitigation and enhancement measures and provides net benefit for biodiversity. These policy requirements are set out in policies S8 and HA3 criteria (j), (k) and (l) of the RLDP. RLDP proposals will also be required to satisfy national planning policy on maintaining and enhancing biodiversity as set out in Planning Policy Wales including the step wise approach to avoiding harm and delivery of net benefit for biodiversity. Section 10 of the RLDP provides further details relating to achieving ecological improvements as well the RLDP policy framework, with particular reference to Policy NR1 – Nature Recovery. With regards to concern that the proposal will affect tourism in the locality, the RLDP's approach to sustaining Monmouthshire's visitor economy is consistent with national policy (PPW and Future Wales), which advocates an approach for LDPs to	

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		plan positively and recognise the importance of tourism to economic prosperity and job creation in both urban and rural areas. The RLDP seeks to support economic growth, including the visitor economy which is a fundamental part of the County's economy. The Council's Tourism Strategy is seeking to increase overnight stay within Monmouthshire as current statistics indicate that most of Monmouthshire's visitors are day visitors (see Monmouthshire's Destination Management Plan 2017-2020 for further information). A construction environmental management plan (CEMP) will likely be needed to control construction traffic/noise impact on existing nearby dwellings. This is a detailed matter that will also be determined at the planning application stage.	

Policy HA4 – Land at Leasbrook, Monmouth

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1199 / Jeana Olive Hall / Objection	Objects to site for the following concerns: states site is located in a designated no build site and lies within the 2 mile AONB, loss of prime agricultural land, clay soil resulting in drainage problems, runoff will flow into the River Wye and would further contaminate the river, impact on drinking water, air pollution, traffic concerns, distance to town centre/employment. Prefers alternative site at Wonastow Road.	In determining the allocation of sites for development, consideration has been given to such issues as their impact on the physical form of the settlement, placemaking, carbon footprint, landscape setting, affordable housing need, environmental constraints and infrastructure capacity. Within the context of the settlement hierarchy and having regard to the site search sequence outlined in national planning policy, Land at Leasbrook (HA4) is considered to be a sustainably located edge of settlement site north of Dixon Road. Key facilities including Monmouth Town Centre, health care, schools and leisure facilities are all located within a 20-minute walking distance of the site, making it very accessible via existing footways and active travel links. The site benefits from close proximity to the Dixon Roundabout offering good links further afield when public transport or use of the private car is necessary. Importantly, the site will deliver the Plan's key policy objectives of delivering 50% affordable housing and net zero carbon homes. Strategic Policy S8 and Policy HA4, along with Policy S5 and supporting DM policies LC1 Landscape Character and LC4- Wye Valley National Landscape (AONB), will appropriately enable the authority to address concerns of impact on landscape character and visual amenity. The site is not located within the National Landscape	No change required.

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		(AONB) nevertheless, Policy LC4 includes a firm policy statement noting 'development proposals that are outside the National Landscape (AONB) but would detract unacceptably from its character and setting will not be permitted'. A Landscape Statement has been prepared for the site, with further detailed assessment to be undertaken in advance of the planning application stage. Separate requirements and tools under other legislation such as The Town and Country Planning (Environmental Impact Assessment) (Wales) Regulations 2017 and PPW12 will help to ensure development is acceptable. Policy HA4 includes criterion b) which requires development proposals to consider existing topography, assets, features and contours of the site and notes this should include measures to integrate development appropriately while reducing visual impact. This policy criterion also notes that less dense development should be provided on the northern and eastern edge of the site. A key consideration in assessing candidate sites has been the high percentage of Best and Most Versatile (BMV) agricultural land within Monmouthshire and the recognition that given the widespread distribution of BMV agricultural land it is not possible to avoid the development of such land via a different spatial strategy. In their representation on the Deposit RLDP, Welsh Government provide support for the approach the Council has taken in relation to the consideration of Best and Most Versatile (BMV) agricultural land and, where there is a loss of BMV, how this is justified. Welsh Government note the Deposit RLDP considers and balances the overriding need for allocations involving BMV and, recognise that while significant areas of BMV will be developed, the LPA has demonstrated a sensible and pragmatic approach to considering BMV loss in the context of national planning policy. When considering the search sequence recommended in national planning policy, it is noted that most of the land surrounding Monmouth is of BMV status or floodplain. With regard to surface water run-off from development, surface water drainage requirements are subject to a separate regulatory framework, which requires drainage proposals for all new development to be fit for purpose, designed and built in accordance with the National Standards for Sustainable Drainage (SuDs) established by Welsh Government. All site allocations will be subject to this process to ensure the implementation of the effective management of surface water	

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		drainage through SuDS features. Further detail is provided in detailed Policy CC1 - Sustainable Drainage Systems and its supporting text. The drainage destination document submitted for the site has identified a connection to a surface water body which is priority level 3 (surface water run off is discharged to a surface water body) within the SuDs standards. This will be utilised should infiltration not be suitable on the site and assessed via the separate SAB process. Regarding concerns in relation to drinking water quality, any water extraction from the River Wye would be managed by Dŵr Cymru Welsh Water and NRW and would need to be conducted in accordance with water quality regulations. The development would be conducted in accordance with NRW Planning guidance and in accordance with the environmental permits issued by NRW to ensure that the development does not have a harmful impact on water quality in the River Wye. Appendix 8 of the RLDP sets out the Infrastructure Delivery Plan (IDP) which has been informed by, and emerged in liaison with, both internal and external stakeholders responsible for the provision of infrastructure across the County, in order to ensure that stakeholders are engaged in the provision and planning of the infrastructure required to support the Deposit Plan allocations and strategy. Dŵr Cymru Welsh Water (DCWW) have been engaged throughout the RLDP process and advised that there are no issues with accommodating the foul flows from the site. A Hydraulic Modelling Assessment (HMA) will be required to determine the point of connection to the water network and public sewerage system and to inform the extent of any necessary water infrastructure and sewerage upgrades to ensure there is no detriment to existing customers supply and that there is sufficient hydraulic capacity to accommodate the site. This information will be required at the planning application stage. The IDP also includes the latest position in relation to upgrades to the Monmouth Wastewater Treatment Works (WwTW) to include phosphate stripping capability, noting this is included in AMP 7 2020 –2025. The impact of development on water quality will be scrutinised as part of the planning application process in consultation with relevant bodies, including NRW and DCWW, to ensure there are no adverse impacts to the River Wye SAC. Any development proposed will need to be in accordance with the Environmental Permit issued by NRW.	

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		Any air quality impact will be assessed as part of the planning application process. The traffic implications of the Replacement Local Development Plan's allocations have been assessed via a Strategic Transport Assessment. All allocations will also have to undertake a detailed Transport Assessment at the planning application stage and satisfy Policy ST1 – Sustainable Transport Proposals. Regarding the road network, MCC Highways agree with the Transport Statements produced to date but note that further information will be required at the detailed planning application stage. Welsh Government Highways consider the proposed level of development to be acceptable in principle. Policy HA4 includes criterion h) relating to the provision of on and off-site measures to provide good quality, attractive, safe, legible and accessible pedestrian and cycle linkages to and within the new development area. This includes key connections including a footpath link to Dixon Close and along Dixon Road which will enable links to further active travel routes in Monmouth. Space within the site boundary must also be included to allow provision of a future active travel route. This will be further considered as part of the planning application process. Criterion i) of Policy HA4 relates to the provision of off-site highway improvements as necessary, having regard to the requirements arising from the Transport Assessment, and also includes specific reference to junction mitigation/improvement measures and a public transport link if necessary. For the reasons noted above it is considered that Land at Leasbrook (Policy HA4) is suitable for allocation in the RLDP as a sustainably located affordable housing-led development.	
4042 / Michael Smith / Objection	Concern over development of housing development on Dixon Road for the following reasons: site is located adjacent the busy A40, concern over traffic, increase in air pollution, proximity to schools, concern of impact on drinking water, phosphate levels, rainwater runoff, loss of prime agricultural land, clay soils, flooding impact, proximity to greater horseshoe	In determining the allocation of sites for development, consideration has been given to such issues as their impact on the physical form of the settlement, placemaking, carbon footprint, landscape setting, affordable housing need, environmental constraints and infrastructure capacity. Within the context of the settlement hierarchy and having regard to the site search sequence outlined in national planning policy, Land at Leasbrook (HA4) is considered to be a sustainably located edge of settlement site north of Dixon Road. Key facilities including Monmouth Town Centre, health care, schools and leisure facilities are all located within a 20-minute walking distance of the site, making it very accessible via	No change required.

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	bats and location within the sustenance zone, 500m from the Dixon Mound SAM, proximity to Wye Valley AONB, and landscape impact. Questions how the site would create jobs, younger residents don't want to stay in the area as nothing to attract them, residents would have to drive outside the area to find work. State the town is approximately 15- 20 minutes' walk from the site noting car use will be needed. Prefers alternative site at Wonastow Road.	existing footways and active travel links. The site benefits from close proximity to the Dixon Roundabout offering good links further afield when public transport or use of the private car is necessary. Importantly, the site will deliver the Plan's key policy objectives of delivering 50% affordable housing and net zero carbon homes. The traffic implications of the Replacement Local Development Plan's allocations have been assessed via a Strategic Transport Assessment. All allocations will also have to undertake a detailed Transport Assessment at the planning application stage and satisfy Policy ST1 – Sustainable Transport Proposals. Regarding the road network, MCC Highways agree with the Transport Statements produced to date but note that further information will be required at the detailed planning application stage. Welsh Government Highways consider the proposed level of development to be acceptable in principle. Any air quality impact will be assessed as part of the planning application process. With reference to concerns in relation to drinking water quality, any water extraction from the River Wye would be managed by Dŵr Cymru Welsh Water and NRW and would need to be conducted in accordance with water quality regulations. The development would be conducted in accordance with NRW Planning guidance and in accordance with the environmental permits issued by NRW to ensure that the development does not have a harmful impact on water quality in the River Wye. A key consideration in assessing candidate sites has been the high percentage of Best and Most Versatile (BMV) agricultural land within Monmouthshire and the recognition that given the widespread distribution of BMV agricultural land it is not possible to avoid the development of such land via a different spatial strategy. In their representation on the Deposit RLDP, Welsh Government provide support for the approach the Council has taken in relation to the consideration of Best and Most Versatile (BMV) agricultural land and, where there is a loss of BMV, how this is justified. Welsh Government note the Deposit RLDP considers and balances the overriding need for allocations involving BMV and, recognise that while significant areas of BMV will be developed, the LPA has demonstrated a sensible and pragmatic approach to considering BMV loss in the context of national planning policy. When considering the search sequence recommended in national planning	

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		policy, it is noted that most of the land surrounding Monmouth is of BMV status or floodplain. With regard to surface water run-off from development, surface water drainage requirements are subject to a separate regulatory framework, which requires drainage proposals for all new development to be fit for purpose, designed and built in accordance with the National Standards for Sustainable Drainage (SuDs) established by Welsh Government. All site allocations will be subject to this process to ensure the implementation of the effective management of surface water drainage through SuDS features. Further detail is provided in detailed Policy CC1 - Sustainable Drainage Systems and its supporting text. The drainage destination document submitted for the site has identified a connection to a surface water body which is priority level 3 (surface water run off is discharged to a surface water body) within the SuDs standards. This will be utilised should infiltration not be suitable on the site and assessed via the separate SAB process. Appendix 8 of the RLDP sets out the Infrastructure Delivery Plan (IDP) which has been informed by, and emerged in liaison with, both internal and external stakeholders responsible for the provision of infrastructure across the County, in order to ensure that stakeholders are engaged in the provision and planning of the infrastructure required to support the Deposit Plan allocations and strategy. Dŵr Cymru Welsh Water (DCWW) have been engaged throughout the RLDP process and advised that there are no issues with accommodating the foul flows from the site. A Hydraulic Modelling Assessment (HMA) will be required to determine the point of connection to the water network and public sewerage system and to inform the extent of any necessary water infrastructure and sewerage upgrades to ensure there is no detriment to existing customers supply and that there is sufficient hydraulic capacity to accommodate the site. This information will be required at the planning application stage. The IDP also includes the latest position in relation to upgrades to the Monmouth Wastewater Treatment Works (WwTW) to include phosphate stripping capability, noting this is included in AMP 7 2020 –2025. The impact of development on water quality will be scrutinised as part of the planning application process in consultation with relevant bodies, including NRW and DCWW, to ensure there are no adverse	

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		impacts to the River Wye SAC. Any development proposed will need to be in accordance with the Environmental Permit issued by NRW. Land allocated in the RLDP is required to be in accordance with national planning guidance on flood risk, set out in Technical Advice Note 15: Development, flooding and coastal erosion. This seeks to ensure that the likelihood of flooding and the impacts it would have, have been appropriately considered in all relevant planning decisions. The Flood Map for Planning identifies a small area on the southern part of the site as being located within Flood Zone 2 and 3, and while this does not form part of the built development area of the site, the access to the site is located in this area. Criterion j) of Policy HA4 reflects this noting that the development of the site must be suitably assessed in accordance with TAN15 including consideration of flooding in extreme events on Dixon Road. Accordingly, a Flood Risk Compliance Note has been prepared for the site. Further detail will be considered as part of the planning application. With regard to ecological concerns, RLDP proposals will be required to satisfy national planning policy on maintaining and enhancing biodiversity as set out in Planning Policy Wales including the step wise approach to avoiding harm and delivery of net benefit for biodiversity. Section 10 of the RLDP provides further details relating to achieving ecological improvements as well the RLDP policy framework, with particular reference to Policy NR1 – Nature Recovery. Any mitigation and compensation required will be agreed with MCC Ecology at the detailed planning application stage. Policy HA4 includes a number of criteria in relation to nature recovery. This includes two specific criteria d) and e) in relation to the Greater Horseshoe Bat Core Sustenance Zone (formerly Juvenile Sustenance Zone) and corridors used by bats. An additional woodland buffer is required to protect this species and will also offer an enhanced landscape buffer given the site's proximity to the Dixon Conservation Area and Lower Wye Valley Landscape of Historic Interest. A number of ecological surveys have been produced to date to support the allocation. Further ecological surveys will be undertaken with reports submitted at the detailed planning application stage. The RLDP includes a specific policy (LC5) relating to dark skies and lighting that must be considered as part of a detailed planning application. Criterion d) of Policy	

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		HA4 also refers to the requirement of a lighting scheme and dark corridors being maintained with particular regard to the Greater Horseshoe Bat Core Sustenance Zone (formerly Juvenile Sustenance Zone) and corridors used by bats. An addendum to the Habitats Regulations Assessment has been prepared by AECOM to provide additional context for the conclusion of the HRA. The HRA addendum considers that the conservation status of local bat populations is unlikely to be adversely affected by the development of the HA4 Leasbrook site in line with RLDP policies. It is considered that the RLDP provides a sufficient policy framework to ensure no adverse effects on the integrity of Habitat sites will arise. The original Candidate Site submission related to a wider area directly adjacent to the Dixon Mound SAM. The site has subsequently been significantly reduced in size, with the closest part to the SAM now approximately 190m from the site. An updated heritage impact assessment will be required to support any planning application on the site. Strategic Policy S8 and Policy HA4, along with Policy S5 and supporting DM policies LC1 Landscape Character and LC4- Wye Valley National Landscape (AONB), will appropriately enable the authority to address concerns of impact on landscape character and visual amenity. Policy LC4 includes a firm policy statement noting ‘development proposals that are outside the National Landscape (AONB) but would detract unacceptably from its character and setting will not be permitted’. A Landscape Statement has been prepared for the site, with further detailed assessment to be undertaken in advance of the planning application stage. Separate requirements and tools under other legislation such as The Town and Country Planning (Environmental Impact Assessment) (Wales) Regulations 2017 and PPW12 will help to ensure development is acceptable. Policy HA4 includes criterion b) which requires development proposals to consider existing topography, assets, features and contours of the site and notes this should include measures to integrate development appropriately while reducing visual impact. This policy criterion also notes that less dense development should be provided on the northern and eastern edge of the site.	

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		For the reasons noted above it is considered that Land at Leasbrook (Policy HA4) is suitable for allocation in the RLDP as a sustainably located affordable housing-led development.	
4044 / Christine Smith / Objection	Concern over development of housing development on Dixon Road for the following reasons: site is located adjacent the busy A40, concern over traffic, increase in air pollution, proximity to schools, concern of impact on drinking water, phosphate levels, rainwater runoff, loss of prime agricultural land, clay soils, flooding impact, proximity to greater horseshoe bats and location within the sustenance zone, 500m from the Dixon Mound SAM, proximity to Wye Valley AONB, and landscape impact. Questions how the site would create jobs, younger residents don't want to stay in the area as nothing to attract them, residents would have to drive outside the area to find work. State the town is approximately 15- 20 minutes' walk from the site noting car use will be needed. Prefers alternative site at Wonastow Road.	In determining the allocation of sites for development, consideration has been given to such issues as their impact on the physical form of the settlement, placemaking, carbon footprint, landscape setting, affordable housing need, environmental constraints and infrastructure capacity. Within the context of the settlement hierarchy and having regard to the site search sequence outlined in national planning policy, Land at Leasbrook (HA4) is considered to be a sustainably located edge of settlement site north of Dixon Road. Key facilities including Monmouth Town Centre, health care, schools and leisure facilities are all located within a 20-minute walking distance of the site, making it very accessible via existing footways and active travel links. The site benefits from close proximity to the Dixon Roundabout offering good links further afield when public transport or use of the private car is necessary. Importantly, the site will deliver the Plan's key policy objectives of delivering 50% affordable housing and net zero carbon homes. The traffic implications of the Replacement Local Development Plan's allocations have been assessed via a Strategic Transport Assessment. All allocations will also have to undertake a detailed Transport Assessment at the planning application stage and satisfy Policy ST1 – Sustainable Transport Proposals. Regarding the road network, MCC Highways agree with the Transport Statements produced to date but note that further information will be required at the detailed planning application stage. Welsh Government Highways consider the proposed level of development to be acceptable in principle. Any air quality impact will be assessed as part of the planning application process. With reference to concerns in relation to drinking water quality, any water extraction from the River Wye would be managed by Dŵr Cymru Welsh Water and NRW and would need to be conducted in accordance with water quality regulations. The development would be conducted in accordance with NRW Planning guidance and in accordance with the environmental permits issued by NRW to ensure that the development does not have a harmful impact on water quality in the River Wye.	No change required.

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		A key consideration in assessing candidate sites has been the high percentage of Best and Most Versatile (BMV) agricultural land within Monmouthshire and the recognition that given the widespread distribution of BMV agricultural land it is not possible to avoid the development of such land via a different spatial strategy. In their representation on the Deposit RLDP, Welsh Government provide support for the approach the Council has taken in relation to the consideration of Best and Most Versatile (BMV) agricultural land and, where there is a loss of BMV, how this is justified. Welsh Government note the Deposit RLDP considers and balances the overriding need for allocations involving BMV and, recognise that while significant areas of BMV will be developed, the LPA has demonstrated a sensible and pragmatic approach to considering BMV loss in the context of national planning policy. When considering the search sequence recommended in national planning policy, it is noted that most of the land surrounding Monmouth is of BMV status or floodplain. With regard to surface water run-off from development, surface water drainage requirements are subject to a separate regulatory framework, which requires drainage proposals for all new development to be fit for purpose, designed and built in accordance with the National Standards for Sustainable Drainage (SuDs) established by Welsh Government. All site allocations will be subject to this process to ensure the implementation of the effective management of surface water drainage through SuDS features. Further detail is provided in detailed Policy CC1 - Sustainable Drainage Systems and its supporting text. The drainage destination document submitted for the site has identified a connection to a surface water body which is priority level 3 (surface water run off is discharged to a surface water body) within the SuDs standards. This will be utilised should infiltration not be suitable on the site and assessed via the separate SAB process. Appendix 8 of the RLDP sets out the Infrastructure Delivery Plan (IDP) which has been informed by, and emerged in liaison with, both internal and external stakeholders responsible for the provision of infrastructure across the County, in order to ensure that stakeholders are engaged in the provision and planning of the infrastructure required to support the Deposit Plan allocations and strategy. Dŵr Cymru Welsh Water (DCWW) have been engaged throughout the RLDP process and advised that there are no issues with accommodating the foul flows from the site. A	

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		Hydraulic Modelling Assessment (HMA) will be required to determine the point of connection to the water network and public sewerage system and to inform the extent of any necessary water infrastructure and sewerage upgrades to ensure there is no detriment to existing customers supply and that there is sufficient hydraulic capacity to accommodate the site. This information will be required at the planning application stage. The IDP also includes the latest position in relation to upgrades to the Monmouth Wastewater Treatment Works (WwTW) to include phosphate stripping capability, noting this is included in AMP 7 2020 –2025. The impact of development on water quality will be scrutinised as part of the planning application process in consultation with relevant bodies, including NRW and DCWW, to ensure there are no adverse impacts to the River Wye SAC. Any development proposed will need to be in accordance with the Environmental Permit issued by NRW. Land allocated in the RLDP is required to be in accordance with national planning guidance on flood risk, set out in Technical Advice Note 15: Development, flooding and coastal erosion. This seeks to ensure that the likelihood of flooding and the impacts it would have, have been appropriately considered in all relevant planning decisions. The Flood Map for Planning identifies a small area on the southern part of the site as being located within Flood Zone 2 and 3, and while this does not form part of the built development area of the site, the access to the site is located in this area. Criterion j) of Policy HA4 reflects this noting that the development of the site must be suitably assessed in accordance with TAN15 including consideration of flooding in extreme events on Dixton Road. Accordingly, a Flood Risk Compliance Note has been prepared for the site. Further detail will be considered as part of the planning application. With regard to ecological concerns, RLDP proposals will be required to satisfy national planning policy on maintaining and enhancing biodiversity as set out in Planning Policy Wales including the step wise approach to avoiding harm and delivery of net benefit for biodiversity. Section 10 of the RLDP provides further details relating to achieving ecological improvements as well the RLDP policy framework, with particular reference to Policy NR1 – Nature Recovery. Any mitigation and compensation required will be agreed with MCC Ecology at the detailed planning application stage.	

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		Policy HA4 includes a number of criteria in relation to nature recovery. This includes two specific criteria d) and e) in relation to the Greater Horseshoe Bat Core Sustenance Zone (formerly Juvenile Sustenance Zone) and corridors used by bats. An additional woodland buffer is required to protect this species and will also offer an enhanced landscape buffer given the site's proximity to the Dixon Conservation Area and Lower Wye Valley Landscape of Historic Interest. A number of ecological surveys have been produced to date to support the allocation. Further ecological surveys will be undertaken with reports submitted at the detailed planning application stage. The RLDP includes a specific policy (LC5) relating to dark skies and lighting that must be considered as part of a detailed planning application. Criterion d) of Policy HA4 also refers to the requirement of a lighting scheme and dark corridors being maintained with particular regard to the Greater Horseshoe Bat Core Sustenance Zone (formerly Juvenile Sustenance Zone) and corridors used by bats. An addendum to the Habitats Regulations Assessment has been prepared by AECOM to provide additional context for the conclusion of the HRA. The HRA addendum considers that the conservation status of local bat populations is unlikely to be adversely affected by the development of the HA4 Leasbrook site in line with RLDP policies. It is considered that the RLDP provides a sufficient policy framework to ensure no adverse effects on the integrity of Habitat sites will arise. The original Candidate Site submission related to a wider area directly adjacent to the Dixon Mound SAM. The site has subsequently been significantly reduced in size, with the closest part to the SAM now approximately 190m from the site. An updated heritage impact assessment will be required to support any planning application on the site. Strategic Policy S8 and Policy HA4, along with Policy S5 and supporting DM policies LC1 Landscape Character and LC4- Wye Valley National Landscape (AONB), will appropriately enable the authority to address concerns of impact on landscape character and visual amenity. Policy LC4 includes a firm policy statement noting 'development proposals that are outside the National Landscape (AONB) but would detract unacceptably from its character and setting will not be permitted'. A Landscape Statement has been prepared for the site, with further detailed assessment to be undertaken in advance of the planning application stage.	

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		Separate requirements and tools under other legislation such as The Town and Country Planning (Environmental Impact Assessment) (Wales) Regulations 2017 and PPW12 will help to ensure development is acceptable. Policy HA4 includes criterion b) which requires development proposals to consider existing topography, assets, features and contours of the site and notes this should include measures to integrate development appropriately while reducing visual impact. This policy criterion also notes that less dense development should be provided on the northern and eastern edge of the site. For the reasons noted above it is considered that Land at Leasbrook (Policy HA4) is suitable for allocation in the RLDP as a sustainably located affordable housing-led development.	
4050 / Mrs P. M. Chisholm / Objection	Object to site for 270 homes noting concern over the following: drinking water contamination, impact of phosphates, surface water runoff, air pollution, impact on the health of children, reliance on use of private cars, impact on rare bat habitat, flooding impact. Prefers alternative site at Wonastow Road.	In determining the allocation of sites for development, consideration has been given to such issues as their impact on the physical form of the settlement, placemaking, carbon footprint, landscape setting, affordable housing need, environmental constraints and infrastructure capacity. Within the context of the settlement hierarchy and having regard to the site search sequence outlined in national planning policy, Land at Leasbrook (HA4) is considered to be a sustainably located edge of settlement site north of Dixon Road. Key facilities including Monmouth Town Centre, health care, schools and leisure facilities are all located within a 20-minute walking distance of the site, making it very accessible via existing footways and active travel links. The site benefits from close proximity to the Dixon Roundabout offering good links further afield when public transport or use of the private car is necessary. Importantly, the site will deliver the Plan's key policy objectives of delivering 50% affordable housing and net zero carbon homes. Regarding concerns in relation to drinking water quality, any water extraction from the River Wye would be managed by Dŵr Cymru Welsh Water and NRW and would need to be conducted in accordance with water quality regulations. The development would be conducted in accordance with NRW Planning guidance and in accordance with the environmental permits issued by NRW to ensure that the development does not have a harmful impact on water quality in the River Wye. With regard to surface water run-off from development, surface water drainage requirements are subject to a separate regulatory framework, which requires drainage proposals for all new development to be fit for purpose, designed and	No change required.

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		built in accordance with the National Standards for Sustainable Drainage (SuDs) established by Welsh Government. All site allocations will be subject to this process to ensure the implementation of the effective management of surface water drainage through SuDS features. Further detail is provided in detailed Policy CC1 - Sustainable Drainage Systems and its supporting text. The drainage destination document submitted for the site has identified a connection to a surface water body which is priority level 3 (surface water run off is discharged to a surface water body) within the SuDs standards. This will be utilised should infiltration not be suitable on the site and assessed via the separate SAB process. Appendix 8 of the RLDP sets out the Infrastructure Delivery Plan (IDP) which has been informed by, and emerged in liaison with, both internal and external stakeholders responsible for the provision of infrastructure across the County, in order to ensure that stakeholders are engaged in the provision and planning of the infrastructure required to support the Deposit Plan allocations and strategy. Dŵr Cymru Welsh Water (DCWW) have been engaged throughout the RLDP process and advised that there are no issues with accommodating the foul flows from the site. A Hydraulic Modelling Assessment (HMA) will be required to determine the point of connection to the water network and public sewerage system and to inform the extent of any necessary water infrastructure and sewerage upgrades to ensure there is no detriment to existing customers supply and that there is sufficient hydraulic capacity to accommodate the site. This information will be required at the planning application stage. The IDP also includes the latest position in relation to upgrades to the Monmouth Wastewater Treatment Works (WwTW) to include phosphate stripping capability, noting this is included in AMP 7 2020 –2025. The impact of development on water quality will be scrutinised as part of the planning application process in consultation with relevant bodies, including NRW and DCWW, to ensure there are no adverse impacts to the River Wye SAC. Any development proposed will need to be in accordance with the Environmental Permit issued by NRW. Any air quality impact will be assessed as part of the planning application process. The traffic implications of the Replacement Local Development Plan's allocations have been assessed via a Strategic Transport Assessment. All allocations will also	

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		have to undertake a detailed Transport Assessment at the planning application stage and satisfy Policy ST1 – Sustainable Transport Proposals. Regarding the road network, MCC Highways agree with the Transport Statements produced to date but note that further information will be required at the detailed planning application stage. Welsh Government Highways consider the proposed level of development to be acceptable in principle. Policy HA4 includes criterion h) relating to the provision of on and off-site measures to provide good quality, attractive, safe, legible and accessible pedestrian and cycle linkages to and within the new development area. This includes key connections including a footpath link to Dixton Close and along Dixton Road which will enable links to further active travel routes in Monmouth. Space within the site boundary must also be included to allow provision of a future active travel route. This will be further considered as part of the planning application process. Criterion i) of Policy HA4 relates to the provision of off-site highway improvements as necessary, having regard to the requirements arising from the Transport Assessment, and also includes specific reference to junction mitigation/improvement measures and a public transport link if necessary. With regard to ecological concerns, RLDP proposals will be required to satisfy national planning policy on maintaining and enhancing biodiversity as set out in Planning Policy Wales including the step wise approach to avoiding harm and delivery of net benefit for biodiversity. Section 10 of the RLDP provides further details relating to achieving ecological improvements as well the RLDP policy framework, with particular reference to Policy NR1 – Nature Recovery. Any mitigation and compensation required will be agreed with MCC Ecology at the detailed planning application stage. Policy HA4 includes a number of criteria in relation to nature recovery. This includes two specific criteria d) and e) in relation to the Greater Horseshoe Bat Core Sustenance Zone (formerly Juvenile Sustenance Zone) and corridors used by bats. An additional woodland buffer is required to protect this species and will also offer an enhanced landscape buffer given the site's proximity to the Dixton Conservation Area and Lower Wye Valley Landscape of Historic Interest. A number of ecological surveys have been produced to date to support the allocation. Further	

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		ecological surveys will be undertaken with reports submitted at the detailed planning application stage. The RLDP includes a specific policy (LC5) relating to dark skies and lighting that must be considered as part of a detailed planning application. Criterion d) of Policy HA4 also refers to the requirement of a lighting scheme and dark corridors being maintained with particular regard to the Greater Horseshoe Bat Core Sustenance Zone (formerly Juvenile Sustenance Zone) and corridors used by bats. In relation to the ecological concern for the Wye Valley and Forest of Dean Bat Sites SAC an addendum to the Habitats Regulations Assessment has been prepared by AECOM to provide additional context for the conclusion of the HRA. The HRA addendum considers that the conservation status of local bat populations is unlikely to be adversely affected by the development of the HA4 Leasbrook site in line with RLDP policies. It is considered that the RLDP provides a sufficient policy framework to ensure no adverse effects on the integrity of Habitat sites will arise. Land allocated in the RLDP is required to be in accordance with national planning guidance on flood risk, set out in Technical Advice Note 15: Development, flooding and coastal erosion. This seeks to ensure that the likelihood of flooding and the impacts it would have, have been appropriately considered in all relevant planning decisions. The Flood Map for Planning identifies a small area on the southern part of the site as being located within Flood Zone 2 and 3, and while this does not form part of the built development area of the site, the access to the site is located in this area. Criterion j) of Policy HA4 reflects this noting that the development of the site must be suitably assessed in accordance with TAN15 including consideration of flooding in extreme events on Dixton Road. Accordingly, a Flood Risk Compliance Note has been prepared for the site. Further detail will be considered as part of the planning application. For the reasons noted above it is considered that Land at Leasbrook (Policy HA4) is suitable for allocation in the RLDP as a sustainably located affordable housing-led development.	

Policy HA5 – Land at Penlanlas Farm, Abergavenny

Rep. No. / Name / Support, Objection or Comment	Representation Summary	Council Response	Council Recommendation
4039 / Lawrence Morgan / Objection	Objection to HA5 as the site uses greenfield land, which is also in a national park. The field supports a variety of wildlife which would disappear if this ground were built on. There has been flooding problems in the past. There are also concerns with traffic, especially at school times, building more houses will just make the situation worse.	The overall spatial strategy of the Replacement Local Development Plan (RLDP) reflects the findings of the Sustainable Settlement Appraisal (SSA), which has grouped settlements into tiers based on their role and function and has informed where development should be spatially located to achieve a sustainable pattern of growth. The SSA confirms the dominant role of the County's primary settlements, including Abergavenny. Within this context and having regard to the site search sequence outlined in national planning policy, Land at Penlanlas Farm, is considered to represent a logical extension to the defined urban area of Abergavenny, benefitting from good connectivity to a range of services. Its allocation supports the RLDP's growth and spatial strategy and associated core objectives, including the delivery of affordable homes, and facilitates the delivery of a range and choice of sites within the Plan period. Whilst the site is within close proximity to the Bannau Brycheiniog National Park (BBNP) boundary, it is not situated within the national park. However, in recognition of this, and in response to ongoing dialogue between the site promoters and the Council, including the Landscape Officer, a reduced density from that proposed in the candidate site submission is proposed for allocation. The scale and proposed development area retains the visual integrity of the relationship between Abergavenny's urban boundary and that of the Bannau Brycheiniog National Park (BBNP) field slopes and upland landscape and is outlined in the site's supporting evidence. The site submission has responded to landscape concerns and brought the development primarily within the 135m contour line in areas to the south of the existing substation with a proposed buffer that can accommodate substantial tree and hedgerow planting. Site specific policy HA5 seeks to ensure that the proposed site allocation integrates effectively and respects the proximity of the BBNP, existing setting and character. HA5 criterion (a) 'Incorporation of lower density development on the northern edge of the site and buffer zone to the north-west of the site to integrate it into the landscape' and HA5 criterion (c) 'Preserve or enhance the landscape setting of the BBNP and have no adverse impact on the International Dark Skies Reserve designation' provide development management ability to ensure that development	No change required.

Rep. No. / Name / Support, Objection or Comment	Representation Summary	Council Response	Council Recommendation
		layout, landscaping, colour and ridge heights take into consideration setting and impacts. With regards to highway considerations, it is proposed to construct a new access onto Old Hereford Road, including the enhancement and widening of Old Hereford Road to provide the necessary carriageway width and inclusion of a 2m footway in accordance with Policy HA5 – Land at Penlanlas Farm. These arrangements are considered to be acceptable in principle with MCC Highways Section. The existing highway routes are also considered able to accommodate the associated traffic generation and distribution of traffic. Further Transport Assessments will be undertaken as part of the planning application process. The proposal also incorporates pedestrian and cycle linkages to key access points including the north-eastern corner of the site, south-eastern corner of the site and Old Hereford Road as set out in criterion g) of Policy HA5. Having regard to the Preliminary Ecological Appraisal (August 2021) submitted in support of the site, MCC Ecology section consider that the site is suitable for a residential allocation with appropriate mitigation and compensation measures, further details of which will be required at the planning application stage. Policies HA5 and S8 establish high-level policy requirements in this respect. Concerns regarding surface water run-off from development are noted. Surface water drainage requirements are subject to a separate regulatory framework, which requires drainage proposals for all new development to be fit for purpose, designed and built in accordance with the National Standards for Sustainable Drainage (SuDS) established by Welsh Government. All site allocations will be subject to this process to ensure the implementation of the effective management of surface water drainage through SuDS features. Further detail is provided in detailed Policy CC1 - Sustainable Drainage Systems and its supporting text.	

Policy HA8 – Land at Tudor Road, Wyesham, Monmouth

Rep. No. / Name / Support, Objection or Comment	Representation Summary	Council Response	Council Recommendation
4052 / Michael O'Neill / Objection	Refers to planning application at Tudor Road, Wyesham noting was under the impression that as a decision has been made on the planning application the matter was at an end. Provides comments sent previously on the planning application. States all new housing should be built on brownfield sites not on precious greenfield sites.	The Land at Tudor Road, Wyesham (Policy HA8) site was granted planning permission on 26/03/2025 for the development of 50 affordable homes under the reference DM/2024/00557. While there is a preference for maximising opportunities for development on previously developed land, it is recognised in RLDP paragraphs 3.1.6, 6.4.7 and the RLDP Objectives that brownfield opportunities are limited in Monmouthshire. Consequently, greenfield opportunities have had to be considered through the site selection process to meet our key housing and employment requirements. Planning Policy Wales (PPW) includes economic, social, environmental and cultural well-being factors within the definition of sustainable development. In this respect, the RLDP has a duty to address all elements of sustainable development, including the provision of homes and economic growth, and address Monmouthshire's core issues including responding to the climate and nature emergency, as well as housing affordability, rebalancing our demography and economic prosperity, which is reflected in the policy framework. The RLDP sets out the policy framework to ensure that development is delivered as sustainably as possible and in a balanced manner, having regard to the concerns raised whilst also providing additional homes and enabling economic growth.	No change required.

Policy HA15 – Land East of Little Mill

Rep. No. / Name / Support, Objection or Comment	Representation Summary	Council Response	Council Recommendation
4038 / Robert Price / Objection	Objection to HA15 due to concerns relating to the ability of the sewerage and water infrastructure to cope with the proposed development. Amenities in Little Mill are sparse, and additional housing should give impetus to MCC to enable and encourage further provision.	The RLDP spatial strategy is set out in Policy S2 and reflects the findings of the Sustainable Settlement Appraisal (SSA), which has grouped settlements into tiers based on their role and function and has informed where development should be spatially located to achieve a sustainable pattern of growth. While the majority of growth is focused in the County's most sustainable settlements of Abergavenny, Chepstow, Monmouth and Caldicot, including Severnside, some growth is directed to our most sustainable rural settlements to deliver much needed affordable homes and to address rural inequality and rural isolation in these areas (Objective	No change required.

Rep. No. / Name / Support, Objection or Comment	Representation Summary	Council Response	Council Recommendation
	The A472 Glascoed to Little Mill is already inadequate to deal with the intensity of traffic and exacerbate problems at the junction associated with the existing estates.	13 of the RLDP). Little Mill is identified as a Main Rural Settlement, with a good range of facilities, including a community hall, recreation ground and church as well as good road links and access to public transport, and as such is appropriate for small scale growth over the Plan period to help sustain the community. Planning Policy Wales recognises that for most rural areas the opportunities for reducing car use and increasing walking, cycling and use of public transport are more limited than in urban areas. In rural areas most new development should be located in settlements which have relatively good accessibility by non-car modes when compared to the rural area as a whole. The proposed site is in an area served by public transport. The A472 at the eastern edge of the site is served by bus route 63 (Cwmbran-Pontypool-Usk-Chepstow). Route 23 (Stagecoach) stops on the A4042 within walking distance of Little Mill offering services between Pontypool and Abergavenny, and Pontypool & New Inn railway station is easily accessible from the site with frequent trains to Cardiff and Newport as well as routes to the north including Abergavenny and Hereford. As required by Policy HA15, financial contributions towards improved public transport and bus frequency will be required and considered at the planning application stage. Further information is provided in the Infrastructure Delivery Plan. MCC Highways has confirmed that vehicle movements associated with a development of this size and scale will not have an adverse impact on the safety and capacity of the immediate highway network, Cae Melin and the A472 and that access to the site can be achieved via Cae Melin which is more than adequate of accommodating the additional number of dwellings proposed. With regards to surface water run-off from development, surface water drainage requirements are subject to a separate regulatory framework, which requires drainage proposals for all new development to be fit for purpose, designed and built in accordance with the National Standards for Sustainable Drainage (SuDS) established by Welsh Government. All site allocations will be subject to this process to ensure the implementation of the effective management of surface water drainage through SuDS features. Policy HA15 requires a scheme for the management of overland flows from adjacent land to ensure the potential flood risk from the land above the site is accommodated within the layout of the site. Further detail is provided in detailed Policy CC1 - Sustainable Drainage Systems and its supporting text. The Council has liaised with Dŵr Cymru Welsh Water (DCWW)	

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		throughout the preparation of the RLDP. In response the Deposit Plan consultation, DCWW noted that the Little Mill WwTW currently has limited capacity to accommodate foul flows, and a Developer Impact Assessment may need to be undertaken on the WwTW which will conclude any reinforcement works required.	

Policy HA18 – Land West of Redd Landes, Shirenewton

Rep. No. / Name / Support, Objection or Comment	Representation Summary	Council Response	Council Recommendation
4051 / Mrs Lynne Prosser / Objection	Notes Shirenewton is a small historic village, set within a designated conservation area. Its houses are stone built, with a beautiful medieval church and rural landscape. It has very narrow lanes, and is surrounded by unspoilt countryside. Concern the development would be large compared to the size of the village. It would have a severe impact on the infrastructure and environment. It would change the character and spoil the heritage of the village forever. The track opposite is used by heavy farming equipment and the development would pose a significant risk to road safety for drivers and pedestrians. The village is home to a wide range of wildlife, with the loss of green space and increased population would cause disruption and take away the biodiversity. The site has insufficient drainage and is very often saturated.	Regarding the location of development, in accordance with Planning Policy Wales (2024) housing land should be sited in sustainable locations. The site allocations included in the RLDP are located in accordance with the Settlement Hierarchy listed within Policy S2 – Spatial Distribution of Development – Settlement Hierarchy, which focuses new development in the primary settlements and the most sustainable lower tier settlements. Shirenewton is a Tier 3 settlement and identified as a Main Rural Settlement. The RLDP proposes a small number of allocations in Main Rural Settlements to deliver much needed affordable homes and address rural equality and rural isolation in these areas. While there is a preference for maximising opportunities for development on previously developed land, it is recognised in paragraphs 3.1.6, 6.4.7 and the RLDP Objectives that brownfield opportunities are limited in Monmouthshire. The Shirenewton settlement boundary has consequently been adjusted to include the HA18 site. Its allocation supports the RLDP's growth and spatial strategy and associated core objectives, including the delivery of affordable homes, and facilitates the delivery of a range and choice of sites within the Plan period. The site is not considered to be disproportionate to the size of the existing village. In determining the allocation of sites for development, consideration has been given to such issues as their impact on the physical form of the settlement, placemaking, carbon footprint, landscape setting, affordable housing need, environmental constraints and infrastructure capacity. The proposed site allocation at Land West of Redd Landes, Shirenewton is a sustainable edge of settlement site, located opposite the recreation ground, play area and recreation hall and offers an opportunity to link to wider public rights of way that connect to the primary school	No change required.

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		and other parts of the village. Importantly, the site will deliver key policy objectives of 50% affordable housing and net zero carbon homes. Strategic Policy S8 and Policy HA18 along with Policy S5 and supporting DM policies, including LC1- Landscape Character, will appropriately enable the authority to address concerns of impact on landscape character and visual amenity. Policy HA18 includes criterion a) which notes that the existing boundary features will be enhanced with additional hedgerow and tree planting to boundaries to minimise any potential landscape impact on the wider surroundings and respond to its edge of settlement location. Further ecological surveys will also be undertaken at the detailed planning application stage. RLDP proposals will be required to satisfy national planning policy on maintaining and enhancing biodiversity as set out in Planning Policy Wales including the step wise approach to avoiding harm and delivery of net benefit for biodiversity. Section 10 of the RLDP provides further details relating to achieving ecological improvements as well the RLDP policy framework, with particular reference to Policy NR1 – Nature Recovery. Any mitigation and compensation required will be agreed with MCC Ecology at the detailed planning application stage. The proposed site has been reduced in scale from the original area submitted. The reduced site area proposes a suitable extension to Shirenewton without detriment to the setting of the Conservation Area as this maintains a larger buffer area and preserves its setting. Regarding the road network, MCC Highways note the proposed site access off Earlswood Road is acceptable and the vehicular movements associated with the site will not have an adverse impact on the safety and capacity of the immediate highway network. In addition to this, criterion f) of Policy HA18 relates to the provision of off-site highway improvements as necessary, this includes a specific reference to the relocation of both 20mph and 40mph speed limits to promote the change in speed limit and environment upon entering Shirenewton bringing positive benefits for the community as a whole. Any air quality impact will be assessed as part of the planning application process. Policy HA18 includes criterion e) relating to the provision of on and off-site measures to provide good quality, attractive, safe, legible and accessible pedestrian and cycle linkages to and within the site. This includes a key connection to a	

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		footpath link on the eastern part of the site to the road frontage allowing ease of access to the recreation hall and grounds and a new footway link to the north of the site to connect into an existing public right of way, which will allow for a more direct public access route to the primary school. Dŵr Cymru Welsh Water (DCWW) have been engaged throughout the RLDP process and previously raised no concern with Shirenewton, noting there were no issues with either water supply or foul flows. At the Deposit Plan consultation stage, DCWW revised their comments to note a Hydraulic Modelling Assessment (HMA) may be required as it has since become apparent that there are some on-going issues along the sewer network. A HMA to determine that HA18 Land west of Redd Landes does not exacerbate the existing situation is therefore required, or as an alternative removal of surface water to offset foul flows could be utilised. This type of information would not, however, be required until the planning application stage. The site promoters are aware of the need to ensure early communication with DCWW on these matters. The Flood Map for Planning does not identify any flood risk zones on the site. Land allocated in the RLDP is required to be in accordance with national planning guidance on flood risk, set out in Technical Advice Note 15: Development, flooding and coastal erosion. This seeks to ensure that the likelihood of flooding and the impacts it would have, have been appropriately considered in all relevant planning decisions. With regard to surface water run-off from development, surface water drainage requirements are subject to a separate regulatory framework which requires drainage proposals for all new development to be fit for purpose, designed and built in accordance with the National Standards for Sustainable Drainage (SuDS) established by Welsh Government. All site allocations will be subject to this process to ensure the implementation of the effective management of surface water drainage through SuDS features. Further detail is provided in detailed Policy CC1 - Sustainable Drainage Systems and its supporting text. For the reasons noted above it is considered that Land west of Redd Landes, Shirenewton (HA18) is suitable for allocation in the RLDP as an affordable housing-led development.	

Strategic Policy S13 - Sustainable Transport

Rep. No. / Name / Support, Objection or Comment	Representation Summary	Council Response	Council Recommendation
2325 / Mr Wynne Jones / Objection	Is there a sustainable transport policy for Chepstow? By Pass?	Monmouthshire Local Transport Strategy (LTS) sets out the Council's ambitions to improve public transport provision within the County and how these can be delivered. The RLDP facilitates these schemes by ensuring they are supported and safeguarded from development that would prejudice them with Policy ST5 of the Plan. A proposal for a Chepstow Bypass is not set out within the current Monmouthshire LTS Road schemes nor within the Welsh Government Road building programme.	No change required.
4046 /Mrs Carol Jones/ Objection	Is there a sustainable transport policy for Chepstow? By Pass?	Monmouthshire Local Transport Strategy (LTS) sets out the Council's ambitions to improve public transport provision within the County and how these can be delivered. The RLDP facilitates these schemes by ensuring they are supported and safeguarded from development that would prejudice them with Policy ST5 of the Plan. A proposal for a Chepstow Bypass is not set out within the current Monmouthshire LTS Road schemes nor within the Welsh Government Road building programme.	No change required.

Alternative Sites

Rep. No. / Name / Support, Objection or Comment	Representation Summary	Council Response	Council Recommendation
1199 / Jeana Olive Hall / Objection	Prefers alternative site at Wonastow Road.	As noted in the Candidate Site Assessment Report, CS0274 has not been allocated for a mixed use residential and employment site as there is sufficient and more suitable land available for residential development within the primary settlement of Monmouth to accommodate its housing need. Part of the site is, however, considered appropriate for B1/B2/B8 employment uses as it forms a logical extension to adjoining employment uses and would provide much needed employment land in Monmouth. Part of CS0274 is therefore proposed to be allocated as a B1, B2 and B8 site in Policy EA1. The proposed site allocation HA4 – Leasbrook, Monmouth is a sustainably located edge of settlement site performing well against the site search sequence, with	No change required.

Rep. No. / Name / Support, Objection or Comment	Representation Summary	Council Response	Council Recommendation
		excellent links to the comprehensive school, facilities in the town centre and surrounding infrastructure. The site offers the opportunity to create an exemplar residential and GI-led development in a gateway location on the entrance to Monmouth. The site also meets key policy requirements, including 50% affordable housing and net zero carbon homes, demonstrating its viability and deliverability. Further details on the site are set out in the relevant section of the Report in relation to HA4 and addressed in response to representations received on residential and employment allocations.	
2325 /Mr Wynne Jones / Objection	What about Newhouse Industrial Estate? Development here would have access onto the M48 East and West.	As noted in the Candidate Site Assessment Report, Newhouse Industrial Estate is to progress to Deposit Plan as an employment site allocation. The Site has recently gained planning permission (DM/2022/01155) for the non-B use suis generis use of a Petrol Station and Drive Thru facility. Overall, the remaining employment land at the site provides an opportunity for B use employment land within an already established and protected industrial site.	No change required.
4042 / Michael Smith / Objection	Prefers alternative site at Wonastow Road (CS0274) noting this is close to local employment, a national cycle and active travel route. State this is also downstream of the WWTW and less likely to be impacted by poor drinking water and is outside the bat zone so less environmentally sensitive.	As noted in the Candidate Site Assessment Report, CS0274 has not been allocated for a mixed use residential and employment site as there is sufficient and more suitable land available for residential development within the primary settlement of Monmouth to accommodate its housing need. Part of the site is, however, considered appropriate for B1/B2/B8 employment uses as it forms a logical extension to adjoining employment uses and would provide much needed employment land in Monmouth. Part of CS0274 is therefore proposed to be allocated as a B1, B2 and B8 site in Policy EA1. The proposed site allocation HA4 – Leasbrook, Monmouth is a sustainably located edge of settlement site performing well against the site search sequence, with excellent links to the comprehensive school, facilities in the town centre and surrounding infrastructure. The site offers the opportunity to create an exemplar residential and GI-led development in a gateway location on the entrance to Monmouth. The site also meets key policy requirements, including 50% affordable housing and net zero carbon homes, demonstrating its viability and deliverability. Further details on the site are set out in the relevant section of the Report in relation to HA4 and addressed in response to representations received on residential and employment allocations.	No change required.

Rep. No. / Name / Support, Objection or Comment	Representation Summary	Council Response	Council Recommendation
4044 / Christine Smith / Objection	Prefers alternative site at Wonastow Road (CS0274) noting this is close to local employment, a national cycle and active travel route. State this is also downstream of the WWTW and less likely to be impacted by poor drinking water and is outside the bat zone so less environmentally sensitive.	As noted in the Candidate Site Assessment Report, CS0274 has not been allocated for a mixed use residential and employment site as there is sufficient and more suitable land available for residential development within the primary settlement of Monmouth to accommodate its housing need. Part of the site is, however, considered appropriate for B1/B2/B8 employment uses as it forms a logical extension to adjoining employment uses and would provide much needed employment land in Monmouth. Part of CS0274 is therefore proposed to be allocated as a B1, B2 and B8 site in Policy EA1. The proposed site allocation HA4 – Leasbrook, Monmouth is a sustainably located edge of settlement site performing well against the site search sequence, with excellent links to the comprehensive school, facilities in the town centre and surrounding infrastructure. The site offers the opportunity to create an exemplar residential and GI-led development in a gateway location on the entrance to Monmouth. The site also meets key policy requirements, including 50% affordable housing and net zero carbon homes, demonstrating its viability and deliverability. Further details on the site are set out in the relevant section of the Report in relation to HA4 and addressed in response to representations received on residential and employment allocations.	No change required.
4050 / Mrs P. M. Chisholm / Objection	Prefers alternative site at Wonastow Road.	As noted in the Candidate Site Assessment Report, CS0274 has not been allocated for a mixed use residential and employment site as there is sufficient and more suitable land available for residential development within the primary settlement of Monmouth to accommodate its housing need. Part of the site is, however, considered appropriate for B1/B2/B8 employment uses as it forms a logical extension to adjoining employment uses and would provide much needed employment land in Monmouth. Part of CS0274 is therefore proposed to be allocated as a B1, B2 and B8 site in Policy EA1. The proposed site allocation HA4 – Leasbrook, Monmouth is a sustainably located edge of settlement site performing well against the site search sequence, with excellent links to the comprehensive school, facilities in the town centre and surrounding infrastructure. The site offers the opportunity to create an exemplar residential and GI-led development in a gateway location on the entrance to Monmouth. The site also meets key policy requirements, including 50% affordable housing and net zero carbon homes, demonstrating its viability and deliverability.	No change required.

Rep. No. / Name / Support, Objection or Comment	Representation Summary	Council Response	Council Recommendation
		Further details on the site are set out in the relevant section of the Report in relation to HA4 and addressed in response to representations received on residential and employment allocations.	
4047/Mrs T Welsher / Objection	Different areas need to be found to build this number of houses that will not ruin the entrance to Wales. There is a big gap between Undy and Rogiet, this is level ground and could be a continuation of the current Bovis Homes site in Undy. This could encourage all new residents to join the M4 which can cope with that amount of traffic or easily have an additional junction to the M4. I cannot see protected ancient woodlands or protected trees nor and SSSI in this area. There is also space between Underwood and Llandeenny. There is plenty of space to create a new village with all the amenities between Rogiet and the Coldra Roundabout.	The growth levels proposed for the primary settlements, including Severnside has been informed by the findings of the Sustainable Settlement Appraisal (SSA) which has grouped settlements into tiers based on their role and function and has informed where development should be spatially located to achieve a sustainable pattern of growth, with site allocations made in accordance with this. The level of growth proposed for Severnside is considered appropriate given Caldicot's role as a primary settlement, whilst also having regard to its constraints. The proposed site allocation HA2 – Land to the East of Caldicot / North of Portskewett performs well against the site search sequence, with good links to a shop, open space and employment uses with facilities in the town centre just over a 20-minute walk. These links will be strengthened via active travel links throughout the site. While the site has good links to a nearby primary school, a new primary school will be provided on the site to assist with capacity issues in the area and provide benefits to the wider community. While the site is located in close proximity to heritage designations, no significant constraints are identified on the site. The site is also in close proximity to a SSSI. No built development will take place on these sensitive areas, with the area to the west of the former railway to be designated as an Area of Amenity Importance to provide additional protection. The site offers the opportunity to create an exemplar residential-led mixed-use development. The site also meets key policy requirements, including 50% affordable housing and net zero carbon homes, demonstrating its viability and deliverability. A new settlement development, such as land between Underwood and Llandeenny or Rogiet and the Coldra suggested, is not considered compatible with the Preferred Strategy or national planning policy which states new settlements should be proposed via a Joint LDP, SDP or Future Wales. As such, sites of this sort have not progressed further in the candidate site assessment process.	

Soundness

Rep. No. / Name / Support, Objection or Comment	Representation Summary	Council Response	Council Recommendation
2325 /Mr Wynne Jones / Objection	Fails Tests 1, 2 and 3.	Consideration of the Plan's soundness is set out in the Self-Assessment of the Deposit Plan against the Tests of Soundness which demonstrates that the Deposit Plan and the processes followed to reach this stage are 'sound'.	No change required.
4046 /Mrs Carol Jones / Objection	Fails Tests 1, 2 and 3.	Consideration of the Plan's soundness is set out in the Self-Assessment of the Deposit Plan against the Tests of Soundness which demonstrates that the Deposit Plan and the processes followed to reach this stage are 'sound'.	No change required.
4049 / William Morgan / Objection	The Plan is not appropriate as it allocates land at Raglan Enterprise Park for a solar project that would result in the loss of jobs and the end of a local business.	Comments noted. The points raised are responded to in the relevant section of the Consultation Report (Policy CC2). Consideration of the Plan's soundness is set out in the Self-Assessment of the Deposit Plan against the Tests of Soundness which demonstrates that the Deposit Plan and the processes followed to reach this stage are 'sound'.	No change required.