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Neuadd y Sir
Y Rhadyr
Brynbuga
NP15 1GA

Dydd Mercher, 2 Gorffennaf 2025

Hysbysiad o gyfarfod:

Pwyllgor Craffu Lle

Dydd Iau, 10fed Gorffennaf, 2025, 2.00 pm
Neuadd y Sir, Y Rhadyr, Brynbuga, NP15 1GA

Nodwch y cynhelir rhag gyfarfod 30 munud cyn dechrau'r cyfarfod ar gyfer aelodau'r pwyllgor

AGENDA

Item No	Item	Pages
1.	Ymddiheuriadau am Absenoldeb	
2.	Datganiadau o Fuddiant	
3.	Blaenraglen Gwaith a Rhestr Weithredu y Pwyllgor Craffu Lle	1 - 6
4.	Cynllunydd Gwaith y Cyngor a'r Cabinet	7 - 12
5.	Cadarnhau'r Cofnodion canlynol:	
5.1.	Pwyllgor Craffu Lle dyddiedig 22 Mai 2025	13 - 18
5.2.	Cyfarfod Arbennig – Pwyllgor Craffu Lle dyddiedig 11 Mehefin 2025	19 - 28
6.	Fforwm Agored i'r Cyhoedd	
7.	Strategaeth Llifogydd Lleol (gydag aelodau Gwasanaethau Cyhoeddus) – Craffu cyn-penderfyniad o fabwysiadu'r Strategaeth Llifogydd Lleol	29 - 500
8.	Adolygiad o Feysydd Parcio – Craffu canfyddiadau adolygiad y Cytngor ar Feysydd Parcio	501 - 846
9.	Eithrio y Wag a'r Cyhoedd	847 - 850

	Mae'r adroddiad hwn yn cynnwys gwybodaeth na fedrir ei datgelu'n gyhoeddus a bernir ei bod wedi ei eithrio dan y Ddeddf Llywodraeth Leol. Caiff unrhyw drafodaeth yn ystod cyfarfod y Pwyllgor sy'n ymwneud ag unigolyn neu deulu neilltuol ac sy'n debygol o ddatgelu pwy yw unigolyn neu wybodaeth yn ymwneud ag unrhyw ymgynghoriad neu drafodaethau sy'n ymwneud â materion ariannol neu fusnes unrhyw berson neilltuol ei eithrio yn unol â'r Ddeddf Llywodraeth Leol, Atodlen 12A rhan 4 a bydd yn ofynnol i'r Pwyllgor symud i sesiwn gaeedig a gofynnir i'r wasg a'r cyhoedd i adael y cyfarfod.	
10.	**Diweddariad Ariannol ar y Neuadd Sirol – Craffu cynnydd cam datblygu Cronfa Dreftadaeth y Loteri Genedlaethol**	851 - 858
11.	**Cyfarfod nesaf: Dydd Iau 25 Medi 2025 am 2.00pm**	

Paul Matthews

Prif Weithredwr

MONMOUTHSHIRE COUNTY COUNCIL
CYNGOR SIR FYNWY

MAE CYFANSODDIAD Y PWYLLGOR FEL A GANLYN:

County Councillor Louise Brown
Shirenewton;
Welsh Conservative Party
County Councillor Emma Bryn
Wyesham;
Independent Group
County Councillor Tomos Dafydd Davies
Llanfoist & Govilon;
Welsh Conservative Party
County Councillor Lisa Dymock
Portskewett;
Welsh Conservative Party
County Councillor Jane Lucas
Osbaston;
Welsh Conservative Party
County Councillor Jackie Strong
Caldicot Cross;
Welsh Labour/Llafur Cymru
County Councillor Tudor Thomas
Park;
Welsh Labour/Llafur Cymru
County Councillor John Crook
Magor East with Undy;
Welsh Labour/Llafur Cymru
County Councillor Martyn Groucutt
Lansdown;
Welsh Labour/Llafur Cymru

Gwybodaeth I'r Cyhoedd

Mynediad i gopïau papur o agendâu ac adroddiadau
Gellir darparu copi o'r agenda hwn ac adroddiadau perthnasol i aelodau'r cyhoedd sy'n mynychu cyfarfod drwy ofyn am gopi gan Gwasanaethau Democrataidd ar 01633 644219. Dylid nodi fod yn rhaid i ni dderbyn 24 awr o hysbysiad cyn y cyfarfod er mwyn darparu copi caled o'r agenda hwn i chi.

Edrych ar y cyfarfod ar-lein
Gellir gweld y cyfarfod ar-lein yn fyw neu'n dilyn y cyfarfod drwy fynd i www.monmouthshire.gov.uk neu drwy ymweld â'n tudalen Youtube drwy chwilio am MonmouthshireCC. Drwy fynd i mewn i'r ystafell gyfarfod, fel aelod o'r cyhoedd neu i gymryd rhan yn y cyfarfod, rydych yn caniatáu i gael eich ffilmio ac i ddefnydd posibl y delweddau a'r recordiadau sain hynny gan y Cyngor.

Y Gymraeg Mae'r Cyngor yn croesawu cyfraniadau gan aelodau'r cyhoedd drwy gyfrwng y Gymraeg neu'r Saesneg. Gofynnwn gyda dyledus barch i chi roi 5 diwrnod o hysbysiad

cyn y cyfarfod os dymunwch siarad yn Gymraeg fel y gallwn ddarparu ar gyfer eich anghenion.

Caiff cyfarfodydd ein Pwyllgorau Craffu eu ffrydio'n fyw a bydd dolen i'r ffrwd fyw ar gael ar dudalen cyfarfodydd gwefan Cyngor Sir Fynwy.

Os hoffech siarad dan y Fforwm Agored i'r Cyhoedd mewn cyfarfod bydd angen i chi roi tri diwrnod gwaith o hysbysiad cyn y cyfarfod drwy gysylltu â Scrutiny@monmouthshire.gov.uk

Y Cadeirydd fydd yn penderfynu faint o amser a roddir i bob aelod o'r cyhoedd i siarad, ond er mwyn ein galluogi i roi cyfle i nifer o siaradwyr gofynnwn nad yw cyfraniadau yn ddim hirach na 3 munud.

Yn lle hynny, os hoffech gyflwyno sylwadau ysgrifenedig, sain neu fideo, cysylltwch â'r tîm yn defnyddio'r un cyfeiriad e-bost i drefnu hyn os gwelwch yn dda. Y dyddiad cau ar gyfer cyflwyno sylwadau i'r Cyngor yw 5 pm dri diwrnod gwaith clir cyn y cyfarfod. Os yw cyfanswm y sylwadau a geir yn fwy na 30 munud, caiff detholiad o'r rhain yn seiliedig ar thema ei rannu yn y cyfarfod. Bydd yr holl sylwadau geir ar gael i'r cynghorwyr cyn y cyfarfod.

Os hoffech awgrymu pynciau ar gyfer craffu arnynt yn y dyfodol gan un o'n Pwyllgorau Craffu, gwnewch hynny drwy anfon e-bost at Scrutiny@monmouthshire.gov.uk os gwelwch yn dda.

Nodau a Gwerthoedd Cyngor Sir Fynwy

i ddod yn sir ddi-garbon, gan gefnogi lles, iechyd ac urddas i bawb ar bob cam o'u bywydau.

Amcanion rydym yn gweithio tuag atynt

- Lle teg i fyw lle mae effeithiau anghydraddoldeb a thlodi wedi'u lleihau;
- Lle gwyrdd i fyw a gweithio gyda llai o allyriadau carbon a gwneud cyfraniad cadarnhaol at fynd i'r afael â'r argyfwng yn yr hinsawdd a natur;
- Lle ffyniannus ac uchelgeisiol, lle mae canol trefi bywiog a lle gall busnesau dyfu a datblygu;
- Lle diogel i fyw lle mae gan bobl gartref maen nhw'n teimlo'n ddiogel ynddo;
- Lle cysylltiedig lle mae pobl yn teimlo'n rhan o gymuned ac yn cael eu gwerthfawrogi;
- Lle dysgu lle mae pawb yn cael cyfle i gyrraedd eu potensial.

Ein gwerthoedd

- **Bod yn agored:** anelwn fod yn agored ac onest i ddatblygu perthnasoedd ymddiriedus
- **Tegwch:** anelwn ddarparu dewis teg, cyfleoedd a phrofiadau a dod yn sefydliad a adeiladwyd ar barch un at y llall.
- **Hyblygrwydd:** anelwn fod yn hyblyg yn ein syniadau a'n gweithredoedd i ddod yn sefydliad effeithlon ac effeithiol.
- **Gwaith tîm:** anelwn gydweithio i rannu ein llwyddiannau a'n methiannau drwy adeiladu ar ein cryfderau a chefnogi ein gilydd i gyflawni ein nodau.
- **Caredigrwydd** – Byddwn yn dangos caredigrwydd i bawb yr ydym yn gweithio gyda nhw, gan roi pwysigrwydd perthnasoedd a'r cysylltiadau sydd gennym â'n gilydd wrth wraidd pob rhyngweithio.

Canllaw Cwestiynau Craffu Sir Fynwy

1. Pam mae'r Pwyllgor yn craffu ar hyn? (cefndir, materion allweddol) 2. Beth yw rôl y Pwyllgor a pha ganlyniad mae'r Aelodau am ei gyflawni? 3. A oes digon o wybodaeth i gyflawni hyn? Os nad oes, pwy allai ddarparu hyn? - Cytuno ar y drefn holi a pha Aelodau fydd yn arwain - Cytuno ar gwestiynau i swyddogion a chwestiynau i Aelod y Cabinet
Cwestiynau'r Cyfarfod

Craffu ar Berfformiad	*Craffu ar Bolisi*
1. Sut mae perfformiad yn cymharu â'r blynyddoedd blaenorol? Ydy e'n well/yn waeth? Pam? 2. Sut mae perfformiad yn cymharu â chynghorau eraill/darparwyr gwasanaethau eraill? Ydy e'n well/yn waeth? Pam? 3. Sut mae perfformiad yn cymharu â thargedau gosodedig? Ydy e'n well/yn waeth? Pam? 4. Sut cafodd targedau perfformiad eu gosod? Ydyn nhw'n ddigon heriol/realistig? 5. Sut mae defnyddwyr gwasanaethau/y cyhoedd/partneriaid yn gweld perfformiad y gwasanaeth? 6. A fu unrhyw awdid ac archwiliadau diweddar? Beth oedd y canfyddiadau? 7. Sut mae'r gwasanaeth yn cyfrannu at wireddu amcanion corfforaethol? 8. A yw gwelliant/dirywiad mewn perfformiad yn gysylltiedig i gynnydd/ostyngiad mewn adnodd? Pa gapasiti sydd yna i wella?	1. Ar bwy mae'r polisi yn effeithio ~ yn uniongyrchol ac yn anuniongyrchol? Pwy fydd yn elwa fwyaf/leiaf? 2. Beth yw barn defnyddwyr gwasanaeth /rhanddeiliaid? Pa ymgynghoriad gafodd ei gyflawni? A wnaeth y broses ymgynghori gydymffurfio ag Egwyddorion Gunning? A yw rhanddeiliaid yn credu y bydd yn sicrhau'r canlyniad a ddymunir? 3. Beth yw barn y gymuned gyfan – safbwynt y 'trethdalwr'? 4. Pa ddulliau a ddefnyddiwyd i ymgynghori â'r rhanddeiliaid? A oedd y broses yn galluogi pawb â chyfran i ddweud eu dweud? 5. Pa ymarfer ac opsiynau sydd wedi eu hystyried wrth ddatblygu/adolygu'r polisi hwn? Pa dystiolaeth sydd i hysbysu beth sy'n gweithio? A yw'r polisi yn ymwneud â maes lle mae diffyg ymchwil cyhoeddedig neu dystiolaeth arall? 6. A yw'r polisi'n ymwneud â maes lle ceir anghydraddoldebau hysbys? 7. A yw'r polisi hwn yn cyd-fynd â'n hamcanion corfforaethol, fel y'u diffinnir yn ein cynllun corfforaethol? A yw'n cadw at ein Safonau Iaith Gymraeg? 8. A gafodd yr holl ddatblygu cynaliadwy, y goblygiadau cydraddoldeb a diogelu perthnasol eu hystyried?

	Er enghraifft, beth yw'r gweithdrefnau sydd angen bod ar waith i amddiffyn plant? 9. Faint fydd y gost hon i'w gweithredu a pha ffynhonnell ariannu sydd wedi'i nodi? 10. Sut fydd perfformiad y polisi yn cael ei weithredu a'r effaith yn cael ei gwerthuso?
Cwestiynau Cyffredinol:	

Grymuso Cymunedau

- Sut ydym ni'n cynnwys cymunedau lleol a'u grymuso i ddylunio a darparu gwasanaethau i gyd-fynd ag angen lleol?
- A ydym ni'n cael trafodaethau rheolaidd gyda chymunedau am flaenoriaethau'r gwasanaeth a pha lefel o wasanaeth y gall y cyngor fforddio ei ddarparu yn y dyfodol?
- A yw'r gwasanaeth yn gweithio gyda dinasyddion i egluro rôl gwahanol bartneriaid wrth ddarparu gwasanaeth a rheoli disgwyliadau?
- A oes fframwaith a phroses gymesur ar waith ar gyfer asesu perfformiad ar y cyd, gan gynnwys o safbwynt dinesydd, ac a oes gennych chi drefniadau atebolrwydd i gefnogi hyn?
- A oes Asesiad Effaith Cydraddoldeb wedi'i gynnal? Os felly a all yr Arweinydd a'r Cabinet /Uwch Swyddogion roi copïau i'r Aelodau ac eglurhad manwl o'r Asesiad o'r Effaith ar Gydraddoldeb (EQIA) a gynhaliwyd mewn perthynas â'r cynigion hyn?
- A all yr Arweinydd a'r Cabinet/Uwch Swyddogion sicrhau aelodau bod y cynigion hyn yn cydymffurfio â deddfwriaeth Cydraddoldeb a Hawliau Dynol? A yw'r cynigion yn cydymffurfio â Chynllun Cydraddoldeb Strategol yr Awdurdod Lleol?

Galwadau'r Gwasanaeth

- Sut fydd newid polisi a deddfwriaeth yn effeithio ar y ffordd mae'r cyngor yn gweithredu?
- A ydym ni wedi ystyried demograffeg ein cyngor a sut bydd hyn yn effeithio ar ddarparu gwasanaethau a chyllid yn y dyfodol?
- A ydych chi wedi adnabod ac ystyried y tueddiadau tymor hir a allai effeithio ar eich maes gwasanaeth, pa effaith allai'r tueddiadau hyn ei chael ar eich gwasanaeth/allai eich gwasanaeth ei gael ar y tueddiadau hyn, a beth sy'n cael ei wneud mewn ymateb?

Cynllunio Ariannol

- A oes gennym ni gynlluniau ariannol canolig a hirdymor cadarn yn eu lle?
- A ydym ni'n cysylltu cyllidebau â chynlluniau a chanlyniadau ac adrodd yn effeithiol ar y rhain?

Gwneud arbedion a chynhyrchu incwm

- A oes gennym ni'r strwythurau cywir ar waith i sicrhau bod ein dulliau effeithlonrwydd, gwelliant a thrawsnewid yn gweithio gyda'i gilydd i sicrhau'r arbedion mwyaf posibl?
- Sut ydym ni'n gwneud y mwyaf o incwm? A ydym ni wedi cymharu polisïau eraill y cyngor i sicrhau'r incwm mwyaf posibl ac wedi ystyried yn llawn y goblygiadau ar ddefnyddwyr gwasanaeth?

- A oes gennym ni gynllun gweithlu sy'n ystyried capasiti, costau, a sgiliau'r gweithlu gwirioneddol yn erbyn y gweithlu a ddymunir?

Cwestiynau i'w gofyn o fewn blwyddyn i'r penderfyniad:

- A gafodd canlyniadau arfaethedig y cynnig eu cyflawni neu a oedd canlyniadau eraill?
- A oedd yr effeithiau wedi'u cyfyngu i'r grŵp yr oeddech chi ar y dechrau yn meddwl fyddai wedi cael ei effeithio h.y. pobl hŷn, neu a gafodd eraill eu heffeithio e.e. pobl ag anableddau, rhieni â phlant ifanc?
- A yw'r penderfyniad yn dal i fod y penderfyniad cywir neu a oes angen gwneud addasiadau?

Cwestiynau i'r Pwyllgor ar ddiwedd y cyfarfod …

A oes gennym ni'r wybodaeth angenrheidiol i ffurfio casgliadau/i wneud argymhellion i'r pwyllgor gwaith, cyngor, partneriaid eraill? Os nad oes, a oes angen i ni:

(i) Ymchwilio i'r mater yn fwy manwl?

(ii) Gael rhagor o wybodaeth gan dystion eraill - Aelod o'r Bwrdd Gweithredol, arbenigwr annibynnol, aelodau o'r gymuned, defnyddwyr gwasanaeth, cyrff rheoleiddio…

Cytuno ar gamau pellach sydd i'w cymryd o fewn amserlen/adroddiad monitro yn y dyfodol.

Monmouthshire's Scrutiny Forward Work Programme 2024-25

Place Scrutiny Committee – *Meetings at 2pm unless otherwise stated*				
Scrutiny Workshop – 8th July 2025, 4.30-6pm	**Cultural Strategy**	To share the draft Cultural Strategy before it goes out for consultation over the summer, ahead of scrutiny in September.	Tracey Thomas Rachel Rogers Cllr Burch	Policy Review/ Development
10th July 2025	**Local Flood Strategy (with Public Services members)**	Pre-decision scrutiny of adoption of the Local Flood Strategy.	Craig O'Connor Ross Price Cllr Maby	Pre-decision Scrutiny
	Car Parking Review	To scrutinise the findings of the council's Car Parking Review.	Daniel Fordham Craig O'Connor Cllr Griffiths	Policy Development
	Shire Hall Financial Update	To scrutinise progress of the National Lottery Heritage Fund development phase.	Tracey Thomas Cllr Callard	Policy Development
25th September 2025	**RLDP**	To scrutinise the Replacement Local Development Plan before Council.	Craig O'Connor Deb Hill-Howells Cllr Griffiths	Pre-decision Scrutiny
	Cultural Strategy	To conduct pre-decision scrutiny ahead of decision at Cabinet.	Tracey Thomas Cllr Burch	Pre-decision Scrutiny
SPECIAL 9th October 2025	**Destination Management Plan**	To conduct pre-decision scrutiny.	Colette Bosley Cllr Burch	Pre-decision Scrutiny
6th November 2025	**Placemaking Plans**	To scrutinise the Monmouth, Abergavenny, and Magor with Undy Placemaking Plans.	Craig O'Connor Daniel Fordham	Pre-decision Scrutiny

Monmouthshire's Scrutiny Forward Work Programme 2024-25

Place Scrutiny Committee – *Meetings at 2pm unless otherwise stated*				
			Cllr Griffiths	
	Markets and Stalls	To scrutinise the rates for markets and stallholders, and the policies for them generally.	Simon Parfitt Mathew Wooles Cllr ?	Policy Development
11th December 2025	***Sustainable Drainage Systems – TBC***	*To scrutinise SuDs and drainage on estates in the county.*	*Ross Price* *Craig O'Connor* *Cllr Griffiths*	*Policy Development*
5th February 2026				
19th March 2026				
To be confirmed	***Pavement Café Policy***	*To scrutinise the pavement café policy as the basis for making decisions on applications for licences.*	*?* *Cllr Griffiths*	*Policy Development*
To be confirmed	***Road Safety Strategy***	*To scrutinise the Road Safety Strategy.*	*Graham Kinsella* *Geraint Roberts* *Cllr Maby*	*Pre-decision Scrutiny*
To be confirmed	***Tackling Poverty and Inequality Action Plan***	*To scrutinise performance against the action plan.*	*Lucinda Boyland* *Cllr Sandles*	*Performance Monitoring*
To be confirmed	***Electric Vehicle Charging Strategy***	*To scrutinise progress of the strategy prior to Cabinet decision.*	*Deb Hill-Howells* *Ian Hoccom* *Cllr Maby*	*Pre-decision Scrutiny*
To be confirmed	***Monlife Heritage Strategy***		*Tracey Thomas*	*Pre-decision Scrutiny*

Monmouthshire's Scrutiny Forward Work Programme 2024-25

Place Scrutiny Committee – *Meetings at 2pm unless otherwise stated*				
To be confirmed	***Surplus Council Assets (link to Property Assets review under P&O?)***		*Nick Keyse* *Peter Davies* *Cllr Callard*	*Pre-decision Scrutiny*
Corporate and Community Plan Items for the Committee's consideration for inclusion into the Place Scrutiny Forward Plan:				
Increase the use of local produce in schools and care homes and new food strategies and policies approved by Cabinet				
Nature Isn't Neat expansion				
Development of a new station at Magor and improvements at Severn Tunnel Junction **Creating plans for a metro that links Monmouthshire to**				

Monmouthshire's Scrutiny Forward Work Programme 2024-25

Place Scrutiny Committee – *Meetings at 2pm unless otherwise stated*				
Bristol, Newport and Cardiff				
Develop a county-wide digital solution that matches those who need to travel with those who have car spaces				
RLDP for adoption				
Find new ways to progress refurbishment of Caldicot Leisure Centre				
Deforestation and school meals procurement - Food Strategy - Jointly with P&O				

Place Scrutiny Committee

Action List

22nd May 2025

Minute Item:	Subject	Officer / Member	Outcome
5	To chase a response from NRW regarding a resident's questions at an earlier meeting	Scrutiny officers	Responses sent to members 16th June.
5	To programme a report, and plan for regular reports, concerning council assets declared surplus, and the plans for, and use of, them	Scrutiny officers	In discussion with officers
5	To clarify the expected timing of the Car Parking Review for scrutiny	Scrutiny officers	Scheduled for 10th July scrutiny
8	To arrange a site visit to Abergavenny with Felicity Branigan, members and officers	Scrutiny officers and Chair	Enquired about dates and times.
9	To send a copy of the Active Travel presentation to Felicity Branigan	Scrutiny officers	Sent.
9	To provide a written update on the Chepstow Transport Hub scheme including Levelling Up Fund, next steps, etc.	Paul Sullivan	Requested again 26th June.
9	To provide the number of schools currently working on Active Travel plans	Geraint Roberts	Info sent to members 26th June.
9	To look into traffic displacement, due to interventions around schools, potentially causing issues in other areas, and update the committee	Geraint Roberts	Info sent to members 26th June.
9	To send a written answer regarding the current team size and capacity of the enforcement team.	Cabinet Member Sara Burch	Requested again 26th June.
9	To look into the concerns about parking on Hereford Road, speak to Graham Kinsella and report back to the committee	Geraint Roberts	Response sent to members 26th June.

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Committee / Decision Maker	Meeting date / Decision due	Report Title	Cabinet member	Purpose	Author	Date item added to the planner
Cabinet	Deferred	Pavement Café Policy	Paul Griffiths - Sustainable Economy	To adopt the pavement café policy as the basis for making decisions on applications for licences	Carl Touhig	4-Oct-22
Cabinet	11-Feb-26	2025/26 Revenue & Capital Monitoring Update 3	Ben Callard - Resources		Jon Davies	12-Jun-25
Cabinet	11-Feb-26	2026/27 WCF/Mon Farm treasury strategy	Ben Callard - Resources		Jon Davies	12-Jun-25
Cabinet	21-Jan-26	2026/27 Draft Revenue & Capital budget proposals	Ben Callard - Resources		Jon Davies	12-Jun-25
Cabinet	10-Dec-25	2025/26 Revenue & Capital Monitoring Update 2	Ben Callard - Resources		Jon Davies	12-Jun-25
Cabinet	19-Nov-25	Destination Management Plan	Sara Burch & Paul Griffiths		Collette Bosley	17-Apr-25
Council	23-Oct-25	RLDP for Adoption	Paul Griffiths - Sustainable Economy		Rachel Lewis	17-Apr-25
Cabinet	15-Oct-25	Review of Monmouth Cluster and proposed statutory consultation	Laura Wright - Education		Matt Jones	3-Mar-25
Cabinet	15-Oct-25	2025/26 Revenue Monitoring Update 1	Ben Callard - Resources		Jon Davies	12/76/25
cabinet	15-Oct-25	Ensuring a good quality and sustainable service model for Community Meals	Ian Chandler - Social Care & Safeguarding		Jane Rogers	19-Jun-25
Cabinet	15-Oct-25	A strategy to take forward a whole authority approach to wellbeing and prevention	Ian Chandler - Social Care & Safeguarding		Jane Rogers	19-Jun-25
Cabinet	15-Oct-25	Cultural Strategy	Sara Burch		Tracey Thomas	20-May-25
Council	18-Sep-25	Self-assessment 2024/25		To seek Council approval of the self-assessment report 2024/25 in line with requirements outlined in the Local Government and Elections (Wales)	richard Jones	10-Jun-25
Cabinet	17-Sep-25	Real Living Wage Employer Accreditation	ben Callard - Resources	Further to Cabinet's decision on Wednesday 6th November 2024, and an evaluation of the authority's supply chain, to bring forward a further report detailing the plan to pay the real living wage rate to employees of third parties contracted	Philippa Green	13-Jun-25
Cabinet	17-Sep-25	County of Sanctuary Strategy	Angela Sandles - Engagement	To approve a county of sanctuary strategy which establishes clear principles which will run through all council services and which promotes inclusion	Sharran Lloyd and Jane Harvey	27-May-25
Cabinet	17-Sep-25	Review of Housing Support Grant Programme.	Sara Burch		Ian Bakewell	23-May-25

ICMD	23-Jul-25	Welsh Church Fund Working Group	Ben Callard - Resources		Dave Jarrett	2-Jul-25
Council	17-Jul-25	Chepstow Integrated Transport LUF project			Deb Hill Howells	24-Jun-25
Council	17-Jul-25	Strategic Director's Report, Children, Learning, Skills and the Economy'	Laura Wright - Education		Will Mclean	18-Jun-25
Cabinet	16-Jul-25	2024/25 Revenue & Capital monitoring Outturn (incl early update on 2025/26)	Ben Callard - Resources		Jon Davies	12-Jun-25
Cabinet	16-Jul-25	2026/27 Revenue & Capital MTFP update and process	Ben Callard - Resources		Jon Davies	12-Jun-25
Cabinet	16-Jul-25	Shire Hall Delivery Stage - Financial Approval	Ben Callard - Resources		Tracey Thomas	25-Mar-25
Cabinet	16-Jul-25	**ADD AS FIRST ITEM** Social Partnership and Public Procurement (Wales) Act 2023: Monmouthshire County Council's Annual Report	Ben Callard - Resources	To seek approval of the Social Partnership Duty Report 2025, setting out how the Council will build on existing practice, and work collaboratively with trade unions, to ensure compliance with the Social Partnership and Public Procurement (Wales) Act	Philippa Green	6-Jun-25
Cabinet	16-Jul-25	Play Sufficiency Update	Angela Sandles - Engagement	Play sufficiency assessment update.	Nick John	28-Mar-25
Council	26-Jun-25	Strategic OfficerLeadership and Organisation Structure changes	Mary Ann Brocklesby - Whole Authority Strategy		Paul Matthews	5-Jun-25
Council	26-Jun-25	Appointments to Outside Bodies	Angela Sandles - Engagement		John Pearson	23-May-25
Council	26-Jun-25	Separation of Licensing Functions	Angela Sandles - Engagement		Linda O Gorman	28-May-25
Council	26-Jun-25	Licensing Act Policy 2025	Angela Sandles - Engagement	Policy has to be approved by Full Council and it needs to be in place by 1st July 2025	Linda O Gorman	10-Jan-25
Cabinet	25-Jun-25	Strategic Risk Assessment	Mary Ann Brocklesby - Whole Authority Strategy	To provide Cabinet with an overview of the current strategic risks facing the authority.	richard Jones	10-Jun-25

Cabinet	25-Jun-25	Nature Recovery Action Plan & Green Infrastructure Strategy	Catrin Maby - Climate Change and Environment		Collette Bosley	17-Apr-25
Cabinet	21-May-25	Placemaking Grant 25/26 & 26/27	Paul Griffiths - Sustainable Economy		Craig O Connor	29-Apr-25
Cabinet	21-May-25	Marches Forward Partnership	Mary Ann Brocklesby - Whole Authority Strategy		Peter Davies / Cath Fallon	1-Apr-25
Cabinet	21-May-25	Active Gwent Sports Partnership	Angela Sandles - Engagement	For Monmouthshire County Council to formally enter into the Active Gwent sport partnership.	Nick John	28-Mar-25
Cabinet	21-May-25	Y Prentis Update	Paul Griffiths - Sustainable Economy		Hannah Jones	26-Feb-25
Cabinet	21-May-25	Digital, Data and Technology Collaboration	Mary Ann Brocklesby - Whole Authority Strategy	To develop proposals to build on existing collaborative arrangements in place for the provision of technology services through the Shared Resource Service. Expanding on these to include digital and data services will generate	Peter Davies & Matt Gatehouse & Sian Hayward	14-Mar-25
Council	15-May-25	SAC Membership Report	Martyn Groucutt - Education	To inform Council of SAC recommendations to appoint members of SAC	Sharon Randall-Smith	16-Apr-25
Council	10-Apr-25	Constitution Review	Angela Sandles - Engagement		James Williams	25-Mar-25
Council	10-Apr-25	Senior Pay Review	Ben Callard - Resources		Julie Anthony	3-Mar-25
ICMD	09-Apr-25	PSPO Lane Closure to prevent fly tipping & off roading	Catrin Maby - Climate Change and Environment		Mark Cleaver	13-Mar-25

ICMD	09-Apr-25	Welsh Church Fund Working Group - meeting 4	Ben Callard - Resources			
Cabinet	02-Apr-25	Marches Forward Partnership	Mary Ann Brocklesby - Whole Authority Strategy		Peter Davies - Lead (Cath Fallon)	3-Mar-25
Cabinet	02-Apr-25	Reponse to Boundary Commission Electoral Review Consulation	Angela Sandles - Engagement		John Pearson	12-Feb-25
ICMD	26-Mar-25	Proposal to increase the fee payments to Monmouthshire Foster Carers	Ian Chandler - Social Care & Safeguarding		Charlotte Drury	4-Feb-25
ICMD	12-Mar-25	Highway Traffic Regulation Amendment Order No 16	Catrin Maby - Climate Change and Environment			
Council	06-Mar-25	Appointment of Chief Officer - Head of Transport - Exempt info	Catrin Maby - Climate Change and Environment		Deb Hill Howells	21-Jan-25
Council	06-Mar-25	Publication of the Councils Pay Policy	Ben Callard - Resources	To approve the publication of Monmouthshire County Council's Pay Policy, in compliance with the Localism Act.	Matt Gatehouse / Pip Green	17-Jan-25
Council	06-Mar-25	Contract Procedure Rules	Ben Callard - Resources		Scott James	9-Jan-25
Council	06-Mar-25	2025/26 Final Budget sign off including CT resolution	Ben Callard - Resources		Jon Davies	13-Jun-24
Council	06-Mar-25	2025/26 Capital Strategy & Treasury Strategy	Ben Callard - Resources		Jon Davies	13-Jun-24

Cabinet	05-Mar-25	Approval of a Discretionary Policy for Council Tax Premiums	Ben Callard - Resources		Ruth Donovan	27-Jan-25
Cabinet	05-Mar-25	2025/26 Final Revenue and Capital Budget Proposals	Ben Callard - Resources		Jon Davies	4-Jun-24
Cabinet	05-Mar-25	2025/26 WCF/Mon Farm Strategy	Ben Callard - Resources		Jon Davies	4-Jun-24
ICMD	26-Feb-25	County of Sanctuary: Homes for Ukraine	Angela Sandles - Engagement	To confirm future support arrangements for Ukranian's living in Monmouthshire as part of the Homes for Ukraine Scheme following changes to the national arrangement for both funding & visas	Richard Drinkwater/Matt Gatehouse	7-Feb-25
ICMD	26-Feb-25	Housing Allocations Policy				
Cabinet	19-Feb-25	2024/25 Revenue and Capital Monitoring Month 9	Ben Callard - Resources		Jon Davies	4-Jun-24
Cabinet	19-Feb-25	UK Shared Prosperity Fund post March 2025 – financial implications and impact	Paul Griffiths - Sustainable Economy		Hannah Jones	10-Jul-24
ICMD	29-Jan-25	2025/26 Community Council and Police Precepts final	Ben Callard - Resources		Jon Davies	17-Dec-24
Council	23-Jan-25	Council Diary 2025/26	Angela Sandles - Engagement		John Pearson	
Council	23-Jan-25	GWENT REGIONAL PARTNERSHIP BOARD (RPB) AREA PLAN AND RPB ANNUAL REPORT 23/24	Ian Chandler - Social Care & Safeguarding		Natasha Harris (Torfaen)	
Council	23-Jan-25	Council Tax Reduction Scheme 2025/26	Ben Callard - Resources		Jon Davies	13-Jun-24

Cabinet	22-Jan-25	Business case for the purchase of a property in Abergavenny to develop supported accommodation for care experienced young people	Ben Callard - Resources		Jane Rogers	7-Jan-25
Cabinet	22-Jan-25	2025/26 Draft Revenue and Capital Budget Proposals	Ben Callard - Resources		Jon Davies	4-Jun-24
Cabinet	22-Jan-25	Education Middle Tier	Martyn Groucutt - Education		Will McLean	20-Nov-24
ICMD	15-Jan-25	Decision to transfer Dixton Archive from Monmouth Museum to Herefordshire Record Office			Rachael Rogers	9-Dec-24
ICMD	15-Jan-25	Welsh Church Fund Working Group - meeting 3	Ben Callard - Resources		Dave Jarrett	13-Jun-24
ICMD	18-Dec-24	2025/26 Community Council and Police Precepts draft	Ben Callard - Resources		Jon Davies	13-Jun-24

Monmouthshire Select Committee Minutes

Meeting of Place Scrutiny Committee held at The Council Chamber, County Hall, Rhadyr, Usk, NP15 1GA with remote attendance on Thursday, 22nd May, 2025 at 2.00 pm

Councillors Present	Officers in Attendance
County Councillor Jane Lucas (Chair) County Councillors: Louise Brown, Emma Bryn, Tomos Davies, Martyn Groucutt, Jackie Strong, John Crook, Sara Burch, Tony Easson and Phil Murphy	Robert McGowan, Policy and Scrutiny Officer Paul Sullivan, Youth, Sport and Active Travel Manager Nicholas Tulp, Active Travel Officer Geraint Roberts, Road Safety Officer Madeleine Boase, Active Travel Officer Duncan Thompson, Active Travel Project Officer

APOLOGIES: Councillors Lisa Dymock and Tudor Thomas

1. **Election of Chair**

   Councillor Lucas was proposed by Councillor Murphy, seconded by Councillor Brown. There were no other nominations, Councillor Lucas was appointed as Chair.

2. **Appointment of Vice-Chair**

   Councillor Dymock was proposed by Councillor Brown, seconded by Councillor Lucas. There were no other nominations, Councillor Dymock was appointed as Vice-Chair.

3. **Apologies for Absence**

   Councillor Dymock, Councillor Murphy as substitute. Councillor Thomas, Councillor Easson as substitute.

4. **Declarations of Interest**

   None.

5. **Place Scrutiny Committee Forward Work Programme and Action List**

   To note that the Placemaking Plans have been moved from 10th July to 6th November; in their place, the Flood Strategy will be scrutinised on 10th July. Members are reminded to encourage residents to attend the Public Open Forum on that date.

   Councillor Strong requested an update on responses from NRW concerning the Nedern – the responses are forthcoming – **ACTION**. Councillor Bryn requested an update on the Car Parking Review – it has been pencilled in for scrutiny on 10th July.

Councillor Brown requested that an item be added to the work programme concerning scrutiny of the assets declared surplus and an opportunity to scrutinise these prior to Cabinet decisions, citing 8.2.2 of the Constitution which says the Terms of Reference for Place are 'To ensure that policy and services are responsive to the needs of businesses and visitors and promote economic activity.' – **ACTION**

6. Council and Cabinet Work Planner

7. To confirm the minutes of the previous meeting

The minutes were agreed, proposed by Councillor Lucas and seconded by Councillor Bryn.

8. Public Open Forum

Felicity Branigan, Chair of Promobility Group (Abergavenny), addressed the committee regarding Disabled Access issues in Abergavenny, primarily highlighting mobility challenges, obstructions, dog mess, drop kerbs and tactile paving, and proposed that council members accompany disabled individuals to experience these challenges firsthand, to which the committee agreed **– ACTION**

9. Active Travel - To scrutinise various aspects of Active Travel

Paul Sullivan introduced the report, delivered a presentation, and answered the members' questions with Cabinet Member Sara Burch and Geraint Roberts:

- A member asked about the difficulty in securing funding for projects like the Abergavenny Bridge and other schemes, given the reduction from four to one strategic scheme, and the expected timeline for delivery.

The officer acknowledged the challenge posed by the change in funding criteria, emphasising the importance of a collaborative approach across departments to secure funding from various sources, including safe routes and community funding, and regional transport plans. He stressed the importance of getting projects to a tender-ready stage to present them for funding opportunities, ensuring they are ready for implementation when funding becomes available. The Cabinet Member highlighted the potential benefits of multi-year funding through regional partnerships (CJCs), which could provide a more consistent and planned approach to project delivery.

- A member enquired about the timeframe of the data showing traffic reduction at Undy School and expressed concerns about the abuse of temporary closures by parents. He noted that the school is making efforts to police the situation, but emphasised the need for more effective enforcement to address the ongoing abuse of temporary closures.

The officer explained that the data was collected before and after the implementation of school streets, with the most recent data from May showing significant reductions in traffic. He mentioned that civil enforcement officers are sent to the site to speak to parents about problem parking and encourage parking further away. Surveys are being conducted to gather feedback and plan next steps to further reduce traffic around the school.

- A member expressed frustration over the difficulty in getting smaller interventions like drop kerbs and pavement smoothing done and asked for a system to report and prioritise these requests. She enquired about the number of schools working towards active travel plans and the effectiveness of these plans. She asked what percentage of Monmouthshire students are involved in these sessions and the percentage of students walking or cycling to school, and requested information on the percentage of children receiving cycle training after Stage 2.

Officers acknowledged the need for prioritisation and committed to working on a system to report and prioritise quick wins, considering internal capacity and funding constraints. They mentioned that 21 out of 34 schools have active travel plans, which are rolling documents updated annually. They did not have the exact number of schools currently working on plans but committed to providing that information **– ACTION**. *Officers explained that the Road Safety Transition sessions are offered to all year six pupils across Monmouthshire, focusing on safe routes to comprehensive schools. Level one cycle training is offered to all schools, while level one and two training is provided to four or five schools annually, focusing on those near comprehensive schools to promote cycling. Officers shared data from a 2021 survey showing that 63% of secondary and 73% of primary school pupils wanted to actively travel more, with less than 3% currently cycling to school.*

- A member asked how long it should reasonably take for a dropped kerb request to go through the design process and receive a clear response – either approval or rejection. They expressed frustration at the current lack of updates or timelines after submitting requests.

The officer explained that timelines depend on prioritisation and funding. A clearer picture will emerge once the current programme is reviewed and categorised (e.g. red/amber/green). Some dropped kerb designs are tied to broader strategic schemes like active travel links, which complicates delivery. Funding fluctuations and limited internal design capacity also affect timelines. However, the officer acknowledged the need to move quickly on the prioritisation work to better manage expectations and improve turnaround for high-priority requests.

- A member asked if the £6 million award for Abergavenny had already been received or if it was still a bid. She expressed concern that active travel initiatives seem to focus on urban areas, potentially neglecting rural areas and specific locations like Chepstow. She asked about the Chepstow Transport Hub funding, expressing concerns about the link between the bus and train stations, and highlighted the dangers of certain routes, such as the A48 near the garden centre, making them unsuitable for cycling or walking. She enquired about the maintenance and accessibility of public rights of way in rural areas and raised concerns about the displacement of traffic due to interventions around schools, potentially causing issues in other areas.

- *The officer confirmed that the £6 million award for Abergavenny had been received and would be used for the specified projects. The Cabinet Member explained that the focus on urban areas is due to the strategic emphasis on value for money and the impact of funding, but acknowledged the importance of rural*

areas and public rights of way. Officers confirmed that Chepstow Transport Hub funding was allocated last year through core funding to support active travel priorities and preparatory work for the Levelling Up Fund. While some details still need to be clarified regarding how funding will be distributed across different project elements, the UK Government has confirmed that the funding remains available from a Monmouthshire perspective. **– ACTION: to provide a written update for the committee.** *Officers acknowledged the challenges of dangerous routes and emphasised the need to align with strategic focuses and funding constraints. They mentioned that public rights of way are being considered, with efforts to ensure they are accessible and maintained, but the primary focus remains on strategic urban routes. They acknowledged the issue of traffic displacement and mentioned that surveys and consultations are being conducted to understand and address these concerns* **– ACTION: to look into traffic displacement and report back**

Jackie:

- A member expressed gratitude for the progress on the safe crossing for students traveling to Caldicot Comprehensive School and asked for a date when the work through the castle grounds would begin. She emphasised the importance of play areas in promoting active travel and mentioned the positive impact of improvements at Cas Troggy Park. She highlighted issues with parking in Church Road and the need for better communication to residents about parking spaces. The member requested that the consultation include residents of Castle Lea and asked to be kept informed about the consultation results. She expressed concern about the impact on the B4245 of the Severn Bridge closure to lorries and the safety of students traveling from Magor and Rogiet to the comprehensive school.

The officer acknowledged the long-standing issue with Safe Crossing for Caldicot Comprehensive School and confirmed that the work is progressing, with construction expected in Q3/Q4. He agreed on the importance of play areas and mentioned ongoing efforts to engage with local members and stakeholders to ensure the success of such initiatives. Officers acknowledged the parking issues in Church Road and committed to addressing them through better communication and consultation. They confirmed that the consultation would include residents of Castle Lea and committed to keeping the councillor informed about the results. They acknowledged the concern about the impact of lorry closures on the B4245 and emphasised the need to monitor the situation closely to ensure student safety.

- A member enquired about the size and capacity of the enforcement team, questioning whether there are enough personnel to effectively manage the streets and roads of Monmouthshire.

Officers indicated that the question falls outside the scope of the active travel discussion, but it was acknowledged that the need and demand for enforcement is recognised by the Cabinet. A written answer regarding the current team size and capacity would be provided later. **– ACTION**

- A member praised the high standard of engineering on the new safe route near his home in Abergavenny, which is used by many children from nearby schools.

He expressed concern about the need for ongoing monitoring and maintenance of the safe routes, particularly the new planting that needs to be tended to prevent being overwhelmed by weeds. He suggested that more roads near schools should be closed to through traffic during school hours to encourage walking and reduce unnecessary car journeys.

The officers acknowledged the importance of maintaining the high standard of engineering and the need for ongoing maintenance to ensure the routes remain fit for purpose. They agreed that ongoing maintenance is a challenge and emphasised the importance of building maintenance schedules into the planning of new routes. They also highlighted the role of green infrastructure in making routes attractive and safe. They discussed the importance of understanding and influencing behaviour to encourage more walking to school, mentioning programmes like Living Streets and the Walk Tracker to incentivise active travel among children.

- The Chair questioned the allocation of £6 million to Abergavenny and expressed concern about the lack of funding for Chepstow and rural areas. She highlighted the importance of addressing the needs of rural areas and ensuring fairness in funding distribution. She raised concerns about the maintenance of public rights of way in rural areas and the need for better accessibility. She mentioned the issue of traffic displacement when implementing new schemes, using the example of hospital parking issues.

The officers and Cabinet Member explained that the £6 million for Abergavenny has been confirmed and emphasised the importance of focusing on the seven major settlements due to the strategic focus on routes up to three miles. They acknowledged the need for equitable funding and the challenge of addressing rural areas within the current funding constraints. The officers highlighted the importance of maintaining public rights of way and mentioned that the public right of way team is working on least restrictive access. They also noted that the maintenance of these routes is a challenge and emphasised the need for ongoing dialogue with local stakeholders. They acknowledged the issue of traffic displacement and mentioned that the team is looking into it, emphasising the importance of community engagement and consultation to address these concerns.

- The Chair highlighted the significant impact of the Vauxhall/Ingles Bridge closure on the Monmouth community, noting that it has effectively divided the town. She also noted concerns about Hereford Road and the Haberdashers' School, particularly regarding older students who drive and the associated parking problems, asking whether it is possible for officers to engage with the school on the matter – **ACTION: to consult with other officers and report back**

Chair's Summary:

Thank you to the officers and Cabinet Member for this report and their answers to the committee's questions. A copy of today's presentation will be sent to Felicity Branigan – **ACTION**

10. Next Meeting

Thursday 5th June 2025 at 2.00pm (Special Meeting).

The meeting ended at **4.01 pm.**

Monmouthshire Select Committee Minutes

Meeting of Place Scrutiny Committee held at The Council Chamber, County Hall, Rhadyr, Usk, NP15 1GA with remote attendance on Wednesday, 11th June, 2025 at 5.30 pm

Councillors Present	Officers in Attendance
County Councillor Jane Lucas (Chair) County Councillors: Louise Brown, Tomos Davies, Lisa Dymock, Martyn Groucutt, Jackie Strong, Tudor Thomas, John Crook, Simon Howarth, Rachel Buckler, Ben Callard, Alistair Neill, Angela Sandles, Laura Wright, Richard John and Steven Garratt	Hazel Ilett, Scrutiny Manager Robert McGowan, Policy and Scrutiny Officer Paul Matthews, Chief Executive Peter Davies, Deputy Chief Executive and Chief Officer for Resources Matthew Gatehouse, Chief Officer People, Performance and Partnerships. Nicholas Keyse, Estates Development Manager Sharran Lloyd, LSB Development Manager Jane Harvey, Connected Communities Manager

APOLOGIES: Councillor Emma Bryn

1. **Apologies for Absence**

   Apologies were received from Councillor Emma Bryn, who was being substituted by Councillor Simon Howarth.

2. **Declarations of Interest**

   None received.

3. **Public Open Forum**

   The Chair welcomed everyone to the meeting. There were five speakers at the Public Open Forum, which included two representations made by Councillors of Abergavenny Town Council and three separate inputs from members of the public. A video that had been submitted by a resident in advance of the meeting was also shown and a written representation was read out by the Scrutiny Manager on behalf of another resident. There was a significant public presence at the meeting, both in the public gallery and on the landing where observers were able to view the live stream.

   The various contributions made to the Public Open Forum highlighted the following:

   Abergavenny Town Council:

   - Abergavenny Town Council expressed strong support for the Muslim Association's plans, citing Abergavenny's tradition of religious tolerance and the importance of equality for all faiths. They noted that the Muslim Association has committed to maintaining the building and keeping it in community ownership.

They advised that the Muslim Association is already active in the town and aims to create an inclusive centre open to all.

- They noted that Abergavenny has been a sanctuary town for diverse communities, including Syrian, Afghan, and Ukrainian families.

Residents and Businesses:

- Several speakers questioned the repurposing of the Carnegie Library, a historically significant building originally intended for public use as a library.
- Several speakers criticised the process for lacking transparency and suggested there was a need for public consultation.
- Some residents and trustees advised that they had only learned about the proposal through social media.
- Residents spoke of the impact on them and raised concerns about noise, light pollution, and disruption to elderly and vulnerable residents in nearby alms-houses, while echoing concerns about safety, especially at night.
- Several speakers highlighted existing parking congestion and potential traffic issues, causing disruption to local businesses and deliveries.
- A speaker questioned the fairness of granting a 30-year lease to the Muslim Association compared to shorter leases for other community services.
- A speaker called for halting the process until a full public consultation is conducted.

4. Call-in of the decision by Cabinet on the 21 May 2025 in relation to the letting of the former Abergavenny Library

The Chair thanked the members of the public for their contributions and explained that the Committee would now begin formal debate of the call-in. She asked the Scrutiny Manager to briefly explain the call-in process that would be followed at the meeting, in accordance with the Council's Constitution. The Scrutiny Manager advised that the meeting had been scheduled to debate a decision that had been made but had not taken effect concerning the letting of the former Abergavenny Library. The Call-in process and order of speaking was explained to all who were present.

The Cabinet decision report provides full context of the key issues relating to the decision taken on 21st May 2025, accessed via Agenda for Cabinet on Wednesday, 21st May, 2025, 4.30 pm - Modern Council. For context however, the decision that had been resolved by Cabinet on 21st May 2025 was to accept the following recommendations:

That Cabinet agrees the following:

i. To award the lease tender to Monmouthshire Muslim Community Association.

ii. (ii) To delegate authority to the Chief Officer for Resources to negotiate the lease in accordance with the tender award.

The Chair asked the members who had called in the decision to present their reasons for calling in the decision, as stated in the Call-in Request Form:

1. **Lack of Proper Scrutiny/Due Process and Community Consultation:**

- This decision was made without being presented to the appropriate Scrutiny Committee(s) prior to Cabinet approval. Given the sensitivity, scale, and length of the lease, this represents a significant failure of democratic oversight.
- Public interest decisions of this magnitude should go through full scrutiny to ensure community consultation and transparency.
- Democratic community engagement is necessary in view of the lack of public scrutiny due to no planning approval being needed so that residents/ businesses/faiths and the general public do not have the usual opportunity to comment on issues such as traffic congestion, parking, noise and restrictions on hours of operation.
- The Council and Forward Plan was amended on the 21st of October 2024 on the Future of the Abergavenny Library for a report to Cabinet on the 6th of November 2024. It was not on the Place Committee agenda of the 21st October 2024, and the next meeting was on the 7th of November 2024 after the Cabinet report of the 6th of November 2024.
- The Cabinet report of the 6th of November 2024 details the positive impact which was not reflected in the invitation to tender with the proposal to offer the site for community or commercial use to enhance the availability of opportunities that are open, accessible and of interest to people of all ages and abilities.
- In addition, the item has not been kept on the Council and forward planner for the period it should have been and not even included in the Place Committee agenda of the 22nd of May when other Cabinet reports of the 21st of May were included.
- The Invitation to Tender underlined the Planning Status with its current D1 use class (as a library) but did not fully detail commercial options on change of use including retail and wholesale use, despite the covenant on the land allowing for such use.

2. **Questionable Timing and Limited Market Exposure:**

- The property was marketed for only four weeks in December 2024, during a well-known period of reduced public and business engagement due to the festive season.
- This limited window may have inhibited fair market exposure, potentially impacting the breadth and quality of submissions.

3. **Best Value and Financial Sustainability Concerns:**

- A lease of 30 years for £500 per month (£6,000 per annum) on a prominent, centrally located historic building raises serious Best Value concerns under the Local Government Act 1999, which places a duty on local authorities to "make arrangements to secure continuous improvement in the way its functions are exercised, having regard to a combination of economy, efficiency and effectiveness."

- Although a tender offered the same rental figure, it is unclear whether this reflects true market value. There has been no independent valuation, and a 30-year commitment without such due diligence is premature.
- Lack of Certainty over the need for a council building over such a long period.

The Call-in Members outlined their reasons for calling the decision in (as above) and made the following additional points:

Councillor Howarth

- Councillor Howarth emphasised the importance of transparency and proper process in Council decisions. He noted that the library was not included in the planner for the Council's scrutiny meetings, which prevented members from discussing its transfer to asset management.
- Councillor Howarth highlighted that the decision to transfer the library to asset management was made without giving Council members the opportunity to scrutinise and discuss it. He suggested that previous decisions were removed from the planner, which he believed undermined transparency and accountability.
- Councillor Howarth called for changes in the Council's constitution to ensure that decisions remain on the planner and are subject to proper scrutiny.
- He expressed concern that the lack of consultation and transparency has let down the people of Monmouthshire and Abergavenny.

Councillor Buckler

- Councillor Rachel Buckler emphasised the historical and cultural significance of the Carnegie Library to the town of Abergavenny.
- She highlighted the lack of community consultation and engagement regarding the decision to convert the library into a mosque.
- Councillor Buckler shared feedback from residents who felt disconnected, ignored, and stressed about parking issues and the lack of information provided to them.
- She criticised the decision-making process, noting that residents were first informed through the local paper or Facebook, which she found unacceptable.
- Councillor Buckler questioned the appropriateness of granting a certificate of lawfulness for the building without proper scrutiny and community input.
- She raised concerns about the financial viability and due diligence of the decision, including the lack of details on grants and funding.
- Councillor Buckler called for higher standards of transparency and scrutiny in Council decisions, reflecting the expectations of Monmouthshire residents.

Councillor Louise Brown

- Councillor Brown emphasised the importance of scrutiny, due process, and community consultation in Council decisions.
- She highlighted the lack of public scrutiny due to the decision not requiring planning approval, which prevented residents and businesses from commenting on issues like traffic, parking, and noise.

- Councillor Brown suggested there were procedural irregularities, such as the library's disposal not being listed on the Council's forward planner for the scrutiny meeting, which she viewed as a breach of procedural rules.
- She suggested there had been limited marketing exposure of the property, noting that it was marketed for less than four weeks during a period of reduced engagement due to the festive season.
- Councillor Brown questioned the financial aspects of the decision, arguing that the rent of £6,000 per year was significantly lower than the market value, which she estimated to be between £20,000 and £25,000 per year. She called for an independent valuation of the property and suggested that the Council should use a specialised agent to facilitate the disposal, as outlined in the Council's asset management strategy.
- Councillor Brown emphasised the need for community consultation before drafting the lease, rather than after, to ensure transparency and public input.

The Chair invited the Cabinet Member, Councillor Callard to formally respond. In doing so, Councillor Callard made the following key points:

- Councillor Callard explained that the decision to award the lease was brought to Cabinet to give it more visibility, even though it could have been made by officers under delegated powers. He noted that the Council has entered into many leases without pre-award scrutiny or call-ins, suggesting that this process was consistent with past practices.

- Councillor Callard emphasised that the building was declared surplus, and the decision was not called in at that time. The tender process was transparent, and the highest-scoring bid was selected. He argued that requiring scrutiny for every lease would be impractical and counterproductive, potentially delaying the use of Council assets.

- Councillor Callard addressed concerns about parking, acknowledging the issue, but stating that the building's location was suitable for its proposed use, with nearby car parks available. He mentioned that the Muslim Community Association (MMCA) was aware of the need to mitigate parking impacts and planned to conduct community outreach after the lease was signed.

- Councillor Callard defended the marketing period, stating that the number of tenders received indicated sufficient market exposure. He argued against the need for independent valuation or external agents, citing the Council's in-house capabilities and the financial constraints. Councillor Callard expressed confidence in the MMCA's commitment to the community and their ability to maintain the building.

The Chair invited Nick Keyse, the Development Manager for Estates and Sustainability to provide additional comments:

- Nick clarified that long lease agreements are standard for community assets, as they provide assurance for securing grant funding from organisations such as the National Lottery and Sports Wales. He explained that grant funders require long-

term leases to ensure their investments are protected and not subject to changes in use.

- Nick added that the final terms of the lease, including aspects like break clauses and rent reviews, are still to be negotiated and delegated to officers. He noted that a break clause could undermine the assurance needed for grant funding, suggesting that such clauses might not be included in the final lease terms.

Key points raised by the Committee Members and visiting Members:

The Chair invited questions initially from the Committee Members and then from other Members present, which were answered by Councillor Callard and Nick Keyse.

- Councillor Davies emphasised the importance of ensuring that the lease agreement aligns with the Council's fiduciary duty to act in the taxpayers' best financial interest. He referenced a February 2023 asset management paper that identified the Carnegie Library as a priority for commercial opportunities, estimating its rental value at £25,000 to £30,000 per annum or a potential sale value of over £300,000. He questioned whether the proposed lease agreement aligned with the goal of maximising the commercial potential of the property. He enquired if there was another tender that was deemed more commercially viable than the successful one. He also asked about the number of leases that achieved market rates among the 37 leases entered into by the Council since 2022.

Councillor Callard acknowledged that the tender did not achieve the commercial value initially estimated, but emphasised the importance of supporting community assets, even if it means foregoing some income. He confirmed that the successful tender was the most financially competitive among the shortlisted tenders. Councillor Callard did not have specific data on how many of the 37 leases achieved market rates but suggested that this information could be reviewed at a performance and overview scrutiny committee meeting.

- Councillor Groucutt expressed pride in the Council's commitment to making Monmouthshire and Abergavenny a community of sanctuary, highlighting the positive integration of people from conflict areas into the local community. He emphasised that the proposed mosque would serve multiple purposes, including being an educational, social, economic, and recreational centre, not just a place of prayer. He noted the significant growth of the Muslim population in Monmouthshire and their important role in the community, particularly in Abergavenny with its major hospital. He mentioned the inappropriate past use of the building as a pupil referral unit and argued against leaving the building empty to deteriorate. He supported the idea of the building being used by the Muslim community, seeing it as a positive contribution to the town.

- Councillor Brown reiterated her concerns around the limited marketing period of less than four weeks during the festive season, which may have impacted the breadth and quality of submissions. She questioned the financial viability of the lease, noting discrepancies between the estimated market rent and the actual lease amount. She reinforced her view that there was a need for an independent valuation and a period of community consultation before finalising the lease. She

stated that the invitation to tender did not fully detail the range of potential uses for the property, which could have impacted the best consideration obtained.

Councillor Callard acknowledged the challenges of consultation when entering into leases and emphasised the need to take well-reasoned actions that benefit the community. He mentioned that the building was offered on a full repairing lease, which is a significant investment and may not be attractive to all businesses. Councillor Callard argued that the proposed use of the building as a community centre and mosque would bring people into the town centre, benefiting local businesses without competing with them. He reiterated that the tender process was fair and transparent, and the successful tender was the most financially competitive among the shortlisted tenders. Councillor Callard suggested that the Council's financial situation necessitates using in-house resources for valuations and marketing rather than hiring external consultants.

- Councillor Howarth repeated his concerns about the lack of transparency and proper scrutiny in the decision-making process. He questioned the consultation process, asking if Abergavenny Town Council or other consultees were involved before the Cabinet meeting. The member expressed frustration with the timing of decisions, noting that the scrutiny committee meeting was held the day after the Cabinet meeting, which did not allow for proper review.

Councillor Callard explained that the delegation of powers for awarding leases typically falls to officers, but the decision was brought to Cabinet to give it more visibility due to the importance of the building. He mentioned that the decision to declare the property surplus was not called in, suggesting that concerns should have been raised at that stage. Councillor Callard argued that bringing every lease decision to scrutiny would be counterproductive and hinder the Council's ability to function effectively as a landlord. He acknowledged the issues with parking but emphasised that the building's location is well-served by nearby car parks and that the Muslim Association is aware of the need to mitigate the impact on the local community. Councillor Callard clarified that the consultation with the community would occur after the lease is signed, as it provides certainty for the group to conduct outreach. He confirmed that the consultees for the Cabinet report are listed at the bottom of the report and that he made a courtesy call to the Principal Officer of Abergavenny Town Council when the papers were published.

- Councillor Dymock questioned the duration of the lease and at what point a 30-year lease was agreed. She expressed concerns about the lack of consultation and transparency, suggesting that this is a recurring problem that needs to be addressed. The member asked what steps were taken to assess whether the limited marketing period would result in a fair representation of potential leases. She enquired why the property was not consistently kept on the Council's Forward Planner. The member sought clarification on how the Council plans to ensure ongoing transparency and engagement post-decision.

Councillor Callard explained that the decision to declare the property surplus was made in Cabinet and reiterated that the decision could have been called in at that stage. He explained that the 30-year lease term was part of the tender submission and not something initially offered by MCC. He mentioned that the long lease term allows the tenants to access grant funding, which is essential for maintaining and investing in the

building. Councillor Callard emphasised that the lease agreements include mechanisms to review certain aspects, ensuring value for money and compliance with the terms. He highlighted that many of the county's heritage buildings are maintained through grant funding, which long leases help secure. He emphasised that the Council is not in the business of keeping empty buildings and will dispose of assets when prudent to do so. He also acknowledged the challenges of consultation when entering into leases and questioned the operational feasibility of bringing every lease decision to scrutiny. He suggested that post-decision scrutiny might be more appropriate but emphasised the need for well-reasoned actions that benefit the community. Councillor Callard reiterated that the building was offered on a full repairing lease, which is a significant investment and may not be attractive to all businesses.

- Councillor Buckler questioned the adequacy of the consultation process, expressing that many people were unaware of the decision and felt that consultation after the decision was not acceptable. She emphasised the importance of the Carnegie Library to the community and questioned why the residents of Abergavenny were not asked about their preferences for the building's use. The member reiterated that the call-in was made because the process did not involve sufficient community engagement.

Councillor Callard acknowledged the challenge of ensuring everyone is aware of Council decisions, noting that many people are busy with their lives and may not follow Council activities closely. He defended the decision to elevate the matter to Cabinet, arguing that it was a step towards giving the decision more visibility. Councillor Callard explained that it is difficult to find a use for the building that would satisfy everyone and emphasised the responsibility of elected members to make decisions in the best interest of the community. He suggested that taking the decision to full Council would not have changed the outcome and reiterated his confidence in the process followed.

The Chair invited the local ward Member Councillor Laura Wright to make a statement:

Councillor Wright

Councillor Wright expressed her support for the decision to lease the old library building to MMCA, noting that she voted in favour of the lease at her first Cabinet meeting. She emphasised the importance of scrutiny and transparent decision-making, but defended the established procedures followed in awarding the lease. Councillor Wright highlighted that the proposal from MMCA scored highest in the evaluation matrix, which assessed demand, viability, use suitability, and financial standing. She acknowledged the concerns of residents and businesses about the lack of consultation but pointed out that MMCA has committed to community engagement before occupying the building. Councillor Wright referenced the concerns about parking, noise, and light pollution, stating that MMCA representatives would be willing to meet with residents to address these issues. She reiterated that the lease was awarded based on a competitive process and that the chosen proposal met the Council's duties on financial optimisation and community well-being. Councillor Wright concluded by urging committee members to support the decision, emphasising the social value and inclusivity that the lease would bring to the community.

Exclusion of the Press and Public

The Chair asked the Scrutiny Manager to explain the grounds for moving into a closed session, if desired by the Committee. The Scrutiny Manager explained the process to the public and those in attendance, citing the Local Government Act 1972, which allows the exclusion of the public for the discussion of exempt information, providing that an officer has made an assessment that the public interest in maintaining the exemption outweighs the public interest in disclosing the information.

The Chair asked the report author to make an assessment of the public interest and to advise the committee on the basis for the exemption. She explained she would then request the committee to accept the officer's determination and vote on it before moving into an exempt session.

The Proper Officer specified that the grounds for exemption are based on paragraph 14 of the Local Government Act, which related to information concerning the financial or business affairs of any particular person, including the authority holding that information. He confirmed that this assessment supports moving into a closed session to discuss sensitive financial or business information.

The committee voted to move into closed session by a vote of 5-4. A short break took place whilst the press and public were asked to leave the meeting. Councillors Wright and Garratt left the meeting.

Part 2 of the Meeting (Public) ~ Formal outcome of the scrutiny

The Chair welcomed the public back into the meeting. Thanks were given to the Cabinet Member and officers. The Chair expressed the Committee's appreciation to the members of the public for their contributions and their time in attending.

The Chair advised the Committee that they had three options available to them, which were:

1. To accept the decision
2. To refer the decision to the Cabinet Member for reconsideration (with reasons)
3. To refer the decision to full Council

The Committee voted on the above options. Following the vote, the Committee agreed to refer the decision back to Cabinet Member for reconsideration, for the following reasons:

The Cabinet Member is requested to carry out a re-tender process with the following stipulations:

- **Independent Valuation**: An independent valuation of rental income should be carried out.
- **Tender Time Frame**: A reasonable time frame should be agreed upon for the tender process.
- **Building Survey**: An independent building survey should be undertaken to ascertain the condition of the building and the costs of necessary works.

- **Maintenance Compliance**: Ensure the building is maintained to comply with its importance, allowing potential bidders to have full possession of the facts so they can bid accordingly.
- **Community Consultation**: Community consultation is essential, involving local residents and businesses in decisions about the Carnegie Library building.
- **Historic Importance**: Proper consideration is given to the building's historic and monumental importance to Abergavenny and its people.
- **Reconsider Selling**: The potential sale of the building should be reconsidered and included in the consultation process with the people of Abergavenny.

The votes were recorded as follows:

- Four Members voted to accept the Cabinet Member's decision.
- Four Members voted to refer the matter to the Cabinet Member with reasons.
- One Member voted to refer to Full Council.

The Chair exercised the right to a casting vote in referring the matter back to the Cabinet Member (Option 2).

The meeting ended at **8.49 pm.**

SUBJECT:	**LOCAL FLOOD RISK MANAGEMENT STRATEGY**
MEETING:	**PLACE SCRUTINY COMMITTEE**
DATE:	**10 JULY 2025**
DIVISION/WARDS AFFECTED:	**ALL**

1. PURPOSE:

1.1 The purpose of this report is to facilitate pre-decision scrutiny on Monmouthshire County Council's Local Flood Risk Management Strategy (Local Strategy). The Local Strategy will be reported to Cabinet seeking its endorsement in the autumn following a public consultation and engagement exercise between 1st August 2025 and 12th September 2025 (6 weeks).

2. RECOMMENDATIONS:

2.1 To consider the content of the draft revised Local Strategy prior to statutory public consultation and provide feedback to Cabinet.

3. KEY ISSUES:

3.1 Under the Flood and Water Management Act 2010 (FWMA)[1], Monmouthshire County Council (MCC) is the Lead Local Flood Authority (LLFA) for its administrative area. Under this legislation, MCC is required to develop, maintain, apply and monitor a strategy for local flood risk management, known as the Local Strategy.

3.2 Local flood risk is defined as the risk from:

- Surface water runoff
- Groundwater
- Ordinary watercourses (usually smaller watercourses, not designated main rivers).

3.3 The draft revised Local Strategy focuses on these local sources of flood risk within Monmouthshire, but acknowledges and considers other sources of flood risk (including main rivers, sea, and sewers) and associated responsible Risk Management Authorities. The responsibility for different sources of flood risk is detailed in the Local Strategy and outlined in the following table.

[1] Flood and Water Management Act 2010

Risk Management Authorities with Roles for Managing Different Sources of Flood Risk in Monmouthshire

RMA / Flood Source	MCC (LLFA)	Natural Resources Wales	Dŵr Cymru/ Welsh Water	MCC (Highways)	Welsh Government / SWTRA
Surface Water	✓			✓ (Local roads)	✓ (Trunk roads)
Ordinary Watercourses	✓				
Groundwater	✓				
Main River		✓			
Internal Drainage District (Gwent Levels)		✓			
Reservoirs		✓			
Sewers			✓		
Coastal/Tidal	✓	✓			

3.4 MCC published its first Local Strategy in 2013, setting out their overarching approach to managing local flood risk. Alongside their Local Strategy, MCC published a Flood Risk Management Plan (FRMP) in 2016. The FRMP developed the objectives and high-level measures outlined in the Local Strategy into a more detailed plan for managing flooding in our communities.

3.5 Following the publication of Welsh Government's new National Strategy for Flood and Coastal Erosion Risk Management in Wales (National Strategy)[2] in October 2020, LLFA's in Wales are required to revise their Local Strategy to ensure compliance with the National Strategy.

3.6 The draft revised Local Strategy has been developed to ensure compliance with the National Strategy. It also takes into account changes to relative key legislation, policies and funding arrangements for local flood risk management, since the publication of the previous LFRMS 2013 and FRMP 2016.

3.7 The draft revised Local Strategy sets out how flooding from local sources will be managed across Monmouthshire, ensuring consistency with the objectives, measures and related policies and legislation, set out in the National Strategy. The Local Strategy will be reviewed within 2 years of the publication of the next National Strategy, approximately every 6 years. The Flood Action Plan will be reviewed and updated every 3 years or as required. The revised draft Local Strategy is included in Appendix 1 of this report.

3.8 Whilst MCC previously published their Local Strategy and FRMP separately, the draft revised Local Strategy integrates the two documents into one. This reduces complexity

[2] National Strategy for Flood and Coastal Erosion Risk Management in Wales | GOV.WALES

and enables MCC to communicate and manage local flood risk more effectively. The FRMP is referred to as the Flood Action Plan within the draft revised Local Strategy.

3.9 The structure of the revised draft Local Strategy is as follows:

Chapter 1 Introduction
Introduces the background, need and purpose of the Local Strategy.

Chapter 2 Coordination of Flood Risk Management
Summarises how this Local Strategy aligns with other Council strategic plans, national policies and coordination with other stakeholders and their plans.

Chapter 3 Flood Risk in Monmouthshire
Provides an overview of the different sources and risk of flooding across Monmouthshire.

Chapter 4 How this Strategy Responds to Climate Change
Provides an overview of climate change in the context of flood risk and outlines how this Local Strategy seeks to address these risks in Monmouthshire.

Chapter 5 Roles and Responsibilities for Managing Flood Risk in Monmouthshire
Sets out the roles and responsibilities for managing flood risk in Monmouthshire. It also highlights some of the key policies we have in place for managing local flood risk.

Chapter 6 Strategic Objectives
Describes the strategic objectives for managing local flood risk in the coming years, and how these align with the objectives set out in the National Strategy.

Chapter 7 Flood Measures
Sets out the flood risk management measures. These are broad activities and ways of working which help us to meet our strategic objectives.

Chapter 8 Flood Actions
Introduces the Flood Action Plan. This is a focused plan, detailing specific deliverable actions required to meet the measures. The Flood Action Plan is included in Appendix A.

Chapter 9 Funding and Prioritisation
Summarises the different ways in which flood risk management activities can be funded as well as how MCC prioritise these activities.

Chapter 10 Environmental Assessments
Outlines how this Local Strategy will contribute to wider environmental objectives.

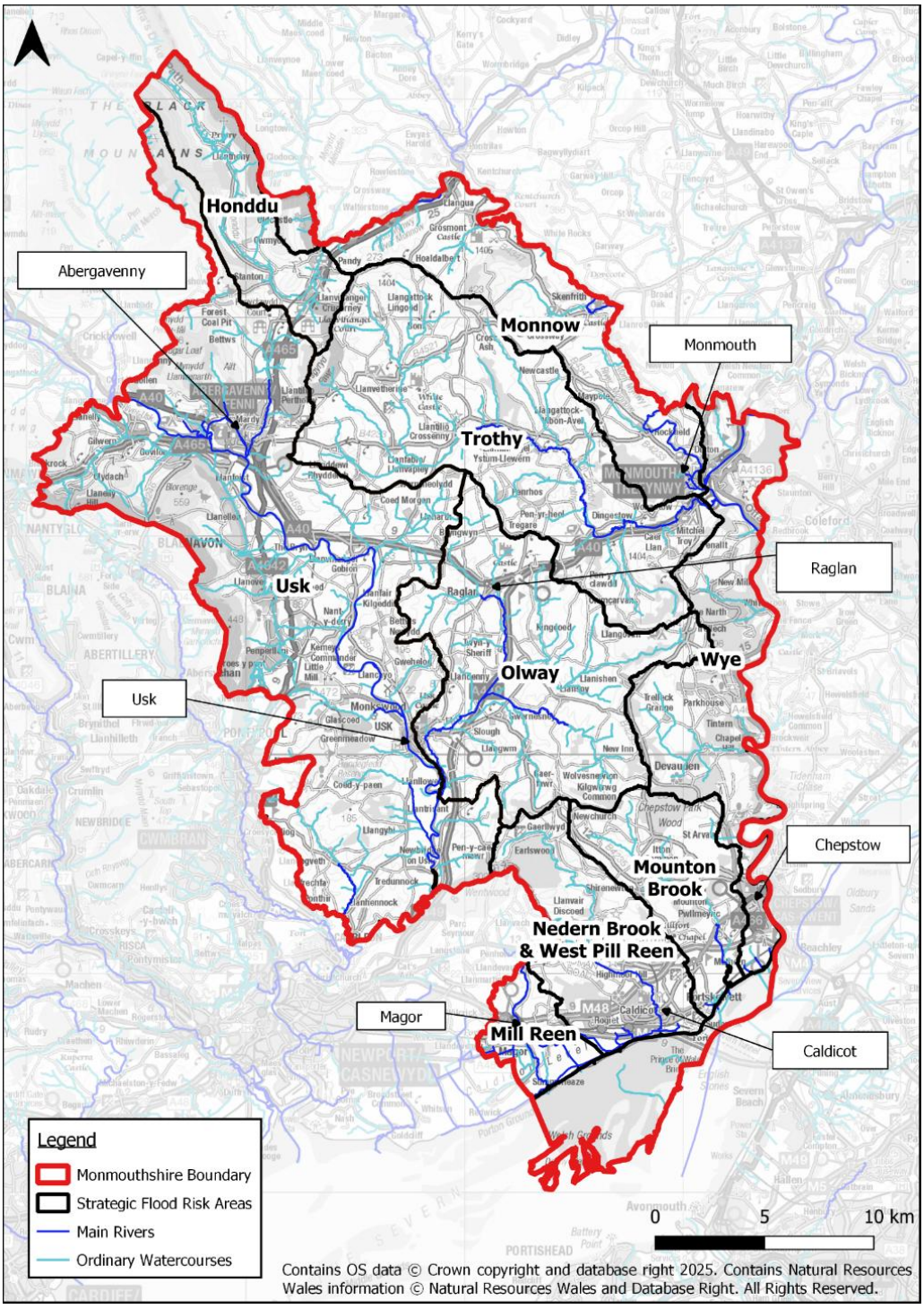
Chapter 11 Monitoring Progress
Describes how MCC will measure and monitor progress in delivering the objectives, measures and actions set out in this Local Strategy.

3.10 MCC has adopted a catchment based approach to flood risk management, which is encouraged by Welsh Government in their National Strategy. Flood risk across

Monmouthshire has been assessed on a catchment basis using identified Strategic Flood Risk Areas (SFRAs).

3.11 These SFRAs mirror the catchments of larger watercourses and breakdown the county into suitable areas whereby local flood risk can be considered in a holistic way along with all other sources of flooding. This approach also helps to highlight areas at greatest risk and their interconnected potential for mitigation on a catchment basis, whilst also maximising the potential for identifying flood risk management opportunities across a range of LLFA responsibilities and duties.

Monmouthshire Strategic Flood Risk Areas (SFRAs)



3.12 An assessment of flood risk across each of the SFRA's has been undertaken using the latest flood risk mapping[3], environmental datasets and Natural Resources Wales's Communities at Risk Register[4]. Additional sources of information include MCC's flood and drainage asset database, historic flood and land drainage records, Section 19 Flood Reports[5], as well as local knowledge from communities and MCC staff.

3.13 The draft revised Local Strategy and Flood Action Plan has also been informed by the results of a non-statutory public engagement exercise, in the form of an online survey, which was undertaken prior to the drafting of the revised Local Strategy, between 25th July 2023 and 28th August 2023.

3.14 The online survey received 90 responses to 16 questions, which focussed on individuals' awareness, knowledge and understanding of flood risk. The survey, which was widely published via email, social media and the council's website, received responses from residents, elected members, town & community councillors and businesses from across Monmouthshire.

3.15 The Flood Action Plan includes the results of the assessment of flood risk in each SFRA and sets out the proposed actions to address the most significant risks in each SFRA and county wide.

4. INTEGRATED IMPACT ASSESSMENT, (includes equality, future generations, social justice, safeguarding and corporate parenting).

4.1 The draft revised Local Strategy ensures that MCC fulfils its statutory duty under the Flood and Water Management Act 2010 to produce, develop, maintain, apply, and monitor a Local Flood Risk Management Strategy.

4.2 The draft revised Local Strategy will make a significant positive contribution to the management of local sources of flood risk, in the short, medium and long term. It provides clear direction to MCC, elected members, community groups, other Risk Management Authorities, external organisations, and the general public. It outlines current and future flood risks, identifies those responsible for managing them, and sets out the financial, resource, and timeframe requirements necessary to achieve the Strategy's objectives.

[3] Natural Resources Wales / Check your flood risk on a map (Flood Risk Assessment Wales Map)
[4] Natural Resources Wales / How we plan and prioritise our flood risk management work
[5] Flood Investigation Reports - Monmouthshire

5. OPTIONS APPRAISAL

Option	Benefit	Risk	Comment
Do Nothing Do not update the current Local Flood Risk Management Strategy (2013) or Flood Risk Management Plan (2016).	None.	There would be no clear strategic direction for the management of local sources of flood risk in Monmouthshire. Section 10 of the FWMA requires Lead Local Flood Authorities in Wales to; develop, maintain, apply and monitor a strategy for local flood risk management its area. By not updating the Local Strategy, MCC will not be compliant with this statutory duty, nor will there be a Strategy in place that takes account of the current National Strategy and related legislation.	This is not considered to be a feasible option given the requirements of the Flood and Water Management Act 2010 (FWMA), nor would it align with the flood related actions set out in MCC's Corporate and Community Plan 2022-2028.
Do Something Update the existing Local Flood Risk Management Strategy (2013) and Flood Risk Management Plan (2016), to ensure compliance with Section 10 of the FWMA.	This will ensure MCC's Local Flood Risk Management Strategy and Flood Action Plan is fit for purpose and compliant with the FWMA, and that local sources of flood risk are effectively managed by MCC as the Lead Local Flood Authority.	None.	This is the preferred option. The updated Local Strategy will give clear strategic direction for the management of local sources of flood risk in Monmouthshire. It will provide a valuable and clear source of information on who is responsible for managing different sources of flood risk, and how local flood risk is to be managed over the next 6 years.

6. PUBLIC CONSULTATION AND ENGAGEMENT

6.1 The draft revised Local Strategy will be subject to a six week public consultation. This is currently anticipated to run from 1st August - 12th September 2025. This consultation will be hosted on the 'Lets Talk Monmouthshire' platform and will be widely publicised on MCC's social media channels. Welsh Government, Natural Resources Wales, other Risk Management Authorities, elected members, town and community councils and neighbouring Local Authorities, are amongst those who will be notified directly of the consultation.

6.2 As part of the consultation, the Flood Risk Management team plan to host drop-in sessions in Community Hubs at the following times:

- 20th August, 9am – 5pm at Abergavenny
- 25th August, 9am – 5pm at Usk
- 26th August, 9am – 5pm at Monmouth
- 10th September, 9am – 5pm at Chepstow
- 11th September, 9am – 5pm at Caldicot

Hard copies of the document will also be placed in these locations.

6.3 Following the six week statutory consultation period, consultee responses will be taken in to account, and any necessary amendments will be made. The Local Strategy will then be presented to Cabinet for endorsement to adopt. Following this, publication of the Local Strategy will be subject to Welsh Government's Ministerial approval.

6.4 Once published, the Local Strategy will be reviewed within 2 years of the publication of the next National Strategy, approximately every 6 years. The Flood Action Plan (Appendix A) will be reviewed and updated every 3 years or as required.

7. REASONS:

7.1 To ensure compliance with the Flood and Water Management Act 2010 and consistency with Welsh Government's National Strategy.

8. RESOURCE IMPLICATIONS:

8.1 The development, implementation and future monitoring of the Local Strategy is managed by the Council's Flood Risk Management team in its role as Lead Local Flood Authority.

8.2 The costs associated with the review of the Local Strategy and Flood Action Plan, as well as the facilitation of public consultations, are supported by revenue grant funding provided by Welsh Government.

8.3 Costs associated with the proposed measures and actions within the draft revised Local Strategy have been grouped as follows:

Existing Resources	No specific additional funding required, covered by existing budgets.
Low Cost	Additional cost of £1k- £20k
Medium Cost	Additional cost of £20k - £250k
High Cost	Additional cost of £250k - £1M
Very High Cost	Additional cost of £1M and above

8.4 Costs associated with the delivery of each measure and action will be met through either the Revenue Support Grant, which is supplemented with additional Welsh Government grant funding for flood risk management activities, or through capital grant funding from Welsh Government. This capital funding is delivered through Welsh Government's Flood and Coastal Erosion Risk Management capital grants or their Small Scale Works Grant, with the latter applying to schemes with a construction value of less than £300k. Capital grant funding is subject to approval of LLFA grant applications.

9. CONSULTEES:

Cabinet

10. BACKGROUND PAPERS:

Appendix 1 – Local Flood Risk Management Strategy (Draft)
Appendix 2 – Appendix A Flood Action Plan (Draft)
Appendix 3 – Local Flood Risk Management Strategy Summary (Draft)
Appendix 4 – Strategic Environmental Assessment (Draft)
Appendix 5 – Habitat Regulations Assessments (Draft)

11. AUTHOR:

Ross Price Project Engineer (Flood Risk Manager)

12. CONTACT DETAILS:

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Local Flood Risk Management Strategy

2025

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What is a Local Flood Risk Management Strategy?

Under the Flood and Water Management Act 2010, MCC has been established as the Lead Local Flood Authority (LLFA) for its administrative area. This Act requires all 22 LLFAs in Wales to produce, develop, maintain, apply and monitor a Local Flood Risk Management Strategy for their administrative area.

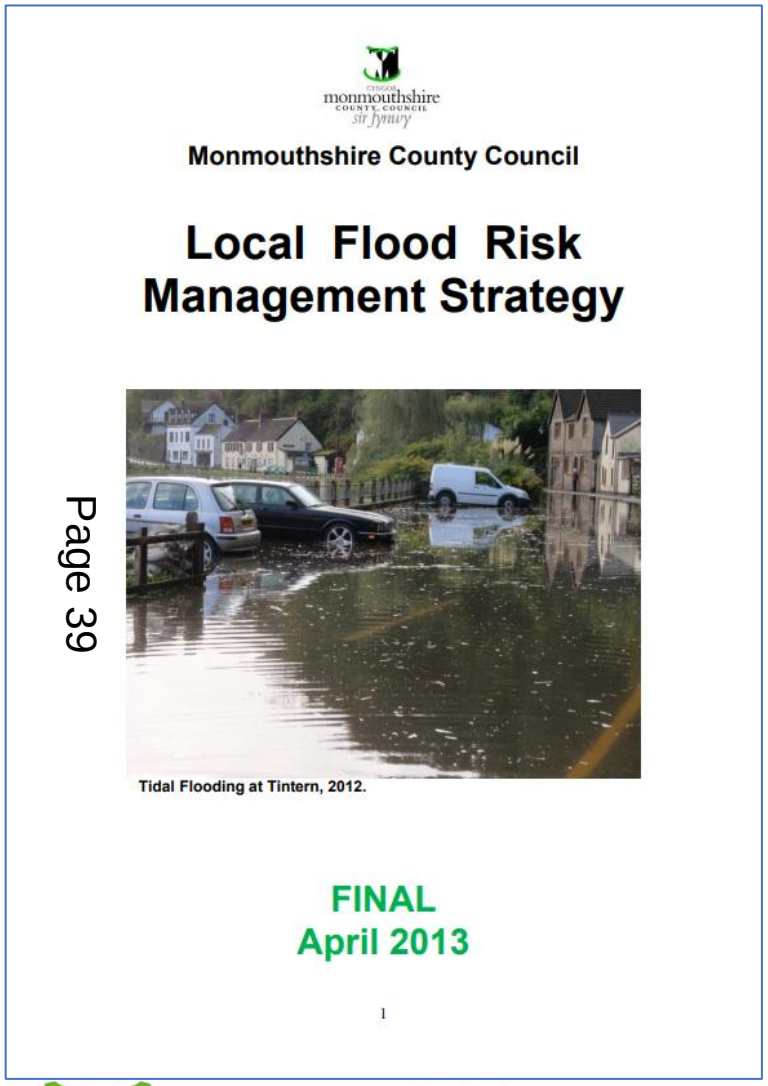
Different Risk Management Authorities (RMAs) in Wales are responsible for different sources of flood risk. As a LLFA, MCC are responsible for "local flood risk" which is defined as flood risk from:

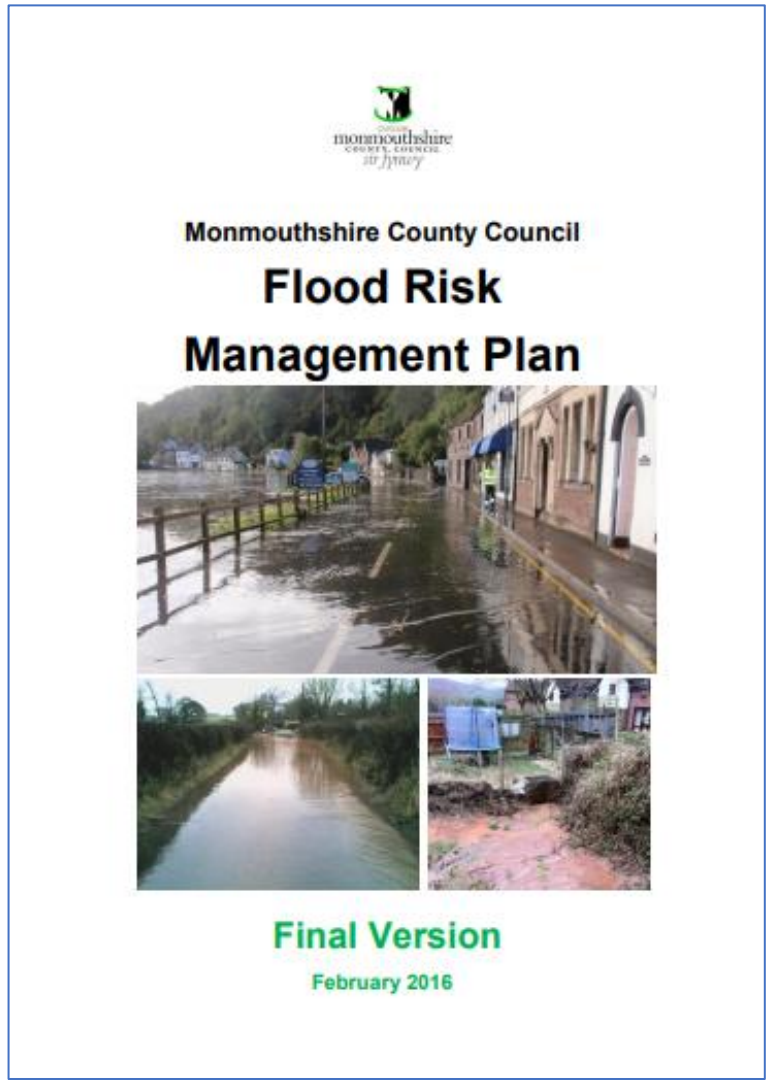
- Surface water runoff
- Groundwater
- Ordinary watercourses (generally smaller watercourses)

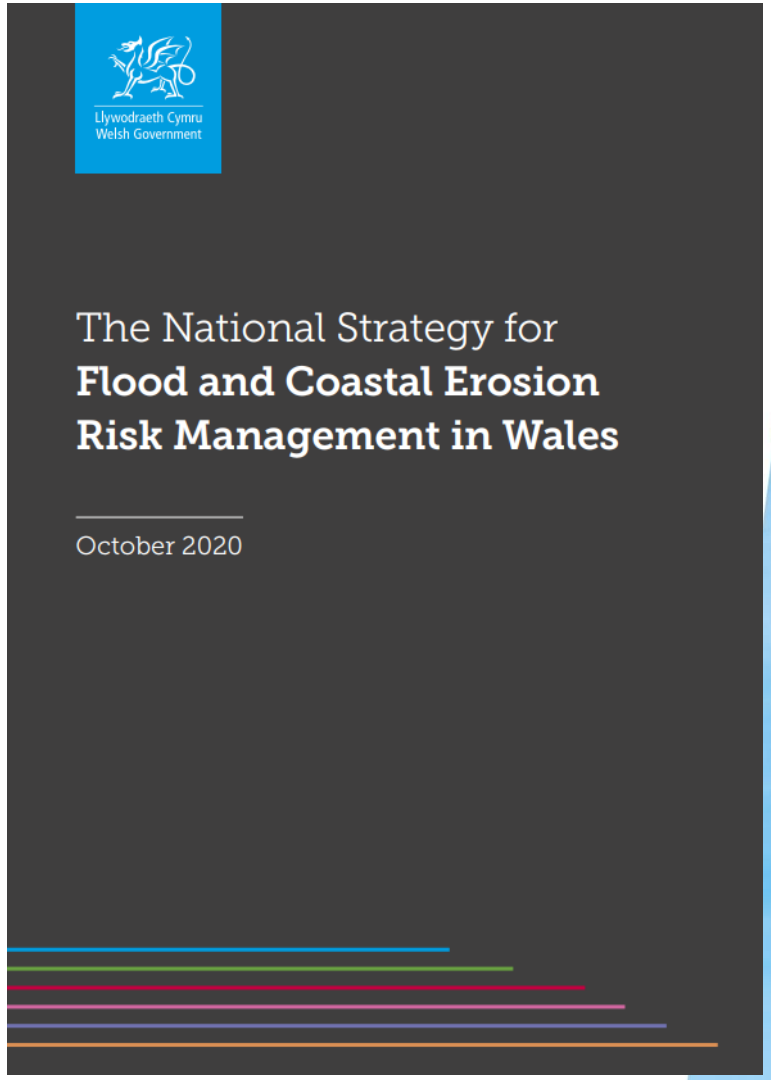
This Local Strategy focuses on these local sources of flood risk within Monmouthshire but acknowledges and considers other sources of flood risk (including main rivers, sea, and sewers) and associated responsible RMAs.

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Current MCC Local Strategy and Plan, and the National Strategy







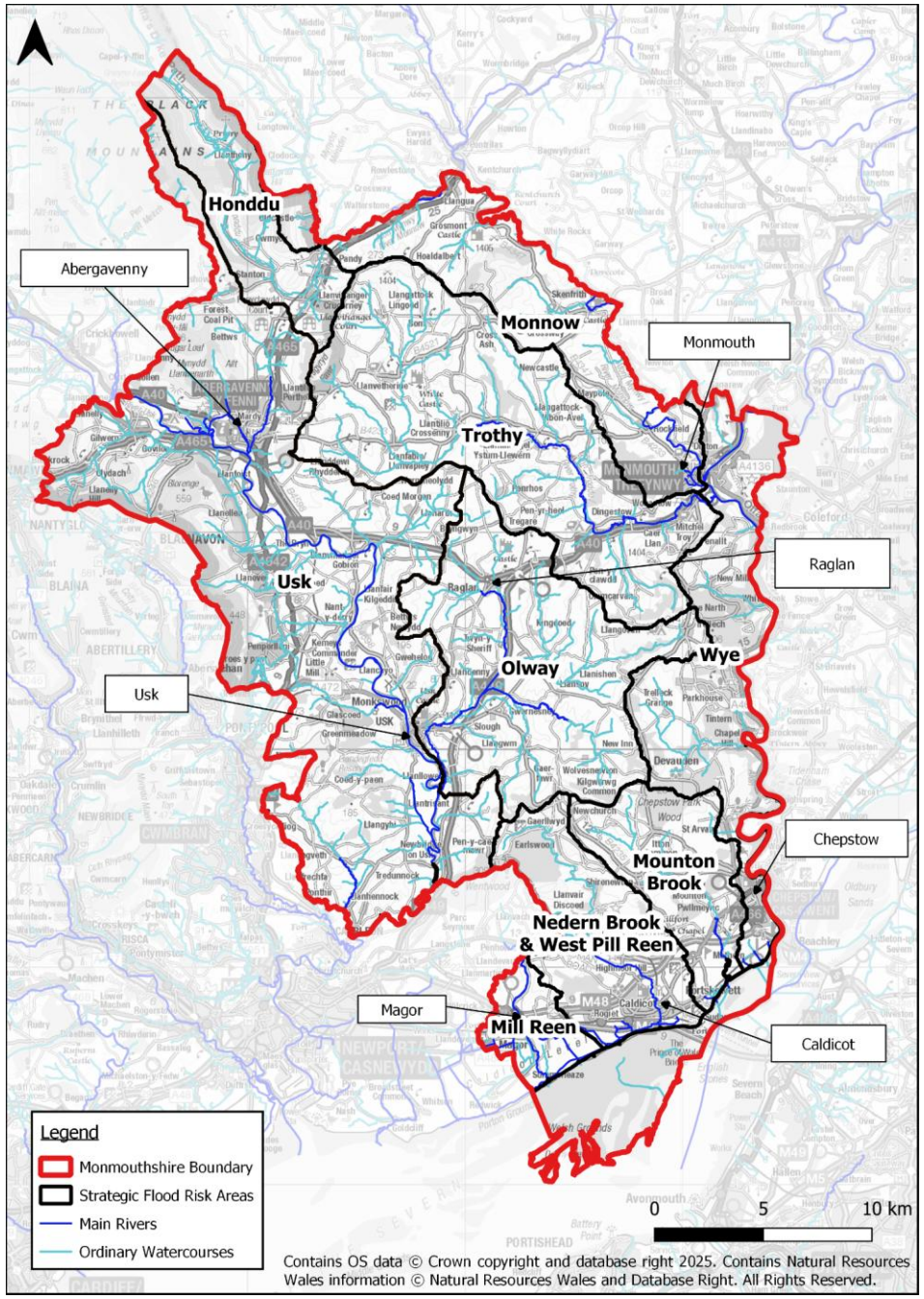
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How we assess flood risk?

Flood risk across Monmouthshire has been assessed on a catchment basis using identified Strategic Flood Risk Areas (SFRAs).

These SFRAs mirror the catchments of larger watercourses and breakdown the county into suitable areas whereby local flood risk can be considered in a holistic way along with all other sources of flooding.

This approach also helps to highlight areas at greatest risk and their interconnected potential for mitigation on a catchment basis, whilst also maximising the potential for identifying flood risk management opportunities across a range of LLFA responsibilities and duties.



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How is local flood risk managed?

Definitions of the Objectives, Measures and Actions for Delivering MCC's Local Strategy

Objectives

- Overarching targets or outcomes of flood risk management during, or beyond, the Local Strategy cycle.
- Statements of Local Authority ambition for flood risk management.
- Specific to the Local Authority but linked to the National Strategy Objectives.

Measures

- Broad activities and ways of working to meet the Objectives.
- Typically apply to the Local Authority area rather than specific communities/locations within it.
- Are loosely time-bound and are measurable at a high-level, with indicative costs and benefits.

Actions

- Specific tasks, activities or initiatives, planned and tracked, to meet the Measures.
- Reviewed and updated on a regular basis, reporting on progress every 3 years.
- Short, medium and long term with clearly defined outputs/outcomes.
- Typically location-specific within the local authority area.

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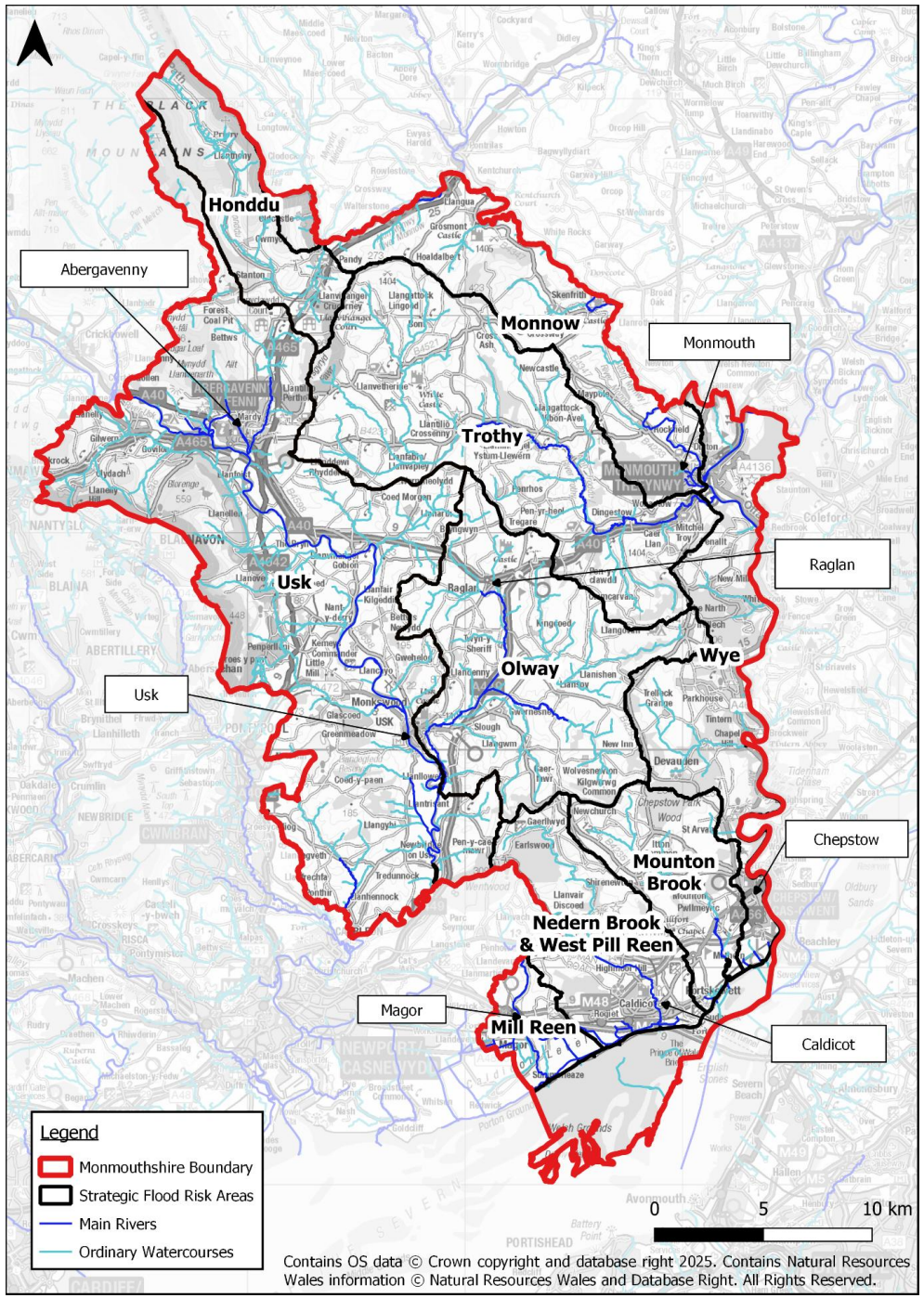
Flood Action Plan

This Flood Action Plan sets out the local flood risk management actions required to meet the objectives and measures identified in MCC's Local Flood Risk Management Strategy. These actions include those that have already commenced, as well as new and future actions identified to help manage the risk of flooding from local sources.

The list of Flood Action Plans is as follows:

- **Monmouthshire** Flood Action Plan
- **Honddu** SFRA Flood Action Plan
- **Monnow** SFRA Flood Action Plan
- **Trothy** SFRA Flood Action Plan
- **Wye** SFRA Flood Action Plan
- **Olway** SFRA Flood Action Plan
- **Usk** SFRA Flood Action Plan
- **Mounton Brook** SFRA Flood Action Plan
- **Nedern Brook & West Pill Reen** SFRA Flood Action Plan
- **Mill Reen** SFRA Flood Action Plan

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Indicative Timeline to Publication

- **June 10th:** Cabinet briefing on purpose & content of the Local Strategy
- Completion of draft Local Strategy and Environmental Assessments
- **July 10th:** Place Scrutiny Committee - present final draft of LFRMS prior to public consultation
- **August/September:** Public consultation (6 weeks)
- **October:** Place Scrutiny Committee – present public consultation responses & final draft to be taken to Cabinet
- **November:** Cabinet - report to be considered to adopt the Local Strategy and submit to WG for approval
- **December:** Submit the Local Strategy and accompanying reports to Welsh Government for Ministerial approval
- **Publication**

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Flood and Water Management Act 2010

Local Flood Risk Management Strategy 2025

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Version Control

Title	Local Flood Risk Management Strategy
Purpose	
Owner	Highways and Flood Risk Management
Approved by	
Date	
Version Number	Final Draft
Status	Working Document
Review Frequency	-
Next review date	-
Consultation	

Version	Prepared by	Reviewed by	Approved by	Date
Final Draft	Ross Price	Craig O'Connor	Craig O'Connor	June 2025

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Foreword

Foreword from Cabinet Member to be inserted

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1. Introduction

1.1 The Need for a Local Strategy

Under the Flood and Water Management Act 2010 (FWMA), Monmouthshire County Council (MCC) has been established as the Lead Local Flood Authority (LLFA) for its administrative area. This Act requires all 22 LLFAs in Wales to produce, develop, maintain, apply and monitor a Local Flood Risk Management Strategy (Local Strategy) for their administrative area.

The Welsh Government's National Strategy for Flood and Coastal Erosion Risk Management (FCERM) in Wales (National Strategy) sets out that over 245,000 properties across Wales are at risk of flooding from rivers, the sea and surface water, with almost 400 properties also at risk from coastal erosion. The National Strategy explains that, as the climate changes, we can expect those risks to increase, with more frequent and severe floods, rising sea levels and faster rates of erosion of the coast.

Storm events such as those of October 2019, February & December 2020 and November 2024 demonstrated how vulnerable some communities within Monmouthshire are to flooding, with that risk likely to increase with the onset of climate change. Storm Dennis (February 2020) alone resulted in flooding to almost 200 homes and 50 businesses across Monmouthshire, with a further 75 homes and 22 businesses reported to have flooded during Storm Bert (November 2024). These events emphasise the need for MCC to have in place robust strategic priorities for managing local flood risk to help improve community resilience and adaptation to climate change.

Different Risk Management Authorities (RMAs) in Wales are responsible for different sources of flood risk. As a LLFA, MCC are responsible for managing "local flood risk" which is defined as flood risk from:

- Surface water runoff
- Groundwater, and
- Ordinary watercourses (generally smaller watercourses).

This Local Strategy focuses on these local sources of flood risk within Monmouthshire but acknowledges and considers other sources of flood risk (including main rivers, sea, and sewers) and associated responsible RMAs.

The National Strategy sets out the legislative context to FCERM activities in Wales. In certain cases, Local Authorities are also required to produce Flood Risk Management Plans (FRMP), under the 2009 Flood Risk Regulations (revoked as part of the Retained EU Legislation Action on 31st December 2023). A summary of the legislative context to FCERM activities in Wales is provided in Appendix B.

1.2 The Purpose of this Local Strategy

MCC published our first Local Strategy in 2013, setting out our overarching approach to managing local flood risk. Alongside our Local Strategy, MCC published a FRMP in 2016. Our FRMP developed the objectives and high-level measures outlined in our Local Strategy into a more detailed plan for managing flooding in our communities.

This document is our second Local Strategy. Whilst we previously published our Local Strategy and FRMP separately, this new Local Strategy integrates the two documents into one. This reduces complexity and enables us to communicate and manage local flood risk more effectively. The FRMP is referred to as the Flood Action Plan within this Local Strategy.

This Local Strategy will explain how flooding from local sources will be managed across Monmouthshire, consistent with the objectives, measures and related policies and legislation set out in the National Strategy. This Local Strategy will be reviewed within 2 years of the publication of the next National Strategy, approximately every 6 years. The Flood Action Plan (Appendix A) will be reviewed and updated every 3 years or as required.

1.3 Structure of this Local Strategy

This document is structured as follows:

Chapter 1 Introduction
Introduces the background, need and purpose of the Local Strategy.

Chapter 2 Coordination of Flood Risk Management
Summarises how this Local Strategy aligns with other Council strategic plans, national policies and coordination with other stakeholders and their plans.

Chapter 3 Flood Risk in Monmouthshire
Provides an overview of the different sources and risk of flooding across Monmouthshire.

Chapter 4 How this Strategy Responds to Climate Change
Provides an overview of climate change in the context of flood risk and outlines how this Local Strategy seeks to address these risks in Monmouthshire.

Chapter 5 Roles and Responsibilities for Managing Flood Risk in Monmouthshire
Sets out the roles and responsibilities for managing flood risk in Monmouthshire. It also highlights some of the key policies we have in place for managing local flood risk.

Chapter 6 Strategic Objectives
Describes the strategic objectives for managing local flood risk in the coming years, and how these align with the objectives set out in the National Strategy.

Chapter 7 Flood Measures
Sets out the flood risk management measures. These are broad activities and ways of working which help us to meet our strategic objectives.

Chapter 8 Flood Actions
Introduces the Flood Action Plan. This is a focused plan, detailing specific deliverable actions required to meet the measures. The Flood Action Plan is included in Appendix A.

Chapter 9 Funding and Prioritisation
Summarises the different ways in which flood risk management activities can be funded as well as how MCC prioritise these activities.

Chapter 10 Environmental Assessments
Outlines how this Local Strategy will contribute to wider environmental objectives.

Chapter 11 Monitoring Progress

Describes how MCC will measure and monitor progress in delivering the objectives, measures and actions set out in this Local Strategy.

1.4 Targets within this Local Strategy – Objectives, Measures and Actions

This Local Strategy sets out our flood risk management Objectives, Measures and Actions. These three groupings, which provide different levels of detail on how flood risk will be managed, are summarised in Figure 1 below.

Figure 1: Definitions of the Objectives, Measures and Actions for Delivering MCC's Local Strategy

Objectives

- Overarching targets or outcomes of flood risk management during, or beyond, the Local Strategy cycle.
- Statements of Local Authority ambition for flood risk management.
- Specific to the Local Authority but linked to the National Strategy Objectives.

Measures

- Broad activities and ways of working to meet the Objectives.
- Typically apply to the Local Authority area rather than specific communities/locations within it.
- Are loosely time-bound and are measurable at a high-level, with indicative costs and benefits.

Actions

- Specific tasks, activities or initiatives, planned and tracked, to meet the Measures.
- Reviewed and updated on a regular basis, reporting on progress every 3 years.
- Short, medium and long term with clearly defined outputs/outcomes.
- Typically location-specific within the local authority area.

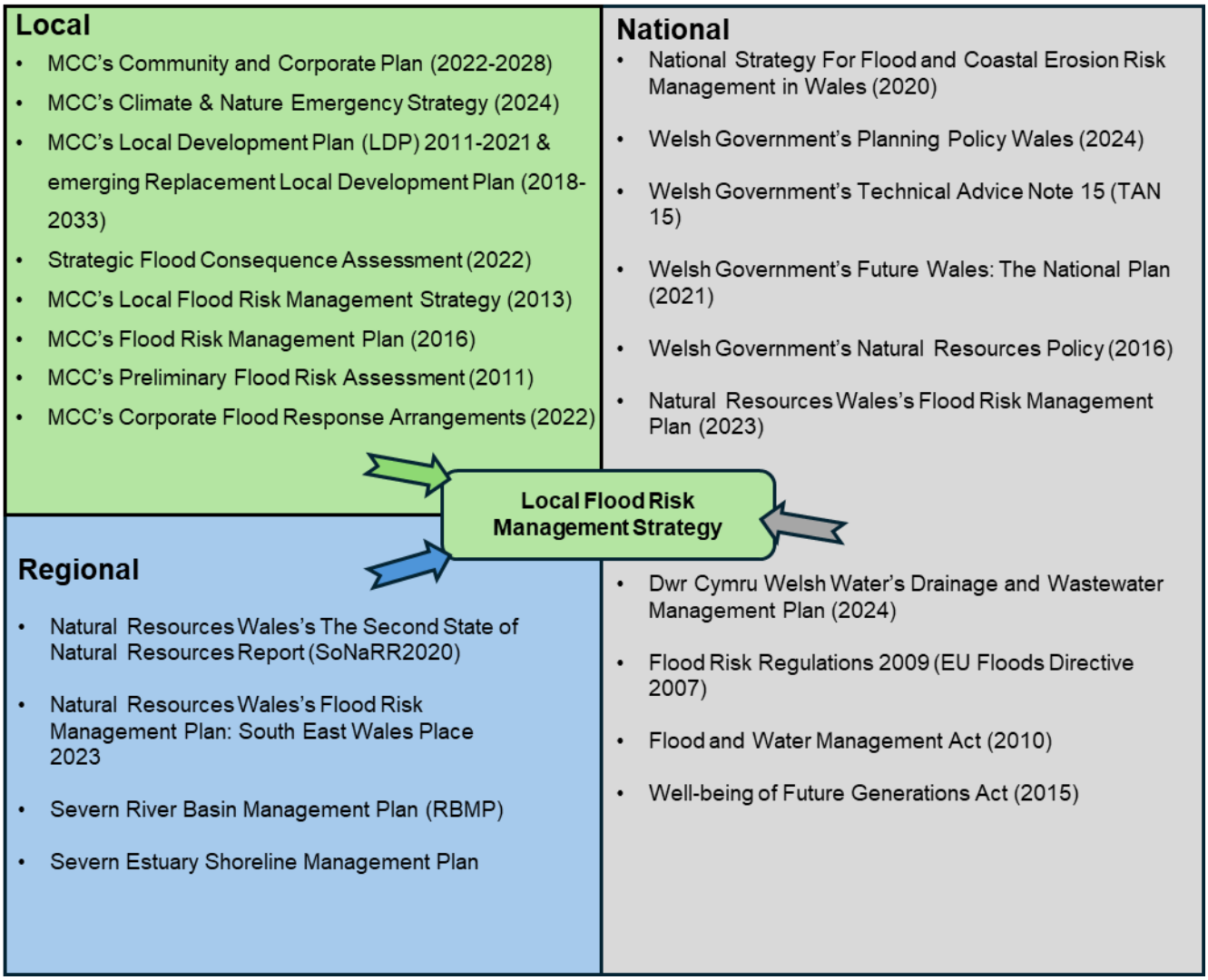
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2. Coordination of Flood Risk Management

2.1 How this Strategy Aligns with our other Strategic Plans

This Local Strategy sits alongside several other key pieces of legislation and strategic plans that cover local, regional, and national policy relative to flood risk management. The relationship between these is shown in Figure 2 below.

Figure 2: Interaction of Strategic Plans, Policies and Legislation



Each of the plans, policies and pieces of legislation listed in Figure 2 are summarised in Table 1 below.

Table 1: Key Policies, Plans and Legislation

Local Plans & Policies
MCC's Community and Corporate Plan (2022-2028): This plan includes actions for MCC to reduce the risk of flooding by working with partners to promote natural flood alleviation, to maintain support mechanisms for communities vulnerable to flooding and pressing for sustainable natural solutions where possible and engineered solutions where necessary.
MCC's Climate & Nature Emergency Strategy (2024): In 2019 Monmouthshire County Council declared a climate emergency which includes actions for the Council to reduce our contribution to climate change. In addition, MCC has declared a Motion for the Rivers and Ocean which includes an Action Plan focusing on environmental protection and enhancement, improving water quality and reducing flood risk.
MCC's Local Development Plan: This Plan manages flood risks in relation to new developments, whilst providing a sustainable framework for the future. It sets out planning policies and allocates sites for different types of development. It operates a development management system to process planning applications, and to ensure that proposed developments meet the requirements of the local and strategic plans.
Strategic Flood Consequences Assessment (2022): Allows the consequences of flooding from all sources to inform the location of new development in the LDP. It identifies areas at potential high risk from flooding as well as providing details of historical flood events and details of any flood risk management structures or procedures present. Monmouthshire is included in the South East Wales Stage 1 SFCA which was produced in November 2022. The Stage 2 SFCA was pending at the time of writing of this Local Strategy.
MCC's Local Flood Risk Management Strategy (2013): First published in 2013 the first Local Strategy has been reviewed and updated and will be superseded by this new Local Strategy giving strategic direction to the management of local sources of flood risk for the next 6 years.
MCC's Flood Risk Management Plan (2016): Published in 2016 this plan allowed MCC to develop a better understanding of flood risk from all sources of flooding and to agree priorities to manage that risk in accordance with the objectives set out in Welsh Government's National Flood and Coastal Erosion Risk Management Strategy. The Plan highlighted the areas most at risk from surface water flooding and ordinary watercourses in Monmouthshire and set out measures to mitigate those risks over a 6 year period. This Plan has been updated and replaced by Flood Action Plan contained within this Local Strategy.
MCC's Preliminary Flood Risk Assessment (2011): This assessment covers local flood risk (focusing on ordinary watercourses, surface water and groundwater flooding) in Monmouthshire. Where significant Flood Risk Areas are identified using a national approach (and locally reviewed), the LLFA are then required to undertake flood risk hazard mapping and Flood Risk Management Plans (FRMPs).
MCC's Corporate Flood Response Arrangements (2022): These arrangements focus on the roles and responsibilities of the council to a flooding incident within Monmouthshire.

Regional Policies & Plans
Natural Resources Wales's The Second State of Natural Resources Report (2020): This report states in Aim 3 that 'Wales has healthy places for people, protected from environmental risks. Under this aim the report highlights that 245,000 properties in Wales are at risk of flooding. The report highlights that there are opportunities for action to address the flooding issue by use of natural interventions, catchment wide approaches, maintaining sustainable flood defences and improving awareness and understanding of flood risk. This report was published by Natural Resources Wales.
Natural Resources Wales's Flood Risk Management Plan: South East Wales Place (2023): This plan provides information about the level of flood risk at a local scale and describes what NRW have planned for the communities that they are most concerned about. In line with Welsh Government's National Flood and Coastal Erosion Risk Management Strategy Objectives, NRW prioritise their work and direct their efforts on a prioritised flood risk basis to communities at greatest risk of flooding. They do this using their Communities at Risk Register (CaRR) that considers a number of factors to identify the locations (communities) at greatest risk of flooding across the South East Wales area. The CaRR is used to inform, plan and prioritise their investment programme to target investment in the most at risk communities.
Severn River Basin Management Plan (2022): Produced by the Environment Agency and Natural Resources Wales, the purpose of a river basin management plan (RBMP) is to provide a framework for protecting and enhancing the benefits provided by the water environment; it also informs decisions on land use planning. Monmouthshire falls into the South East Wales Area Statement within the RBMP. MCC have considered how the local strategy can support the RBMP in achieving its objectives, by setting objectives related to preventing deterioration in water quality for rivers within the county boundary.
Severn Estuary Shoreline Management Plan: Produced by the Severn Estuary Coastal Group, this plan provides a large-scale assessment of the risks associated with coastal processes and present a long-term policy framework to reduce these risks to people and the developed, historic, and natural environment in a sustainable manner. SMPs are non-statutory plans and are produced by Coastal Groups made up of maritime Local Authorities and other bodies with coastal defence responsibilities or interests.
National Legislation & Policies
Welsh Government's National Strategy for Flood and Coastal Erosion Risk Management in Wales (2020): Published in October 2020 this strategy sets out how the Welsh Government intends to manage flood and coastal erosion risks in Wales over the next ten years. The Strategy has been drafted with a longer-term, strategic view, recognising the nature of flood and coastal erosion risk with respect to the challenges of climate change. It will work alongside other strategic plans for shoreline management, infrastructure, and development planning.
Welsh Government's Planning Policy Wales (2024): This policy addresses a wide range of issues including the placemaking of sustainable settlements, the location of new development, the commitment to the re-use of land and promoting sustainability through good design.

Welsh Government's Technical Advice Note 15 (TAN 15): This key document, updated on 31st March 2025, provides technical guidance which supplements the policies set out in Planning Policy Wales and Future Wales in relation to flooding and coastal erosion. It provides a framework within which the flood risks arising from rivers, the sea and surface water, and the risk of coastal erosion can be assessed. It is supported by the Flood Map for Planning (which replaced the previous Development Advice Map (DAM)) which represents the best available information on flood risk and is the framework for assessing risks to and from new development. The Flood Map for Planning uses flood zones to indicate the degree to which land is at risk of flooding, so that informed decisions can be made when considering the location of new development.
Welsh Government's Future Wales: The National Plan (2021): This plan highlights in Policy 8 that flood risk is a constraining factor to development, especially because of many Welsh towns and cities being located on the coast or located alongside major rivers. It identifies that the likelihood of rising sea levels and increased rainfall caused by climate change means the risk of flooding is projected to increase over the lifetime of the development and sustainable solutions will be required.
Welsh Government's National Resources Policy (2016): This policy highlights how careful management of ecosystems can play a crucial role in building resilience to the impacts of climate change such as flooding. It also highlights that there are opportunities to manage flooding by using natural flood risk management techniques across Wales with NRW aiming to increase the role of nature-based solutions in flood and water management.
Natural Resources Wales's Flood Risk Management Plan (2023): This plan covers all of Wales and provides information on the scale of flood risk, as well as NRW's priorities for managing the risk of flooding and measures that they propose to take over the coming years. This Plan covers flooding from rivers, reservoirs and the sea. It does not include flooding from surface water and smaller watercourses, for which Lead Local Flood Authorities (LLFAs) have powers and take the lead.
Dŵr Cymru Welsh Water's Drainage and Wastewater Management Plan (2024): This is a long-term strategic plan which looks at drainage and sewerage needs over the next 25 years. DCWW embed an approach of working together with others, including MCC as the LLFA, to investigate options for sustainable management of DCWW's wastewater services, giving consideration to reducing the risk of sewer flooding to communities.
Flood Risk Regulations (2009): Developed in accordance with the EU Floods Directive 2007 these regulations required all LLFAs to prepare a Preliminary Flood Risk Assessment for local sources of flooding. This was then used as an evidence base to identify flood risk areas. Flood Risk Management Plans were required to be developed for these flood risk areas with the aim of reducing the probability and consequences of flooding. These Regulations were revoked as part of the Retained EU Legislation Act on 31st December 2023.
Flood and Water Management Act (2010): This act created clearer roles and responsibilities and instils a more risk-based approach. This includes a new lead role for Local Authorities in managing local flood risk (from surface water, groundwater, and ordinary watercourses) and a strategic overview role of all flood risk for Natural Resources Wales.

Well-being of Future Generations Act (2015): This act places a duty on all public bodies to safeguard the well-being of future generations. The duty is based on the principle of sustainable development and requires public bodies to think about the long-term impact of their decisions, whilst collaborating with others, communities, and each other.

2.2 Coordination with Others

Collaborative working and coordination between RMAs and other stakeholders is essential to deliver the shared goal of reducing flood risk in our communities. MCC will continue to work with partners, including local communities, to achieve the flood risk objectives, measures and actions within this Local Strategy.

Through this Local Strategy, MCC has adopted a catchment-based approach to managing flood risk in the county. This helps to promote collaboration between MCC, NRW and other key stakeholders to reduce the risk of flooding in Monmouthshire. A catchment-based approach is also encouraged by the National Strategy to ensure close working between RMAs so that natural flood management and hybrid schemes can be developed and appropriately sited.

Throughout the development of this Local Strategy, consideration and coordination has been given to the strategic plans of other RMAs outlined in Chapter 2.1 above.

The Local Strategy will be subject to a 6 week public consultation commencing 1st August 2025. The consultation, which will include an online survey and public drop-in sessions at Community Hubs, will enable residents, businesses and other organisations in Monmouthshire and beyond to give their views on local flood risk and help shape the Local Strategy. Key stakeholders such as neighbouring LLFAs, NRW, Dŵr Cymru Welsh Water and Welsh Government will also be invited to comment on the draft Local Strategy. Details of the consultation responses will be reviewed and if required, the draft Local Strategy will be amended to ensure if reflects the needs and concerns of the communities in Monmouthshire. The final Local Strategy, and accompanying environmental assessments, will be presented to MCC's Cabinet for approval before submitting the final documents to Welsh Government for Ministerial approval.

This consultation follows an online public survey hosted by MCC in 2023, which included sixteen questions regarding people's understanding of flood risk management, their own level of flood risk and specific issues they have experienced or are concerned about. In total 90 responses were received from residents, businesses, elected members/councillors and town and community councils. The results of the survey have informed the content of this Local Strategy.

3. Flood Risk in Monmouthshire

The FWMA defines a "Flood" as *"any case where land not normally covered by water becomes covered by water"*. "Flood risk" is a combination of the probability and the potential consequences of flooding. Areas at risk of flooding are those at risk of flooding from any source, now or in the future.

Many communities across Monmouthshire are at risk of flooding from a variety of sources and experience regular flooding which can have a significant effect on people's lives. Over the past decade we have seen an increasing threat from more intense rainfall events and named storms than ever before. These rainfall events do not just occur during winter months, more localised surface water and flash flooding from smaller ordinary watercourses is becoming more frequent during the summer and autumn, often leading to wetter catchments that can exacerbate early winter flooding. Existing drainage infrastructure is not always able to cope with these intense rainfall events, which regularly results in the highway network, infrastructure and adjacent properties being impacted more frequently and to a greater extent.

Climate change forecasts suggest this more regular flooding will become the norm and with rising sea levels and tides, some communities in Monmouthshire face an increasing risk of flooding.

MCC as a RMA have a responsibility to manage local flood risk across the county. It is not possible to prevent all flooding, however, the activities identified in this strategy aim to ensure the risks from these local sources of flooding (surface water, groundwater and ordinary watercourses) are identified and managed where possible.

Management of flooding from main rivers and tidal sources rests with Natural Resources Wales, whilst flooding from sewers falls under the remit of Dŵr Cymru Welsh Water. These flooding sources are covered in each RMA's own plans for managing flood risk and whilst they have been considered in this report they have not been assessed in detail.

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3.1 Sources of Flooding in Monmouthshire

Communities across Monmouthshire are at risk from numerous different sources of flooding. Figure 3 below summarises these and shows the most appropriate RMA to contact.

Figure 3: Sources of Flooding and Who to Contact

	**Surface Water Flooding** Also known as "Pluvial Flooding", can be difficult to forecast and often occurs when intense heavy rainfall exceeds the capacity of the ground or drainage systems, resulting in overland flow and ponding that can affect highways, buildings and low-lying areas.	Contact **MCC** as **Lead Local Flood Authority**
	**Ordinary Watercourse Flooding** Generally smaller watercourses and ditches (not designated as main rivers) are typically prone to flash flooding from heavy localised rainfall that results in the capacity of the watercourse being exceeded and over topped. Flooding can also often occur when these smaller watercourses become 'flood locked' when unable to discharge to larger main rivers when they are in spate.	Contact **MCC** as **Lead Local Flood Authority**
	**Groundwater Flooding** Typically occurs after long periods of sustained heavy rainfall causing the water table to rise to ground level. Areas most at risk are often low-lying where the water table is likely to be at a shallow depth resulting in flooding as water rises up from an underlying aquifer or water flowing from springs.	Contact **MCC** as **Lead Local Flood Authority**
	**Main River Flooding** Occurs when designated main rivers and streams cannot contain the flow of water from their catchments. Such flooding can often result in smaller ordinary watercourses and drainage systems becoming flood locked, leading to them backing up and causing wider flooding. Main rivers in Monmouthshire include the Rivers Monnow, Wye, Usk and Trothy, the Olway, Nedern and Mounton Brooks and the Mill Reen.	Contact **Natural Resources Wales**
	**Sewer Flooding** This occurs when the capacity of the sewer is exceeded by the volume of water entering it or a restriction to flow resulting from debris/blockage or a structural failure. Sewer flooding can be from foul, surface water and combined sewers.	Contact **Dwr Cymru Welsh Water**
	**Highway Flooding** This can be defined as flooding caused by heavy rainfall overflowing from blocked drains and gullies causing water to pond within the highway. This can also occur through inadequate or poorly maintained drainage, or when runoff from adjacent land overwhelms the system. Poor or degraded surfacing can also contribute to highway flooding.	Contact **MCC** for **local adopted roads** and **SWTRA** for **Trunk Roads.**
	**Coastal & Tidal Flooding** Can occur when high tides combine with severe weather, leading to storm surges and large waves.	Contact **Natural Resources Wales**

3.2 How we assess Flood Risk in Monmouthshire

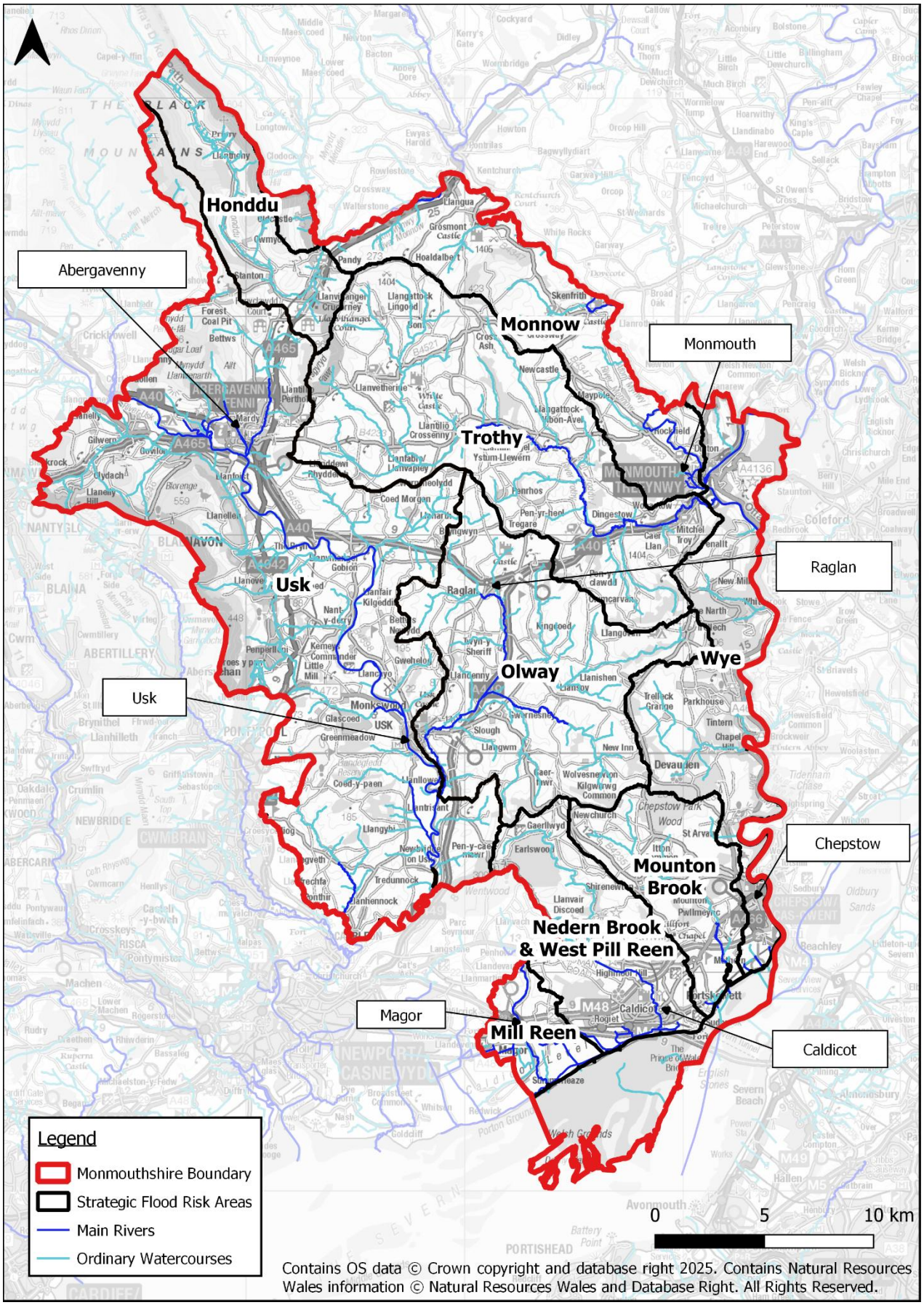
Flood risk across Monmouthshire has been assessed on a catchment basis using identified Strategic Flood Risk Areas (SFRAs). These SFRAs mirror the catchments of larger watercourses and breakdown the county into suitable areas whereby local flood risk can be considered in a holistic way along with all other sources of flooding. This approach also helps to highlight areas at greatest risk and their interconnected potential for mitigation on a catchment basis, whilst also maximising the potential for identifying flood risk management opportunities across a range of LLFA responsibilities and duties.

The largest river catchments of the Usk and Wye cover the majority of the county, therefore, to avoid overly large SFRAs, these catchments have been broken down to include their largest tributaries, using catchment boundaries from DataMapWales. In the south, due to the location of the main settlements and the two catchments being comparatively small in area, the Nedern Brook and West Pill Reen catchments have been combined to form one SFRA. This has resulted in nine SFRAs as shown in Table 2 and Figure 4 below.

Table 2: Main Settlements in each SFRA

Strategic Flood Risk Area (SFRA)	Main Settlements
Usk	Gilwern, Govilon, Llanwenarth, Abergavenny, Llanellen, Llanover, Penperlleni, Little Mill, Monkswood, Usk, Llanllowell, Llantrisant, Llangybi, Treddunock, Newbridge-on-Usk
Olway	Trellech, Raglan, Llanishen, Llandenny, Gwernesney, Usk, Llangwm
Honddu	Llanthony, Cwmyoy, Llanvihangel Crucorney, Pandy, Werngifford
Monnow	Grosmont, Skenfrith, Rockfield, Monmouth
Trothy	Cross Ash, Llanvapley, Llantilio Crossenny, Dingestow, Mitchel Troy
Wye	Monmouth, Penallt, The Narth, Llandogo, Catbrook, Tintern, St Arvans, Chepstow
Mill Reen	Magor, Undy
Nedern Brook & West Pill Reen	Llanvair Discoed, Caerwent, Crick, Rogiet, Caldicot, Portskewett, Sudbrook
Mounton Brook	Itton, St Arvans, Shirenewton, Mynydd-bach, Mounton, Pwllmeyric, Mathern

Figure 4: Strategic Flood Risk Areas (SFRAs) In Monmouthshire



In order to identify and assess flood risk across the SFRA's, four main datasets have been used to assess flood risk in Monmouthshire, these are:

- NRW's Communities at Risk Register (CaRR)
- NRW's Flood Risk Assessment Wales (FRAW) dataset
- JBA's Groundwater flood map (licenced specifically for this Local Strategy)
- Numerous environmental datasets from DataMapWales.

Additional sources of information include MCC's flood and drainage asset database, historic flood and land drainage records, Section 19 Flood Reports, as well as local knowledge from communities and MCC staff.

Details of each of the above four main datasets are outlined below.

Communities at Risk Register (CaRR) Dataset

The CaRR dataset is produced and managed by NRW on behalf of Welsh Government and provides an objective way to identify risk and prioritise flood risk management activities in Wales at a community level. It applies a standard methodology across all flood sources to calculate a theoretical 'danger score' that allows comparative risks to be quantified and ranked (from High to Low). The data can be accessed through the DataMapWales website and was used to undertake counts of properties at risk as detailed in Chapter 3.2.1.

NRW's Flood Risk Assessment Wales (FRAW) Map

The FRAW map shows flood risk from Rivers, the Sea, Surface Water and Small Watercourses, and Reservoirs across Wales. The dataset is developed and managed by Natural Resources Wales and can be viewed on their website and downloaded from the DataMapWales website. Along with the National Receptor Database, the FRAW data has been used to assess key environmental areas and infrastructure within the county at risk of surface water flooding, as well as flood risk counts from other sources of flooding. The dataset is formed of national scale modelling and categorises risk into 3 bands, labelled High, Medium and Low risk. The definition of each risk band is detailed below.

- 'High' risk means that each year, this area has a chance of flooding of greater than 3.3% (1 in 30 year probability).
- 'Medium' risk means that each year, an area has a chance of flooding between 1% and 3.3% AEP (between 1 in 100 and 1 in 30 year probability).
- 'Low' risk means that each year, an area has a chance of flooding of between 0.1% and 1% AEP (between 1 in 1000 and 1 in 100 year probability).

Whilst the focus of this Local Strategy is on local sources of flood risk, for wider context and awareness, additional counts using the FRAW data and National Receptor Database have been undertaken to show the risk from rivers and the sea. The FRAW flood map for Rivers (fluvial) shows flood risk from larger ordinary watercourses (catchments greater than 3km^2) which affect many areas within Monmouthshire, as well as flooding from main rivers. Therefore, as ordinary watercourses are a local source of flood risk which must be considered in this Local Strategy, a high level assessment has included the approximate separation of areas at risk from either ordinary watercourses or main rivers. The fluvial counts for the whole of Monmouthshire can be found in

Chapter 3.3.3, and the counts and maps can for each SFRA can be found in the Flood Action Plan in Appendix A.

JBA Groundwater Flood Map

JBA has developed a range of Groundwater Flood Map products at the national scale. The 5m resolution JBA Groundwater Map has been used within this Local Strategy. The modelling involves simulating groundwater levels for a range of return periods (including 1.33% year, 1%, and 0.5% Annual Exceedance Probability (AEP)). Groundwater levels are then compared to ground surface levels to determine the head difference in meters. The JBA Groundwater Map categorises the head difference (m) into five feature classes based on the 1% AEP model outputs. These are outlined in Table 3.

Table 3: Groundwater Classification

Flood depth range during a 1% AEP flood event	Groundwater flood risk
Groundwater levels are either at or very near (within 0.025m of) the ground surface.	Groundwater may emerge at significant rates and has the capacity to flow overland and/or pond within any topographic low spots.
Groundwater levels are between 0.025m and 0.5m below the ground surface.	There is the possibility of groundwater emerging at the surface locally.
Groundwater levels are between 0.5m and 5m below the ground surface.	Groundwater may emerge into subsurface assets but surface manifestation of groundwater is unlikely.
Groundwater levels are at least 5m below the ground surface.	Flooding from groundwater is not likely.

It is important to note that the modelled groundwater levels are not predictions of typical groundwater levels. Rather they are flood levels i.e. groundwater levels that might be expected after a winter recharge season with 1% AEP and so would represent an extreme scenario. The maps also assess the risk of groundwater emergence and not of resulting groundwater flooding. For groundwater flooding to occur it is often necessary for groundwater to have nowhere to go without ponding and flooding an area first.

It should be noted that as the JBA Groundwater Flood Map is based on national modelling it should only be used for general broad-scale assessment of the groundwater flood hazard in an area and it is not explicitly designed for the assessment of flood hazard at the scale of a single property. In high risk areas a site-specific risk assessment for groundwater flooding is recommended to fully inform the likelihood of flooding, this may include review of historical flood records, historical borehole logs, consultation with the LLFA and groundwater monitoring.

Environmental Datasets

All Environmental datasets listed in Table 6 to Table 8 were sourced from DataMapWales with the exception of ‘Sites of Interest for Nature Conservation’ which is held by MCC.

In addition to the above datasets, local flooding and land drainage records held by the Lead Local Flood Authority, including Section 19 Flood Reports published by MCC, have been used to further inform the assessment of flood risk across the 9 SFRAs.

3.2.1 Identification of Flood Risk Receptors Methodology

Property Counts

The 2024 CaRR dataset and its Address Point Layer has been utilised to count the number of properties at High, Medium and Low risk from surface water flooding. For the purposes of this Local Strategy, properties have been divided into High, Medium and Low risk ratings as per the criteria shown in Table 4.

Table 4: Flood Risk Ratings

Local Strategy Risk Rating	Equivalent CaRR Risk Rating
High	At risk up to the 3.3% AEP (1 in 30 yr) event
Medium	At risk up to the 1% AEP (1 in 100 yr) event
Low	At risk up to the 0.1% AEP (1 in 1000 yr) event

Property counts were then divided into residential, non-residential and key services categories. Non-residential properties include businesses, industrial units and other less vulnerable development types. Key Services include schools/education facilities, health services, transport, and utilities.

NRW guidance advises that whilst the data should not be used to identify which individual properties will flood as it is not at a suitable scale, it does give an indication of risk across an area. These risks for each of the SFRAs within Monmouthshire can be found in the Flood Action Plan in Appendix A.

As described in Chapter 3.2, counts for properties and key services at risk of flooding from rivers (fluvial) have been derived from the FRAW dataset. These include larger ordinary watercourses (catchments greater than 3km²) and designated main rivers, as well as the sea.

Environmental and Infrastructure Counts

The FRAW dataset was used to assess all environmental and infrastructure areas within the county at risk of surface water flooding e.g. nature reserves, SSSI and ancient woodland. Using QGIS the environmental shapefiles were intersected with the FRAW dataset to understand which areas overlapped with high, medium and low risks of flooding on the FRAW data. Area values for the overlapping shapefiles were then totalled to give values for each risk category.

These counts build on the work completed for the Strategic Flood Consequence Assessment (SFCA) in 2022, where surface water and small watercourse flood risk was analysed at a high level in Monmouthshire.

Groundwater review

Using the JBA Groundwater Flood Map the depth of groundwater during a 1% AEP was assessed against the 9 Strategic Flood Risk Areas used in this Strategy. The geology of the area was also considered and how this affects the movement of groundwater within a SFRA. Geology information was sourced from the British Geological Survey GeoIndex mapping. A summary of the findings can be found in Chapter 3.3.2.

3.3 Overview of Flood Risk in Monmouthshire

The nature of flood risk within Monmouthshire is extremely varied and widespread across the county. Monmouthshire has a significant section of coastline and an extensive network of main rivers, ordinary watercourses, sewers and highway drainage systems. These can be found in and around densely populated main towns as well as across a large rural area of differing topography, which can result in areas being at risk from multiple sources of flooding.

Topography varies significantly with higher ground elevations to the north and north-west of the county, where the southern extents of the Black Mountains and the border with the Bannau Brycheiniog National Park are located. The Rivers Usk and Wye flow into Monmouthshire immediately north of Abergavenny and Monmouth respectively. Monmouthshire is located at the downstream end of these very large catchments, resulting in our communities being susceptible to increased runoff entering watercourses and resulting flood risk, brought about by changing land management practises upstream of the county boundary.

The southern extent of Monmouthshire is bounded by the River Severn and the Severn Estuary. Here the topography is much flatter across the area known as the Gwent Levels which stretches from the southwestern county boundary near Magor and Undy, to the southeastern boundary at Chepstow and the River Wye. The intricate network of reens and ditches within the Gwent Levels is managed by Natural Resources Wales as part of the Gwent Internal Drainage District.

Further detail of each of the main catchments and flood risk from all sources across Monmouthshire can be found in the Action Plan for each of the nine Strategic Flood Risk Areas in Appendix A.

Many communities across Monmouthshire were significantly impacted during the events of February 2020, which saw successive named Storms Ciara, Dennis and Jorge bring devastating flooding to over 200 homes, 50 businesses and extensive damage to essential infrastructure. These events resulted in record levels being recorded on the River Usk and River Wye, as well as many ordinary watercourses and drainage systems being overwhelmed.

Storm Bert in November 2024 brought further widespread flooding to the county with approximately 75 homes and 22 businesses flooded and record levels recorded on sections of the Rivers Monnow, Trothy and the Olway Brook. Anecdotal evidence from this event suggested many smaller ordinary watercourses reached levels not seen by neighbouring communities and residents in living memory.

3.3.1 Flooding from Surface Water and Small Watercourses (Pluvial)

Surface water flooding, also known as pluvial flooding or flash flooding, occurs when high intensity rainfall generates runoff which flows over the surface of the ground and ponds in low lying areas. It is usually associated with higher ground that is saturated or when the drainage networks have insufficient capacity to cope with the additional flow. This type of flooding often affects lower land, highways and occasionally property and is often associated with flooding from ordinary watercourses.

Small watercourses, as shown by the FRAW maps, are ordinary watercourses with a catchment of less than 3km². These are typically smaller watercourses and ditches that are not designated as main rivers. There is a significant network of these watercourses across all catchments within Monmouthshire, all with varying characteristics and flood risks. Flooding from a small watercourse occurs when its channel cannot accommodate the volume of water that is flowing into it or when there is significant impedance to the passage of flow within the channel, to the extent that it causes flows to come out of its banks.

Using the methodology outlined in Chapter 3.2.1, an assessment of flood risk from surface water and small watercourses has been undertaken, which shows the majority of properties at high risk are located in the key settlements. This is partly due to the large areas of impermeable surfaces across the urban extent increasing rainfall runoff and causing a rapid response to rainfall, but is largely due to these urban areas being where flood risk receptors are located. Abergavenny, Monmouth, Usk, and Chepstow are areas that make up a large proportion of the 242 properties at high risk of surface water flooding as shown in

Table 5 and

Figure 5 below.

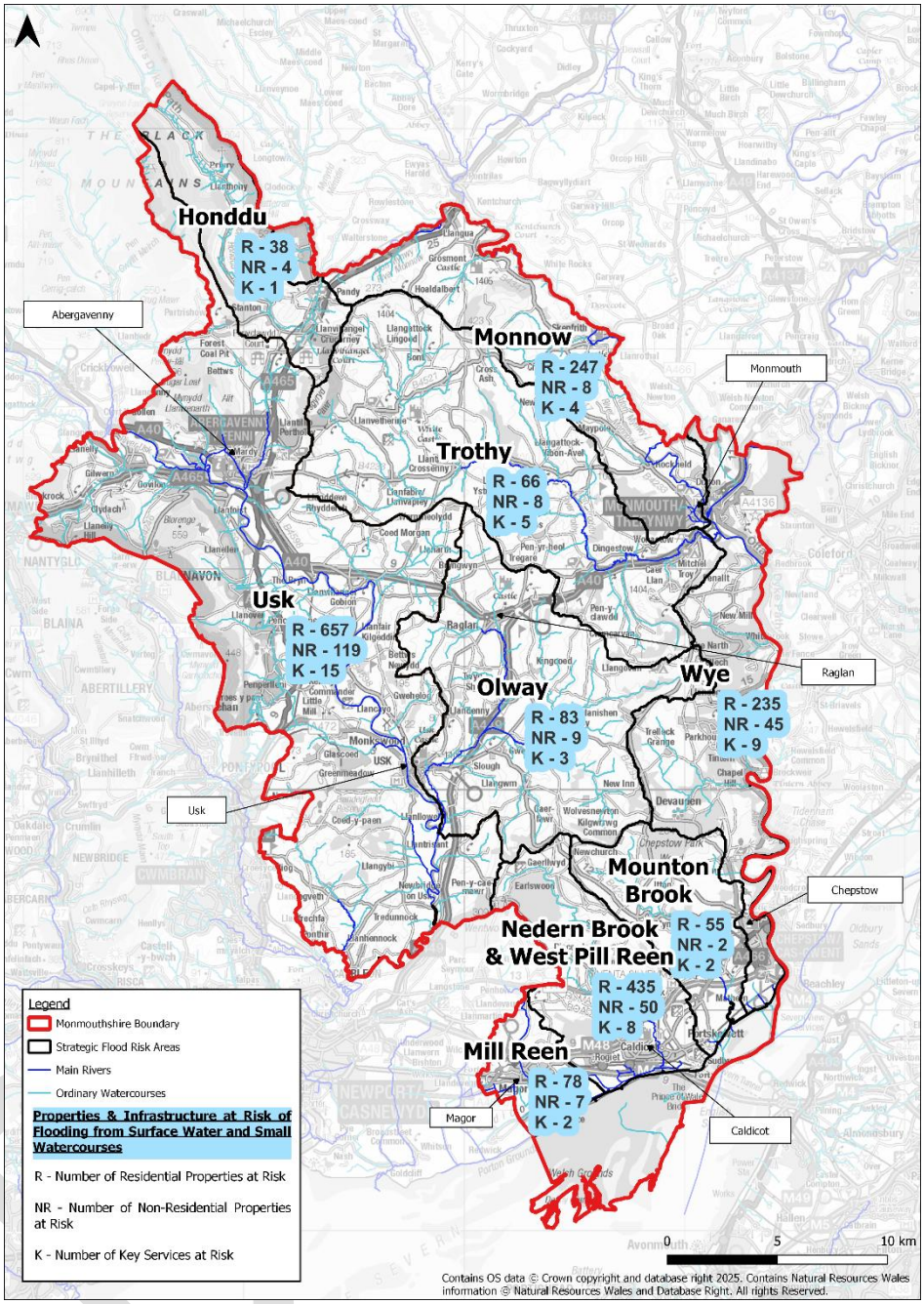
Table 5: Receptors at Risk from Surface Water and Small Watercourses

Receptor	High Risk (Chance of flooding greater than 3.3% AEP)	Medium Risk (Chance of flooding between 3.3% and 1% AEP)	Low Risk (Chance of flooding between 1% AEP and 0.1% AEP)
Properties (n)			
Residential Properties (n)	242	209	1443
Non-Residential Properties (n)	27	32	193
Key Services (n)	12	10	27
Listed Buildings (n)	11	5	15
Infrastructure (km)			
Primary/Trunk Roads (km)	1.3	1.1	5.2
Main Line Railways (km)	1.1	0.1	2.7
Environmental (Hectares [ha])			
Agricultural Land - Grades 1, 2 and 3	226.1	93.3	1443
Ancient Woodland	67.6	19.6	193
Country Parks	1	0.5	27
Local Nature Reserves (LNR)	0.2	0.6	15
National Nature Reserves (NNR)	1.2	0.6	5.2

Ramsar Sites	0	0	2.7
Registered Parks and Gardens	31.6	10.3	387
Scheduled Ancient Monuments (SAM)	5.3	1.6	65.4
Sites of Interest for Nature Conservation (SINC)	26.8	7.6	2.8
Sites of Special Scientific Interest (SSSI)	21.4	7.69	2
Special Areas of Conservation (SAC)	3.2	1.8	2
Special Protection Areas (SPA)	0	0	0

Figure 5. Properties and Infrastructure at risk from Surface Water and Small Watercourse per SFRA

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An assessment of flooding on environmental sites shows the largest areas of protected sites at high to low risk of surface water and ordinary watercourse flooding (Ancient Woodland, Agricultural land and Registered Parks and Gardens SSSI's and SINC's) cover a relatively small proportion of Monmouthshire, making up less than 1% of the total land area. The remaining sites of significance across Monmouthshire have significantly smaller proportions of their overall areas at risk of flooding.

For a number of environmentally significant sites, occasional flooding is unlikely to have a significant impact (e.g. county parks) or may even form part of natural processes in the area which enhance the natural environment and part of the reason for a site's designation (e.g. SSSI's). Monmouthshire County Council will continue to consider how these areas can support and potentially reduce the impact of flooding from surface water and small watercourses.

A breakdown of properties, infrastructure and areas of environment sites at high to low risk of surface water and small watercourse flooding in each SFRA is shown in Table 6 - 8 below.

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Table 6: Total number of Property, Infrastructure and Environmental Risk Receptors at High Risk of Flooding from Surface Water and Small Watercourses within each SFRA

Risk Receptor	Total	Strategic Flod Risk Area								
		Honddu	Monnow	Trothy	Wye	Olway	Usk	Mounton Brook	Nedern Brook and West Pill Reen	Mill Reen
Residential Properties (n)	**242**	7	19	23	9	19	125	8	25	7
Non-residential properties (n)	**27**	1	0	5	0	1	17	0	2	1
Key Services (n)	**12**	1	1	5	1	2	2	0	0	0
Listed Buildings (n)	**11**	0	1	2	0	0	7	1	0	0
Primary/Trunk Roads (km)	**1.3**	0.1	0	0	0	0.1	1	0.1	0	0
Main Line Railways (km)	**1.1**	0.1	0	0	0	0	1	0	0	0
Agricultural Land - Grades 1, 2 and 3 (ha)	**226.1**	6.2	17	41.4	8.1	35.2	90.8	8.6	15.8	3
Ancient Woodland (ha)	**67.6**	1.6	8.5	15	3.5	6.8	29.7	1.6	0.9	0
Country Parks (ha)	**1**	0	0	0	0	0	0.9	0	0.1	0
Local Nature Reserves (ha)	**0.2**	0	0	0	0.1	0	0.1	0	0	0
National Nature Reserves (ha)	**1.2**	0	0	0	0.1	0	1.1	0	0	0
Ramsar Sites (ha)	**0**	0	0	0	0	0	0	0	0	0
Registered Parks and Gardens (ha)	**31.6**	1.2	3.2	6.6	0.2	1	17.1	2.3	0	0
Scheduled Ancient Monuments (ha)	**5.3**	0.1	0.3	0.5	0.5	0.8	2.6	0	0.4	0.1
Sites of Interest for Nature Conservation (ha)	**26.8**	0.2	3	8	2.3	4	8	0.7	0.6	0
Sites of Special Scientific Interest (ha)	**21.4**	0.8	1.4	0.5	0.5	0.7	16.3	0.1	0.8	0.3
Special Areas of Conservation (ha)	**3.2**	0	0	0	0.4	0	2.8	0	0	0
Special Protection Areas (ha)	**0**	0	0	0	0	0	0	0	0	0

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Table 7: Total number of Property, Infrastructure and Environmental Risk Receptors at Medium Risk of Flooding from Surface Water and Small Watercourses within each SFRA

Risk Receptor	Total	Strategic Flood Risk Areas								
		Honddu	Monnow	Trothy	Wye	Olway	Usk	Mounton Brook	Nedern Brook and West Pill Reen	Mill Reen
Residential Properties (n)	**209**	9	34	10	17	9	82	5	39	4
Non-residential properties (n)	**32**	1	0	0	6	1	22	0	2	0
Key Services (n)	**10**	0	0	0	3	0	4	0	2	1
Listed Buildings (n)	**5**	0	0	0	1	0	2	2	0	0
Primary/Trunk Roads (km)	**1.1**	0.1	0.1	0	0.1	0	0.7	0.1	0	0
Main Line Railways (km)	**0.1**	0	0	0	0	0	0	0	0.1	0
Agricultural Land - Grades 1, 2 and 3 (ha)	**93.3**	2.2	6.7	16.1	3.7	14.8	32.6	6.1	9.9	1.2
Ancient Woodland (ha)	**19.6**	0.4	1.6	3.2	1.7	1.7	8.7	1.7	0.6	0
Country Parks (ha)	**0.5**	0	0	0	0	0	0.3	0	0.2	0
Local Nature Reserves (ha)	**0.6**	0	0	0	0.1	0	0.5	0	0	0
National Nature Reserves (ha)	**0.6**	0	0	0	0	0	0.6	0	0	0
Ramsar Sites (ha)	**0**	0	0	0	0	0	0	0	0	0
Registered Parks and Gardens (ha)	**10.3**	0.5	0.5	1.2	0.3	0.3	4.3	3.2	0	0
Scheduled Ancient Monuments (ha)	**1.6**	0	0.1	0.3	0.1	0.4	0.4	0	0.3	0
Sites of Interest for Nature Conservation (ha)	**7.6**	0	0.7	1.6	0.9	1.1	2.2	0.5	0.5	0.1
Sites of Special Scientific Interest (ha)	**7.69**	0.3	0.2	0.1	0.69	0.2	5.2	0	0.6	0.4
Special Areas of Conservation (ha)	**1.8**	0	0	0	0.5	0	1.3	0	0	0
Special Protection Areas (ha)	**0**	0	0	0	0	0	0	0	0	0

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Table 8: Total number of Property, Infrastructure and Environmental Risk Receptors at Low Risk of flooding from Surface Water and Small Watercourses within each SFRA

Risk Receptor	Total	Strategic Flood Risk Areas								
		Honddu	Monnow	Trothy	Wye	Olway	Usk	Mounton Brook	Nedern Brook and West Pill Reen	Mill Reen
Residential Properties (n)	**1443**	22	194	33	209	55	450	42	371	67
Non-residential properties (n)	**193**	2	8	3	39	7	80	2	46	6
Key Services (n)	**27**	0	3	0	5	1	9	2	6	1
Listed Buildings (n)	**15**	0	1	2	5	0	7	0	0	0
Primary/Trunk Roads (km)	**5.2**	0.3	0.3	0	0.3	0.3	3.5	0.2	0.2	0.1
Main Line Railways (km)	**2.7**	0	0	0	0	0	1.7	0	0.8	0.2
Agricultural Land - Grades 1, 2 and 3 (ha)	**387**	9.4	29.8	62.6	16.8	67.3	135.4	24.4	35.8	5.5
Ancient Woodland (ha)	**65.4**	1.5	4.4	9.7	7.7	6	27.7	5.8	2.6	0
Country Parks (ha)	**2.8**	0	0	0	0	0	1.4	0	1.4	0
Local Nature Reserves (ha)	**2**	0	0	0	0.7	0	1.3	0	0	0
National Nature Reserves (ha)	**2**	0	0	0	0.2	0	1.8	0	0	0
Ramsar Sites (ha)	**0**	0	0	0	0	0	0	0	0	0
Registered Parks and Gardens (ha)	**33.4**	1.2	2.2	4.2	1.9	0.8	16.5	6.6	0	0
Scheduled Ancient Monuments (ha)	**6.1**	0.1	0.2	0.9	0.6	1.8	1.3	0	1	0.2
Sites of Interest for Nature Conservation (ha)	**29.3**	0.1	2.8	5.6	3.7	3.5	8.9	2.2	2.1	0.4
Sites of Special Scientific Interest (ha)	**57.01**	2	0.5	0.4	2.61	0.5	41.8	0.1	3.3	5.8
Special Areas of Conservation (ha)	**6.8**	0	0	0	1.8	0	5	0	0	0
Special Protection Areas (ha)	**0**	0	0	0	0	0	0	0	0	0

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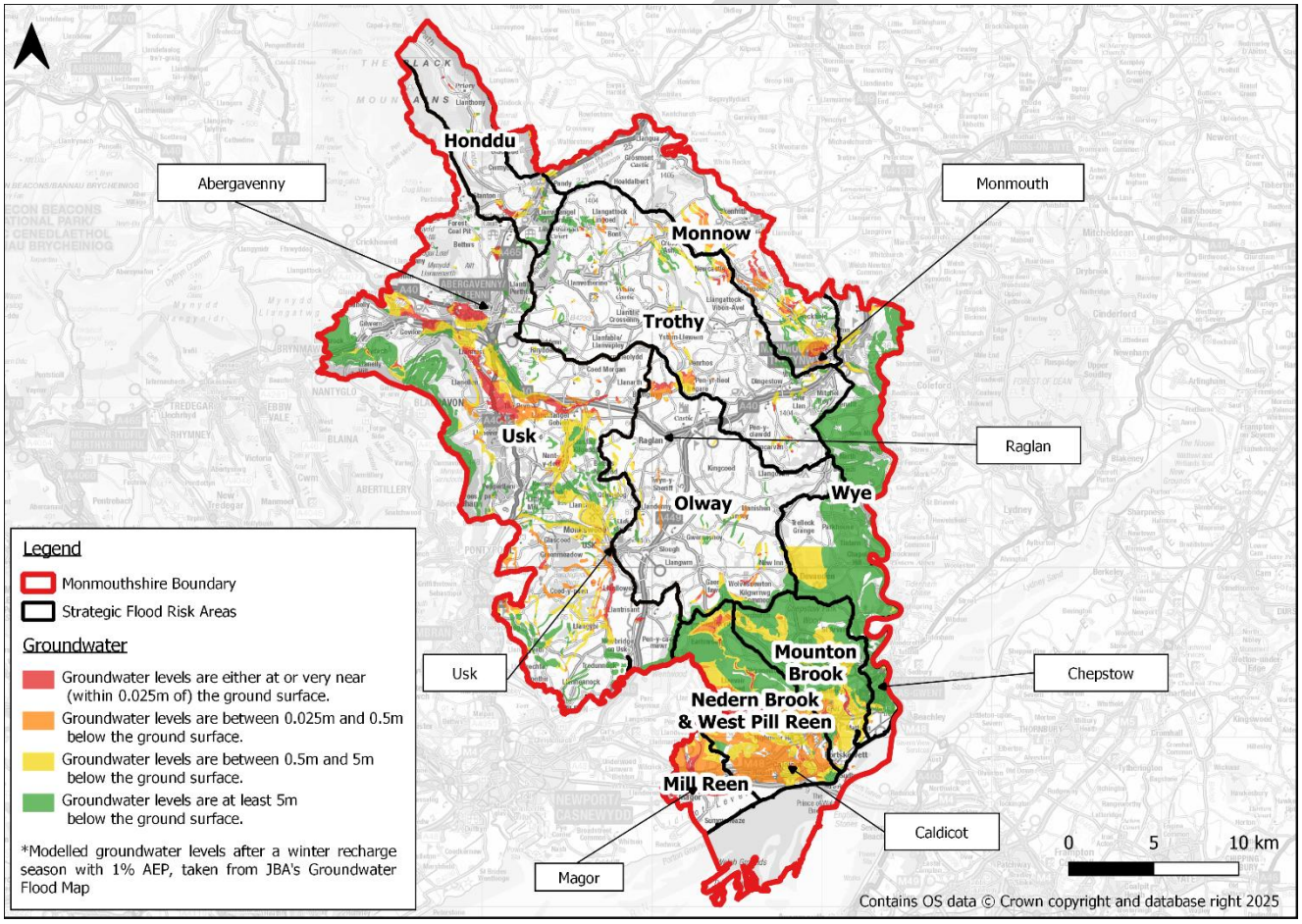
3.3.2 Flooding from Groundwater

Groundwater flooding typically occurs when water levels in the ground rise above the ground surface. **Flooding of this type tends to occur after long periods of sustained heavy rainfall and can last for weeks or even months. The areas at most risk are often low-lying areas where the water table is more likely to be at a shallow depth and flooding can be experienced through water rising up from the underlying aquifer or from water flowing from springs. Flood risk from Groundwater has been considered in this strategy using JBA Consulting's Groundwater Flood map and further information from geological mapping. Modelled groundwater levels in the 1% AEP are shown in Figu**

re 6 below. Details of the assessment of Groundwater flood risk for each of the nine Strategic Flood risk Areas can be found in the Action Plan in Appendix A

Figu

re 6: Modelled Groundwater Flood Depths



The bedrock geology across Monmouthshire is varied and predominantly comprises of Mudstone, Siltstone and Sandstone. Mudstone tends to have low porosity and permeability whilst sandstone is regarded as more permeable and allows for the storage and movement of groundwater. As a result, upward percolation of groundwater and subsequent flooding should be considered in these areas. In the southern part of the county, the bedrock is predominantly comprised of limestone and sandstone. These rocks are more permeable and allow for the storage and movement of groundwater.

Areas of superficial deposits in Monmouthshire are limited and are predominantly present around the rivers in the county. The superficial deposits overlaying the bedrock are comprised in some areas of clay which is predominantly impermeable, and in others of Till which is generally permeable. The variation of superficial deposits throughout Monmouthshire suggests that groundwater flooding could present a localised risk to some areas.

The majority of the county has groundwater that is at least 5m below the ground surface or lower. In the southern part of the county around Magor, Caldicot and Portskewett groundwater levels are within 0.5 and 0.025m of the ground surface; this indicates that there is a greater risk of groundwater flooding in these areas.

Two notable features in the south of the county are the Nedern Brook Wetlands and the Great Spring. The Nedern Brook Wetlands is a SSSI that is subject to seasonal flooding, when in winter water levels rise in the Carboniferous limestone aquifer below the site to form a temporary freshwater lake. Secondly, the Great Spring at Sudbrook was encountered during the construction of the Severn Tunnel in 1879, when a sudden influx of fresh water flooded the tunnel. A permanent pumping station at Sudbrook was needed to pump water from the tunnels directly into the Seven Estuary. Those pumps are now managed by Network Rail.

Towns and villages along the River Usk from Abergavenny to Usk are also identified as areas where groundwater levels are within 0.5 and 0.025m of the ground surface, indicating that groundwater flooding in these areas is more likely.

3.3.3 Flooding from Rivers (Fluvial)

Large areas of Monmouthshire, including some of the most densely populated towns and villages are at risk of flooding from rivers, also known as fluvial flooding. These rivers include larger ordinary watercourses such as the River Honddu (Pandy), River Clydach (Maesygwartha), Angidy River (Tintern) and Barton Brook (Raglan), as well as rivers which have been designated as main rivers by Natural Resources Wales.

Main rivers are usually large watercourses, such as the Rivers Wye, Usk, Monnow, and Trothy, but also include smaller watercourses of strategic drainage importance, for example the Cibi Brook in Abergavenny and the Nedern Brook in Caldicot.

Natural Resources Wales have permissive powers to carry out flood defence works along main rivers, they also manage formal main river flood defence assets such as those in Monmouth, Usk, Chepstow. The way in which Natural Resources Wales manage flood risk from main rivers is detailed in their own Flood Risk Management Plan and is therefore not discussed in detail in this Local Strategy. Their Plan explains their priorities and actions that they propose to manage the risk of flooding at a national and local level, as well as how they consider the need to adapt to mitigate against climate change.

As described in Chapter 3.2, a high level assessment of fluvial flooding has included the approximate separation of areas at risk from either ordinary watercourses or main rivers. Numbers at risk from larger ordinary watercourses are shown in Table 9, which also shows the numbers at risk from main river flooding in brackets.

Table 9: Properties and Key Services at Risk from Ordinary Watercourses (Main river counts in brackets)

Receptor	High Risk	Medium Risk	Low Risk
Flood risk to properties (CaRR Data)			
Residential properties at risk of flooding (n)	71 (231)	51 (387)	120 (1325)
Non-Residential Properties (n)	7 (58)	5 (148)	17 (317)
Key Services (n)	5 (21)	2 (15)	6 (59)

3.3.4 Coastal Flood Risk in Monmouthshire

This usually occurs during storm surges when there is an increased risk of high sea levels causing overtopping or breaching of coastal flood defences leading to inland flooding. The greatest risk of coastal flooding is experienced when there is a combination of high tides and a storm surge, which is when a low pressure system causes a localised rise in sea level and increased wave height. It can also occur when a coastal defence breaches.

The strategic management of coastal erosion and flood risk, including the impacts of climate change, is considered by policies set out in Shoreline Management Plans (SMP's). MCC are a member of the Severn Estuary Coastal Group (SECG), which is a technical group of local authorities and other key organisations that share an interest in the management of the shoreline around the Severn Estuary. The SECG have developed, manage and promote the SMP 19, which encompasses Monmouthshire's stretch of coastline. A copy on the SMP19 is available on the SECG website.

Much Monmouthshire's coastline is protected from flood defences in the form of raised earth embankments that are managed by Natural Resources Wales. These defences protect the Gwent Levels which is at risk of coastal flooding as much of the area behind the defences is low lying. The impact of climate change and rising sea levels exacerbates this risk. Areas such as Tintern and Chepstow are particularly vulnerable to tidal flooding and the ever increasing threat of rising sea levels brought about by climate change.

The threat of coastal flooding in Monmouthshire is not new however, as historical accounts tell us that as far back as 1607, the Severn Estuary was impacted by significant storm surge which is said to have resulted in the loss of thousands of lives. A wood carving depicting this event is shown in Figure 7.

Figure 7: Wood Carving of Flooding to the Gwent Levels in 1607



The impact of flooding to the Gwent Levels includes a large number of residential and non-residential properties, environmentally sensitive sites, and significant infrastructure. This includes the main London to South Wales railway line, M4 and M48, A48, the Severn Tunnel, major electricity transmission lines serving much of South Wales from Newport to Swansea, a major gas distribution facility and gas pipelines serving South Wales, telephone exchanges, water and sewage treatment and pumping stations, schools, electricity sub stations, etc. Flooding from the sea in this area would cause major issues, not just for the local area but for large areas of South Wales, which relies on the services in this area.

Settlements most at risk from coastal flooding include Magor, Rogiet, Caldicot and Chepstow. As shown in Table 10, in total 921 residential properties are shown to be at high risk, with an additional 201 non-residential properties and 21 essential services. To provide conservative values these numbers do not take flood defences into consideration.

Table 10: Properties and Key Services at Risk from Flooding from the Sea

Receptor	High Risk	Medium Risk	Low Risk
Flood risk to properties (CaRR Data)			
Residential properties at risk of flooding (n)	921	116	323
Non-Residential Properties (n)	201	11	59
Key Services (n)	21	1	9

3.3.5 Sewer Flood Risk in Monmouthshire

This occurs when the sewerage network cannot cope with the volume of water that is entering it. It is often experienced during times of heavy rainfall when large amounts of surface water overwhelm the sewer network causing flooding. Temporary problems such as blockages, siltation, collapses and equipment or operational failures can also result in sewer flooding. Dŵr Cymru Welsh Water (DCWW) are the water and sewerage company responsible for the management of flooding from sewers in Monmouthshire.

DCWW provide details relating to historic sewer flooding in Monmouthshire to MCC, through an extract from their sewer flooding register. These records display the number of properties that experience internal and/or external flooding from public foul, combined and surface water sewers.

3.3.6 Reservoir Flood Risk in Monmouthshire

This results from the complete or partial failure of a reservoir structure. It may be caused by erosion due to seepage, overtopping of the dam beyond its design level or through accidental damage to the structure. There are several large reservoirs in Monmouthshire and adjacent areas (Llandegfedd, Talybont-on-Usk and Grwyne Fawr) that could pose risks, in addition to the risk from some smaller water storage areas and old mill ponds such as those at Tintern in the Angidy Valley. Further information on reservoir flooding, including FRAW map can be found on NRW's website[1].

[1] Natural Resources Wales / Flooding from reservoirs

4. How this Strategy Responds to Climate Change

4.1 Climate Change Risk in Monmouthshire

The Senedd was the first Parliament in the world to declare a climate emergency in 2019. Climate change is likely to increase the risk of flooding across Wales, not only through sea level rise but also from more frequent and intense storms, flash flooding and storm surges.

The UK Climate Projections 18 (UKCP18) show that the key findings for Wales are:

1. By 2059 average annual temperatures are projected to increase by 2.8˚C.
2. By 2059 summer mean temperatures are projected to increase by 3.7˚C.
3. By 2059 winter mean temperatures are projected to increase by 2.9˚C.
4. By 2059 rainfall is projected to increase in winter on average by 28 per cent and increase in summer by 12 per cent.
5. Sea levels around Wales are predicted to rise by approximately 50cm by 2050.
6. Storm intensity in summer and winter will increase over the next 100 years, leading to more severe storms and larger waves attacking our shores.

MCC declared a climate emergency in May 2019, with a target date of 2030 for net-zero carbon emissions. Following the declaration of a climate emergency, the Climate and Nature Emergency Strategy and Action Plan was published in November 2021[2], outlining actions and the responsible officer(s) across all sectors, as well as explaining how the public can play their part in reducing emissions. The Action Plan, which includes specific actions relating to Rivers & Ocean and flood risk management, was refreshed in 2021 to better reflect our commitment to tackling the nature emergency, and in 2024 has been completely reviewed to reflect the priorities of Monmouthshire's Community and Corporate Plan.

Across Monmouthshire, the main source of flood risk varies, with communities along the coastline being at risk of flooding from the sea, and the main towns and rural areas predominantly being at risk of flooding from rivers and surface water. Population change has contributed to the heightened risk. Between 2011 and 2021, the population increased by 1.8% in Monmouthshire[3]. It is the eighth least densely populated local authority area in Wales, with a 26% increase in the population aged 65 or over, a 3.5% decrease in people aged 15 to 64 years and an 8.6% decrease in children aged under 15 years. These figures demonstrate an increase across one vulnerable age group. In turn, this has the potential to increase the risks and impacts associated with flooding, with the potential need for additional emergency response requirements related to a more vulnerable population. The widespread nature of the population and risk could also make emergency response more challenging as help could be needed in several areas across the county at once.

Monmouthshire is likely to see a range of impacts associated with an increased risk of flooding due to climate change. A rise in sea level increases the risk of tidal flood defences along the Severn Estuary being overtopped during storm events and increases the risk of tidal flooding along the River Wye Estuary at Chepstow and Tintern. Increased rainfall may also lead to fluvial defences, such as

[2] Climate Emergency - Monmouthshire – Climate and Decarbonisation Strategy

[3] Monmouthshire population change, Census 2021 – ONS

those in Monmouth and Usk, being relied upon more frequently. Similarly, the projected increase in rainfall intensity is likely to result in more flash flooding and surface water flood events, as additional pressure is put on ageing drainage infrastructure not designed to take such flows.

These impacts are already being seen as Monmouthshire has experienced a number of significant storm events in recent years which caused widespread flooding across the county. Between 8th February and 1st March 2020, three named Storms; Ciara, Dennis and Jorge resulted in over 200 properties and 50 businesses being internally flooded, with many more experiencing flooding to outbuildings and adjacent land. These storms, which also had a significant effect on critical infrastructure and agricultural land, affected areas such as Skenfrith, Monmouth, Usk, Caldicot and Abergavenny to name a few.

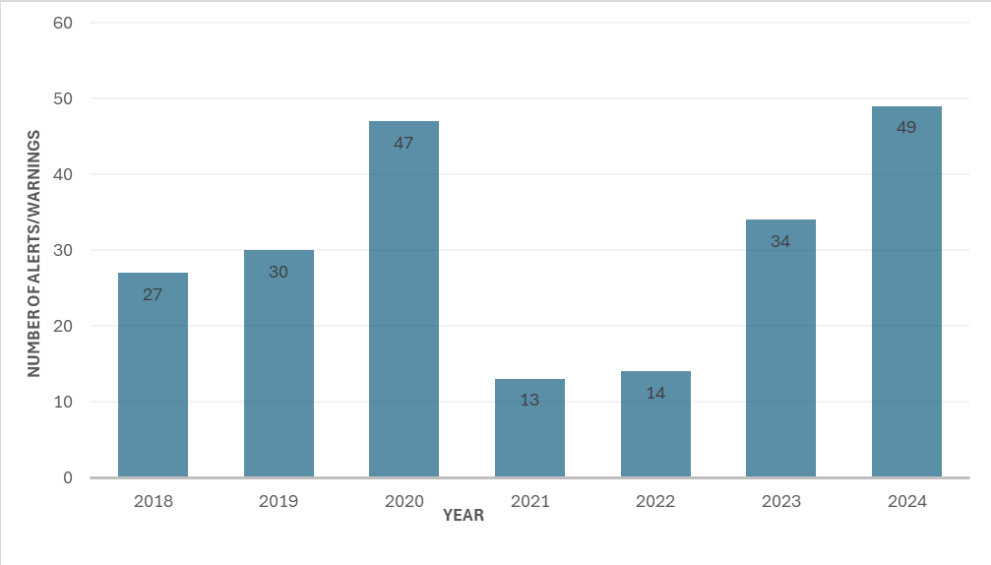
In February 2022, Storm Eunice brought significant winds resulting in a rare 'red warning' being issued for parts of Monmouthshire. Schools were closed as a precaution, people were advised not to travel, and both Severn Bridges were closed for the first time due to strong winds. In another first, the entire Welsh Coastline was highlighted as being at severe risk of flooding, including the Severn Estuary, with concerns defences could be overtopped due to a storm surge.

In November 2024, Storm Bert brought significant rainfall to mid and south Wales resulting in approximately 75 homes and 22 business reporting internal flooding in Monmouthshire. Record levels were recorded on a number of rivers including the Monnow at Skenfrith and the Olway Brook at Usk.

Flood Alerts and Warnings

Whilst not all the above and other notable weather and flood events can be attributed to climate change, evidence suggests that such events and resulting impacts will be more frequent, which will bring significant challenges to our communities. The objectives, measures and actions identified in this Local Strategy aim to reduce the impact of climate change and risk of flooding from local sources where possible and increase preparedness, resilience and recoverability from such events in future. **Error! Reference source not found.** below shows the number of NRW issued Flood Alerts and Warnings in Monmouthshire since 2018, this data is available from DataMapWales.

Figure 8: Number of Flood Alert and Warnings in Monmouthshire between 2018 - 2024



Information on climate change predictions from the Met Office can be found here and reports regarding climate change risks and opportunities for the UK can be found here. Information on actions that the UK government and others will take to adapt to the impacts of climate change from 2023 to 2028 is available here.

The Welsh Government declared a climate emergency in April 2019 and subsequently published Prosperity for All: A Climate Conscious Wales – A climate change adaptation plan for Wales (2020)[4]. Adapting to the risks to people, communities, buildings and infrastructure is a key element of this plan. Sustainable development remains at the core of operations of the Welsh Government, and in line with Section 27 of the Flood and Water Management Act 2010[5], LLFAs, district councils, internal drainage boards and highway authorities must aim to make a contribution towards the achievement of sustainable development.

4.2 How this Strategy Addresses these Risks

This Local Strategy has been developed with climate change in mind and will ensure our activities in relation to flood risk management take account of latest climate projections, related guidance, strategies and plans. We will continue to work with other Risk Management Authorities when considering local flood risk and climate change, as well as working with related groups such as the South East Wales Flood Risk Management Group, Severn Estuary Coastal Group and Welsh Coastal Monitoring Centre when considering wider impacts.

This Local Strategy aligns with the objectives set out in MCC's Corporate Plan, including ensuring Monmouthshire is '*A Green place to live and work, with reduced carbon emissions, and making a positive contribution to addressing the climate and nature emergency'.* The objectives, measures and actions within this Local Strategy will support the actions within the Corporate Plan including the following:

- to reduce the risk of flooding by working with partners to promote natural flood alleviation,
- to maintain support mechanisms for communities vulnerable to flooding and pressing for sustainable natural solutions where possible and engineered solutions where necessary.

MCC has declared a Motion for the Rivers and Ocean which sets out how the Council will contribute to work with other partners to look after and value our rivers and ocean. The Rivers and Ocean Action Plan sets out a number of Aims which are supported by this Local Strategy including:

- Complete a Local Flood Risk Management Strategy.
- Support catchment-wide action, nature-based solutions and natural flood management and seek to develop partnerships and funding to deliver these.
- Use our powers as a Sustainable Drainage System (SuDS) Approving Body to ensure new developments manage on site surface water in a sustainable way in accordance with WG's National SuDS Standards.
- Use our powers as Land Drainage Authority to ensure works undertaken within ordinary watercourses do not have a negative impact on water quality or on the local environment.

[4] Prosperity for All: A Climate Conscious Wales (gov.wales)

[5] Flood and Water Management Act 2010 (legislation.gov.uk)

National and local policy relating to development and climate change have been reviewed and considered throughout the development of this Local Strategy, to ensure all requirements are met to minimise the impact of development on climate change. These include:

- **Welsh Government's Guidance on Adapting to Climate Change**[6]. This provides the information on climate change allowances that are to be considered in the development of business cases and to make sustainable business decisions, as per the Wellbeing of Future Generations Act.

- **TAN 15 / NRW's Flood Map for Planning:** TAN 15 provides technical guidance which supplements the policies set out in Planning Policy Wales and Future Wales in relation to flooding and coastal erosion. The TAN helps local planning authorities manage flood risk and prevents development in high risk areas. Welsh Government released a new version of TAN 15, which came into effect on 1st April 2025. The new Flood Map for Planning, which takes into account climate change, replaces the Development Advice Map (DAM). New development proposals will be determined against this planning policy framework.

- **Welsh Government's Guidance on Climate Change Allowances and Flood Consequence Assessments**[7] Climate change guidance on the appropriate allowances for climate change to be considered for detailed modelling studies across proposed new development sites. This supports the requirements of TAN 15.

- **MCC's Replacement LDP 2018 to 2033** Out to public consultation in November 2024**,** this provides a sustainable framework for the future. It sets out planning policies and allocates sites for different types of development. In terms of flood risk, climate change is considered in the designation of allocated sites against their location in flood risk zones, with allowances for climate change incorporated. The LLFA is a key consultee to the development of the RLDP to ensure new development proposals accord with TAN 15 and national planning policy.

MCC recognises that the impacts of climate change are already being felt by local communities and are taking steps to manage these impacts, as well as developing the community's resilience to increased future flood risk. Property Flood Resilience schemes are already in place in several areas around Monmouthshire with several more under consideration.

This strategy embeds a climate conscious way of thinking. MCC are aware of the increased risk of flooding as a result of climate change, and therefore this awareness is entwined in every objective, measure and action included in this strategy. This awareness is also crucial to ensure that MCC meets the 2030 target of net-zero carbon emissions, in line with MCC Climate Emergency declaration, whilst working to mitigate the increased risk of flooding across the county and building Monmouthshire's resilience to climate change.

[6] https://www.gov.wales/sites/default/files/publications/2022-11/guidance-for-flood-and-coastal-erosion-risk-management-authorities-in-wales_0.pdf

[7] https://www.gov.wales/climate-change-allowances-and-flood-consequence-assessments

5. Roles and Responsibilities for Managing Flood Risk in Monmouthshire

5.1 Risk Management Authorities and their Functions

Risk Management Authorities (RMAs) across Wales include NRW, the 22 Local Authorities, water companies and the Welsh Government. Each RMA has legislative powers concerning flood risk management and is required to fulfil several statutory duties as defined under the FWMA. In addition to these statutory duties, the Act sets out a range of permissive powers for RMAs, enabling them to undertake defined activities if they so wish.

Table 11 below outlines which RMAs are primarily responsible for managing flood risk dependent on the sources of flooding.

Table 11: Risk Management Authorities with Roles for Managing Different Sources of Flood Risk in Monmouthshire

RMA / Flood Source	MCC (LLFA)	Natural Resources Wales	Dŵr Cymru/ Welsh Water	MCC (Highways)	Welsh Government / SWTRA
Surface Water	✓			✓ (Local roads)	✓ (Trunk roads)
Ordinary Watercourses	✓				
Groundwater	✓				
Main River		✓			
Internal Drainage District (Gwent Levels)		✓			
Reservoirs		✓			
Sewers			✓		
Coastal/Tidal	✓	✓			

The basic responsibilities for each RMA and key stakeholder to manage flood risk is described in further detail below.

Welsh Government

Welsh Government and Ministers are responsible for setting the strategic direction and have overall responsibility for flooding and coastal erosion policy in Wales. Their *National Strategy for Flood and Coastal Erosion Risk Management in Wales* was published in October 2020 and sets out how they intend to manage the risks from flooding and coastal erosion across Wales. It sets objectives and measures for all partners to work towards over the life of the document, which will be 10 years unless

significant policy updates are required prior to that time. Welsh Government are responsible for the legislation relating to flood and coastal erosion risk management in Wales and managing the budget allocations to RMAs and the capital programme of flood alleviation schemes and works (see Chapter 9).

Natural Resources Wales (NRW)

NRW have a strategic oversight role for flood and coastal erosion risk management which involves the general supervision and communication of flood and coastal erosion risk management in Wales. They also have powers to manage flooding from main rivers, reservoirs and the sea. The National Strategy for Flood and Coastal Erosion Risk Management in Wales states NRW's role can be split into 3 distinct areas:

- Strategic oversight and general supervision over all FCERM matters.
- Activities they do on behalf of, or in collaboration with, RMAs.
- Activities they deliver in the management of flooding from main rivers and the sea and in managing coastal erosion.

Under the FWMA 2010 NRW have a number of statutory duties which include:

- Cooperating with other risk management authorities including sharing data.
- Reporting to the Minister on flood and coastal erosion risk in Wales including the application of the National Strategy.
- Establishment of Regional Flood and Coastal Committees.

NRW also have a number of duties under the Flood Risk Regulations 2009, these include:

- A duty to identify areas at risk of flooding via a Preliminary Flood Risk Assessment.
- Preparation of flood hazard maps and flood risk maps.
- Identification of flood risk areas.
- Preparation of a Flood Risk Management Plan outlining its intended objectives and measures for managing flood risk identified in the PFRA and flood maps.

NRW's Flood Risk Management Plan (2023) summaries the key activities they carry out in accordance with duties and responsibilities assigned by Welsh Government and by legislation as follows:

- The management of flood risk assets.
- Reservoir management and regulation.
- Flood forecasting and issuing warnings.
- Hydrometry and Telemetry, Hydrology and Geomorphology.
- Community engagement and resilience.
- Understanding and analysing flood risk.
- Flood risk advice, permitting, compliance and enforcement.
- Responding to flood incidents.
- Strategic planning and oversight of investment.

NRW are also recognised as a coastal erosion risk management authority under the Coastal Protection Act 1949.

In Monmouthshire, NRW have permissive powers to manage flood risk on main rivers such as the River Monnow, Wye, Usk, Nedern Brook and Mill Reen. This can be in the form of channel improvement and clearance works as well as maintenance of flood defence assets such as those located in Usk, Monmouth and Chepstow. NRW also manage a significant stretch of coastal defences along the Severn Estuary.

They are also responsible for the management of the Gwent Internal Drainage District (formerly the Lower Wye and Caldicot & Wentlooge Districts) and chair the Gwent IDD Advisory Group. As well as undertaking maintenance works within the IDD, NRW are also the Land Drainage Authority within the IDD with consenting responsibilities and enforcement powers.

Lead Local Flood Authority – MCC

Under the terms of the FWMA 2010, MCC has been established as the Lead Local Flood Authority (LLFA) for its administrative area and is responsible for managing local flood risks which includes the risk of flooding from ordinary watercourses, surface water and groundwater.

The FWMA 2010 places a number of statutory duties on MCC in their role as LLFA including those shown below.

- A duty to comply with the Welsh Government National Strategy for Flood and Coastal Erosion Risk Management.
- A duty to develop, maintain, apply and monitor a strategy for local flood risk management.
- A duty to investigate all flooding within its area, to the extent that it considers it necessary or appropriate. MCC will investigate all reports of flooding to properties and key infrastructure and in accordance with Section 19, publish a Flood Investigation Report where 20 or more residential properties have experienced internal flooding.
- A duty to establish and maintain a register of structures or features likely to have a significant effect on flood risk.
- A duty to co-operate with other authorities in the exercise of flood and coastal erosion risk management functions, including sharing data.
- A duty to contribute to sustainable development in exercising flood and or coastal erosion risk management functions.
- A duty to act as the approving body for Sustainable Drainage Systems (SuDS) where construction works with drainage implications have an area greater than 100m². Where such SuDS serve two or more properties, MCC in its role of the SuDS Approving Body (SAB) will adopt and maintain the SuDS for the lifetime of the development.

Under the Flood Risk Regulations 2009 the LLFA also have duties to contribute to the production of Flood Risk Management Plans. Additionally, MCC as a LLFA have a number of what are called

permissive powers. These are powers that allow LLFA's to do something but do not compel us to do, these include:

- Powers to request a person to provide information in connection with the authorities' flood and coastal erosion risk management functions.
- Powers to designate certain structures or features that in view of the authority could affect flood or coastal erosion risk.
- Powers to cause managed flooding or coastal erosion under certain conditions.
- Powers to undertake certain works to manage or mitigate flooding or flood risk, including on 3rd party land, and to recover costs for such works.

MCC also manage flood risk via the permissive powers bestowed upon all LLFA's under the Land Drainage Act 1991, which allow them to regulate ordinary watercourses (outside of Internal Drainage Districts) to maintain proper flow by:

- Issuing consents for altering, removing, or replacing certain structures or features on ordinary watercourses; and
- Enforcing obligations to maintain flow in a watercourse.

The permissive powers are granted to prevent or address flooding and its associated damages. The enforcement capabilities outlined in the Act support the Council in fulfilling its obligations under the FWMA (2010) and the Land Drainage Act 1991. These powers enable the Council to regulate activities that may increase flood risk near ordinary watercourses in Monmouthshire. This aims at reducing any potential flood risk. The primary responsibility for watercourse maintenance lies with the landowner. Chapter 5.2 provides additional details.

Following the enactment of Schedule 3 of the Flood and Water Management Act 2010 in Wales, since 7th January 2019, MCC have taken on the role of the SuDS Approving Body (SAB) for its administrative area. The SAB is a service delivered by the LLFA to ensure that drainage proposals for all new over 100m² of construction area are fit for purpose, designed and built in accordance with the National Standards for Sustainable Drainage published by Welsh Ministers.

MCC as a Coastal Local Authority are also designated as a Coastal Erosion Risk Management Authority under the Coast Protection Act 1949, which gives powers to protect the land against erosion or encroachment by the sea. Under the Act, councils can do works to protect against coastal erosion and defend against sea flooding where they are best placed to do so and with approval from NRW.

Water and Sewerage Company

Dŵr Cymru Welsh Water (DCWW) are the water and sewerage company covering Monmouthshire and have the responsibility not only for providing water but also for managing foul sewers, surface water sewers, combined surface water and foul sewers, as well as sewage waste treatment. They have an obligation to address floods originating from water and sewerage systems, encompassing issues like sewer flooding, burst supply pipes, water mains, or floods resulting from system failures.

Operational arrangements for water and sewerage companies concerning flood risk remain unchanged. However, the Flood and Water Management Act 2010 imposes specific statutory duties on these companies, including aligning their actions with the National Strategy, considering the content of Local Flood Risk Management Strategies, and cooperating with other Risk Management Authorities, involving the sharing of data.

Water and sewerage companies possess valuable information crucial for understanding flood risks faced by communities in Wales. Additionally, they are required to contribute to the development of Local Flood Risk Management Strategies prepared by the Lead Local Flood Authorities (LLFAs).

All reservoir undertakers, including DCWW with reservoirs exceeding 10,000m³ must register their reservoirs with NRW, as they are subject to regulation. DCWW must also prepare reservoir flood plans and report all incidents at reservoirs. There are several DCWW owned reservoirs that pose a potential risk to areas of Monmouthshire. These reservoirs, which are located outside or partly within Monmouthshire are Talybont Reservoir (Powys), Llandegfedd Reservoir (Torfaen**/**Monmouthshire**)** and Wentwood Reservoir (Newport) and Grwyne Fawr (Powys).

Highway Authority – Local Roads

MCC serves as the Highways Authority for all adopted highways within the county, excluding trunk roads. As outlined in the FWMA 2010, Highways Authorities function as independent Risk Management Authorities, bearing the corresponding responsibilities.

Under the Highways Act 1980, the Highways Authority has a duty to maintain the highway. This includes ensuring highway drainage systems are clear and that blockages on the highway are cleared where reasonably practicable. As part of this duty roads are regularly inspected and maintained, including highway structures which are assessed as part of a cyclic inspection programme.

The management of highway drainage systems is set out in MCC's Highway Asset Management Strategy and Highway Management Plan.

While Highways Authorities have the authority to adopt drainage systems under Section 38 of the Highways Act, there is no mandatory requirement to do so. The Highways Authority can undertake necessary measures to safeguard the highway from flooding, whether on the highway itself or on land acquired for this purpose through highway land acquisition powers.

Additionally, Highways Authorities possess the discretion to redirect segments of watercourses or undertake other relevant works essential for highway construction, improvement, or alteration, as well as providing new access routes from a highway to premises.

Whilst highway drainage is in place to manage surface water falling within the highway boundary, these drainage systems are not designed to convey runoff from adjacent land such as agricultural and private urban runoff. Such additional flows, particularly in rural areas of Monmouthshire, often exceed the capacity of highway drainage systems and result in localised flooding.

Highway Authority – Trunk Roads

The South Wales Trunk Road Agent (SWTRA) is entrusted with the responsibility of overseeing, maintaining, and enhancing the strategic road network in South Wales, acting on behalf of the Welsh Government.

Within Monmouthshire SWTRA manage the M4, M48, A40, A449, A465 and A4042 trunk roads and are responsible for providing and managing highway drainage and roadside ditches under the Highways Act 1980. They have a duty to maintain the highway, which includes a duty to keep the highway clear of flooding, insofar as reasonably possible, and to ensure that road projects do not increase flood risk and that discharges from the highway do not cause pollution to the receiving water environment.

5.2 Other Responsible Partners

Risk Management Authorities are not the only parties responsible for managing flood risk. Other parties who have such responsibilities are outlined below.

Riparian Landowners

Landowners, householders or businesses whose property is adjacent to a watercourse, which include rivers, brooks, streams, ditches, etc. are typically riparian owners who under common law, are responsible for the maintenance of the land up to the centre of the watercourse. This responsibility includes ensuring the free flow of water within the channel and removing any blockages. This does not mean that the owner must remove all debris from the watercourse, but it does require the owner to maintain as far as it does not pose a risk or 'nuisance' to a neighbour.

The responsibility for maintaining roadside ditches under common law often rests with adjacent landowners, even if a ditch is on the road side of a hedgerow. This is commonly known as the 'Hedge and Ditch rule'. Riparian owners have rights and responsibilities relating to any watercourse that passes through or adjacent to the boundaries of their land, these are summarised below:

Responsibilities

- Maintain the bed and banks of the watercourse (including trees and shrubs growing on banks) and clear any debris, natural or otherwise.
- Accept the natural flow from upstream and pass on flow without obstruction, pollution or diversion affecting the rights of others.
- Accept natural flood flows through their land, even if caused by inadequate capacity downstream, as there is no common law duty to improve a watercourse.
- Maintain any approved structures such as flood defences, culverts, trash screen, weirs and mill gates.
- Not cause any obstruction to the free passage of fish.

Rights

- To receive the flow of water in its natural state, without undue interference in quantity or quality.
- To protect your property against flooding from the watercourse and to prevent erosion of the watercourse banks or any nearby structures.

Riparian owners also have a right to protect their property from flooding and erosion but in most cases will need to discuss the method of doing this with MCC or Natural Resources Wales. Many rivers and watercourses have environmental protection, and such works may require an ordinary watercourse consent or Flood Risk Activity Permit (if on a main river). There may also be protected

species present and restrictions on when any work can be carried out, requiring compliance with the Habitats Regulations. In making any arrangements to protect their own property, homeowners cannot divert flows or cause other properties to be flooded by their actions.

NRW's document '*A guide to the rights and responsibilities of riverside ownership in Wales'* provides further information.[8]

Residents, Property & Business Owners

It is the responsibility of residents, property owners and businesses to safeguard their properties from flooding. While residents have the right to protect their properties, it is essential that such efforts do not inadvertently elevate the risk of flooding for neighbouring properties.

It is important that property owners whose homes or businesses are at risk of flooding, take steps to ensure that their property is protected. Information and advice intended for owners of properties at risk of flooding is widely available, including the following sources:

- Monmouthshire County Council website: https://www.monmouthshire.gov.uk/flood-risk-management/
- Natural Resources Wales website: https://naturalresourceswales.gov.uk/flooding/?lang=en
- National Flood Forum Website: https://nationalfloodforum.org.uk/
- Blue pages (directory of flood resilience products) Blue Pages

Network Rail & Transport for Wales

Network Rail & Transport for Wales do not have an official legislative role, however they have an operational responsibility for flooding as a land and asset owner. Network Rail are named within the National Strategy as being part of the Coastal Groups. They are required to carry out regular maintenance of assets and drainage infrastructure which poses flood risk.

Additional Stakeholders

Examples of additional internal and external stakeholders who have responsibilities and interests in flood risk management within Monmouthshire are summarised in Table 12.

Table 12: Additional Stakeholders

Internal	External
Planning: Policy, Development Management & Enforcement	Emergency Services
Neighbourhood Services – Grounds	Utility Providers
Highway Operations, Asset Management, Development Control & Grounds	Bannau Brychieniog National Park Authority
Emergency Planning	Housing Associations

[8] A guide to your rights and responsibilities of riverside ownership in Wales

Building Control	House Builders Federation
Estates	CADW
Countryside & Green Infrastructure	Severn Estuary Coastal Group
Environmental Health	South East Wales Flood Risk Management Group
Communications	SuDS Working Group for Wales
	Local Partnerships, forums, and community groups
	Local Resilience Forum

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6 Strategic Objectives

6.1 National Strategy Objectives

Welsh Government published The National Strategy for Flood and Coastal Erosion Risk Management in Wales in October 2020. It sets out an overarching aim to reduce the risk to people and communities from flooding and coastal erosion and identifies 5 objectives for delivering this aim. These are summarised below.



MCC have developed strategic objectives which outline how local flood risk will be managed during the term of this Local Strategy. These local objectives align with the National Strategy objectives and reflect local context and priorities in Monmouthshire.

6.2 Monmouthshire's Strategic Objectives

Table 13 lists the Local Strategy objectives for Monmouthshire. The purpose of the table is to show the inter relationship between the National and Local objectives and the holistic approach taken between MCC and Welsh Government to address flooding in Wales. The objectives below are not listed in priority order.

Table 13: Local Strategy Objectives

Local Strategy Objectives	National Strategy Objectives				
	A	B	C	D	E
1. Reduce the risk and impact of flooding to people and property.	✓	✓	✓	✓	✓
2. Reduce disruption to critical infrastructure and essential services resulting from flooding.	✓	✓	✓	✓	✓
3. Ensure a risk based and sustainable approach to investment and delivery of flood risk management activities.	✓	✓	✓	✓	✓
4. Ensure flood resilience at environmentally significant and sensitive sites of national, regional and local importance is maintained and enhanced where possible.		✓		✓	
5. Support the Water Framework Directive by preventing deterioration of watercourses and improve water quality.*					
6. Continue to improve understanding of flood risk and the impact of climate change within Monmouthshire.	✓	✓	✓	✓	✓
7. Raise awareness of flood risk amongst individuals and communities and support them to prepare for, respond to and recover from flood events.	✓	✓	✓	✓	✓
8. Work collaboratively with other Risk Management Authorities and organisations to effectively manage flood risk.	✓	✓		✓	✓

* Although this local objective is not explicitly listed among the specific objectives in the National Strategy, it has been included in this Local Strategy because it aligns with broader local and national goals outlined in the National Strategy.

7 Flood Measures

7.1 Introduction to Flood Measures

A measure is defined as activity, which will be undertaken to manage risk and achieve the agreed objectives. In order to deliver the objectives outlined in Chapter 6.2 a wide range of measures are proposed.

These measures have been categorised under the six high level themes:

1. Development planning and adaptation (encompassing both new and adaptations to existing developments/landscapes)
2. Flood forecasting, warning and response
3. Land, cultural and environmental management
4. Asset management and maintenance
5. Studies assessments and plans
6. Monitoring (of the local flood risk issues)

The proposed measures have been grouped under the high-level themes as detailed in the following sections. Indicative timescales and costs for delivery of each measure have been provided. Delivery will be subject to available funding and resource. The indicative timescales and costs are shown below:

Timescales

Short Term	Planned to be delivered in the short term (years 1 – 3)
Medium Term	Planned to be delivered in the medium term (years 3 – 6)
Long Term	Planned to be delivered in the long term (years 6+)
Recurring/Ongoing	Continuing elements of work that will remain as ongoing activities throughout the lifetime of this Local Strategy

Costs

Existing Resources	No specific additional funding required, covered by existing budgets.
Low Cost	Additional cost of £1k- £20k
Medium Cost	Additional cost of £20k - £250k
High Cost	Additional cost of £250k - £1M
Very High Cost	Additional cost of £1M and above

Each measure has been categorised on the type of flood management approach using the following headings:

Prevention	Measures to encourage appropriate land use and development policy to manage risk.
Preparedness	Measures that enable communities to be better prepared for flood events in a way that mitigates flood risk.
Protection	Measures designed to mitigate the impact of floods.
Recovery and Review	Measures that support recovery after a flooding event and/or review possible improvements to mitigate future risks.

7.2 Summary of Flood Measures

Table 14: Summary of Flood Measures

Theme	Ref	Measure
Development planning and adaptation	1	Sustainable & Strategic Development Planning
	2	Strategic Flood Consequence Assessment (SFCA)
	3	SuDS Approving Body (SAB)
Flood forecasting, warning and response	4	Flood Awareness
	5	Flood Warning & Forecasting
	6	Emergency Response and Multi-Agency Plans
	7	Community Flood Plans
Land, cultural and environmental management	8	Natural Flood Management & Nature Based Solutions
	9	Environmental Enhancement & Habitat Creation
	10	Partnership Working
Asset management and maintenance	11	Flood and Drainage Asset Database
	12	Asset Management and Maintenance Plans
	13	Designation of Structures
Studies assessments and plans	14	Flood Investigations
	15	Flood Alleviation Schemes
	16	Strategic Flood Risk Area Management
	17	Flood Action Plan
Monitoring	18	Flood Monitoring

7.3 Our Flood Measures

7.3.1 Development, Planning and Adaptation

Key legislation and policies in Wales ensure flood risk is suitably considered for all new development.

Welsh Government's Planning Policy Wales and Technical Advice Note (TAN) 15 Development, flooding and coastal erosion, guide decision makers and direct new development away from those areas which are at high risk of flooding.

In addition, on 7th January 2019 Schedule 3 of the Flood and Water Management Act 2010 was enacted in Wales, requiring all construction work with drainage implications, of 100m² or more, to have Sustainable Drainage Systems (SuDS) to manage on-site surface water. These SuDS must be designed and constructed in accordance with Welsh Government Standards for Sustainable Drainage. Developers must obtain approval from MCC as the SuDS Approving Body prior to the commencement of any construction works.

The following measures will ensure this Local Strategy is compliant with the above policies and legislation to ensure new developments are appropriately located and designed to minimise flood risk.

Measure 1	**Sustainable & Strategic Development Planning**
Description	As Lead Local Flood Authority we will work with the Local Planning Authorities (LPA) (MCC and Bannau Brycheiniog) to develop suitable planning polices to ensure new developments take adequate account of flood risk from local sources. This initiative will facilitate compliance with Planning Policy Wales (PPW), Technical Advice Note 15 (TAN 15), MCC's Local Development Plan and Strategic Flood Consequences Assessment (SFCA). Additionally, this measure will enhance the LLFA's role as a consultant to the LPA on local flood risk in planning applications. Aligning our Local Strategy with planning policy is crucial in making informed decisions regarding development and infrastructure, avoiding placing individuals in high-risk areas, and preventing the accumulation of future challenges that could require costly solutions. This measure will provide clarity to future developers, the public and the LPA regarding permissible development in specific locations, establishing appropriate criteria for surface water flooding consequences and promoting consistency and transparency in development management throughout Monmouthshire.
Benefits incl. multiple/wider benefits	• Reduces inappropriate development in areas at flood risk by offering informed planning advice and guidance on local flood risk and consequences. • Supports the LPA to make clear decisions based upon the best available evidence. • Direct development away from high and medium flood risk areas. • Ensures new development does not increase local flood risk elsewhere. • Ensures development is appropriately flood resilient and resistant. • Identifies opportunities to reduce the causes and impacts of flooding.

Indicative timescale	Recurring/Ongoing
Indicative Cost	Existing Resources
Related Local Strategy Objectives	Objectives 1, 2, 4, 5, 6, and 8.
Link to National Strategy	Objectives B & D
Funding Option(s)	Revenue
Delivery partners	Local Planning Authorities (MCC and Bannau Brycheiniog)
Type(s) of flood management	Prevention, Protection, Preparedness.
Link to other MCC Plans	MCC's Local Development Plan MCC's Climate & Nature Emergency Strategy

Measure 2	**Strategic Flood Consequence Assessment (SFCA)**
Description	Development of an updated Strategic Flood Consequences Assessment (SFCA) to inform future Local Development Plans.
Benefits incl. multiple/wider benefits	The SFCA will assess the sources and consequences of flooding to inform the location of new development as proposed in the Replacement Local Development Plan is appropriate and in accordance with TAN 15 and other related policies.
Indicative timescale	Short Term
Indicative Cost	Existing Resources
Related Local Strategy Objectives	Objectives 1, 2, 4, 5, 6, and 8.
Link to National Strategy	Objectives B & D
Funding Option(s)	Revenue
Delivery partners	Local Planning Authorities (MCC and Bannau Brycheiniog)
Type(s) of flood management	Prevention
Link to other MCC Plans	MCC's Local Development Plan

Measure 3	**SuDS Approving Body (SAB)**
Description	Schedule 3 of the Flood and Water Management Act 2010 was enacted in Wales in 2019 and places statutory duties on MCC as the SuDS Approving Body (SAB). The SAB will ensure that drainage proposals for all new developments of over 100m² of construction area are designed and built in accordance with the statutory National Standards for Sustainable Drainage published by Welsh Ministers

	The SAB's primary roles include: • Technical review of drainage designs for all construction work which has drainage implications to ensure compliance with the National Standards. • Inspection of construction works to ensure compliance with approved plans. • Enforcement action against any non-compliant work. • Adoption, inspection and maintenance of SuDS schemes which serve two or more properties. The SAB also provides a discretionary pre-application and advice service which supports applicants, design consultants and developers, to ensure the requirements of the National Standards are fully understood and met, prior to a full application being submitted. The above functions and services provided by the SAB ensure construction work with drainage implications will adhere to the National Standards. This will support the reduction of surface water flood risk from new developments, promote the use of green infrastructure, improve water quality, and provide wider amenity and biodiversity benefits.
Benefits incl. multiple/wider benefits	• Reduced number of people at risk of flooding by ensuring SuDS on new developments mimic the natural drainage regime and manage surface water at source and at the surface and prevent natural runoff rates being exceeded. • Treat rainwater as a valuable natural resource and harvest that water for reuse where possible. • Improved water quality through the treatment of surface water and filtration of pollutants by green infrastructure. • Biodiversity and amenity benefits provided by greener infrastructure and SuDS features within open spaces and the urban environment. • Ensures SuDS are built in a safe and sustainable manner and that funding for maintenance is in place for the lifetime of the development.
Indicative timescale	Recurring/Ongoing
Indicative Cost	Existing Resources
Related Local Strategy Objectives	Objectives 1, 2, 3, 4, 5, and 8.
Link to National Strategy	Objectives B & D
Funding Option(s)	Revenue
Delivery partners	Local Planning Authorities (MCC and Bannau Brycheiniog)
Type(s) of flood management	Prevention
Link to other MCC Plans	MCC's Local Development Plan MCC's Climate & Nature Emergency Strategy

7.3.2 Flood Forecasting, Warning and Response

It is not always possible to prevent flooding, therefore it is essential that communities and individuals are aware of their current flood risk and potential future risk brought about by climate change.

Communities will be better informed and supported to improve their preparedness and make informed decisions when planning for flooding through the implementation of the following measures.

Measure 4	**Flood Awareness**
Description	Continue to raise awareness of flood risk with local communities and those most at risk to reduce and mitigate the consequences of flooding from all sources. This will include the sharing of information from Natural Resources Wales and Welsh Government, such as details about flood maps, the Flood Line service, flood alerts and warnings and the National Strategy. We will also continue to provide a wealth of useful and supportive information on the MCC website through dedicated pages relating to flood risk management and emergency planning. MCC's information leaflets for residents whose property is at risk of flooding and those who have been flooded, will continue to be reviewed and updated, as will our leaflet on waterside living and riparian ownership. These sources of information will continue to be available on MCC's website and in hard copy. This work will also involve continued collaboration with Natural Resources Wales and other Risk Management Authorities in raising awareness about flood risk. Promotion of community flood plans and individual flood plans will continue through community engagement events and meetings held with individual residents through our day to day role as Lead Local Flood Authority.
Benefits incl. multiple/wider benefits	Raised awareness of flood risk within local communities and those most at risk, to reduce and mitigate the consequences of flooding from all sources and its impact upon communities.
Indicative timescale	Recurring/Ongoing
Indicative Cost	Existing Resources
Related Local Strategy Objectives	Objectives 1, 2, 6, 7 and 8.
Link to National Strategy	Objectives A, B & E
Funding Option(s)	Revenue
Delivery partners	Other RMA's, MCC Emergency Planning
Type(s) of flood management	Prevention, Preparedness, Recovery & Review
Link to other MCC Plans	N/A

Measure 5	**Flood Forecasting & Warning**
Description	MCC is a Category 1 responder under the Civil Contingencies Act (2004) and has a duty to 'warn, inform and advise the public in the event of an emergency'. MCC will continue to make arrangements to receive and disseminate information across relevant service areas, the general public and elected members,

	information relating to severe weather forecasts and warnings from the Met Office, Flood Guidance Statements from the Flood Forecasting Centre and flood warnings from Natural Resources Wales. External communication of relative information will typically be provided through MCC's website and social media channels. We will also continue to forecast and cascade information relating to flooding from local sources when available and to provide details and timings of high tides at Tintern which may affect local infrastructure and properties.
Benefits incl. multiple/wider benefits	To give the Council and local communities as much warning of potential flooding as possible to allow the Council to prepare and residents to take appropriate action.
Indicative timescale	Recurring/Ongoing
Indicative Cost	Existing Resources
Related Local Strategy Objectives	Objectives 1, 2, 3, 4, 6, and 8.
Link to National Strategy	Objectives A, B & E
Funding Option(s)	Revenue
Delivery partners	NRW, Met Office
Type(s) of flood management	Protection, Preparedness
Link to other MCC Plans	MCC's Emergency Management Plan

Measure 6	**Emergency Response and Multi-Agency Plans**
Description	MCC supports the response planning structure as adopted by the Gwent Local Resilience Forum (Gwent LRF) and ensures roles and responsibilities as agreed in joint plans are reflected in local authority emergency plans. In relation to flooding incidents, the Gwent LRF maintains the following documents: • **Gwent Major Emergency Response Arrangements** – which outline how all agencies will respond to a major incident, regardless of the cause. • **Gwent LRF Flood Arrangements** – details the arrangements for responding to a Flood Incident in the Gwent LRF area. • **Gwent Recovery Plan** – sets out the approach to the management of the recovery phase following a major emergency. To meet its obligations MCC has established a series of response arrangements to deal with flooding issues and wider incident response and recovery, these are as follows: • **MCC Emergency Management Plan:** which is just one of a set of integrated plans used by the Council to ensure that staff, managers and

	officers from the Authority and other organisations meet their responsibilities within a co-ordinated overall response. This is the main response plan and is integrated with the following internal documents. • **Directorate Emergency Plans:** developed and maintained by individual directorates with the support of Emergency Planning staff. They contain activation and operational procedures to help staff meet the directorates' emergency responsibilities, as set out in the Emergency Management Plan and specific LRF plans. • **MCC Adverse Weather Arrangements:** highlights how the council will continue to provide priority services during periods of severe weather and, maintain a matrix of where flood warnings and severe weather warnings are distributed internally. • **Emergency Response Arrangements:** which cover out-of-hours procedures for Duty Officers and signpost to directorate and joint agency plans, covering Flood Warning Dissemination, Flood Incidents and specific arrangements for the evacuation of Riverside Park/Old Dixton Road Monmouth, Skenfrith and Forge Road, Monmouth. MCC will continue to review and update these documents and consider the need for any additional specific procedures.
Benefits incl. multiple/wider benefits	To manage the response of MCC and our multi-agency partners to various emergencies including flooding. To give support to the communities before, during and after flooding emergencies.
Indicative timescale	Recurring/Ongoing
Indicative Cost	Existing Resources
Related Local Strategy Objectives	Objectives 1, 2, 6, 7 and 8.
Link to National Strategy	Objectives A, B & E
Funding Option(s)	Revenue
Delivery partners	Category 1 & 2 Responders under the Civil Contingencies Act 2004
Type(s) of flood management	Preparedness, Recovery & Review
Link to other MCC Plans	MCC's Emergency Management Plan MCC's Corporate Flood Response Arrangements

Measure 7	**Community Flood Plans**
Description	Support local communities in the development and upkeep of community flood plans, including individual flood plans for properties most at risk. These plans are typically community led and require detailed information on flood risk and assets from MCC as Lead Local Flood Authority. We will continue to promote such plans to and offer support, guidance and information as required.

	We will also engage with other RMA's to seek further information and guidance if required.
Benefits incl. multiple/wider benefits	To improve awareness of flood risk and to empower communities and individuals to take ownership of their risk and enable them to take informed actions and decisions in a timely manner.
Indicative timescale	Recurring/Ongoing
Indicative Cost	Existing Resources
Related Local Strategy Objectives	Objectives 1, 6, 7 & 8
Link to National Strategy	Objectives A, B & E
Funding Option(s)	Revenue
Delivery partners	Other RMA's, MCC Emergency Planning
Type(s) of flood management	Preparedness, Recovery & Review
Link to other MCC Plans	Site specific Emergency Response Arrangements plans

7.3.3 Land, Cultural and Environmental Management

The effective management of our land and natural environment is essential to managing flood risk in a sustainable way. Through the following measures we will work with partners to ensure the environment is considered through all aspects of flood risk management, by developing a culture of holistic thinking to enhance biodiversity, ecosystems, water quality, amenities etc. whilst improving resilience within our communities.

Measure 8	**Natural Flood Management & Nature Based Solutions**
Description	Natural Flood Management is the process whereby natural processes and nature based solutions are utilised to reduce the risk of flooding. These processes protect, restore and mimic the natural drainage regime and are designed to store, slow and infiltrate water to reduce flood risk. Such measures also provide wider benefits such as improved water quality, amenity & biodiversity enhancements and carbon capture. NFM measures can include: • Soil & land management • River restoration • Wetland creation • Ponds & offline storage • Tree & hedgerow planting • Leaky barriers in channels • Field edge buffer strips • Peatland restoration

	The National Strategy encourages the take up of NFM in Wales and delivery has been supported through specific grant funding from Welsh Government for pilot studies and schemes. Through this funding, MCC has assessed NFM opportunities across the county and delivered a small number of schemes over recent years. We will continue to promote NFM as a tool to reduce flood risk and to consider such interventions at the appraisal stage of all flood alleviation schemes. Where appropriate, we will also continue to work with partners and landowners to identify and seek resources to deliver NFM and nature based solutions to reduce risk to our most vulnerable communities.
Benefits incl. multiple/wider benefits	The promotion and delivery of NFM and nature based solutions will support the goals of the Well Being of Future Generations (Wales) Act and the Environment Act as well as: - Reducing surface water runoff and peak flows - Improving water quality - Ecological enhancement and habitat creation - Improved and more sustainable land management
Indicative timescale	Recurring/Ongoing
Indicative Cost	Medium
Related Local Strategy Objectives	Objectives 1, 2, 3, 4, 5, 6, 7 and 8
Link to National Strategy	Objectives A, B C and D
Funding Option(s)	WG NFM Grant, Revenue
Delivery partners	Other RMAs, Landowners, MCC's Green Infrastructure team
Type(s) of flood management	Prevention, Protection, Preparedness
Link to other MCC Plans	MCC's Green Infrastructure Strategy

Measure 9	**Environmental Enhancement & Habitat Creation**
Description	Environmental enhancements schemes are typically linked to development sites or are publicly funded grants to improve existing, predominantly urban areas. MCC will promote improvements in surface water management in all publicly funded schemes to ensure surface water is effectively managed in accordance with relative legislation and best practice and ensure there is no increase in flood risk. Such measures will also promote environmental betterment through the enhancement of biodiversity and habitats, improving air and water quality and mitigating the impacts of climate change.
Benefits incl. multiple/wider benefits	To support Monmouthshire's Local Nature Recovery Action Plan and to ensure new developments and public realm/redevelopment schemes do not increase flood risk, through the use of sustainable drainage schemes (SuDS) and suitable environmental enhancements.

Indicative timescale	Recurring/Ongoing
Indicative Cost	Medium
Related Local Strategy Objectives	Objectives 1, 2 and 5.
Link to National Strategy	Objectives B, C & D
Funding Option(s)	Capital
Delivery partners	Other RMA's, MCC's Green Infrastructure team
Type(s) of flood management	Prevention, Protection.
Link to other MCC Plans	MCC's Green Infrastructure Strategy

Measure 10	**Partnership Working**
Description	MCC will continue to work collaboratively with partners and other RMA's with a shared goal of reducing flood risk to our communities. This work can cover flood investigations, scheme appraisals and development, community engagement, awareness raising and sharing of knowledge and best practice. As Lead Local Flood Authority, MCC are an active member of the South East Wales Flood Risk Management Group and Severn Estuary Coastal Group which are attended by other RMA's such as NRW and DCWW. We will also aim to work with other RMA's on catchment scale to ensure flood risk is considering holistically across the nine Strategic Flood Risk Areas set out in this strategy, including cross local authority border working where there are benefits in doing so.
Benefits incl. multiple/wider benefits	Improves understanding of flood risk across RMA responsibilities creating a wider network of skilled professionals with a shared goal. Shared expertise to improve efficiency and deliver innovative projects with multiple benefits. Supports communities to better understand roles and responsibilities associated with flood risk management.
Indicative timescale	Recurring/Ongoing
Indicative Cost	Existing Resources
Related Local Strategy Objectives	Objectives 1, 2, 3, 4, 5, 6, 7 and 8
Link to National Strategy	Objectives A, B, C, D & E
Funding Option(s)	Revenue

Delivery partners	Other RMA's
Type(s) of flood management	Prevention, Protection, Preparedness, Recovery & Review
Link to other MCC Plans	N/A

7.3.4 Asset Management and Maintenance

The effective management of drainage infrastructure and flood defences is instrumental to managing flood risk and ensuring safe and sustainable communities.

The following measures will review and develop existing asset management practices, records and inspection and maintenance programmes.

Measure 11	**Flood and Drainage Asset Database**
Description	In accordance with Section 21 of the FWMA 2010, MCC will continue to develop and maintain a register of structures or features, which in the opinion of the Authority, are likely to have a significant effect on flood risk in Monmouthshire. Information will be recorded about each of the structures and features including ownership and the state of repair. MCC will also collect data of its own and third party assets, including other RMA's critical assets that are related to drainage and flooding and which could relate to a flood risk in the future. Inspection and maintenance records for assets such as culverts, trash screens and gullies will also be kept. Asset information of SuDS assets adopted by the SAB will also be maintained within the database which will be used to effectively manage those systems. MCC will continue to identify and record on its database all formal and informal defences, structures, storage and retention facilities etc. over time.
Benefits incl. multiple/wider benefits	• Provide details of existing drainage assets which are likely to affect flood risk. • Give easy and efficient access to available information. • Determine ownership and maintenance responsibility. • Identify previously unrecorded assets. • Provide condition surveys and maintenance records for all appropriate drainage assets. • Maintain records of cleaning and inspection of grids, gullies and other assets where possible & practical.
Indicative timescale	Recurring/Ongoing
Indicative Cost	Existing Resources
Related Local Strategy Objectives	Objectives 1, 2, 3, 4, 6 & 7
Link to National Strategy	Objectives A, C, D & E
Funding Option(s)	Revenue
Delivery partners	N/A

Type(s) of flood management	Prevention, Preparedness, Recovery & Review
Link to other MCC Plans	N/A

Measure 12	**Asset Management and Maintenance Plans**
Description	MCC will use information recorded within its asset database to review its current asset management practices and develop robust management plans on a catchment scale. This will include scheduling cyclic inspection and maintenance programmes for significant assets that can affect flood risk, including: - Formal flood defence assets. - Highway surface water drainage systems. - Culverts owned by MCC and where riparian owner responsibilities apply. - Trash screens. - Watercourses owned by MCC and where riparian owner responsibilities apply. - SuDS adopted by the SAB. In addition, reactive inspection arrangements undertaken upon receipt of weather warnings will also be reviewed and enhanced where required.
Benefits incl. multiple/wider benefits	• Improved asset records and management practices. • Raised awareness of significant assets and critical infrastructure within Monmouthshire. • Greater opportunity to share information with internal departments, other RMA's and the general public. • Reduction in flood risk by ensuring assets are functioning correctly. • Improve preparedness and response to flood events. • Lifetime of flood assets extended through regular inspection and maintenance, potentially reducing long term costs.
Indicative timescale	Recurring/Ongoing
Indicative Cost	Existing Resources
Related Local Strategy Objectives	Objectives 1, 2, 3, 4, 5, 6, 7 & 8
Link to National Strategy	Objectives A, C, D & E
Funding Option(s)	Revenue
Delivery partners	N/A
Type(s) of flood management	Protection, Preparedness, Recovery & Review.
Link to other MCC Plans	MCC's Highway Asset Management Strategy, MCC's Highway Management Plan

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Measure 13	Designation of Structures
Description	As a Lead Local Flood Authority, under the FWMA 2010, MCC is a "designating authority" with permissive powers to designate a structure or natural or man-made feature of the environment, if its location or structure affects flood risk or a coastal erosion risk. Designation ensures a person may not alter, remove or replace the structure without the consent of MCC. If unconsented works are undertaken enforcement powers under the Act are available. MCC will review its approach to designating structures and identify any such features for further consideration. A risk-based approach will be considered with highest risk structures or features given priority for consideration for designation.
Benefits incl. multiple/wider benefits	• Identification of private structures which could affect flood risk. • Prevention of works or alterations to such structures or features which have potential to increase flood risk.
Indicative timescale	Recurring/Ongoing
Indicative Cost	Existing Resources
Related Local Strategy Objectives	Objectives 1, 2, 4 & 6
Link to National Strategy	Objectives A, C & D
Funding Option(s)	Revenue
Delivery partners	N/A
Type(s) of flood management	Protection
Link to other MCC Plans	N/A

7.3.5 Studies Assessment and Plans

Whilst flood risk is managed by existing defences and infrastructure in some communities in Monmouthshire, many remain without any form of mitigation to reduce that risk. Whist it is not always economically or physically viable to provide engineered solutions, through the following measures MCC will continue to assess the viability of potential new flood alleviation schemes in areas most at risk.

Measure 14	Flood Investigations
Description	Under the Section 19 of the Flood and Water Management Act 2010 Monmouthshire County Council (MCC) has a duty as Lead Local Flood Authority to investigate flooding within its area, insofar as it considers it necessary or appropriate. The results of the investigation must be published and will include which risk management authorities had relevant flood risk management functions and whether they have exercised those functions appropriately in response to the flood.

	MCC will investigate all reported flooding incidents affecting property and infrastructure and in accordance with Welsh Governments' National Strategy, will publish Section 19 reports where 20 or more homes in one area experience internal flooding.
Benefits incl. multiple/wider benefits	• Captures details of the mechanisms of flooding and impacts to allow RMA's to make informed decisions about potential interventions and investment. • Further knowledge and understanding of flood risk in Monmouthshire. • Hold RMA's to account to ensure the requirements of the National Strategy and statutory duties are being met.
Indicative timescale	Recurring/Ongoing
Indicative Cost	Existing Resources
Related Local Strategy Objectives	Objectives 1, 2, 3, 6, 7 & 8
Link to National Strategy	Objectives A, C & D
Funding Option(s)	Revenue
Delivery partners	Other RMA's
Type(s) of flood management	Recovery & Review
Link to other MCC Plans	N/A

Measure 15	**Flood Alleviation Schemes**
Description	In order to reduce the risk of flooding and enhance resilience within our communities, MCC will maintain and develop a prioritised long-term programme of capital flood alleviation schemes. These schemes can include investment for new defences, replacement/refurbishment of existing defences and structures, property flood resilience measures, natural flood management as well as a combination of these and other interventions. A formal ranking process with be developed to ensure investment is directed to areas most at risk and where economically viable schemes are achievable. Capital schemes will be developed in accordance with Welsh Government FCERM Business Case Guidance to demonstrate viability and support future grant applications.
Benefits incl. multiple/wider benefits	• Reduce flood risk and make communities more resilient. • A ranked long-term programme will help demonstrate investment is targeting those most at risk. • Improved financial planning. • The appraisal of flood schemes will consider wider wellbeing benefits including economic, social and environmental improvements.
Indicative timescale	Recurring/Ongoing

Indicative Cost	Low - High
Related Local Strategy Objectives	Objectives 1, 2, 3, 4, 5, 6, 7 & 8
Link to National Strategy	Objectives A, B, C & D
Funding Option(s)	Revenue (WG Funding), Capital (WG Funding), Third Party funding
Delivery partners	Other RMA's, NGO's, land & property owners
Type(s) of flood management	Protection, Preparedness, Recovery & Review
Link to other MCC Plans	N/A

Measure 16	**Strategic Flood Risk Area Management**
Description	Flood risk across Monmouthshire will be assessed on a catchment basis using identified Strategic Flood Risk Areas (SFRA). These SFRAs mirror the catchments of larger watercourses and breakdown the county into suitable areas whereby local flood risk can be considered in a holistic way along with all other sources of flooding. This approach also helps to highlight areas at greatest risk and their interconnected potential for mitigation on a catchment basis, whilst also maximising the potential for identifying flood risk management opportunities across a range of LLFA responsibilities and duties. This approach is in accordance with the National Strategy which promotes wider catchment approaches to managing risk, cross-border and multi-agency working. MCC will assess and manage flood risk on a catchment scale focusing on the nine SFRA's, further breaking these areas down to sub-catchment level to improve understanding of how water flows through the catchments, local sources of flood risk, key assets and critical infrastructure. In turn, this will allow for improved strategic planning, targeting of interventions, community engagement and cross-border/multiagency working.
Benefits incl. multiple/wider benefits	• Improved understanding of local flood risk and strategic planning • Ensures investment is targeted to areas most at risk • Encourages collaborative working • Promotes partnership working and recording of natural flood management on a catchment scale
Indicative timescale	Recurring/Ongoing
Indicative Cost	Existing Resources
Related Local Strategy Objectives	Objectives 1, 2, 3, 4, 5, 6, 7 & 8
Link to National Strategy	Objectives A, B, C, D & E
Funding Option(s)	Revenue

Delivery partners	Other RMA's, land owners
Type(s) of flood management	Prevention, Protection, Preparedness, Recovery & Review
Link to other MCC Plans	N/A

Measure 17	**Flood Action Plan**
Description	Under the Flood Risk Regulations 2009, LLFA's are responsible for producing Flood Risk Management Plans for flood risk areas identified in the Preliminary Flood Risk Assessment. First published in 2016, MCC has updated their Flood Risk Management Plan into a new Flood Action Plan which is appended to this Strategy. This combines the Strategy and Action Plan into a coherent document, which will improve the wider understanding of flood risk, roles and responsibility and intended actions. The Flood Action Plan sets out specific county wide actions and localised actions within each of the SFRA's. These Action Plans will be reviewed and updated every 2 years to reflect the LLFA's continued delivery against the Local Strategy's objectives and measures.
Benefits incl. multiple/wider benefits	• Clarity of flood risk management • Improved financial and resource management • Focussed Action Plan
Indicative timescale	Long Term
Indicative Cost	Existing Resources
Related Local Strategy Objectives	Objectives 1, 2, 3, 4, 5, 6, 7 & 8
Link to National Strategy	Objectives A, B, C, D & E
Funding Option(s)	Revenue
Delivery partners	Other RMA's
Type(s) of flood management	Prevention, Protection, Preparedness, Recovery & Review
Link to other MCC Plans	N/A

7.3.6 Monitoring

Monitoring local flooding issues, rainfall and water levels is a key component in furthering understanding of flood risk and identifying potential mitigation measures. Measures also include the monitoring of key environmental factors and delivery of wider benefits through flood risk management activities.

Measure 18	**Flood Monitoring**
Description	Monitoring of weather events and the resultant pluvial and fluvial impacts is critical to the preparation and response to flood events. It can also improve knowledge and awareness of the cause and impact of local flood risk issues. This work also involves the monitoring of tides and storm surge events, and the resultant impacts on MCC's coastline and estuaries such as at Tintern and Chepstow. Through the use of internal and external telemetry systems, flood events can be monitored in real time. MCC currently have 7 remote CCTV cameras and 1 river level telemetry system monitoring critical trash screens and culverts which are prone to blockage in high risk areas. Following advances in technology a review of the current monitoring stations will be undertaken and an assessment made to identify possible improvements and/or expansion of the network.
Benefits incl. multiple/wider benefits	• Greater ability to monitor and respond to flood events. • Improved understanding of how catchments respond to varying rainfall events. • Improved awareness of flood risk through sharing data. • Improved maintenance planning and better resource management.
Indicative timescale	Recurring/Ongoing
Indicative Cost	Medium
Related Local Strategy Objectives	Objectives 1, 2, 3, 6, 7 & 8
Link to National Strategy	Objectives A, B, C, D & E
Funding Option(s)	Revenue
Delivery partners	N/A
Type(s) of flood management	Prevention, Protection, Preparedness, Recovery & Review
Link to other MCC Plans	N/A

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8 Flood Actions

8.1 Introduction to Flood Actions

Under the Flood Risk Regulations 2009, Lead Local Authorities have a duty to produce a Flood Risk Management Plan for flood risk areas within their administrative boundary that have been identified in the Preliminary Flood Risk Assessment (PFRA). The Severn PFRA which was produced by Natural Resources Wales and the Environment Agency in 2018, identified a surface flood risk area in Monmouthshire, as defined by the CaRR community boundary of Abergavenny. The Flood Action Plan considers this flood risk area as part of the wider Usk SFRA Action Plan.

The new Local Strategy combines the Flood Action Plan and the Local Flood Risk Management Strategy into one document and will therefore supersede MCC's previous Flood Risk Management Plan published in 2016.

MCC's Objectives and Measures for managing local flood risk to our communities are detailed in Chapters 6 & 7 above. In order to deliver these, a range of actions have been developed as detailed in the Flood Action Plan. Actions have been identified on a countywide scale as well as for each of the nine SFRA's to ensure the local sources of flood risk at a community scale are considered. The proposed actions will be delivered over the short (1 - 3 years), medium (4 - 6 years) and long term (6+ years) and will have clearly defined measurable outcomes.

The Flood Action Plan will be regularly reviewed and updated every 3 years or as required. A more comprehensive review will be undertaken as part of future updates to this LFRMS, typically every 6 years.

8.2 MCC's Flood Action Plan

As stated in Chapter 3, MCC have adopted a catchment based approach to assessing flood risk. Nine Strategic Flood Risk Areas (SFRAs) have been identified which mirror the catchments of larger watercourses and breakdown the county into suitable areas whereby local flood risk can be considered in a holistic way along with all other sources of flooding. This approach also helps to highlight areas at greatest risk and their interconnected potential for mitigation on a catchment basis, whilst also maximising the potential for identifying flood risk management opportunities across a range of LLFA responsibilities and duties.

The first part of the Flood Action Plan has identified flood actions which are relevant to the whole of Monmouthshire. Flood Action Plans have then been produced for each of the 9 SFRA's, which include more detailed information of flood risk and actions specific to that area. Figure 4 shows the location of the SFRAs across Monmouthshire and the main settlements are also listed in Table 2.

MCC's Flood Action Plan can be found in Appendix A.

9 Funding and Prioritisation

9.1 Funding Options

Measures to manage local flood risk are funded from a range of sources as outlined in the following sections.

Welsh Government Funding

Welsh Ministers may provide revenue and capital grants in relation to FCERM activities. The Welsh Government has proposed to work with RMAs to develop a 5 to 10 year investment programme of future FCERM capital schemes, justified in accordance with the FCERM Business Case Guidance[9].

The Welsh Government prioritises FCERM schemes which primarily reduce risk to homes. Businesses and public buildings can also benefit from schemes, in particular those which reduce risk to a mix of development types such as homes and shops along a high street or local district centre. Schemes which only reduce risk to businesses remain eligible but should not be prioritised over schemes which reduce risk to homes. Funding is not available to enable new development. RMAs applying for funding are encouraged to identify wider benefits such as regeneration opportunities, improvements to habitats/biodiversity, mental health or recreational benefits. Early consideration of aligning multiple benefits to secure wider funding is encouraged. Where significant benefits are identified to third parties, it is expected RMAs will work both internally and externally (for example with infrastructure providers, utilities, industry and commerce) to identify and secure appropriate partnership funding contributions from those benefitting from a scheme.

Welsh Government Grant funding is typically split into bespoke grants as outlined below.

- **FCERM Capital Grant Funding**
  This supports development of flood schemes from the initial investigation work through to design and construction. Schemes must follow Welsh Government's FCERM Business Case through the development of a Strategic Outline Case (why a scheme is needed); Outline Business Case or Business Justification Case (consideration of various options and identification of an economically viable preferred option); and Full Business Case & Detailed Design (demonstrates deliverability, affordability, contract and procurement routes). Typically for these development phases of projects, Welsh Government provide 100% of the funding needed, with the grant rate for detailed design having been reduced to 85% from 1st April 2025. The construction stage of schemes is typically funded at a grant rate of 85% with the remaining match funding of 15% coming from Local Authority or other contributions.

- **Small Scale Works Grant**
  This supports Local Authorities to carry out smaller schemes where appropriate solutions have already been identified, negating the need for a more detailed business case. Such works can include property flood resilience measures, telemetry, asset improvement works, new infrastructure and natural flood management works that benefits properties. Grants are awarded on an annual basis for design works up to £50,000 and Construction works up to £300,000 (2025/26) at a rate of 100% for design and 85% for construction.

[9] The Welsh Government, June 2019, Flood and coastal erosion risk management (FCERM): business case guidance

- **Natural Flood Management (NFM) Grant**
  First introduced in 2020-2022 and subsequently supported by Welsh Government's NFM Accelerator grant in 2023-2025, this funding is available to RMAs to deliver NFM schemes that benefit people and properties. The funding is provided at a grant rate of 100% and can be used for the initial feasibility stage through to design and construction.

- **Coastal Funding**
  Funding for the delivery of coastal schemes through the Coastal Risk Management Programme (CRMP) is available to Local Authorities and Natural Resources Wales. Such schemes should be delivered in accordance with the policies set out in relevant Shoreline Management Plans.

- **Emergency Flood Recovery Grant Funding**
  Following significant storm events Welsh Government have made additional funding available to Local Authorities to support with the response to such events and the emergency works to make safe and repair flood related damages to key assets and infrastructure.

- **Alternative Welsh Government Grant Funding**
  Other funding streams from Welsh Government can be utilised to deliver works with flood risk management benefits. This can include the *Resilient Road Fund* to improve the resilience of the highway network to future events and climate change; and the *Shared Prosperity Fund* which is also available to private individuals and community groups where wider benefits serving local communities can be achieved.

MCC Capital Funding

The Highways capital budget is used to match fund Welsh Government grant funded flood alleviation schemes (typically 15%). A portion of the same capital budget is also set aside for the delivery of highway drainage schemes, where typically the need has been identified from flood and land drainage investigations.

MCC Revenue Funding

Previously a dedicated grant for Local Authorities for their Flood Risk Management work, this funding now is included within the wider Revenue Support Grant from Welsh Government. This covers the day to day FCERM work of Local Authorities including flood investigations and reporting, asset inspections, surveys and database management, asset management and maintenance, community engagement as well as other statutory duties under the FWMA.

Section 106 Funding Contributions

Local Authorities can potentially require developers to carry out works on sites, including flood alleviation works, under Section 106 of the Town and Country Planning Act 1990.

Community Infrastructure Levy (CIL)

Local Authorities can raise funds from developers through a Community Infrastructure Levy (CIL) to finance the strategic infrastructure necessary for the implementation of the Local Development Plan (LDP). In certain instances, the CIL may be utilised to fund flood mitigation initiatives; however, it is frequently allocated to enhance transportation networks, educational institutions, libraries, and recreational or community facilities.

Other Possible Sources of Funding

Additional sources of funding can come from the private sector, Dŵr Cymru Welsh Water, community groups, non-government organisations and individuals to name a few. Partnership working between RMA's can also be explored to deliver flood alleviation schemes with mutual benefits across administrative boundaries. This can be particularly important when looking to deliver benefits on a catchment scale approach, where intervention such as natural flood management in the upper catchment can have significant benefits on communities downstream.

9.2 How we Prioritise Flood Measures & Actions

To ensure investment is directed to areas where it is required most, Welsh Government have developed a scoring methodology for prioritisation of FCERM funding. This methodology takes account of the following key factors:

- **Communities at Risk Register (CaRR)**
  The CaRR divided Wales into communities separate to any democratic or hydrological boundary. Flood risk from all sources for each community is assessed and ranked, allowing those communities most at risk to be identified through a consistent methodology. The CaRR is one tool that can be used to prioritise investment to those communities at greatest risk and is used by MCC to justify investment within our grant applications to Welsh Government.

- **History of flooding**
  The actual number and frequency of flood events is used to further consider and justify investment in flood alleviation schemes. MCC have developed a detailed database of historic flood events and land drainage inspections which is used to support funding applications and to demonstrate the needs for investment.

- **Number of Properties Benefiting**
  Reducing flood risk to properties is one of the key objectives of the National Strategy for FCERM in Wales. Priority is given to residential properties at risk from internal flooding, however the risk to businesses and public buildings is also taken into consideration.

- **Benefit Cost Ratio**
  The benefits of the schemes in monetary terms compared to the cost of a scheme is a key consideration and schemes must demonstrate a positive benefit cost ratio to be considered for funding. There are a number of tools used to undertake economic assessments the *FCERM Manual for Economic Appraisals* and Welsh Government's *Rapid Assessment of Damages* tool.

- **Potential Opportunities for Wider Benefits**
  Potential for schemes to deliver wider benefits must be taken into account and can support funding applications. Opportunities such as biodiversity or amenity benefits can support the justification for funding.

- **Potential Opportunities for Partnership Funding**
  Additional sources of funding should be considered and sought where appropriate. This can be considered when schemes have potential to provide wider benefits to business, communities, environment or possibly facilitate sustainable development.

In order to ensure alignment with Welsh Government's National Strategy, in our role of Lead Local Flood Authority, MCC will continue to adopt this methodology to ensure funding for flood risk management and alleviation schemes is directed to our communities most at risk.

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10 Environmental Assessments

Environmental Assessments have been undertaken alongside the development of this Local Strategy to ensure the Objectives, Measures and Actions presented take into account the environment within Monmouthshire, including important designations. The environmental assessments consider and record how the Local Strategy contributes to the achievement of wider environmental objectives.

10.1 Strategic Environmental Assessment (SEA)

A Strategic Environmental Assessment (SEA) is a way of assessing and monitoring the likely effects (positive and negative) of plans, programmes and strategies on the environment. It applies at the level of the plan or strategy (i.e. Local Strategy) which sets the direction for future development projects.

An SEA is a legal requirement to accompany a Local Strategy. Such assessments help to enable informed and transparent decision-making for the benefit of plan makers and the wider community in Wales.

The SEA was developed alongside this Local Strategy and is contained within a separate report. Table 15 provides an overview of the key environmental issues identified during the SEA process and how these provide both opportunities for the Local Strategy to provide benefits, as well as environmental issues to be considered as the Local Strategy is developed and delivered.

Table 15: SEA Topics

SEA Topic	Considerations for the Local Strategy
Landscape and visual amenity Local flooding resulting from increased precipitation has the potential to affect local landscape characteristics in Monmouthshire. This includes impacts on existing character areas and on the Wye Valley National Landscape.	To maintain the landscape within the county, the Local Strategy should consider and take account of the key issues relating to the landscape of Monmouthshire.
Biodiversity, Flora and Fauna The key issues relating to ecological receptors in MCC are summarised below: • Sensitive designated sites for nature conservation, including priority habitats and species, which are at increased risk of flooding due to surface water flooding and groundwater flooding. • Alteration of existing nature conservation features and designations due to increased flooding.	The Local Strategy should consider and prioritise options which aid nature's recovery through the creation of new habitats through the implementation of nature-based solutions, natural flood management and green infrastructure. The measures outlined within the Local Strategy should also consider how to prevent the spread of Invasive non-native species, particularly those prevalent within the aquatic environment.
Water environment The key issue relating to the water environment within the study area is summarised below:	To maintain and improve flood management across the council area, the Local Strategy should consider the issues outlined relating to the water environment.

• Growth of new developments putting pressure on water resources. • Water efficiency targets will not be met without government support and demand reductions. • Most waterbodies within the MCC catchments are failing to meet WFD targets for both chemical and ecological status.	
Geology and soils The key issues identified that relate to geology and soils are summarised below: • Flood risk may result in contaminants leaching into surface water, increasing levels of pollution, and threatening human health and the environment. • Risk of damage or disturbance to geologically designated SSSIs and Regionally Important Geological Sites (RIGS).	The Local Strategy must consider the issues outlined relating to geology and soils, which include the prevention of erosion of landfill waste into watercourses, which would threaten human health and the environment.
Historic environment There are a variety of heritage assets present within the study area. The key issues are summarised below: • Potential flood-related damage to many historical assets including their setting, cultural, and archaeological sensitive areas within the study area due to changed water levels or through the force and inundation of flood waters. • Watercourses and their surrounding fluvial landscapes can be an important component of the historic environment, containing a wider range of heritage assets.	The provision of flood alleviation provided by measures contained within the Local Strategy must consider the potential consequences for the historic environment. Where required, early consultation with the Heneb will help identify the presence of any unknown undesignated archaeological assets and any mitigation to be factored in.
Population and human health The key issues relating to the population and health of the study area are outlined above and summarised below: • Predicted increase in proportion of older adults within the population, resulting in a relatively small working age population supporting a larger dependent population. • Increase in level of phosphates in rivers leading to blocks on new developments.	The measures contained within the Local Strategy should consider the potential consequences for the local population, including impacts on those in society who may be more vulnerable to the impacts of flooding. The impact on water quality from new developments should also be taken into consideration.
Material assets Key issues are summarised below: • Critical infrastructure including energy infrastructure, industrial areas, public amenity, and transport routes may be vulnerable to flood risk.	The provision of flood alleviation provided by measures contained within the Local Strategy must consider the potential consequences for established and future material assets.

• Sensitivity of infrastructure to damage/disturbance from flooding and associated socio-economic costs.	
Climate change The key issue relating to climate change is a projected increased frequency and intensity of precipitation events. Increased precipitation intensity from depression and thunderstorms will likely result in the overwhelming of drains and sewers due to increased surface run-off. In turn, this could result in localised flood events, which will have implications for human health, infrastructure, and designated sites.	To ensure Monmouthshire is resilient to climate change, the Local Strategy must consider how to implement measures aimed at coping with impacts climate change can bring.

The result of the assessment concluded that the Local Strategy will likely have direct positive effects on all of the SEA objectives, particularly through the promotion of Sustainable Drainage Systems (SuDS) and natural flood management schemes, as well as embedding community engagement and resilience in future flood risk management schemes.

From the assessment, no potential negative effects on any of the SEA objectives were identified from any of the LFRMS objectives, measures, or actions at this stage.

10.2 Habitats Regulations Assessment (HRA)

A Habitats Regulations Assessment (HRA) considers the possible harm a project or plan could cause to certain specially protected sites, with the aim of ensuring damage to these sites is avoided.

Due to the potential of this Local Strategy to impact the Natura 2000 network of protected sites, namely Special Areas of Conservation (SAC), Special Protection Areas (SPA) and Ramsar sites, a HRA needs to be undertaken in parallel with the SEA as soon as possible in the process.

The full HRA is contained within a separate report.

10.3 Water Framework Directive (WFD) Assessment

The Water Framework Directive (WFD) imposes legal requirements to protect and improve the water environment (including our rivers, coasts, estuaries, lakes, ground waters and canals). The key objective of the WFD is to reach 'good' status for water bodies for both chemical and ecological status.

In keeping with the requirements of the WFD and the National Strategy, considering sustainable development and working with natural processes to provide solutions to flood risks, will help to mitigate the effects on biodiversity and help improve water quality. Risk management measures can significantly benefit biodiversity in protecting designated sites and contribute to improving and maintaining these in a favourable condition, as well as maintaining and improving water quality. The National Strategy encourages the provision of biodiversity enhancements and minimising any adverse effects, this must also be considered within Local Strategies. This Local Strategy has identified it will seek to pursue an ecosystems approach in working with others as part of its approach to meet WFD requirements.

Under the WFD, River Basin Management Plans (RBMPs) must be developed for each river basin district and be reviewed and updated every 6 years. RBMPs describe the challenges that threaten

the water environment and how these challenges can be managed and funded. Monmouthshire falls within the Severn RBMP.

Table 16 summarises how this Local Strategy has considered the environmental objectives within the Severn RBMP and the WFD.

Table 16: Local Strategy Objectives that consider the Severn RBMP and WFD Objectives

LFRMS Objective	How the Local Objective considers the Severn RBMP and the WFD
1. Reduce the risk and impact of flooding to people and property.	Flood risk management schemes will consider the environment and mitigate potential impacts, whilst identifying potential enhancements where appropriate. Schemes will consider the use of green infrastructure and nature based solutions which have potential to provide wider environmental benefits and improve water quality.
2. Reduce disruption to critical infrastructure and essential services resulting from flooding.	Measure and actions to deliver this objective will provide greater environmental resilience through the reduction of uncontrolled surface water runoff and pollution entering watercourses.
3. Ensure a risk based and sustainable approach to investment and delivery of flood risk management activities.	The protection and enhancement of the environment and water quality will be considered through all stages of the decision making process associated with flood risk management activities.
4. Ensure flood resilience at environmentally significant and sensitive sites of national, regional and local importance is maintained and enhanced where possible.	This will ensure a sustainable approach to the management of such sites. Appropriate decision making driven by robust planning policy, and the implementation of suitable SuDS and nature based solutions will ensure new developments, as well as flood risk management schemes, consider environmental enhancement and resilience.
5. Support the Water Framework Directive by preventing deterioration of watercourses and improve water quality.	The requirements of the WFD and RBMP will be met in the delivery of all flood risk management activities to ensure water quality and flood risk are considered holistically.
6. Continue to improve understanding of flood risk and the impact of climate change within Monmouthshire.	This will enable greater consideration to be given to the health of our environment and watercourses now and in the future.
7. Raise awareness of flood risk amongst individuals and communities and support them to prepare for, respond to and recover from flood events.	Improved communication and community engagement provides opportunity to raise awareness about the health of our environment and watercourses and promote improved land

	management practices and nature based solutions amongst landowners.
8. Work collaboratively with other Risk Management Authorities and organisations to effectively manage flood risk.	Effective collaboration with other RMAs. Catchment partnerships and environmental groups will help to ensure best practice is adopted in all flood risk management activities.

11 Monitoring Progress

11.1 How we Measure Progress

As Lead Local Flood Authority, MCC is responsible for monitoring the implementation of this Local Strategy. Measuring progress will focus upon the delivery of the Actions set out in the Flood Action Plan in Appendix A. Actions have been derived from the overarching Objectives and Measures, therefore their delivery will provide a means of measuring progress across the Strategy.

11.2 How Regularly we Monitor Progress

The Monmouthshire Flood Action Plan and Action Plans for each of the nine SFRAs will be reviewed regularly and updated every 3 years to reflect the LLFA's continued delivery against the Local Strategy's Objectives and Measures.

The Local Flood Risk Management Strategy as a whole will be reviewed and updated in line with the National Strategy and regulatory requirements, typically every six years.

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Appendices

Appendix A - Flood Action Plan

See separate document titled:

"Local Flood Risk Management Strategy 2025 - Flood Action Plan"

Appendix B - Legislative Context

The Pitt Review 2007

Sir Michael Pitt carried out an independent review of national flood risk management practices after the widespread and catastrophic floods during the summer of 2007, in which over 50,000 households were affected and damages exceeded £4billion. The Pitt Review was published in June 2008 and called for urgent and fundamental changes to the way flood risk was being managed. The report contained 92 recommendations for the Government, local authorities, Local Resilience Forums and other stakeholders which were based around the concept of local authorities playing a major role in the management of local flood risk, through coordinating with all relevant authorities.

The Flood and Water Management Act 2010

The Flood & Water Management Act (FWMA) gained royal assent on the 8th April 2010 and provides legislation for the management of risks associated with flooding and coastal erosion. Many of the recommendations contained in the Pitt Review have been enacted through the Act. The Act reinforces the need to manage flooding holistically and in a sustainable manner and places a number of roles and responsibilities on councils. The preparation of this Local Flood Risk Management Strategy is just one of the duties placed upon Monmouthshire County Council as a Lead Local Flood Authority under this legislation.

The key duties and powers for LLFA's under this Act are summarised below.

Duty / Activity	Description	FWMA Ref.
Local Flood Risk Management Strategy	A Lead Local Flood Authority for an area in Wales must develop, maintain, apply and monitor a strategy for local flood risk management in its area. Local flood means risk from, surface runoff, ground water and ordinary watercourse.	Section 10
Co-operation with others	A relevant authority must co-operate with other relevant authorities in the exercise of their flood and coastal erosion risk management functions.	Section 13
Power to request information from others	LLFA's may request a person to provide information in connection with the authority's flood and coastal erosion risk management functions.	Section 14
Flood Investigations and reporting	On becoming aware of a flood in its area, a lead local flood authority must, to the extent that it considers it necessary or appropriate, investigate: (a) which risk management authorities have relevant flood risk management functions, and (b) whether each of those risk management authorities has exercised, or is proposing to exercise, those functions in response to the flood. As LLFA, MCC will investigate all reports of flooding and in line with the National Flood Strategy, will publish a Section 19 Flood Report where 20 or more properties have been affected.	Section 19
Duty to maintain an asset register	A lead local flood authority must establish and maintain:	Section 21

	(a) a register of structures or features which, in the opinion of the authority, are likely to have a significant effect on a flood risk in its area, and (b) a record of information about each of those structures or features, including information about ownership and state of repair.	
Sustainable Development	In exercising a flood or coastal erosion risk management function, an authority must aim to make a contribution towards the achievement of sustainable development.	Section 27
SuDS Approval Body (SAB)	As of 7th January 2019, all construction work in Wales with drainage implications, of 100m² or more, is required to have Sustainable Drainage Systems (SuDS) to manage on-site surface water. These SuDS must be designed and constructed in accordance with the Welsh Government Standards for Sustainable Drainage. Schedule 3 establishes Monmouthshire County Council as a SuDS Approval Body (SAB), having statutory responsibility for approving, and in some cases adopting and maintaining the approved drainage systems. Enforcement powers are also available to the SAB to ensure construction works are compliant with Welsh Government's Standards.	Schedule 3

Planning Policy Wales 2024

Planning Policy Wales (PPW) sets out the land use planning policies of the Welsh Government. The primary objective of PPW is to ensure that the planning system contributes towards the delivery of sustainable development and improves the social, economic, environmental and cultural well-being of Wales. It is supplemented by a series of Technical Advice Notes (TANs), with TAN 15 Development, flooding and coastal erosion, being the key document relating to development and flood risk.

TAN15 provides technical guidance which supplements the policies set out in Planning Policy Wales and Future Wales in relation to flooding and coastal erosion. The TAN helps local planning authorities manage flood risk and prevent development in high-risk areas. Welsh Government released a new version of TAN 15 which came into effect on 1st April 2025.

Flood Risk Regulation 2009 (revoked as part of the Retained EU Legislation Action on 31st December 2023).

The Flood Risk Regulations came into force in December 2009 and transpose the EU Floods Directive into law for England and Wales. This provides a consistent approach to managing flood risk across Europe, through a six year planning cycle based on a four stage process of: undertaking a Preliminary Flood Risk Assessment (PFRA), identifying Flood Risk Areas, preparing flood hazard and risk maps and preparing flood risk management plans.

Under the Regulations, and in line with responsibilities under the Flood and Water Management Act (the Act), LLFAs are responsible for undertaking a PFRA for local sources of flood risk, primarily from surface runoff, groundwater and ordinary watercourses. The PFRA is a high level screening exercise which involves collecting information on past (historic) and

future (potential) floods, assembling it into a preliminary assessment report, and using it to identify Flood Risk Areas which are areas where the risk of flooding is significant.

Water Environment Regulations 2017

The Water Environment (Water Framework Directive) (England & Wales) Regulations 2017 (referred to as the WFD Regulations) provide a framework for managing the water environment in England and Wales. The Directive aims for "good status" of all ground and surface water (rivers, lakes, transitional water, and coastal waters).

Under the WFD Regulations, a River Basin Management Plan must be prepared for each river basin district. The plan includes environmental objectives and a summary of the programmes of measures required to achieve those objectives. Monmouthshire is covered by the Severn River Basin Management Plan 2021-2027.

Environment (Wales) Act 2016

The Environment Wales Act sets out the requirement for the sustainable management of natural resources, to provide for targets for reducing emissions of greenhouse gases, to reform the law on charges for carrier bags, to provide for the separate collection of waste, prohibit disposal of food waste to sewers and provide for prohibiting or regulating disposal of waste by incineration, to make provision about several and regulated fisheries for shellfish, to make provision about fees for marine licences, to establish the Flood and Coastal Erosion Committee, and to make minor changes to the law about land drainage and byelaws made by the Natural Resources Body for Wales.

Wellbeing of Future Generations (Wales) Act 2015

The Wellbeing of Future Generations (Wales) Act 2015 is a law in Wales that helps us all work together to improve our environment, our economy, our society and our culture. Its aim is to ensure that future generations have at least the same quality of life as we do now. The act provides for better decision-making by ensuring that public bodies:

- take account of the long term
- help to prevent problems occurring or getting worse
- take an integrated approach
- take a collaborative approach, and
- consider and involve people of all ages and diversity.

There are 7 connected well-being goals for Wales. They are:

- A prosperous Wales
- A resilient Wales
- A healthier Wales
- A more equal Wales
- A Wales of more cohesive communities
- A Wales of vibrant culture and thriving Welsh language
- A globally responsible Wales.

Other Relevant Legislation

Flood risk management is affected by a range of other legislation and guidance, including:

- Land Drainage Act 1991
- Civil Contingencies Act 2024

- Highways Act 1980
- Reservoirs Act 1975
- Climate Change Act 2008

Appendix C - Public Consultation Outcomes

Table with dates of consultation events and key outcomes to be completed following public consultation and prior to publication of final document.

Appendix D - Glossary of Terms used within this Local Strategy

- **Act:** a Bill approved by both the House of Commons and the House of Lords and formally agreed to by the reigning monarch (known as Royal Assent).

- **AEP:** Annual Exceedance Probability. An AEP is the probability of a certain size flood occurring in a single year.

- **Business Case:** A project management document that provides justification for undertaking a scheme that may include financial and nonfinancial benefits, and explains how the benefits outweigh the costs and why it should be delivered.

- **Business Justification Case (BJC):** A 'lighter', single-stage, Business Case that is intended to be used for the appraisal of smaller, simpler and less contentious FCERM projects.

- **Catchment:** An area that serves a river with rainwater that is every part of land where the rainfall drains to a single watercourse is in the same catchment.

- **Climate Change:** The change in average conditions of the atmosphere near the Earth's surface over a long period of time.

- **Coastal Flooding:** Occurs when coastal defences are unable to contain the normal predicted high tides that can cause flooding, possible when a high tide combines with a storm surge (created by high winds or very low atmospheric pressure).

- **Culvert**: A covered structure under road, embankment, etc, to direct the flow of water.

- **Dŵr Cymru Welsh Water (DCWW):** A not-for-profit company which supplies drinking water and wastewater services to most of Wales and parts of western England that border Wales.

- **Defences:** A structure that is used to reduce the probability of floodwater or coastal erosion affecting a particular area.

- **Flood and Coastal Erosion Committee (FCEC):** An independent advisory body to the Welsh Ministers and Welsh Risk Management Authorities on matters relating to flood and coastal erosion risk management.

- **Flood and Coastal Erosion Risk Management (FCERM):** The activity of understanding the probability and consequences of flooding and seeking to modify these factors to reduce flood risk to people, property and the environment. This should take account of other water level management and environmental requirements and opportunities and constraints

- **Flood and Water Management Act 2010:** An Act of Parliament updating and amending legislation to address the threat of flooding and water scarcity, both of which are predicted to increase with climate change.

- **Flood Hazard:** The product of the depth and velocity of floodwaters.

- **Flood Risk**: The product of the probability of flooding occurring and the consequences when flooding happens.

- **Flood Risk Assessment Wales (FRAW):** A national assessment of risk from all sources of flooding for public and professionals.

- **Flood Risk Regulations 2009:** Regulations which transpose the EC Floods Directive (Directive 2007/60/EC on the assessment and management of flood risks) into domestic law and to implement its provisions. These Regulations were revoked as part of the Retained EU Legislation Act on 31st December 2023.

- **Full Business Case:** The completed business case and third stage in the development of a business case for a significant project, which identifies the most economically advantageous option following procurement, confirms affordability and puts in place the detailed arrangements for successful delivery.

- **Green Infrastructure:** Provides flood risk management solutions, traditionally done with hard engineering, by utilising the natural properties of native vegetation. Green measures involve exclusive use of natural materials to manage risk.

- **Groundwater:** Water held underground in the soil or in pores and crevices in rock.

- **Groundwater Flooding**: Occurs when water levels in the ground rise above the natural surface. Low lying areas underlain by permeable strata are particularly susceptible.

- **Habitats Regulations Assessment (HRA):** HRA aims to avoid any new “plan” or “project” proposal having a significant effect on certain protected sites.

- **Internal Drainage District (IDD):** Drainage districts are typically found in low-lying land where boundaries are determined by physical, not, political attributes. Drainage districts are at risk from various sources of flooding. Without flood risk and water level management, drainage districts would be unsuitable to live in and would not protect and provide for the variety of agricultural land, utilities and transport networks that have developed within their boundaries.

- **Land Drainage Act (1991):** An Act to consolidate the enactments relating to internal drainage boards, and to the functions of such boards and of local authorities in relation to land drainage.

- **Local Development Plan (LDP):** Sets an overarching land-use and development strategy, along with a policy framework and site-specific allocation for a range of development types.

- **Lead Local Flood Authority (LLFA):** Local Authority (the County Council or County Borough Council) for the area as defined in the Flood and Water Management Act.

- **Likelihood:** A term describing the chance of something happening, normally in terms of very low, low, medium or high likelihood, and with the everyday phrases 'possible but not expected', 'possible', 'probable' and 'expected'. Can also be expressed as a percentage, e.g. 1% chance of flooding each year.

- **Local Flood Risk:** Defined within the Flood and Water Management Act 2010 as flood risk from surface runoff, groundwater and ordinary watercourses.

- **Local Flood Risk Management Strategy (LFRMS):** Section 10 of the Flood and Water Management Act 2010 requires Local Flood Risk Management Strategies to be prepared by Lead Local Flood Authorities setting out how they will manage local flood risks within their areas.

- **Local Resilience Forum:** A group required under the Civil Contingencies Act, 2004, who are responsible for the coordination of emergency planning in local areas.

- **Main River:** A watercourse shown as such on the Main River Map, and for which Natural Resources Wales has responsibilities and powers to mitigate flood risk.

- **National Strategy for Flood and Coastal Erosion Risk Management:** A requirement of Section 8 of the Flood and Water Management Act 2010 for the Welsh Government to produce, which sets the direction and objectives for managing flood and coastal erosion risks in Wales.

- **Natural Flood Management:** Natural flood management (NFM) involves working with nature to reduce the risk of flooding for communities through restoring or mimicking the natural functions of rivers, floodplains and the wider catchment. It aims to store water in the catchment and slow the rate at which water runs into rivers, to help reduce flooding downstream. NFM is also often referred to as 'working with natural processes' or 'nature-based solutions'.

- **Natural Resources Wales:** A Welsh Government sponsored body formed in April 2013, largely taking over the functions of the Countryside Council for Wales, Forestry Commission Wales and the Environment Agency (Wales).

- **Ordinary Watercourse:** All watercourses that are not designated as Main River.

- **Outline Business Case (OBC):** The 'intermediate' business case and second stage in the development of a business case for a significant project, which identifies the

option offering best public value for spend and puts in place the arrangements for successful delivery.

- **Planning Policy Wales (PPW):** Sets out the Welsh Government's land use planning policies and is supplemented by a series of Technical Advice Notes (TANs).

- **Pre-feasibility Studies**: Used to assess the viability of a range of project options and ensure that future investment decisions are made on a consistent, prioritised basis.

- **Preliminary Flood Risk Assessment (PFRA):** As required by the Flood Risk Regulations 2009 a preliminary flood risk assessment is a high-level assessment of local flood risk and historic and potential floods to help identify where future floods may cause a risk.

- **Property Flood Resilience (PFR):** A way of managing flooding which work alongside traditional engineered defences and natural flood management. PFR measures can help to prevent flood water ingress into a building or aid rapid recovery following a flood event. Can include measures such as flood doors, demountable barriers, sealed air bricks, non-return valves etc.

- **Risk Management Authority (RMA):** A Welsh Risk Management Authority is defined in Section 6 of the Flood and Water Management Act 2010 as NRW; a Lead Local Flood Authority; a district council for an area where there is no unitary authority, or a highway authority wholly in Wales; an internal drainage board for an internal drainage district that is wholly or mainly in Wales; a water company that exercises functions in relation to an area in Wales.

- **River Basin Management Plan (RBMP):** Under the Water Framework Directive, a management plan is required for each River Basin District. The RBMP describes the challenges that threaten the water environment and how these challenges can be managed and funded.

- **Risk:** Measures the significance of a potential event in terms of likelihood and impact. In the context of the Civil Contingencies Act 2004, the events in question are emergencies.

- **Risk Assessment:** A structured and auditable process of identifying potential significant events, assessing their likelihood and impacts and then combining these to provide an overall assessment of risk to inform further decisions and actions.

- **South East Wales Flood Risk Management Group (SEWFRMG):** Regional working group established across South East Wales Local Authorities to facilitate best practice, consistency in interpretation and collaborative working.

- **Strategic Environmental Assessment (SEA):** A legal requirement in the UK for certain plans and programmes stipulated by the SEA Directive (2001/42/EC), to undergo Strategic Environmental Assessment (SEA). The SEA Directive is

implemented in Wales by the Environmental Assessment of Plans and Programmes (Wales) Regulations 2004 (SI 2004No. 1656, W170). The purpose of SEA is to provide for a high level of protection of the environment, to ensure the integration of environmental considerations into the preparation and adoption of plans and programmes, and to contribute to the promotion of sustainable development and environmental protection.

- **Sewer:** An artificial conduit, usually underground, for conveying sewage (a foul sewer) or rainwater (a storm sewer) or both (a combined sewer).

- **Shoreline Management Plans (SMPs):** A large-scale assessment of the risks associated with coastal processes and helps reduce these risks to people and the developed, historic, and natural environments.

- **Strategic Flood Consequences Assessment (SFCA):** Provides the evidence to inform policies and site selection processes for all strategic and local development plans.

- **Strategic Outline Business Case (SOC):** The first stage in the development of a business case for a significant project, which makes the strategic case for change and appraises the available options.

- **Sustainable Drainage Systems (SuDS):** Surface water management features which helps to deal with excesses of water by mimicking natural drainage processes.

- **Sustainable Drainage System Approval Body (SAB):** A statutory function under the Flood and Water Management Act 2010 for the Local Authority to ensure that drainage proposals for all new development of more than a single dwelling or over 100m² of construction area is fit for purpose, designed and built in accordance with the National Standards for Sustainable Drainage published by Welsh Ministers.

- **Surface Water Flooding:** In the urban context, usually means that surface water runoff rates exceed the capacity of drainage systems to remove it. In the rural context, it is where surface water runoff floods something or someone.

- **Surface Water Runoff:** This occurs when the rate of rainfall exceeds the rate that water can infiltrate the ground or soil.

- **Technical Advice Note 15 Development, flooding and coastal erosion:** Supports Planning Policy Wales and makes it clear how local authorities should make decisions about different types of development on flood plains, providing clear tests for justification and acceptability of flooding consequences, and enabling the consideration of risks over the lifetime of the new development.

- **Water Framework Directive (WFD) 2000:** An important piece of environmental legislation which aims to improve water quality. It applies to rivers, lakes, groundwater, estuaries and coastal waters.

- **Water Resources Act 1991:** An Act of Parliament that regulates water resources, water quality and pollution, and flood defence.

- **Water Resource Management Plan**: A statutory requirement under the Water Industry Act 1991 for water companies to produce once every 5 years, and which plays a crucial role in securing the public water supply for the region.

- **Welsh Local Government Association (WLGA):** Represents the interests of Local Authorities in Wales. The three fire and rescue authorities, four police authorities and three national park authorities are associate members.

- **Wider benefits:** Wider benefits help to deliver the Wellbeing of Future Generations objectives providing additional gain. In the context of this Strategy, those gains or benefits would be through the delivery of flood and coastal erosion risk management. This means that aside from reducing the flood or coastal erosion risk to a community, a scheme may deliver other benefits such as recreation, tourism and/or biodiversity.

Monmouthshire County Council

Flood and Water Management Act 2010

Local Flood Risk Management Strategy 2025

Flood Action Plan

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1. Introduction

This Flood Action Plan sets out the local flood risk management actions required to meet the objectives and measures identified in MCC's Local Flood Risk Management Strategy. These actions include those that have already commenced, as well as new and future actions identified to help manage the risk of flooding from local sources.

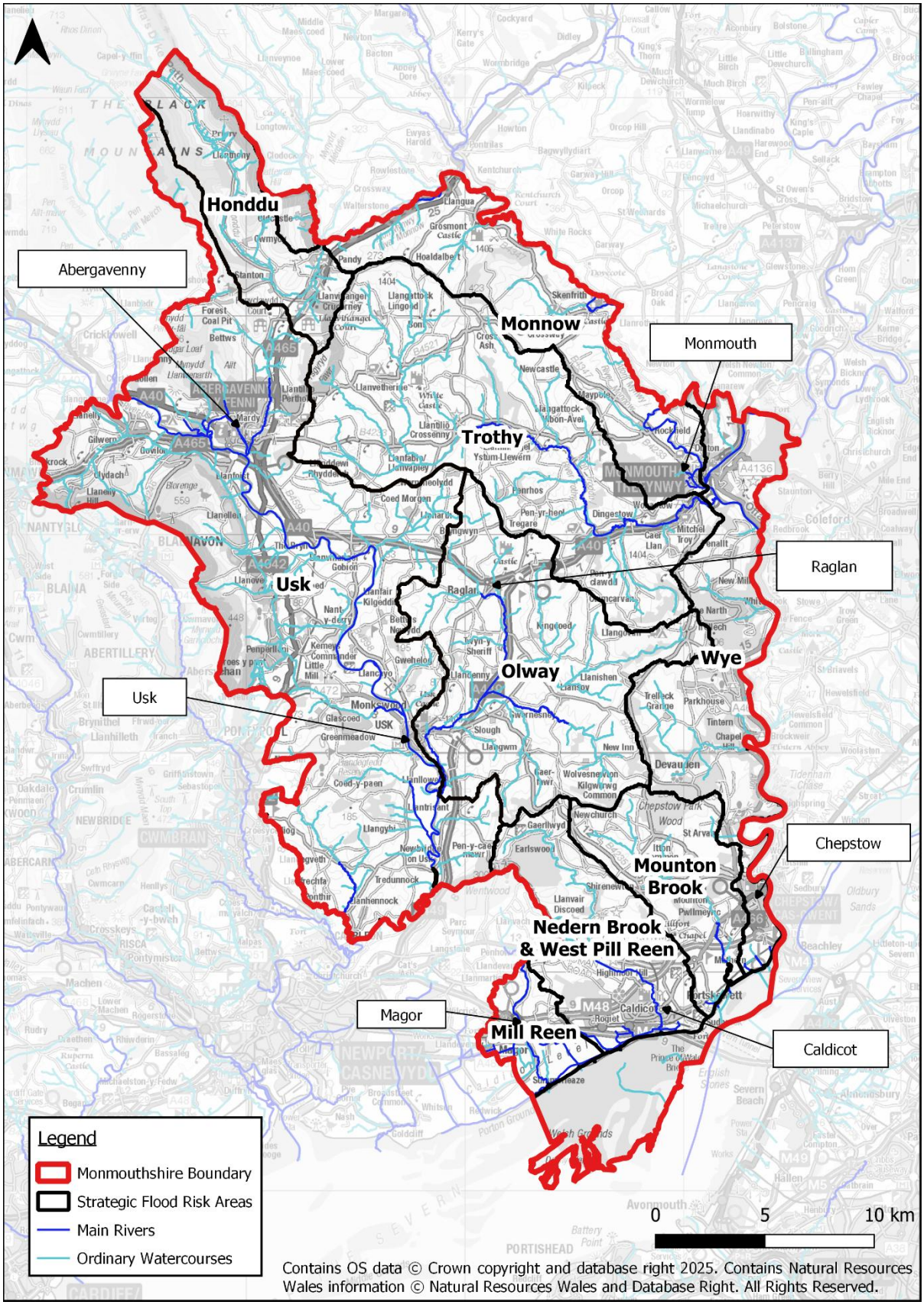
Actions on a county wide scale have been included in the Monmouthshire Flood Action Plan. In addition, individual plans for each of the nine Strategic Flood Risk Areas (SFRAs) have been produced. Each Flood Action Plan includes a local description, history of flooding, details of flood risk and the proposed actions, relevant to that area, that MCC plan to undertake. The list of Flood Action Plans is as follows:

- **Monmouthshire** Flood Action Plan
- **Honddu** SFRA Flood Action Plan
- **Monnow** SFRA Flood Action Plan
- **Trothy** SFRA Flood Action Plan
- **Wye** SFRA Flood Action Plan
- **Olway** SFRA Flood Action Plan
- **Usk** SFRA Flood Action Plan
- **Mounton Brook** SFRA Flood Action Plan
- **Nedern Brook & West Pill Reen** SFRA Flood Action Plan
- **Mill Reen** SFRA Flood Action Plan

Further details relating to the development of the SFRA's in Monmouthshire is included in Chapter 3 of the Local Strategy.

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Figure 1. Strategic Flood Risk Areas (SFRAs)



Each action has been categorised on the type of flood management approach using the following headings:

Prevention	Measures to encourage appropriate land use and development policy to manage risk.
Preparedness	Measures that enable communities to be better prepared for flood events in a way that mitigates flood risk.
Protection	Measures designed to mitigate the impact of floods.
Recovery and Review	Measures that support recovery after a flooding event and/or review possible improvements to mitigate future risks.

The delivery of each action is subject to funding and capacity within the Lead Local Flood Authority. Anticipated timescales based on priority and deliverability have been assigned to each action, as has an indicative cost range. These, along with the status, will be applied to each action as described below.

Timescales

Short Term	Planned to be delivered in the short term (years 1 – 3)
Medium Term	Planned to be delivered in the medium term (years 3 – 6)
Long Term	Planned to be delivered in the long term (years 6+)
Recurring/Ongoing	Continuing elements of work that will remain as ongoing activities throughout the lifetime of this Local Strategy

Costs

Existing Resources	No specific additional funding required, covered by existing budgets
Low Cost	Additional cost of £1k- £20k
Medium Cost	Additional cost of £20k - £250k
High Cost	Additional cost of £250k - £1M
Very High Cost	Additional cost of £1M and above

Status

Not Started	Actions which are yet to be commenced
Commenced	Actions that have started
Recurring	Actions that are recurring pieces of work
Complete	Actions which have been completed

The Monmouthshire and SFRA Flood Action Plans will be reviewed and updated every 3 years to reflect the LLFA's continued delivery against the Local Strategy's objectives and measures.

2. Monmouthshire Flood Action Plan

This Flood Action Plan includes actions on a county wide scale covering the whole of Monmouthshire. These actions include those that have already commenced, as well as new and future actions identified to help manage the risk of flooding from local sources.

Table 1. County Wide Actions

Ref.	Action	Location	Action Type	Link to LFRMS Measure	Timescale	Cost	Funding	Status
Mon 1	Investigate and record flooding incidents from all sources appropriately, including producing and publishing Section 19 Flood Reports where appropriate, and use this information to inform future investigations and LLFA consultations.	Monmouthshire	Recovery and Review	14	Short	Existing Resource	Revenue	Recurring/Ongoing
Mon 2	Review MCC's flood investigation and reporting procedures and provide appropriate training to staff involved in flood incident investigation and reporting functions.	Monmouthshire	Recovery and Review	14	Short	Existing Resource	Revenue	Recurring/Ongoing
Mon 3	Work with communities at risk of flooding from ordinary watercourses, groundwater and surface water runoff, to promote awareness and resilience, including property flood resilience measures.	Monmouthshire	Preparedness, Protection, Recovery and Review	4, 5, 7, 9, 10, 14 & 15	Short	Existing Resource	Revenue	Recurring/Ongoing
Mon 4	Maintain a long-term capital pipeline of flood alleviation schemes in areas which have experienced significant incidents or at high risk.	Monmouthshire	Preparedness, Protection	15	Short	Existing Resource	Revenue	Recurring/Ongoing
Mon 5	Develop an effective way of ranking priority flood alleviation schemes to ensure funding is directed to areas most at risk.	Monmouthshire	Preparedness, Protection	15	Short	Existing Resource	Revenue	Recurring/Ongoing
Mon 6	Cooperate with NRW as the RMA for main river flooding in regard to the development and delivery of flood schemes on main rivers.	Monmouthshire	Preparedness, Protection	10 & 15	Short	Existing Resource	Revenue	Recurring/Ongoing
Mon 7	Work with Risk Management Authorities, land managers and the community to identify opportunities to incorporate natural flood management within Monmouthshire.	Monmouthshire	Preparedness, Protection	8 & 10	Short	Existing Resource	Revenue	Recurring/Ongoing

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Mon 8	In accordance with Section 21 FWMA, maintain the register of structures or features which, in the opinion of MCC as the LLFA, are likely to have a significant effect on a flood risk in Monmouthshire.	Monmouthshire	Protection	11, 12 & 13	Short	Existing Resource	Revenue	Recurring/Ongoing
Mon 9	Review MCC's Culverting Policy to ensure alignment with best practice.	Monmouthshire	Prevention, Protection	1, 12, 16	Medium	Existing Resource	Revenue	Recurring/Ongoing
Mon 10	Improve and maintain MCC's network of CCTV monitoring stations on critical culverts.	Monmouthshire	Preparedness, Protection	12, 15, 18	Short	Existing Resource	Revenue	Recurring/Ongoing
Mon 11	Establish responsibility for the management of flood risk from key watercourses, flood assets and drainage infrastructure where ownership is unclear and record on the Highways and Flood Management asset database.	Monmouthshire	Protection, Recovery and Review	11, 12, 13 & 14	Long	Existing Resource	Revenue	Recurring/Ongoing
Mon 12	Identify, map and risk assess all significant ponds and small reservoirs within Monmouthshire, to inform future inspections, maintenance and flood risk management.	Monmouthshire	Protection, Recovery and Review	11, 12, 13 & 14	Long	Existing Resource	Revenue	Recurring/Ongoing
Mon 13	Develop and maintain the pro-active routine Land Drainage Inspection schedule and undertake inspections as required.	Monmouthshire	Protection, Recovery and Review	11, 12 & 14	Short	Existing Resource	Revenue	Recurring/Ongoing
Mon 14	Review existing inspection and maintenance practices of MCC highway drainage infrastructure to ensure areas at high flood risk are considered appropriately.	Monmouthshire	Protection, Recovery and Review	11, 12, 13 & 14	Medium	Existing Resource	Revenue	Recurring/Ongoing
Mon 15	Identify priority locations for more intensive ongoing maintenance and condition monitoring activities within the MCC Highways drainage network.	Monmouthshire	Protection, Recovery and Review	11, 12, 13 & 14	Medium	Existing Resource	Revenue	Recurring/Ongoing
Mon 16	Provide efficient responses to flooding incidents and emergency recovery following a flood incident.	Monmouthshire	Recovery and Review	6 & 14	Short	Existing Resource	Revenue	Recurring/Ongoing
Mon 17	Provide support to communities looking to establish local flood groups and community flood plans to improve local resilience to flooding, with support from other Risk Management Authorities as required.	Monmouthshire	Preparedness	4, 5, 6 & 7	Short	Existing Resource	Revenue	Recurring/Ongoing
Mon 18	In coordination with other Risk Management Authorities and related organisations, develop a programme of community engagement events in areas most at risk from flooding in Monmouthshire, to	Monmouthshire	Preparedness	4, 5, 6, 7 & 10	Short	Existing Resource	Revenue	Recurring/Ongoing

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	raise awareness and provide appropriate advice and guidance to residents and businesses alike.							
Mon 19	Review MCC's current sandbagging arrangements and update the current Sandbag Policy, covering how sandbags are procured and deployed by all relevant Council departments.	Monmouthshire	Protection	6	Medium	Existing Resource	Revenue	Recurring/Ongoing
Mon 20	Undertake a review and update the LFRMS Action Plan, including the Actions associated with the nine Strategic Flood Risk Areas, every three years or as required.	Monmouthshire	Prevention, Preparedness, Protection, Recovery and Review	16 & 17	Short	Existing Resource	Revenue	Recurring/Ongoing
Mon 21	Maintain and develop MCC's Corporate Flood Response Arrangements plan and procedures.	Monmouthshire	Protection, Recovery and Review	4, 5 & 6	Short	Existing Resource	Revenue	Recurring/Ongoing
Mon 22	Review and maintain the Flood Risk Management and Emergency Planning web pages on MCC's website, to ensure information on flood risk is up to date and clearly accessible.	Monmouthshire	Preparedness	4 & 5	Short	Existing Resource	Revenue	Recurring/Ongoing
Mon 23	Review and update MCC's flood risk advisory leaflets and information in respect of measures to take before, during and after a flood event and publish on MCC's Flood Risk Management webpages.	Monmouthshire	Preparedness	4	Short	Existing Resource	Revenue	Recurring/Ongoing
Mon 24	Review MCC's communication practices during severe weather events and establish a Communication Strategy that will ensure MCC delivers clear, consistent and coordinated communication on flood risk; prior to, during and after such events.	Monmouthshire	Preparedness	4, 5, 6 & 10	Short	Existing Resource	Revenue	Recurring/Ongoing
Mon 25	Maintain existing Site Specific Flood Response Arrangements Plans for high risk areas and develop new plans as required.	Monmouthshire	Protection, Recovery and Review	4, 5 & 6	Short	Existing Resource	Revenue	Recurring/Ongoing
Mon 26	Undertake an assessment of flood risk to caravan parks across Monmouthshire and liaise with owners to ensure suitable plans are in place.	Monmouthshire	Protection, Recovery and Review	4, 5, 6 & 7	Medium	Existing Resource	Revenue	Recurring/Ongoing
Mon 27	Work with Welsh Government and other Risk Management Authorities to support the implementation of the recommendations of the	Monmouthshire	Prevention, Preparedness & Protection	3	Short	Existing Resource	Revenue	Recurring/Ongoing

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	'Sustainable Drainage Systems (SuDS) Schedule 3 Post Implementation Review May 2023'.							
Mon 28	Develop a guidance document for the production of Drainage Statements which will be required for future planning applications subject to the requirement of SAB approval.	Monmouthshire	Prevention	1	Short	Existing Resource	Revenue	Recurring/Ongoing
Mon 29	Undertake an annual review of the SAB Pre-Application process to ensure appropriate fees are set and that the service meets the needs of Applicants.	Monmouthshire	Prevention, Preparedness & Protection	3	Short	Existing Resource	Revenue	Recurring/Ongoing
Mon 30	Support other MCC departments to introduce opportunities for sustainable drainage systems within their own schemes or maintenance works.	Monmouthshire	Prevention, Protection	1, 3, 10 & 15	Short	Existing Resource	Revenue	Recurring/Ongoing
Mon 31	Review MCC's Ordinary Watercourse Consenting procedure and update the 'Application Form Guidance Notes' document to align with best practice.	Monmouthshire	Prevention	1	Short	Existing Resource	Revenue	Recurring/Ongoing
Mon 32	Establish an Enforcement Policy encompassing all of MCC's statutory functions and permissive powers under the LDA, including the powers afforded by the Land Drainage Act and Schedule 3 of the FWMA.	Monmouthshire	Prevention	3	Medium	Existing Resource	Revenue	Recurring/Ongoing
Mon 33	Consider formal adoption of the 'Land Drainage (Wales) Byelaws' to provide MCC as Land Drainage Authority additional powers to manage local flood risk.	Monmouthshire	Prevention	1 & 14	Medium	Existing Resource	Revenue	Recurring/Ongoing
Mon 34	Develop mobile digital capability to enable use of digital tablets and mobile phones to record inspections, investigations and maintenance works, which can then be uploaded directly into the Highways and Flood Management asset database.	Monmouthshire	Protection, Recovery and Review	11, 12 & 14	Short	Existing Resource	Revenue	Recurring/Ongoing
Mon 35	Consider the need for a policy for the designation of structures significant to flood risk under Schedule 1 of the FWMA.	Monmouthshire	Protection, Recovery and Review	13	Long	Existing Resource	Revenue	Recurring/Ongoing
Mon 36	Undertake a review of coastal erosion and flood risk and record details of coastal flood assets including standard of protection, crest levels, ownership, maintenance responsibility etc. on the Highways and Flood Management asset database.	Monmouthshire	Protection, Recovery and Review	11, 12 & 14	Medium	Existing Resource	Revenue	Recurring/Ongoing

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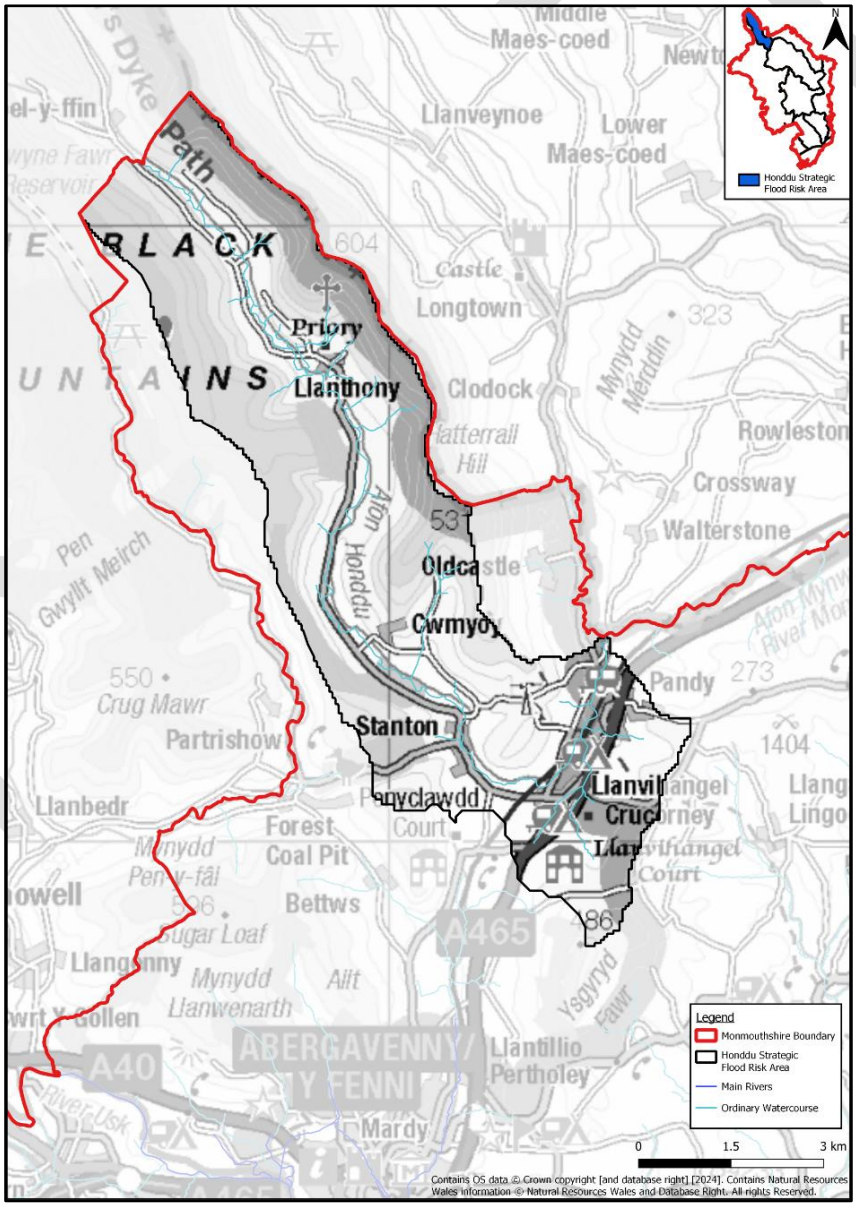
3 Honddu SFRA Flood Action Plan

This Action Plan describes the nature, extent and location of flood risk within the Honddu Strategic Flood Risk Area (SFRA) with an emphasis on local sources of flood risk i.e. surface water, ordinary watercourses and groundwater. It also sets out the actions MCC will undertake, or are already in the process of undertaking, to manage flood risk from local sources.

3.1 Honddu SFRA Description

The Honddu SFRA is located in the northern region of Monmouthshire and borders the Monnow and Trothy SFRAs to the southeast and the Usk SFRA to the west, as shown in Figure 2. This area mirrors the catchment boundary of the Afon Honddu and is one of the smallest in the county covering approximately 44km², including the famed Vale of Ewyas (Llanthony Valley).

Figure 2. Honddu Strategic Flood Risk Area



The main settlements are surrounded by rural pastureland and ancient woodland and include Llanthony in the north, Cwmyoy in the centre and Llanvihangel Crucorney, Wern Gifford and Pandy in the south.

The Afon Honddu flows along the spine of the SFRA and rises from the Black Mountains in the north, following its course through Llanthony and Cwmyoy and on to Llanvihangel Crucorney, before joining the River Monnow just north of Pandy. The most significant tributary is the Nant Bwch, which joins the Honddu outside and to the north of SFRA near Capel-y-ffin in Powys. Other tributaries include the Nant Vision, Nant y Carnau, Nant y Gwyddel and the Cwm Bwchel. There are numerous smaller streams which flow down the steep sides of the Vale of Ewyas adding to the Honddu's flow. These tributaries are classed as ordinary watercourses for which MCC are the Risk Management Authority.

The steep sided topography within the northern part of the SFRA means there are areas of higher elevation at the northwestern and northeastern part of the region. In some places, the SFRA measures less than 3km in width. Therefore, the topography and shape of the catchment influences surface water runoff, whereby heavy rainfall can result in very rapid runoff and responses from watercourses.

3.2 History of Flooding

LLFA records of historic flood events within the Honddu SFRA are mainly located adjacent to the Afon Honddu, particularly in Pandy where numerous properties, local businesses and the A465 trunk road were affected during Storm Dennis (February 2020) and Storm Bert (November 2024).

Areas of Cwmyoy and Wern Gifford are shown on the FRAW maps to be at high risk of fluvial and pluvial flooding, with properties having been affected from surface water runoff and ordinary watercourses in the past.

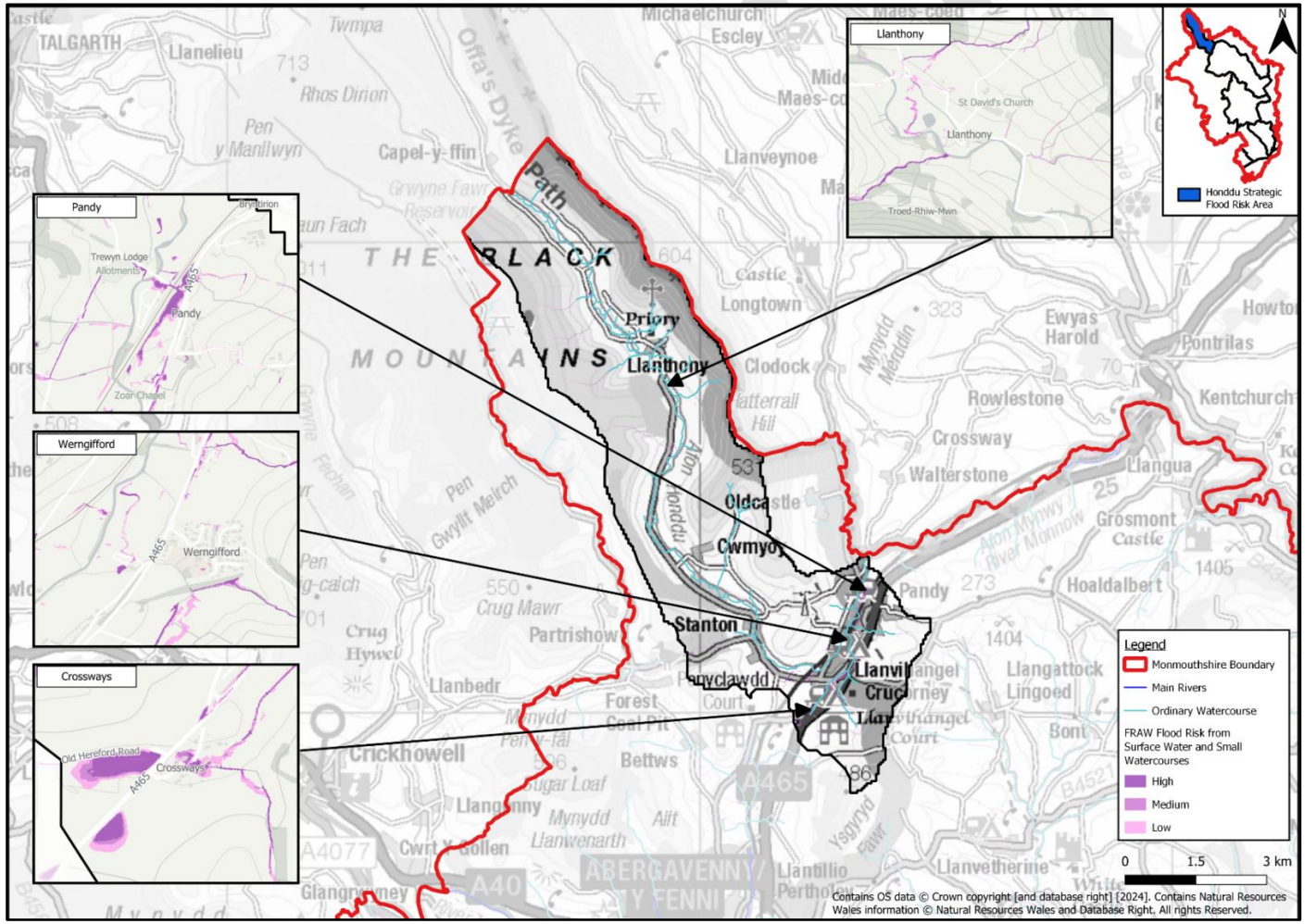
At Llanthony, there have been instances of the Afon Honddu overtopping its banks, flooding adjacent gardens and land, whilst ground water has also been an issue at this location during times of flooding. Due to the steep topography and flashy rural nature of the smaller tributaries, there have been instances of small culverts overtopping due to capacity exceedance and blockage throughout the catchment. This has led to localised issues along roads and a small number of properties.

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3.3 Flood Risk from Surface Water & Small Watercourses (Pluvial)

Flood risk from surface water and small watercourses within the Honddu SFRA can be found on NRW's Flood Risk Assessment Wales (FRAW) map. Small watercourses are defined as those ordinary watercourses with a catchment of <3km². The main areas at risk are highlighted in Figure 3 below.

Figure 3. Honddu SFRA FRAW Map - Surface Water & Small Watercourses (Pluvial)



Using the Communities at Risk Register (CaRR), an assessment of flood risk from surface water and small watercourses has been undertaken. The CaRR's *"Addresses at Risk"* GIS layer has been used to assess Residential, Non-Residential Properties and Key Services at risk.

As shown in Table 2, 7 residential properties are shown to be at high risk, the majority of these are located in the south of the SFRA close to the A465. The other residential properties that are at high risk of surface water flooding are located further north, within areas of low elevation in the Vale of Ewyas, where the Afon Honddu flows.

Residential properties at medium and low risk of flooding are also located in the south near Llanvihangel Crucorney, Wern Gifford and Pandy. In total there are 9 residential properties at medium risk and 22 at a low risk.

Non-residential properties and Key Services at risk of surface water flooding are also found close to the village of Llanvihangel Crucorney in the south, and along the narrow valley at areas of low elevation in the Vale of Ewyas to the north.

Using the FRAW maps, minor sections of the A465 trunk road and main line railway are shown to be at high risk of surface water flooding; this includes the main railway line between Llanvihangel Crucorney and Pandy in the south of the SFRA and sections of the A465.

The results of the assessment of flood risk from surface water and small watercourses are shown in Table 2 below.

Table 2. Honddu SFRA – Flood Risk Counts from Surface Water and Small Watercourses (Pluvial)

Receptor	High Risk (Chance of flooding greater than 3.3% AEP)	Medium Risk (Chance of flooding between 3.3% and 1% AEP)	Low Risk (Chance of flooding between 1% AEP and 0.1% AEP)
Properties (n)			
Residential Properties at risk of flooding (n)	7	9	22
Non-Residential Properties at risk of flooding (n)	1	1	2
Key Services at risk of flooding (n)	1	0	0
Listed Buildings (n)	0	0	0
Infrastructure (km)			
Primary/Trunk Roads (km)	0.1	0.1	0.3
Main Line Railways (km)	0.1	0	0
Environmental (Hectares [ha])			
Agricultural Land - Grades 1, 2 and 3	6.2	2.2	9.4
Ancient Woodland	1.6	0.4	1.5

Country Parks	0	0	0
Local Nature Reserves (LNR)	0	0	0
National Nature Reserves (NNR)	0	0	0
Ramsar Sites	0	0	0
Registered Parks and Gardens	1.2	0.5	1.2
Scheduled Ancient Monuments (SAM)	0.1	0	0.1
Sites of Interest for Nature Conservation (SINC)	0.2	0	0.1
Sites of Special Scientific Interest (SSSI)	0.8	0.3	2
Special Areas of Conservation (SAC)	0	0	0
Special Protection Areas (SPA)	0	0	0

3.4 Flood Risk from Rivers (Fluvial)

Using the Communities at Risk Register (CaRR) and NRW's Flood Risk Assessment Wales (FRAW) map, a high-level assessment of fluvial flood risk has been undertaken, with areas most at risk shown in Figure 4.

The Fluvial dataset has been considered within this Local Strategy as it contains detail on flood risk from larger ordinary watercourses which affect many areas within Monmouthshire. Main river flooding is also included within the dataset, however this falls outside of the scope of this Local Strategy. The high-level assessment has included the approximate separation of areas at risk from either ordinary watercourses or main rivers, the results of which are shown in Table 3.

Locations at risk from other non-local sources of flooding, in this case main river flooding, have been included in brackets in Table 3 for reference.

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Figure 4. Honddu SFRA FRAW Map - Rivers (Fluvial)

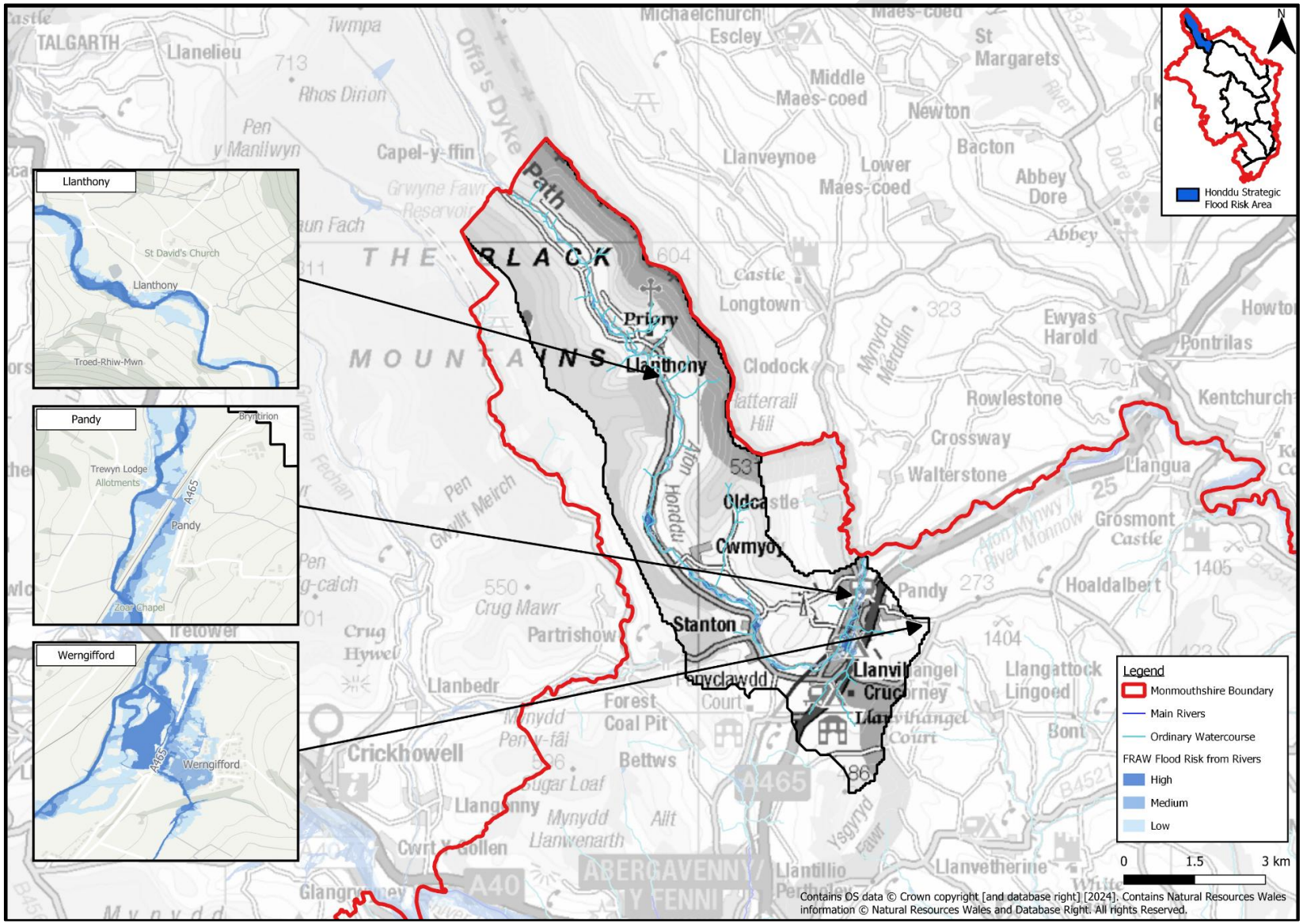


Table 3. Honddu SFRA – Flood Risk Counts from Ordinary Watercourses (Fluvial) (Main river counts in brackets)

Receptor	High Risk (Chance of flooding greater than 3.3% AEP)	Medium Risk (Chance of flooding between 3.3% and 1% AEP)	Low Risk (Chance of flooding between 1% AEP and 0.1% AEP)
Properties (n)			
Residential Properties at risk of flooding (n)	6 (0)	16 (0)	37 (0)
Non-Residential Properties at risk of flooding (n)	0 (0)	2 (0)	4 (0)
Key Services at risk of flooding (n)	0 (0)	1 (0)	1 (0)
Listed Buildings (n)	5 (0)	0 (0)	0 (0)
Infrastructure (km)			
Primary/Trunk Roads (km)	0 (0)	0.1 (0)	0.4 (0)
Main Line Railways (km)	0 (0)	0 (0)	0 (0)
Environmental (Hectares [ha])			
Agricultural Land - Grades 1, 2 and 3	23.8 (0)	16.3 (0)	40.9 (0)
Ancient Woodland	7 (0)	2.4 (0)	2 (0)
Country Parks	0 (0)	0 (0)	0 (0)
Local Nature Reserves (LNR)	0 (0)	0 (0)	0 (0)
National Nature Reserves (NNR)	0 (0)	0 (0)	0 (0)
Ramsar Sites	0 (0)	0 (0)	0 (0)
Registered Parks and Gardens	0 (0)	0 (0)	0 (0)
Scheduled Ancient Monuments (SAM)	0 (0)	0 (0)	0 (0)
Sites of Interest for Nature Conservation (SINC)	1.9 (0)	1 (0)	2.9 (0)
Sites of Special Scientific Interest (SSSI)	0 (0)	0 (0)	0 (0)
Special Areas of Conservation (SAC)	0 (0)	0 (0)	0 (0)
Special Protection Areas (SPA)	0 (0)	0 (0)	0 (0)

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3.5 Flood Risk from Groundwater

Flood risk from groundwater has been considered by reference to three datasets. Geological information has been obtained from the British Geological Survey's 1:625,000 scale solid geology and 1:625,000 scale superficial deposits data layers. Modelled groundwater levels after a winter recharge season with 1% AEP have been obtained from JBA's Groundwater Flood Map. Information regarding JBA's Groundwater Flood Map is contained in Chapter 3 of this Local Strategy.

The Honddu SFRA has two main mapped bedrock geologies with roughly equal coverage of the SFRA. Mudstone, siltstone and sandstone follows the Afon Honddu. Sandstone and siltstone interbedded is more prevalent along the outer edges of the SFRA.

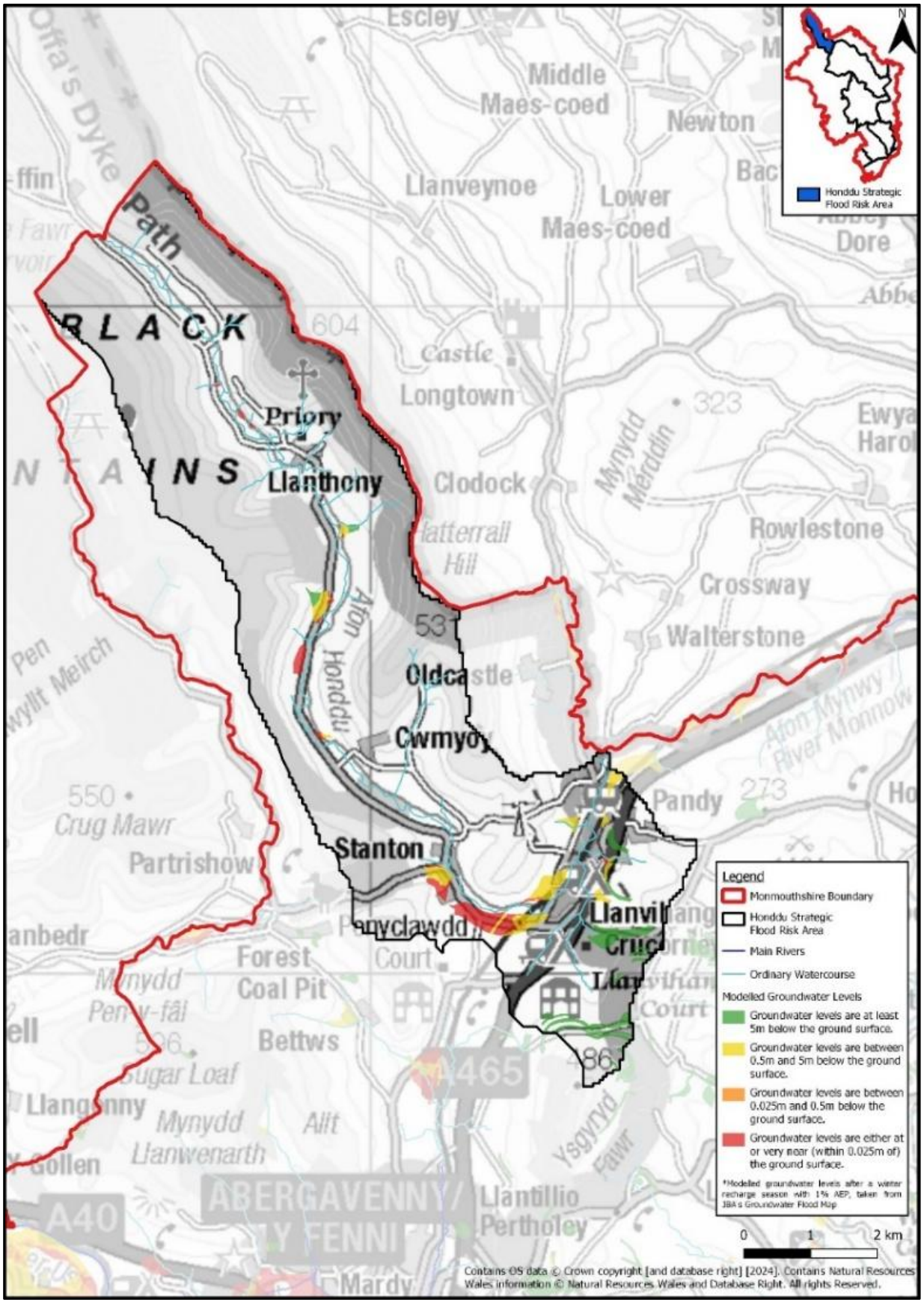
Only one significant mapped superficial deposit is present. There is a clay, silt and sand deposit that passes through the southern extent of the SFRA, loosely following the A465.

In the southern section of the SFRA, near Stanton, modelled groundwater levels in the 1% AEP are within 0.025m of the ground surface in locations adjacent to highways, indicating a high risk of groundwater emergence with possible effects to the highway.

Modelled groundwater levels in the 1% AEP are shown in Figure 5. Transparent areas on the mapping indicate a negligible risk of groundwater emergence due to the nature of the local geological deposits and depth of ground water below ground level.

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Figure 5. Honddu SFRA – Flood Risk from Groundwater



3.6 Flood Action Plan

The actions proposed within the Honddu SFRA Flood Action Plan are listed in Table 4 below.

Table 4. Honddu SFRA Action Plan

SFRA Ref.	Action	Location	Action Type	Link to LFRMS Measure	Timescale	Cost	Funding	Status
Honddu 1	**Flood Risk Assessment** Undertake a catchment wide assessment of flood risk to identify properties, businesses and infrastructure at greatest risk of flooding from local sources and identify mitigation options.	Honddu SFRA	Preparedness, Protection	7, 8, 9, 14, 15 & 16	Medium Term	Medium	Revenue	Commenced
Honddu 2	**Pandy** Identify and review options to reduce known flood risk from local sources.	Pandy	Preparedness, Protection	8, 9, 10, 14, & 15	Medium Term	Low	Capital	Not Started
Honddu 3	**Cwmyoy** Consider culvert replacement/improvements options at the C1.4/C1.6 Junction near Perth y Crwn Farm.	Cwmyoy	Preparedness, Protection	15	Short Term	Medium	Capital	Not Started
Honddu 4	**Llanthony** Consider culvert replacement/improvement options on the R1 near New House Farm.	Llanthony	Preparedness, Protection	15	Medium Term	Medium	Capital	Commenced
Honddu 5	**Natural Flood Management** Develop and implement previously identified Natural Flood Management options across the Afon Honddu, Pandy catchments and discuss with land owners.	Honddu SFRA	Preparedness, Protection	8, 10 & 15	Medium Term	Medium	Capital	Not Started

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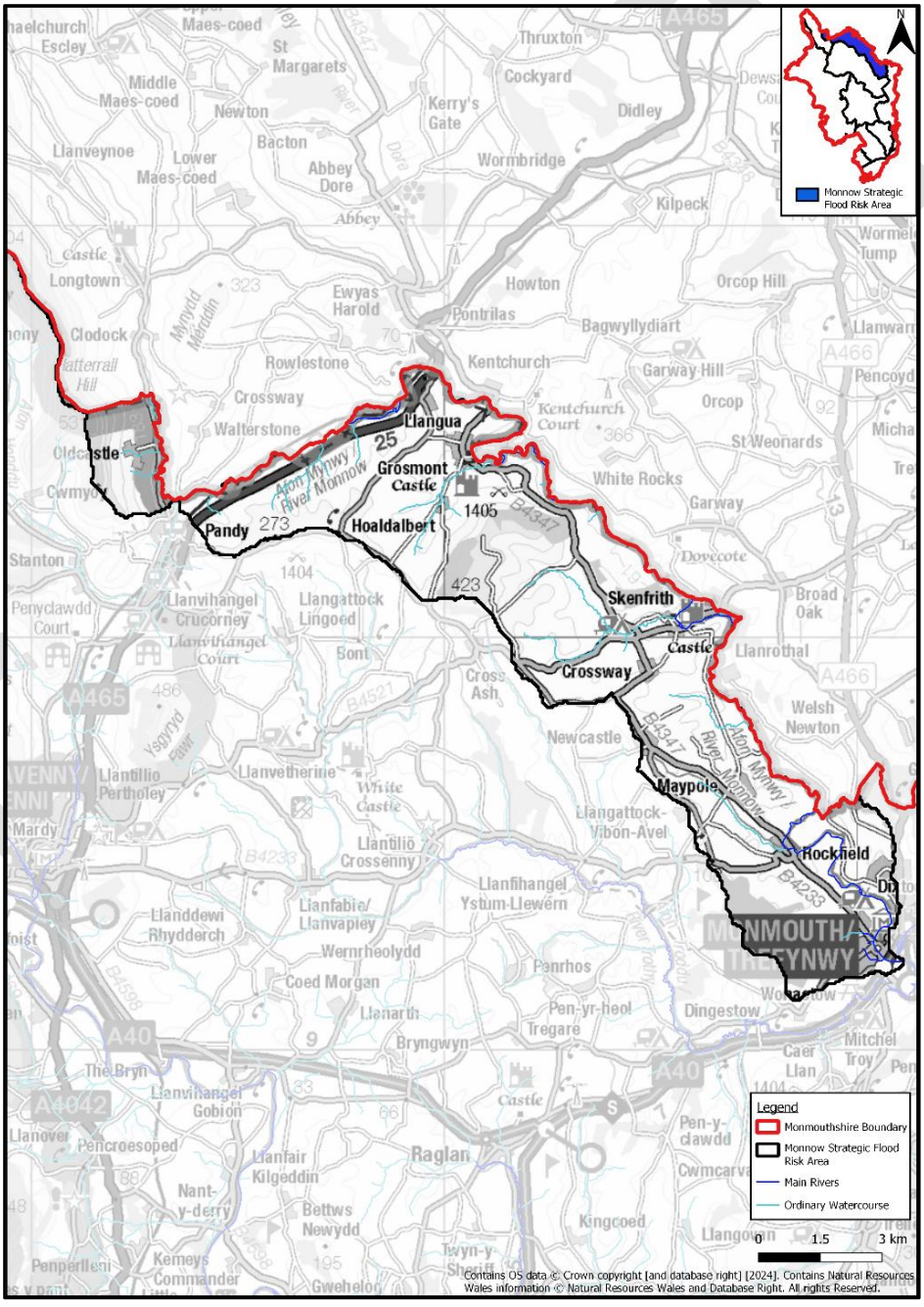
4 Monnow SFRA Flood Action Plan

This Action Plan describes the nature, extent and location of flood risk within the Monnow Strategic Flood Risk Area (SFRA) with an emphasis on local sources of flood risk i.e. surface water, small watercourses and ground water. It also sets out the actions MCC will undertake, or are already in the process of undertaking, to manage flood risk from local sources.

4.1 Monnow SFRA Description

The Monnow SFRA is located in the north east of Monmouthshire, bordering the Honddu, Trothy and Wye SFRAs as shown in Figure 6.

Figure 6. Monnow Strategic Flood Risk Area



The Monnow SFRA covers approximately 76km² and contains a number of small villages and towns which are linked by the B4347 and the B4233 county roads, including Grosmont, Skenfrith, Rockfield and the western edge of Monmouth. Higher elevations can be found in the north, with typically rolling open countryside and woodlands leading to lower elevations in the south at Monmouth. Two castles in the north, managed by the National Trust and Cadw, are situated at Skenfrith and Grosmont.

A network of watercourses flow across the Monnow SFRA, which ultimately flow into the designated main River Monnow. At the western end of the catchment, the Honddu flows into the Monnow at the county boundary north of Pandy. In the north, the Tresenny Brook flows west to east where it converges with the River Monnow at Grosmont. Further south, the Norton Brook also flows west to east and meets the River Monnow at Skenfrith. Other notable ordinary watercourses are located in Rockfield and along Wonastow Road (the Wonastow Brook) and Watery Lane in Monmouth. The River Monnow flows along the eastern boundary of the SFRA, predominantly in a north to south direction, along the English and Welsh border. It flows into the River Wye to the south of Monmouth which continues southwards to the Severn Estuary at Chepstow.

4.2 History of Flooding

LLFA records of historic flooding within the Monnow SFRA show the most significant events are mainly related to the River Monnow. These events have affected numerous residential properties, businesses and local infrastructure in areas such as Skenfrith and Forge Road, Monmouth, details of which have been recorded in published Section 19 Flood Reports available on MCC's website.

Areas at high risk from local sources of flooding include Grosmont, Skenfrith, Rockfield and Monmouth. Whilst the village of Grosmont sits above the flood plain of the River Monnow, small areas of the village are shown to be at risk from the Tresenny Brook and surface water flooding. In addition, blockages to a small unnamed watercourse at the western edge of the village has led to localised flooding in the past.

At Skenfrith, in addition to the high risk of flooding from the River Monnow, the Norton Brook can break its banks to the west of the village where it can affect properties at the northern end first, before flowing along the road through the village. Here it can meet flood waters from the River Monnow during larger flood events, further increasing levels around residential properties. Local land drainage runoff from fields to the west and south can also occur during heavy rainfall.

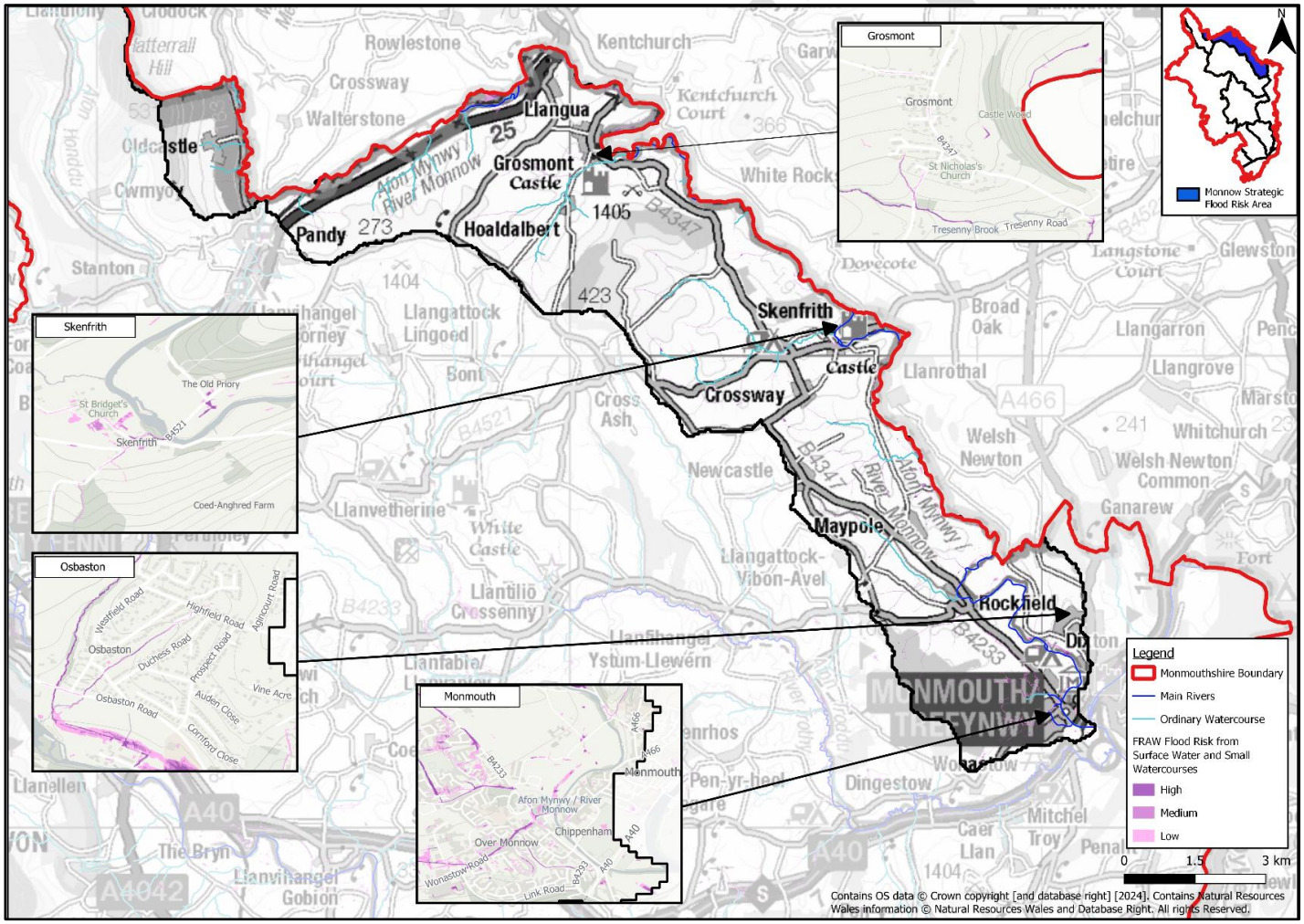
Further south at Rockfield, NRW FRAW maps show a small number of properties at high risk from the River Monnow, where out of bank flows have been known to extend across the B4347. In addition, surface water from adjacent fields can flow onto the B4233 and affect properties at the lower end of the village.

In Monmouth, the main risk at Forge Road is from main river flooding as the properties there are located adjacent to the River Monnow. A number of small ordinary watercourses in this area can become flood locked when levels in the River Monnow are high, causing them to back up, adding to flooding in the area. Within the Overmonnow area, residential properties and local roads have been affected by flooding from ordinary watercourses along Watery Lane, Wonastow Road and Rockfield Road. Both the Watery Lane and Wonastow Brook can become flood locked when the levels in the River Monnow are high, resulting in water backing up across surrounding areas. A large MCC maintained pumping station was constructed in 2007, which operates when the Wonastow Brook cannot discharge, by pumping flood water over the NRW flood defences into the channel of the River Monnow. Areas of Overmonnow are also shown to be at high risk from surface water on NRW's FRAW maps.

4.3 Flood Risk from Surface Water & Small Watercourses (Pluvial)

Flood risk from surface water and small watercourses within the Monnow SFRA can be found on NRW's Flood Risk Assessment Wales (FRAW) map. Small watercourses are defined as those ordinary watercourses with a catchment of <3km². The main areas at risk are highlighted in Figure 7 below.

Figure 7. Monnow SFRA FRAW Map – Surface Water & Small Watercourses



Using the Communities at Risk Register (CaRR), an assessment of flood risk from surface water and small watercourses has been undertaken. The CaRR's *"Addresses at Risk"* GIS layer has been used to assess Residential, Non-Residential Properties and Key Services at risk.

19 residential properties are shown to be at high risk of surface water flooding in the Monnow SFRA, with an additional property recorded as a listed building. 34 properties are shown to be medium risk and 194 at low risk. The majority of these properties at risk are located in the south near Monmouth and Rockfield, with the remaining properties scattered across the catchment.

Non-residential properties and key services at risk of surface water flooding are mainly found in Monmouth.

Minor sections of the A465 are shown to be at risk of flooding from surface water and small watercourses as shown in Table 5.

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Table 5. Monnow SFRA – Flood Risk Counts from Surface Water and Small Watercourses (Pluvial)

Receptor	High Risk (Chance of flooding greater than 3.3% AEP)	Medium Risk (Chance of flooding between 3.3% and 1% AEP)	Low Risk (Chance of flooding between 1% AEP and 0.1% AEP)
Properties (n)			
Residential Properties at risk of flooding (n)	19	34	194
Non-Residential Properties at risk of flooding (n)	0	0	8
Key Services at risk of flooding (n)	1	0	3
Listed Buildings (n)	1	0	1
Infrastructure (km)			
Primary/Trunk Roads (km)	0	0.1	0.3
Main Line Railways (km)	0	0	0
Environmental (Hectares [ha])			
Agricultural Land - Grades 1, 2 and 3	17	6.7	29.8
Ancient Woodland	8.5	1.6	4.4
Country Parks	0	0	0
Local Nature Reserves (LNR)	0	0	0
National Nature Reserves (NNR)	0	0	0
Ramsar Sites	0	0	0
Registered Parks and Gardens	3.2	0.5	2.2
Scheduled Ancient Monuments (SAM)	0.3	0.1	0.2
Sites of Interest for Nature Conservation (SINC)	3	0.7	2.8
Sites of Special Scientific Interest (SSSI)	1.4	0.2	0.5
Special Areas of Conservation (SAC)	0	0	0
Special Protection Areas (SPA)	0	0	0

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4.4 Flood Risk from Rivers (Fluvial)

Using the Communities at Risk Register (CaRR) and NRW's Flood Risk Assessment Wales (FRAW) map, a high-level assessment of fluvial flood risk has been undertaken.

The Fluvial dataset has been considered within this Local Strategy as it contains detail on flood risk from larger ordinary watercourses which affect many areas within Monmouthshire. Main river flooding is also included within the dataset, however this falls outside of the scope of this Local Strategy. The high-level assessment has included the approximate separation of areas at risk from either ordinary watercourses or main rivers, the results of which are shown in Table 6.

Locations at risk from other non-local sources of flooding, in this case main river flooding, have been included in brackets in Table 6 for reference.

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Figure 8. Monnow SFRA – Flood Risk from Rivers (Fluvial)

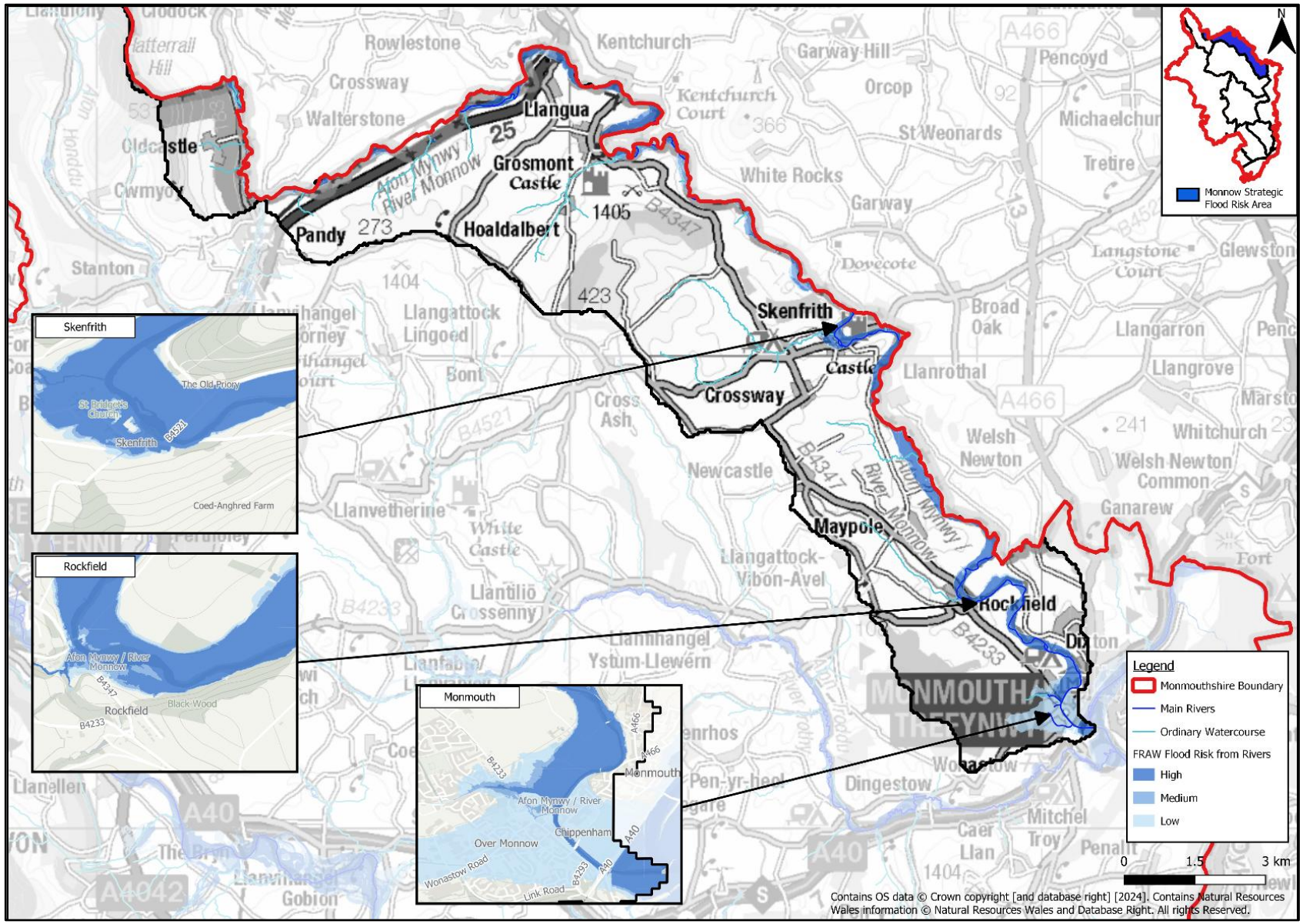


Table 6. Monnow SFRA – Flood Risk Counts from Ordinary Watercourses (Fluvial) (Main river counts in brackets)

Receptor	High Risk (Chance of flooding greater than 3.3% AEP)	Medium Risk (Chance of flooding between 3.3% and 1% AEP)	Low Risk (Chance of flooding between 1% AEP and 0.1% AEP)
Properties (n)			
Residential Properties at risk of flooding (n)	0 (68)	14 (194)	36 (558)
Non-Residential Properties at risk of flooding (n)	0 (33)	0 (79)	0 (83)
Key Services at risk of flooding (n)	0 (13)	0 (6)	3 (21)
Listed Buildings (n)	0 (17)	0 (3)	1 (89)
Infrastructure (km)			
Primary/Trunk Roads (km)	0 (0)	0 (0)	0 (0.8)
Main Line Railways (km)	0 (0)	0 (0)	0 (0.2)
Environmental (Hectares [ha])			
Agricultural Land - Grades 1, 2 and 3	13.4 (283.8)	5.1 (60.3)	8.9 (59.1)
Ancient Woodland	1.6 (2.4)	0.4 (0.3)	0.6 (0)
Country Parks	0 (0)	0 (0)	0 (0)
Local Nature Reserves (LNR)	0 (0)	0 (0)	0 (0)
National Nature Reserves (NNR)	0 (0)	0 (0)	0 (0)
Ramsar Sites	0 (0)	0 (0)	0 (0)
Registered Parks and Gardens	0 (0.6)	0 (0)	0 (7.2)
Scheduled Ancient Monuments (SAM)	0 (1)	0 (0.2)	0 (1.3)
Sites of Interest for Nature Conservation (SINC)	0.1 (106.2)	0 (4.5)	0 (5.3)
Sites of Special Scientific Interest (SSSI)	0 (0.4)	0 (0)	0 (0)
Special Areas of Conservation (SAC)	0 (0.4)	0 (0)	0 (0)
Special Protection Areas (SPA)	0 (0)	0 (0)	0 (0)

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4.5 Flood Risk from Groundwater

Flood risk from groundwater has been considered by reference to three datasets. Geological information has been obtained from the British Geological Survey's 1:625,000 scale solid geology and 1:625,000 scale superficial deposits data layers. Modelled groundwater levels after a winter recharge season with 1% AEP have been obtained from JBA's Groundwater Flood Map. Information regarding JBA's Groundwater Flood Map is contained in Chapter 3 of this Local Strategy.

The Monnow SFRA has a mapped bedrock geology comprised almost entirely of mudstone, siltstone and sandstone.

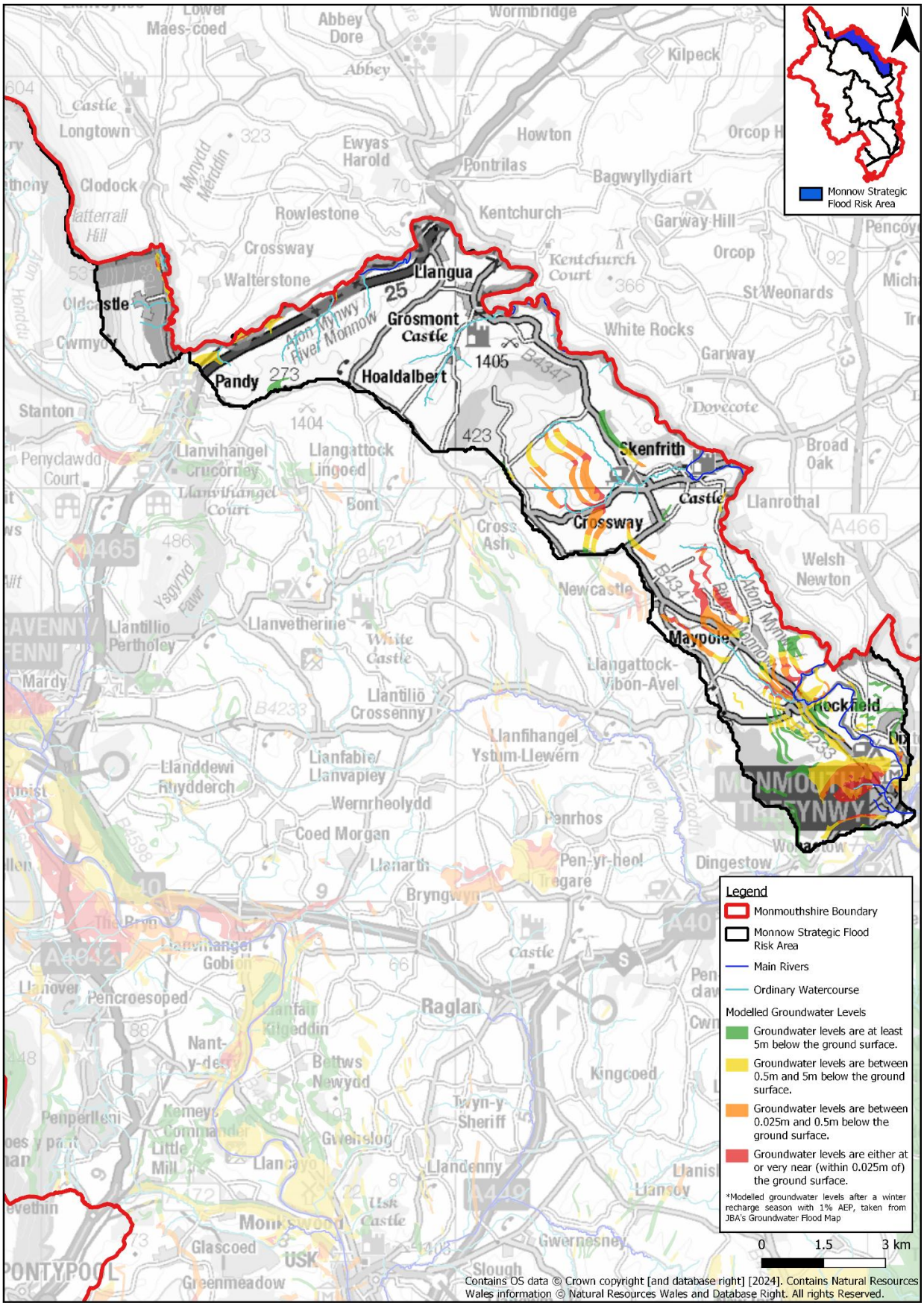
Superficial deposits are mapped in the north of the SFRA, associated with the River Monnow and also in the south of the SFRA, in and around Monmouth associated again with the river Monnow. These deposits comprise of alluvium (clay, silt, sand and gravel) and river terrace deposits (sand and gravel).

Modelled groundwater levels in the 1% AEP are shown in Figure 9. Transparent areas on the mapping indicate a negligible risk of groundwater emergence due to the nature of the local geological deposits and depth of groundwater below ground level. The majority of the Monnow SFRA falls into this category.

Isolated areas of the Monnow SFRA are shown to have modelled groundwater levels in the 1% AEP within 0.025m of the ground surface, including at Monmouth, Rockfield, Maypole, and Crossway. Indicating potential for re-emergence in a very wet year.

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Figure 9. Monnow SFRA – Flood Risk from Groundwater



4.6 Flood Action Plan

The actions proposed within the Monnow SFRA Flood Action Plan are listed in Table 7 below.

Table 7. Monnow SFRA Action Plan

SFRA Ref.	Action	Location	Action Type	Link to LFRMS Measure	Timescale	Cost	Funding	Status
Monnow 1	**Flood Risk Assessment** Undertake a catchment wide assessment of flood risk to identify properties, businesses and infrastructure at greatest risk of flooding from local sources.	Monnow SFRA	Preparedness, Protection	7, 8, 9, 14, 15 & 16	Medium Term	Medium	Revenue	Commenced
Monnow 2	**Rockfield Road/Watery Lane Junction, Monmouth - Property Flood Resilience Scheme** Installation of PFR measures at properties identified as being at risk of flooding from local sources.	Monmouth	Protection	15	Short Term	Medium	Capital	Commenced
Monnow 3	**Skenfrith Flood Alleviation Scheme** Work closely with Natural Resources Wales to support their Business Case development and identify opportunities to reduce local flood risk.	Skenfrith	Protection	10 & 15	Short Term	Low	Revenue	Commenced
Monnow 4	**Road Closures** Consider requirement for signage and/or physical barriers to close local roads during significant flooding, including the B4347 at Rockfield Church.	Monnow SFRA	Protection, Recovery & Review	15	Short Term	Low	Revenue	Not Started
Monnow 5	**Grosmont** Review flood risk at Poorscript Gardens and identify options to mitigate flood risk from local sources.	Grosmont	Preparedness, Protection	8, 9, 10, 14, & 15	Medium Term	Low	Revenue	Not Started
Monnow 6	**Natural Flood Management** Develop previously identified Natural Flood Management options across the Norton Brook, Skenfrith catchment and discuss with landowners.	Skenfrith	Preparedness, Protection	8, 10 & 15	Medium Term	Medium	Capital	Not Started
Monnow 7	**Natural Flood Management** Develop and implement previously identified Natural Flood Management scheme at Kingswood, Monmouth and discuss with landowners.	Monmouth	Preparedness, Protection	8, 10 & 15	Short Term	Medium	Capital	Commenced

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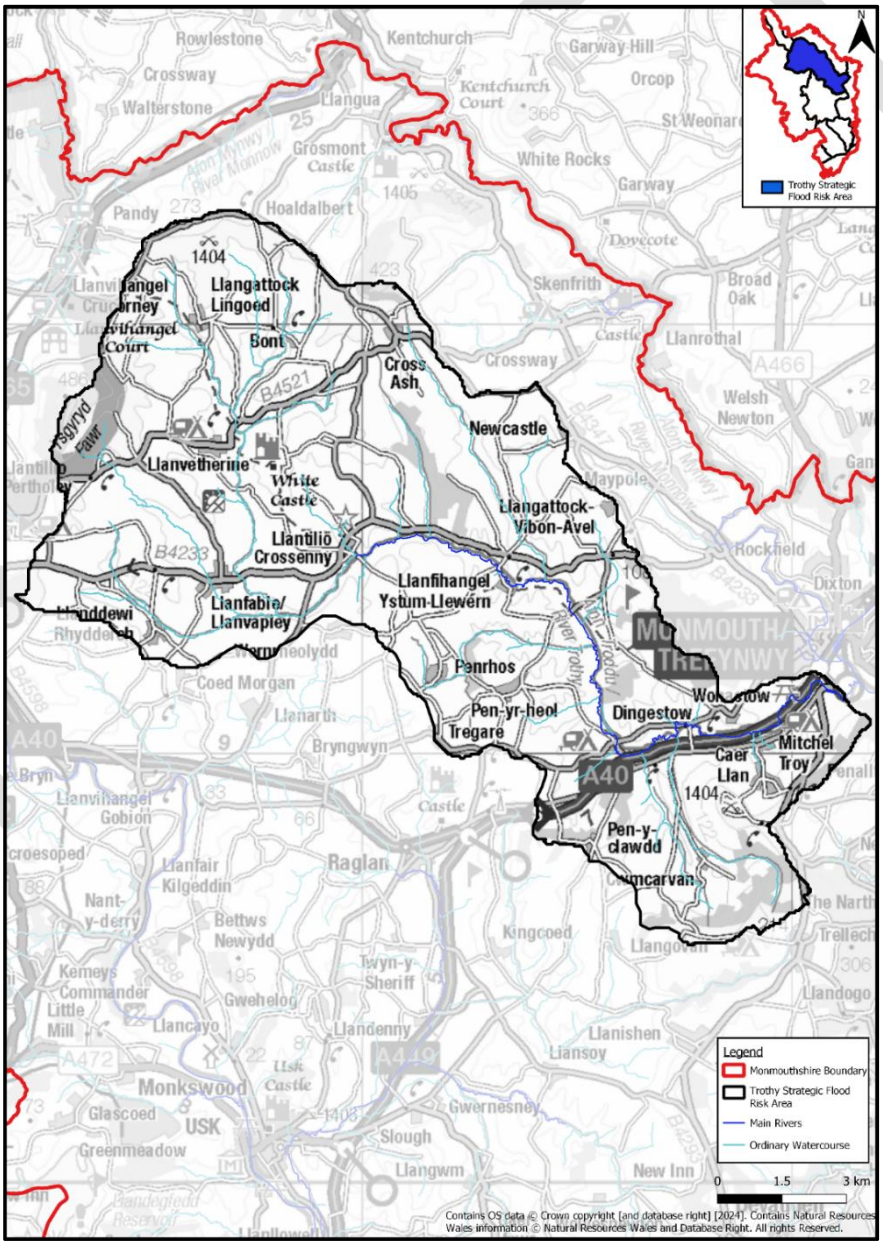
5 Trothy SFRA Flood Action Plan

This Action Plan describes the nature, extent and location of flood risk within the Trothy Strategic Flood Risk Area (SFRA) with an emphasis on local sources of flood risk i.e. surface water, small watercourses and ground water. It also sets out the actions MCC will undertake, or are already in the process of undertaking, to manage flood risk from local sources.

5.1 Trothy SFRA Description

The Trothy Strategic Flood Risk Area (SFRA) is generally located in the northern half of Monmouthshire and borders the Honddu and Monnow SFRAs to the north, as shown in Figure 10. The Olway SFRA is to the south, Usk SFRA to the west and the Wye SFRA to the east. The SFRA covers approximately 145km², which is the second largest in Monmouthshire.

Figure 10. Trothy Strategic Flood Risk Area


Trothy Strategic Flood Risk Area
Legend
Monmouthshire Boundary
Trothy Strategic Flood Risk Area
Main Rivers
Ordinary Watercourse
0 1.5 3 km
Contains OS data © Crown copyright [and database right] [2024]. Contains Natural Resources Wales information © Natural Resources Wales and Database Right. All rights Reserved.
Llangattock Lingoed
Llanvetherine
Llantilio Crossenny
Llanfihangel Ystum-Llewern
Llangattock-Vibon-Avel
Newcastle
Cross Ash
Bont
Llanfabio/ Llanvapley
Penrhos
Pen-yr-heol
Tregare
Dingestow
Mitchel Troy
Caer Llan
Pen-y-clawdd
Raglan
Monkswood
Usk
Glascoed
Greenmeadow
Llangwm
Slough
New Inn
Llanishen
Llandogo
Trellech
Kingcoed
Llangovan
Llanrothal
Skenfrith
Garway
White Rocks
Orcop
Garway Hill
Kentchurch
Rowlestone
Crossway
Walterstone
Grosmont Castle
Hoaldalbert
Pandy
Dovecote
Broad Oak
Welsh Newton
Rockfield
Maypole
Dixton
Coed Morgan
Llanarth
Bryngwyn
Llanvihangel Gobion
Llanfair Kilgeddin
Nant-y-derry
Bettws Newydd
Kemeys Commander
Little Mill
Llancayo
Gwehelog
Llandenny
Wyn-y-Sheriff
Llansoy
Gwernesney
Llanvihangel Court
Llanvihangel Crucorney
Pen-y-Fan
Rhyddeth
Llanddewi
Llanthony
Llanvihangel Ystern Llewern
Llanvihangel Court
Llanvihangel Crucorney
Llanvihangel Gobion

The main settlements in this region include Llangattock Lingoed, Cross Ash, Llanvapley and Llantilio Crossenny in the north and northwest. Dingestow, Cwmcarvan and Mitchel Troy are located in the south.

The source of the River Trothy is at Campston Hill at the northern most point of the SFRA, where it then flows southwards towards Llantilio Crossenny. South of this village, the Trothy is a designated main river to its outfall to the River Wye in the south-eastern corner of the SFRA, downstream of the River Wye's confluence with the River Monnow.

Across the catchment, several notable smaller tributaries add to the Trothy's flow along its length. These ordinary watercourses include Full Brook, Tre-rhew Brook, Llanymynach Brook, Pant Brook, Llymon Brook, White Castle Brook, Nant-y-Coy, Nant Wachan, Nant yr Ael-lâs, Cwmcarfan Brook and Garthy Brook.

The topography of the SFRA is generally flat with gentle rolling valleys. The highest elevations are to the west just north of Brynygwenin, and north along the boundaries with the Honddu and Monnow SFRAs.

5.2 History of Flooding

As LLFA, MCC holds records of notable flood events that have affected properties and infrastructure within the Trothy SFRA, these are summarised below. It should be noted this is not intended to be an exhaustive record and doesn't cover more regular minor instances of flooding that can occur.

LLFA records of historic flood events within the Trothy SFRA are mainly located within the rural villages found within the catchment. Properties and local businesses in Mitchel Troy at risk from the River Trothy, have been affected by flooding from this main river, as well as from surface water runoff from higher ground. At Dingestow, the River Trothy and a small ordinary watercourse converge immediately south of the village. During larger events such as Storm Dennis (February 2020) and Storm Bert (November 2024), out of bank flows from these watercourses has resulted in extensive flooding to the R42 and the A40 underpass, surrounding agricultural land and a local business. Other areas where properties have been affected by flooding include Cross Ash, Llanvapley, Llanvetherine, Llantilio Crossenny and Lydart.

Whilst many local rural roads can experience regular localised flooding, the following other more notable incidents of carriageway only flooding, that has been reported to the LLFA have been at: St. Mabley's Close Llanvapley, R34 Llantilio Crossenny, C13.4 Llangattock Lingoed, C14.4 Llanfihangel Crucorney, C21.2 Hendre, B4293 Lydart and the R45 Tregare.

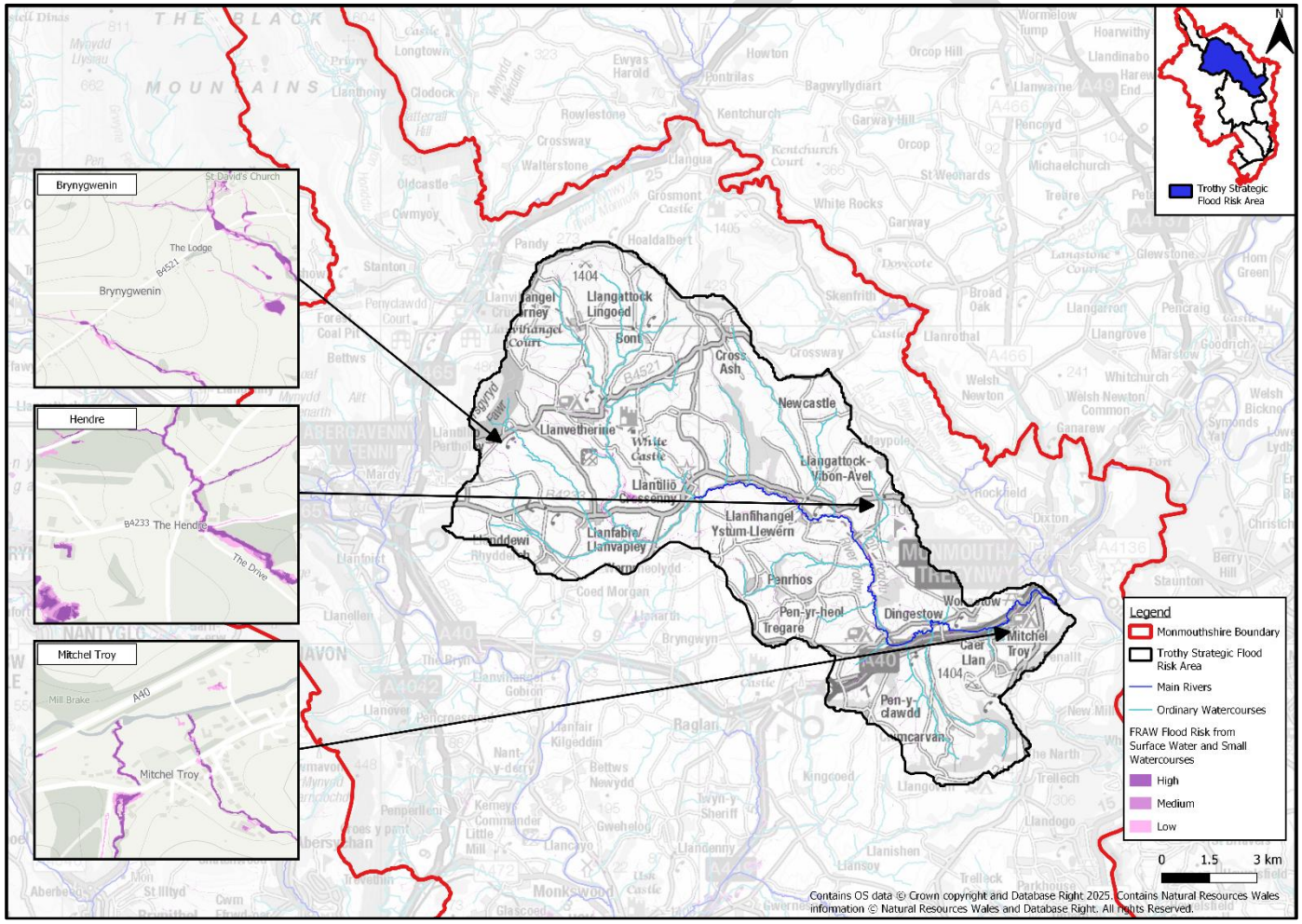
Whilst other locations are known to have been affected by more localised flooding, such incidents are not always reported or require further investigation.

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5.3 Flood Risk from Surface Water & Small Watercourses (Pluvial)

Flood risk from surface water and small watercourses within the Trothy SFRA can be found on NRW's Flood Risk Assessment Wales (FRAW) map. Small watercourses are defined as those ordinary watercourses with a catchment of <3km². The main areas at risk are highlighted in Figure 11 below.

Figure 11. Trothy SFRA FRAW Map – Surface Water & Small Watercourses (Pluvial)



Using the Communities at Risk Register (CaRR), an assessment of flood risk from surface water and small watercourses has been undertaken. The CaRR's *"Addresses at Risk"* GIS layer has been used to assess Residential, Non-Residential Properties and Key Services at risk.

As shown in Table 8, 23 residential properties are shown to be at high risk and are mainly located in the south near Mitchel Troy. The properties shown at medium risk and low risk are spread across the whole of the catchment with the main clusters found near Llanvetherine and Mitchel Troy.

Five non-residential properties are shown to be at high risk of surface water flooding, these are mainly located in the north. The small number of Key Services shown at risk are located predominantly in the west of the SFRA near Llanvetherine and Llantilio Crossenny.

The results of the assessment of flood risk from surface water and small watercourses is shown in Table 8 below.

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Table 8. Trothy SFRA – Flood Risk Counts from Surface Water and Small Watercourses (Pluvial)

Receptor	High Risk (Chance of flooding greater than 3.3% AEP)	Medium Risk (Chance of flooding between 3.3% and 1% AEP)	Low Risk (Chance of flooding between 1% AEP and 0.1% AEP)
Properties (n)			
Residential Properties at risk of flooding (n)	23	10	33
Non-Residential Properties at risk of flooding (n)	5	0	3
Key Services at risk of flooding (n)	5	0	0
Listed Buildings (n)	2	0	2
Infrastructure (km)			
Primary/Trunk Roads (km)	0	0	0
Main Line Railways (km)	0	0	0
Environmental (Hectares [ha])			
Agricultural Land - Grades 1, 2 and 3	41.4	16.1	62.6
Ancient Woodland	15	3.2	9.7
Country Parks	0	0	0
Local Nature Reserves (LNR)	0	0	0
National Nature Reserves (NNR)	0	0	0
Ramsar Sites	0	0	0
Registered Parks and Gardens	6.6	1.2	4.2
Scheduled Ancient Monuments (SAM)	0.5	0.3	0.9
Sites of Interest for Nature Conservation (SINC)	8	1.6	5.6
Sites of Special Scientific Interest (SSSI)	0.5	0.1	0.4
Special Areas of Conservation (SAC)	0	0	0
Special Protection Areas (SPA)	0	0	0

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5.4 Flood Risk from Rivers (Fluvial)

Using the Communities at Risk Register (CaRR) and NRW's Flood Risk Assessment Wales (FRAW) map, a high-level assessment of fluvial flood risk has been undertaken.

The Fluvial dataset has been considered within this Local Strategy as it contains detail on flood risk from larger ordinary watercourses which affect many areas within Monmouthshire. Main river flooding is also included within the dataset, however this falls outside of the scope of this Local Strategy. The high-level assessment has included the approximate separation of areas at risk from either ordinary watercourses or main rivers, the results of which are shown in Table 9.

Locations at risk from other non-local sources of flooding, in this case main river flooding, have been included in brackets in Table 9 for reference.

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Figure 12. Trothy SFRA FRAW Map – Rivers (Fluvial)

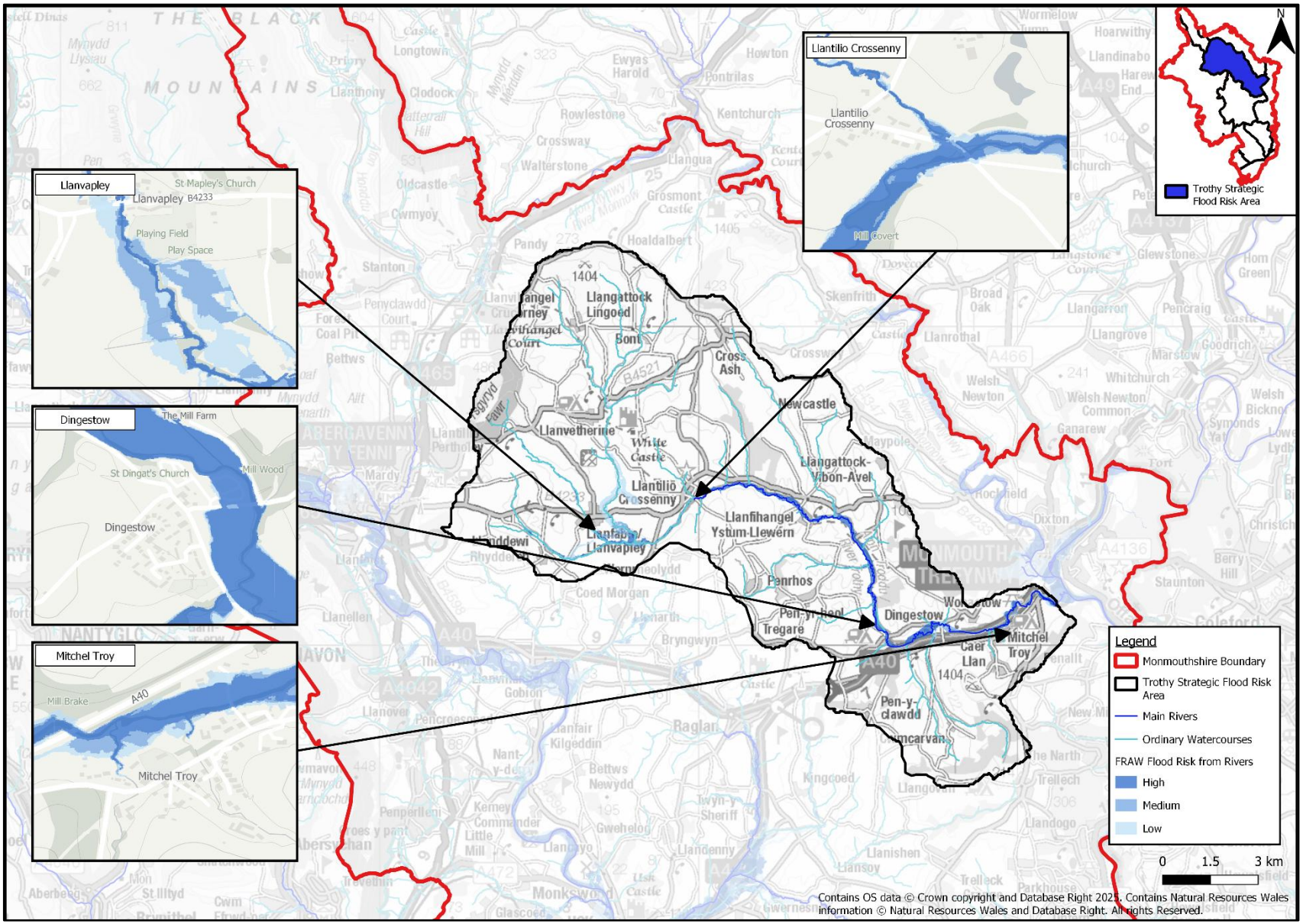


Table 9. Trothy SFRA – Flood Risk Counts from Rivers (Fluvial) (Main river values are shown in brackets)

Receptor	High Risk (Chance of flooding greater than 3.3% AEP)	Medium Risk (Chance of flooding between 3.3% and 1% AEP)	Low Risk (Chance of flooding between 1% AEP and 0.1% AEP)
Properties (n)			
Residential Properties at risk of flooding (n)	2 (1)	0 (1)	4 (3)
Non-Residential Properties at risk of flooding (n)	0 (0)	2 (0)	1 (1)
Key Services at risk of flooding (n)	0 (0)	1 (0)	0 (2)
Listed Buildings (n)	6 (1)	1 (0)	2 (2)
Infrastructure (km)			
Primary/Trunk Roads (km)	0 (0)	0 (0)	0 (0)
Main Line Railways (km)	0 (0)	0 (0)	0 (0)
Environmental (Hectares [ha])			
Agricultural Land - Grades 1, 2 and 3	70.5 (134.9)	34.9 (17.3)	85.6 (17.4)
Ancient Woodland	6.2 (2.9)	0.9 (0.2)	1.9 (0)
Country Parks	0 (0)	0 (0)	0 (0)
Local Nature Reserves (LNR)	0 (0)	0 (0)	0 (0)
National Nature Reserves (NNR)	0 (0)	0 (0)	0 (0)
Ramsar Sites	0 (0)	0 (0)	0 (0)
Registered Parks and Gardens	1.8 (7.4)	0.3 (2)	0.7 (2.6)
Scheduled Ancient Monuments (SAM)	0.7 (2.5)	0 (0)	0 (0)
Sites of Interest for Nature Conservation (SINC)	24.2 (51.1)	3.3 (2.1)	4.7 (2.3)
Sites of Special Scientific Interest (SSSI)	0 (0)	0 (0)	0 (0)
Special Areas of Conservation (SAC)	0 (0)	0 (0)	0 (0)
Special Protection Areas (SPA)	0 (0)	0 (0)	0 (0)

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5.5 Flood Risk from Groundwater

Flood risk from groundwater has been considered by reference to three datasets. Geological information has been obtained from the British Geological Survey's 1:625,000 scale solid geology and 1:625,000 scale superficial deposits data layers. Modelled groundwater levels after a winter recharge season with 1% AEP have been obtained from JBA's Groundwater Flood Map. Information regarding JBA's Groundwater Flood Map is contained in Chapter 3 of this Local Strategy.

The Trothy SFRA has a bedrock geology of mostly mudstone, siltstone and sandstone. There is a very small presence of sandstone and conglomerate towards the south edge of the SFRA.

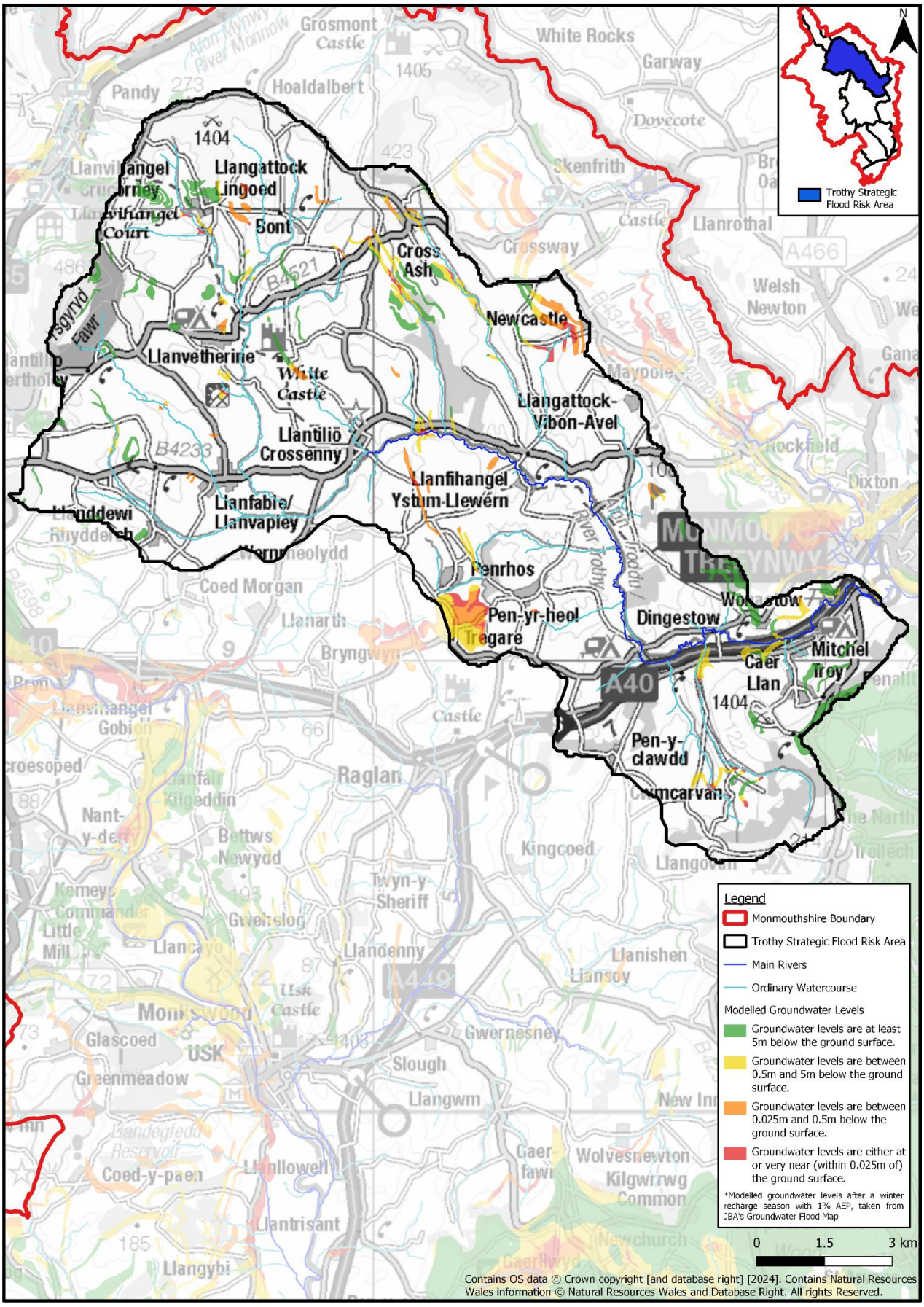
Trothy has one significant superficial deposit and two minor deposits. Diamicton (predominantly clay) covers a portion of the centre of the SFRA. Small areas of Alluvium (clay, silt and sand, and sand and gravel) are mapped to the north-east and south-east of Llanvapley. An area of Glacial Sand and Gravel is mapped close to Tregare.

Modelling indicates that through the majority of the Trothy SFRA soils/rock are unlikely to contain significant quantities of shallow groundwater. There are isolated pockets across the SFRA where modelled groundwater levels in the 1% AEP are above 5m below ground level. Many of these appear to correspond with mapped layers of sandstone on 1:50,000 scale geological mapping. A larger area where modelled groundwater levels in the 1% AEP are between ground level and 0.5m of the ground surface is shown around Tregare, associated with the Glacial Sand and Gravel deposit.

Modelled groundwater levels in the 1% AEP are shown in Figure 13. Transparent areas on the mapping indicate a negligible risk of groundwater emergence due to the nature of the local geological deposits and depth of ground water below ground level.

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Figure 13. Trothy SFRA – Flood Risk from Groundwater



5.6 Flood Action Plan

The actions proposed within the Trothy SFRA Flood Action Plan are listed in Table 10 below.

Table 10. Trothy SFRA Action Plan

SFRA Ref.	Action	Location	Action Type	Link to LFRMS Measure	Timescale	Cost	Funding	Status
Trothy 1	**Flood Risk Assessment** Undertake a catchment wide assessment of flood risk to identify properties, businesses and infrastructure at greatest risk of flooding from local sources.	Trothy SFRA	Preparedness, Protection	7, 8, 9, 14, 15 & 16	Medium Term	Medium	Revenue	Commenced
Trothy 2	**Mitchel Troy** Undertake an assessment of culvert capacities and flood risk from local sources including at Parc Pentre and along the Garthy Brook.	Mitchel Troy	Protection	14 & 15	Medium Term	Low	Revenue	Not Started
Trothy 3	**Natural Flood Management** Develop and implement previously identified Natural Flood Management schemes at Llantilio Crossenny, Dingestow and Mitchel Troy and discuss with landowners. Review potential for additional NFM measures at these locations.	Trothy SFRA	Preparedness, Protection	8, 10 & 15	Short Term	Medium	Capital	Commenced

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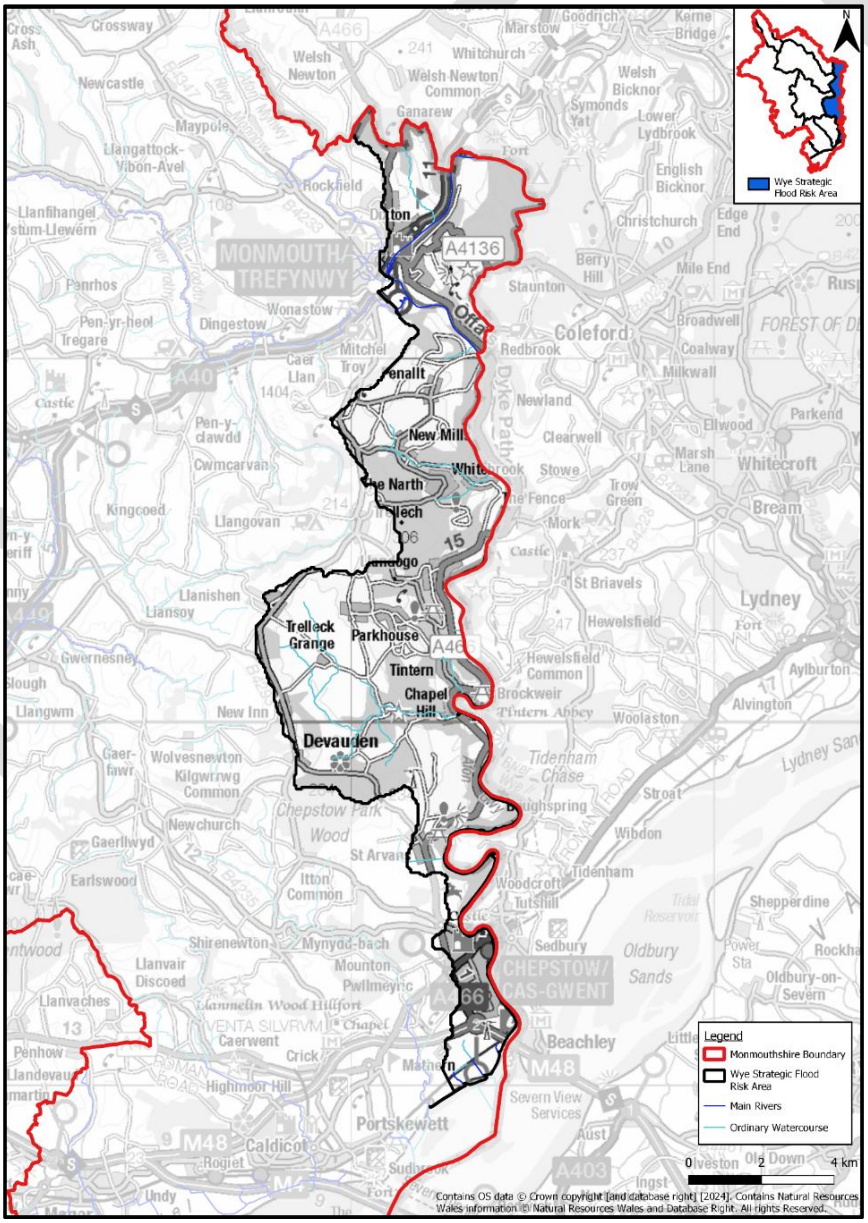
6 Wye SFRA Flood Action Plan

This Action Plan describes the nature, extent and location of flood risk within the Wye Strategic Flood Risk Area (SFRA) with an emphasis on local sources of flood risk i.e. surface water, small watercourses and ground water. It also sets out the actions MCC will undertake, or are already in the process of undertaking, to manage flood risk from local sources.

6.1 Wye SFRA Description

The Wye Strategic Flood Risk Area (SFRA) is one of the larger SFRAs in Monmouthshire covering approximately 81km². The SFRA is located along the eastern boundary of Monmouthshire, where the River Wye flows north to south from Monmouth to Chepstow along the Wye Valley, as shown in Figure 14. To the north, the eastern side of Monmouth falls within this SFRA as do the smaller settlements of The Narth, Llandogo and Tintern. At the southern end is the town of Chepstow where the River Wye meets the Severn Estuary.

Figure 14. Wye Strategic Flood Risk Area



The landscape exhibits a mixture of land uses; predominantly agricultural land, parklands and a number of woodlands and forestry's which fall within the designated Wye Valley National Landscape. Topography along the SFRA typically consists of steep sided slopes and lower areas of flood plain along the River Wye and its valley. At Monmouth, the River Monnow and Trothy join the River Wye at the southern end of the town, whilst the Manor Brook and White Brook fall west - east to the River Wye from The Narth. Downstream at Tintern, the Catbrook, Angidy River and Limekiln Brook fall to the River Wye, which at this location is tidal.

6.2 History of Flooding

As LLFA, MCC holds records of notable flood events from surface water and ordinary watercourses that have affected properties and infrastructure within the Wye SFRA. Properties at Tintern have experienced flooding from events relating to several ordinary watercourses which include the Catbrook, Angidy River and Limekiln Brook. These are typically steep and fast responding watercourses which can result in flash flooding and significant out of bank flows that can affect low lying properties.

Other areas where properties have been affected include Buckholt, Wyesham, Penallt, Llanishen, Llandogo and The Narth. Properties here are affected from a combination of surface water runoff and ordinary watercourses. Whilst other locations are known to have been affected by more localised flooding, such incidents are not always reported or require further investigation.

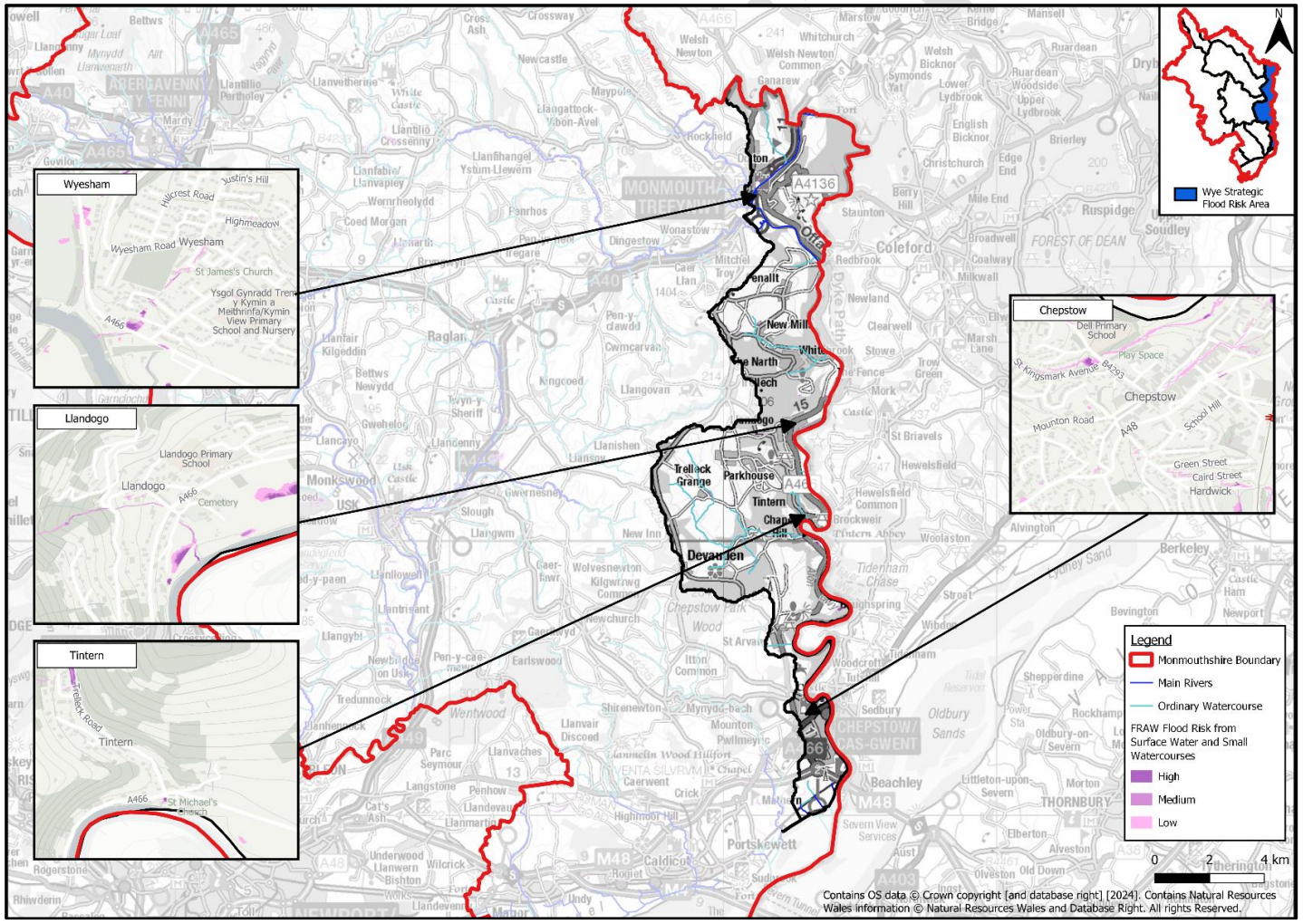
In regard to main river flooding from the River Wye, large areas of Monmouth including Riverside Park, Redbrook Road and the tidal reaches through Tintern and Chepstow are particularly prone to significant flooding during larger fluvial and tidal events. As this Local Strategy focusses on local sources of flood risk, details of main river flooding events, such as those that occurred in 2020 in Monmouth and Tintern can be found in previously published Section 19 Flood Reports which are available on MCC's website.

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6.3 Flood Risk from Surface Water & Small Watercourses (Pluvial)

Flood risk from surface water and small watercourses within the Wye SFRA can be found on NRW's Flood Risk Assessment Wales (FRAW) map. Small watercourses are defined as those ordinary watercourses with a catchment of <3km². The main areas at risk are highlighted in Figure 15 below.

Figure 15. Wye SFRA FRAW Map – Surface Water & Small Watercourses (Pluvial)



Using the Communities at Risk Register (CaRR), an assessment of flood risk from surface water and small watercourses has been undertaken. The CaRR's *"Addresses at Risk"* GIS layer has been used to assess Residential, Non-Residential Properties and Key Services at risk.

As shown in Table 11, 9 residential properties are shown to be at high risk of surface water flooding in the Wye SFRA. These properties are generally scattered across the SFRA with the majority being in Monmouth and Chepstow. This is partly due to the large areas of impermeable surfaces across these built-up urban areas.

There are 17 properties shown to be at medium risk and 209 at low risk. As with the properties at high risk, the majority of these are scattered throughout the SFRA, with the largest concentrations found in Monmouth, Tintern and Chepstow.

Non-residential properties and key services at risk of surface water flooding are found in the centre of the SFRA and at Monmouth and Chepstow.

Minor sections of the A466 and M48 (trunk road) are at medium and low risk of flooding from surface water and small watercourses.

The results of the assessment of flood risk from surface water and small watercourses is shown in Table 11 below.

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Table 11. Wye SFRA – Flood Risk Counts from Surface Water and Small Watercourses (Pluvial)

Receptor	High Risk (Chance of flooding greater than 3.3% AEP)	Medium Risk (Chance of flooding between 3.3% and 1% AEP)	Low Risk (Chance of flooding between 1% AEP and 0.1% AEP)
Properties (n)			
Residential Properties at risk of flooding (n)	9	17	209
Non-Residential Properties at risk of flooding (n)	0	6	39
Key Services at risk of flooding (n)	1	3	5
Listed Buildings (n)	0	1	5
Infrastructure (km)			
Primary/Trunk Roads (km)	0	0.1	0.3
Main Line Railways (km)	0	0	0
Environmental (Hectares [ha])			
Agricultural Land - Grades 1, 2 and 3	8.1	3.7	16.8
Ancient Woodland	3.5	1.7	7.7
Country Parks	0	0	0
Local Nature Reserves (LNR)	0.1	0.1	0.7
National Nature Reserves (NNR)	0.1	0	0.2
Ramsar Sites	0	0	0
Registered Parks and Gardens	0.2	0.3	1.9
Scheduled Ancient Monuments (SAM)	0.5	0.1	0.6
Sites of Interest for Nature Conservation (SINC)	2.3	0.9	3.7
Sites of Special Scientific Interest (SSSI)	0.5	0.69	2.61
Special Areas of Conservation (SAC)	0.4	0.5	1.8
Special Protection Areas (SPA)	0	0	0

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6.4 Flood Risk from Rivers (Fluvial)

Using the Communities at Risk Register (CaRR) and NRW's Flood Risk Assessment Wales (FRAW) map, a high-level assessment of fluvial flood risk has been undertaken.

The Fluvial dataset has been considered within this Local Strategy as it contains detail on flood risk from larger ordinary watercourses which affect many areas within Monmouthshire. Main river flooding is also included within the dataset, however this falls outside of the scope of this Local Strategy. The high-level assessment has included the approximate separation of areas at risk from either ordinary watercourses or main rivers, the results of which are shown in Table 12.

Locations at risk from other non-local sources of flooding, in this case main river flooding, have been included in brackets in Table 12 for reference.

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Figure 16. Wye SFRA FRAW Map – Rivers (Fluvial)

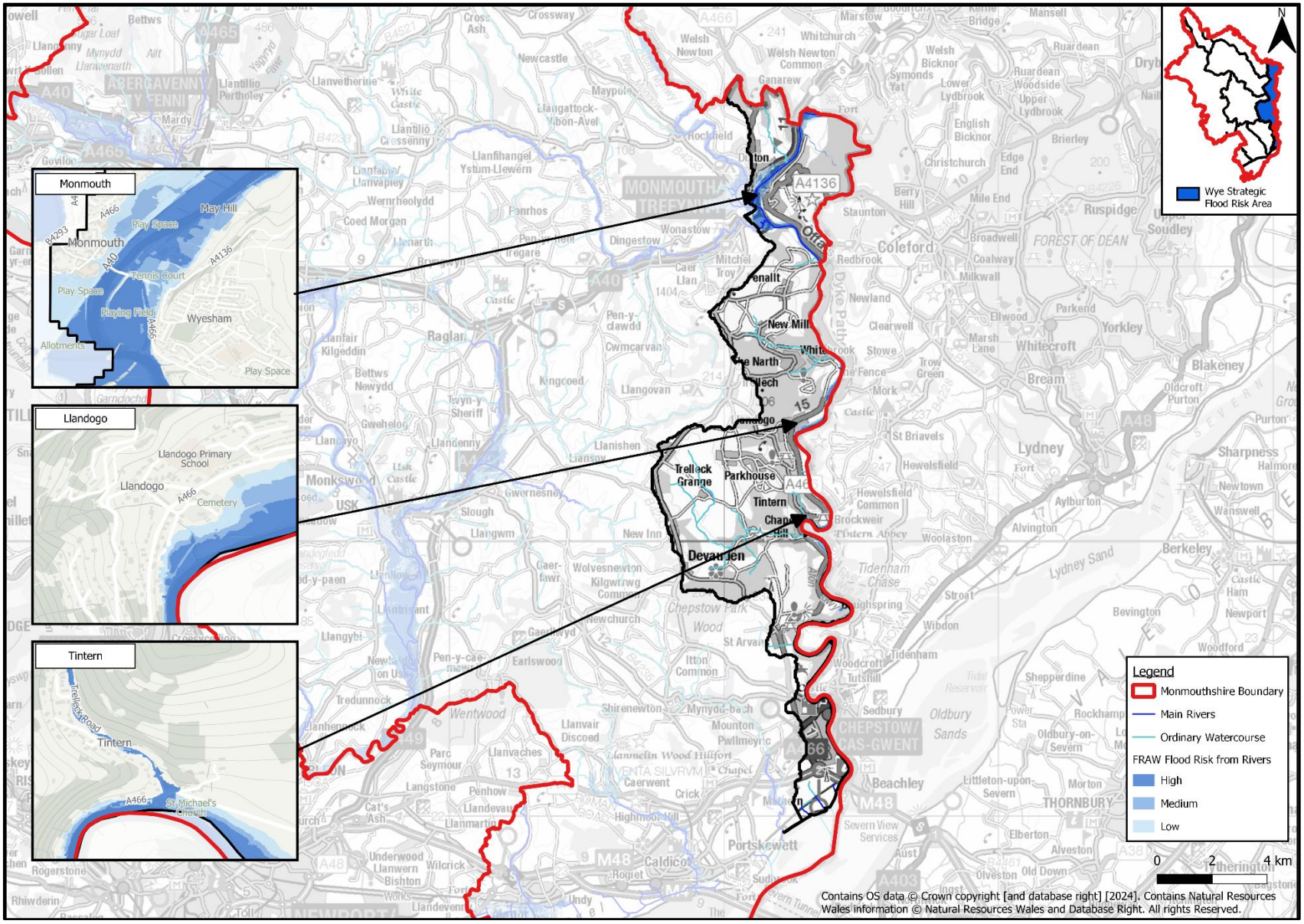


Table 12. Wye SFRA – Flood Risk Counts from Ordinary Watercourses (Fluvial) (Main river counts in brackets)

Receptor	High Risk (Chance of flooding greater than 3.3% AEP)	Medium Risk (Chance of flooding between 3.3% and 1% AEP)	Low Risk (Chance of flooding between 1% AEP and 0.1% AEP)
Properties (n)			
Residential Properties at risk of flooding (n)	8 (5)	4 (20)	8 (121)
Non-Residential Properties at risk of flooding (n)	0 (2)	0 (8)	0 (52)
Key Services at risk of flooding (n)	2 (1)	0 (3)	0 (14)
Listed Buildings (n)	5 (6)	0 (3)	1 (51)
Infrastructure (km)			
Primary/Trunk Roads (km)	0.1 (0.3)	0 (1.6)	0.1 (4.9)
Main Line Railways (km)	0 (0)	0 (0)	0 (0)
Environmental (Hectares [ha])			
Agricultural Land - Grades 1, 2 and 3	10.5 (133.0)	1.1 (27.1)	3.2 (44.8)
Ancient Woodland	7.1(9.7)	0.8 (1.7)	1.4 (0)
Country Parks	0 (0)	0 (0)	0 (0)
Local Nature Reserves (LNR)	0 (0)	0 (0)	0 (0)
National Nature Reserves (NNR)	0 (0.1)	0 (0.2)	0 (0.6)
Ramsar Sites	0 (0)	0 (0)	0 (0)
Registered Parks and Gardens	0 (1.9)	0 (0.3)	0 (6.3)
Scheduled Ancient Monuments (SAM)	0 (0.1)	0 (0)	0.3 (2.1)
Sites of Interest for Nature Conservation (SINC)	3.5 (5.6)	0.5 (0.4)	0.8 (0.5)
Sites of Special Scientific Interest (SSSI)	0.1 (120.3)	0 (5.0)	0 (7.3)
Special Areas of Conservation (SAC)	0.1 (120.4)	0 (3.6)	0 (7.3)
Special Protection Areas (SPA)	0 (0)	0 (0)	0 (0)

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6.5 Flood Risk from Groundwater

Flood risk from groundwater has been considered by reference to three datasets. Geological information has been obtained from the British Geological Survey's 1:625,000 scale solid geology and 1:625,000 scale superficial deposits data layers. Modelled groundwater levels after a winter recharge season with 1% AEP have been obtained from JBA's Groundwater Flood Map. Information regarding JBA's Groundwater Flood Map is contained in Chapter 3 of this Strategy.

The bedrock geology in the Wye SFRA is primarily interbedded sandstone and conglomerate. There are also small regions of limestone with subordinate sandstone and argillaceous rocks towards the south of the SFRA.

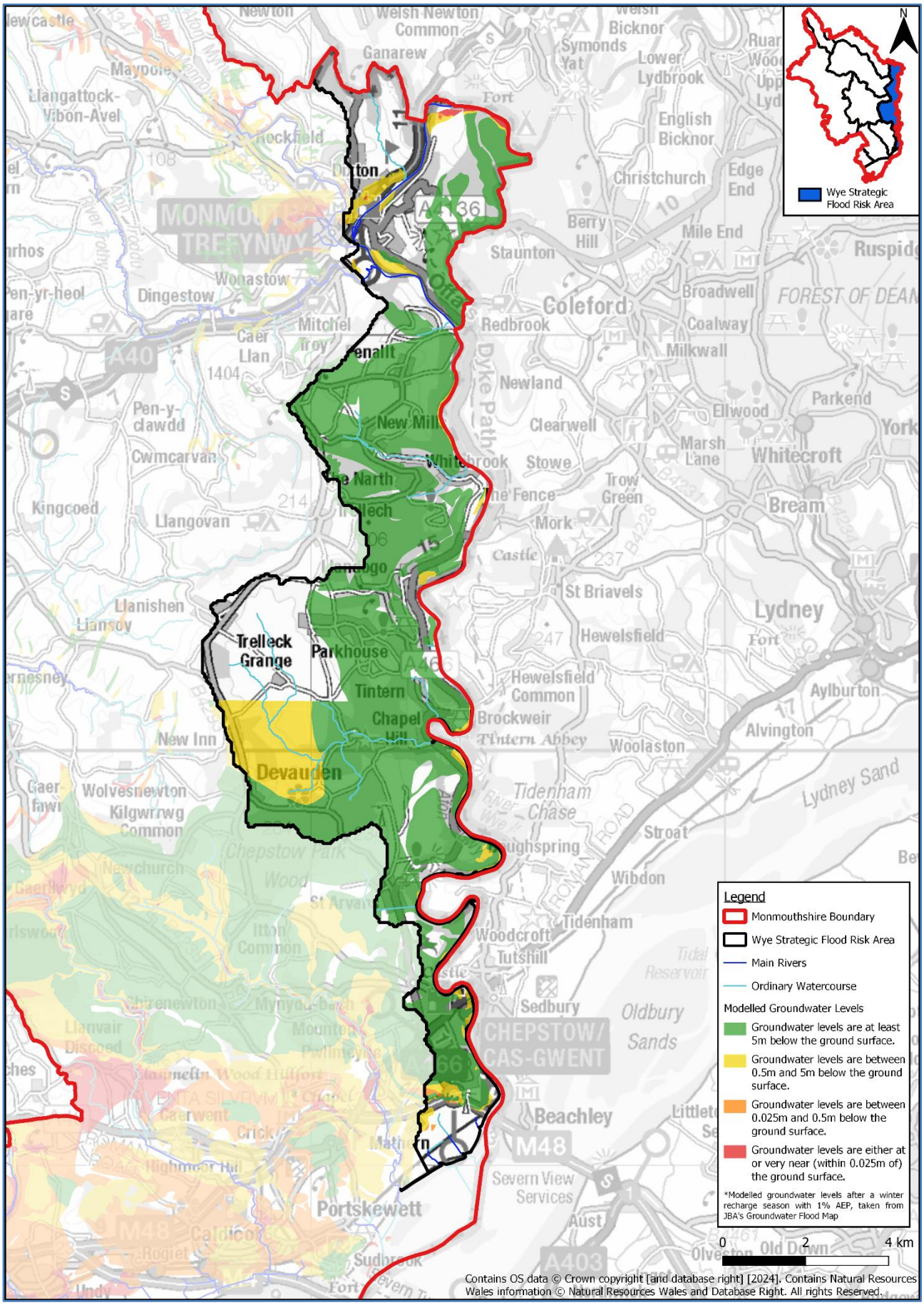
The Wye SFRA contains very little superficial deposit.

Across most of the Wye SFRA modelled groundwater levels in the 1% AEP are at least 5 metres below the ground surface. Isolated areas in the north and south of the Wye SFRA and a larger area north of Devauden have modelled groundwater levels in the 1% AEP between 0.5 and 5m below ground level.

Modelled groundwater levels in the 1% AEP are shown in Figure 17. Transparent areas on the mapping indicate a negligible risk of groundwater emergence due to the nature of the local geological deposits and depth of ground water below ground level.

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Figure 17. Wye SFRA – Flood Risk from Groundwater



6.6 Flood Action Plan

The actions proposed within the Wye SFRA Flood Action Plan are listed in Table 13 below.

Table 13. Wye SFRA Action Plan

SFRA Ref.	Action	Location	Action Type	Link to LFRMS Measure	Timescale	Cost	Funding	Status
Wye 1	**Flood Risk Assessment** Undertake a catchment wide assessment of flood risk to identify properties, businesses and infrastructure at greatest risk of flooding from local sources.	Wye SFRA	Preparedness, Protection	7, 8, 9, 14, 15 & 16	Medium Term	Medium	Revenue	Commenced
Wye 2	**Redbrook Road, Monmouth** Consider options to reduce flood risk to properties and prevention of water flowing through the old railway embankment.	Monmouth	Preparedness, Protection	10 & 15	Medium Term	Medium	Capital	Not Started
Wye 3	**Tudor Road, Wyesham** Construction of cut off ditch to prevent overland runoff affecting properties.	Wyesham	Protection	15	Short Term	Medium	Capital	Commenced
Wye 4	**Wye Bridge, Monmouth** Consider viability over the provision and installation of a CCTV camera to remotely monitor debris accumulation levels on the Wye Bridge, Monmouth.	Monmouth	Preparedness	4, 5, 10 & 15	Medium Term	Low	Capital	Not started
Wye 5	**Llandogo** Identify and implement options to reduce flood risk from blockages of the culvert inlet opposite the Sloop Inn.	Llandogo	Protection	15	Short Term	Medium	Capital	Commenced
Wye 6	**Tintern Property Flood Resilience** Working with other Risk Management Authorities, review viability of property flood resilience scheme for properties at risk from all sources of flooding.	Tintern	Preparedness, Protection	10 & 15	Long Term	High	Capital	Not Started
Wye 7	**Angidy Valley Catchment Study** Undertake a detailed assessment of flood risk and potential mitigation options.	Tintern	Preparedness, Protection	8, 9, 10, 14 & 15	Long Term	Medium	Capital	Not Started
Wye 8	**Tintern River Gauge** Consider viability of installing a river level gauge at Tintern to monitor tidal levels to aid road closure forecasting.	Tintern	Preparedness	5 & 15	Long Term	Medium	Capital	Commenced

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Wye 9	**Tintern Community Flood Plan** Support the local community in developing a community flood plan.	Tintern	Preparedness	4 & 7	Medium Term	Low	Revenue	Not Started
Wye 10	**Tintern** Undertake a detailed survey of the Catbrook and consider potential works to reduce flood risk along Trellech Road, the A466 and properties at and adjacent to Fryers Row.	Tintern	Protection, Recovery and Review	8, 14 & 15	Short Term	Medium	Capital	Commenced
Wye 11	**Natural Flood Management** Develop previously identified Natural Flood Management options across the catchment of the Limekiln Brook, Tintern and discuss with landowners.	Tintern	Preparedness, Protection	8, 10 & 15	Long Term	Medium	Capital	Not Started

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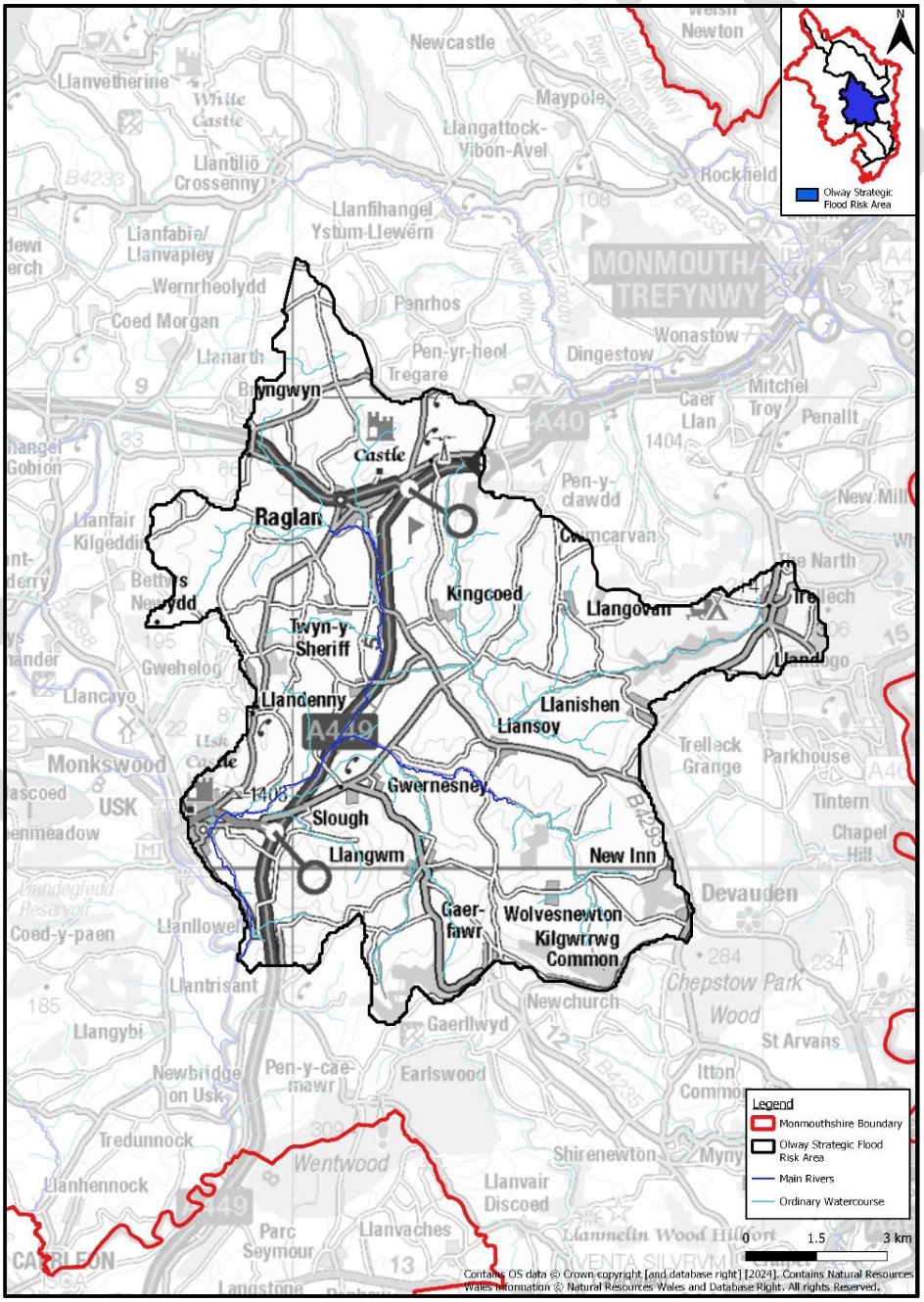
7 Olway SFRA Flood Action Plan

This Action Plan describes the nature, extent and location of flood risk within the Olway Strategic Flood Risk Area (SFRA) with an emphasis on local sources of flood risk i.e. surface water, small watercourses and ground water. It also sets out the actions MCC will undertake, or are already in the process of undertaking, to manage flood risk from local sources.

7.1 Olway SFRA Description

The Olway SFRA is located in the centre of Monmouthshire and covers approximately 115km² making it the third largest SFRA in the County. The Olway is a tributary to the River Usk, which it meets downstream of Usk town at Llanllowell, as shown in Figure 18.

Figure 18. Olway Strategic Flood Risk Area



The predominantly rural settlements in this SFRA are typically surrounded by pastureland and woodlands, include Raglan in the north, Trellech in the east, Llangwm in the south. The eastern edge of Usk also falls within this SFRA boundary which runs through the centre of the town. A number of ancient monuments are located within the SFRA including Trecastle motte and bailey near Raglan and Gaer Fawr hillfort near Llangwm, as well as castles at Raglan and Usk. The SFRA also has Sites of Special Scientific Interest, including Cwrt-y-Bela a Springdale, which is located in the southwest and Cobbler's Plain Meadows in the northeast.

The Olway Brook and Nant y Wilcae are the two largest watercourses within this SFRA, both of which are designated main rivers for which NRW are the Risk Management Authority. The Nant y Wilcae flows from the north, where at Raglan it is fed by the Barton Brook, an ordinary watercourse, at the downstream end of the village, before joining the Olway Brook south of Llandenny. Another main river, the Pill Brook, also joins the Olway south of Llandenny. The Olway then flows to Usk, where a number of properties are protected by an NRW maintained flood embankment, before continuing south where it joins the River Usk downstream of Llanllowell. Notable named ordinary watercourses include the Wecha Brook north of Llandenny, Dyffryn Brook and the Nant y March at Llangwm, and the Penarth Brook near Trellech.

The topography of the Olway SFRA is generally low lying but has higher elevations in the northwest near Rhiw-Iâs and Trellech in the east, which is close to the Wye SFRA border. Higher elevations are also located in the southern region of the Olway SFRA which stretches from Gaer-fawr to Devauden in the east.

7.2 History of Flooding

As LLFA, MCC hold records of a number of notable flood events relating to ordinary watercourses and surface water that have affected properties and infrastructure within the Olway SFRA. Areas at high risk from local sources and those that have experienced flooding in recent years are spread across the SFRA.

In the north at Raglan, properties and local roads have been affected by the Barton Brook, with the channel being significantly narrowed where it runs adjacent to properties at the northern end of the village. At the southern end of Raglan, the Nant y Wilcae becomes a designated main river when it flows beneath the R62 Usk Road. In this area, the channel's capacity can be exceeded resulting in localised flooding.

Further south at Gwernesney, flooding from a small ordinary watercourse and overland runoff can add to out of bank flows from the Olway Brook, resulting in flooding to large areas of agricultural land, including Usk Showground. This flooding can also affect a small number of local properties and the B4235. At Llangwm, the Dyffryn Brook and the Nant y March flow immediately adjacent to numerous properties before converging in the centre of the village. A small number of properties have been affected by flooding from both of these watercourses in the past.

The eastern side of Usk falls within the Olway SFRA, where the Olway Brook, a designated main river, can affect Chepstow Road and surrounding properties, some of which are defended by an NRW embankment at the rear of Black Barn Lane. At the north eastern edge of the town, residential properties and Monmouth Road are susceptible to surface water flooding, with this area being badly affected during a significant rainfall event in May 2023.

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Other notable events that have been reported to the LLFA include those at Trellech and Llanllowell. Following repeated flood events in several villages, MCC successfully applied for and delivered property flood resilience schemes to properties in Llangwm (2021) and Llanllowell (2023).

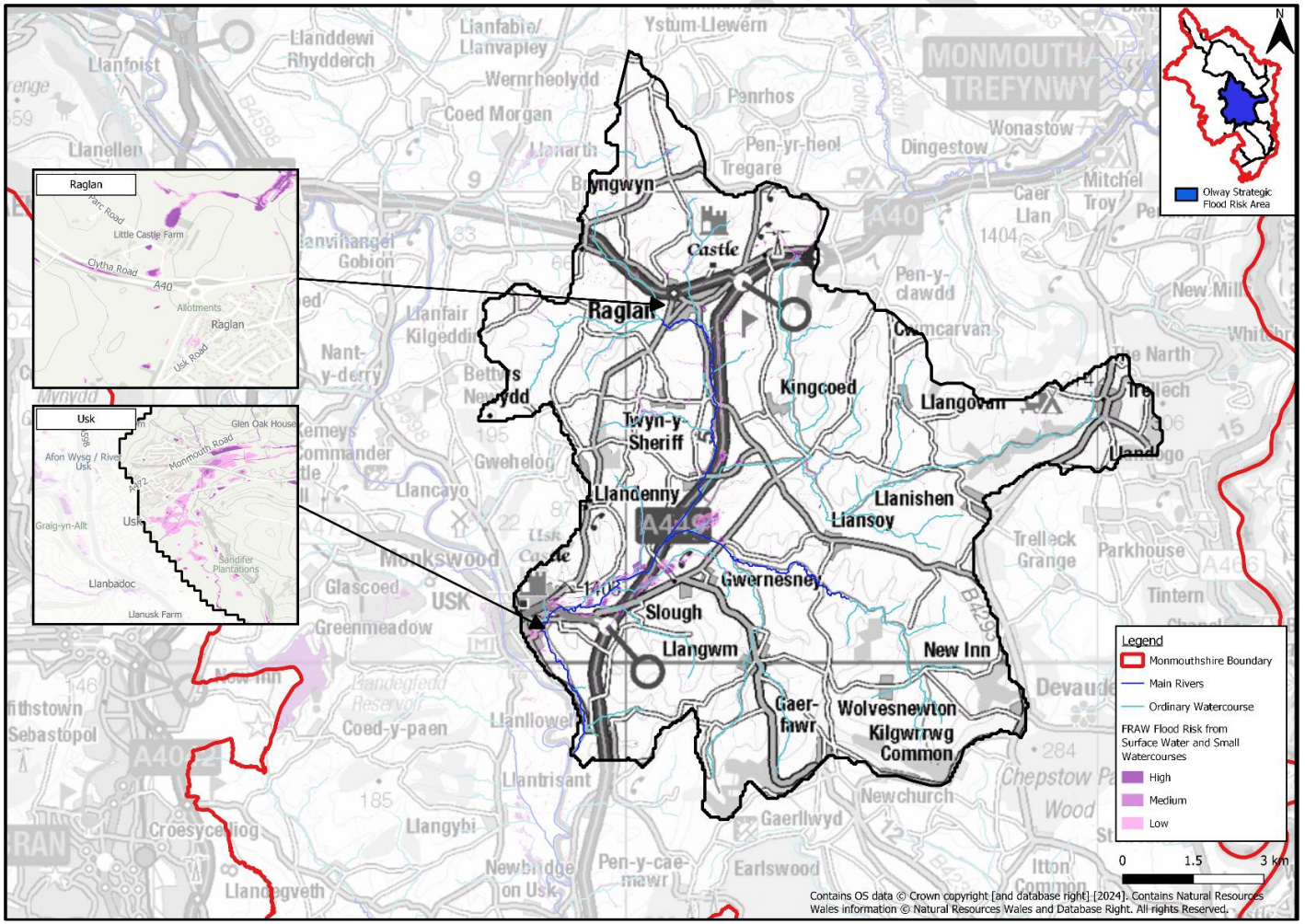
It should be noted the above is not intended to be an exhaustive list and doesn't cover more regular minor instances of flooding that can occur.

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7.3 Flood Risk from Surface Water & Small Watercourses (Pluvial)

Flood risk from surface water and small watercourses within the Olway SFRA can be found on NRW's Flood Risk Assessment Wales (FRAW) map. Small watercourses are defined as those ordinary watercourses with a catchment of <3km². The main areas at risk are highlighted in Figure 19 below.

Figure 19. Olway SFRA FRAW Map – Surface Water & Small Watercourses (Pluvial)



Using the Communities at Risk Register (CaRR), an assessment of flood risk from surface water and small watercourses has been undertaken. The CaRR's *"Addresses at Risk"* GIS layer has been used to assess Residential, Non-Residential Properties and Key Services at risk.

As shown in Table 14, 19 residential properties are shown to be at high risk. These properties are spread across the SFRA with the highest numbers located in and near to Raglan, Usk, Gwernesney and along the B4235 near Llangwm.

Properties at medium and low risk of flooding are mainly located in Usk and Raglan. In total there are 9 residential properties at medium risk and 55 at low risk.

Non-residential properties and Key Services at risk of surface water flooding are mainly found in and near to Raglan.

Using the FRAW maps, minor sections of the A449 trunk road are shown to be at high and low risk of surface water flooding.

The results of the assessment of flood risk from surface water and small watercourses is shown in Table 14 below.

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Table 14. Olway SFRA – Flood Risk Counts from Surface Water and Small Watercourses (Pluvial)

Receptor	High Risk (Chance of flooding greater than 3.3% AEP)	Medium Risk (Chance of flooding between 3.3% and 1% AEP)	Low Risk (Chance of flooding between 1% AEP and 0.1% AEP)
Properties (n)			
Residential Properties at risk of flooding (n)	19	9	55
Non-Residential Properties at risk of flooding (n)	1	1	7
Key Services at risk of flooding (n)	2	0	1
Listed Buildings (n)	0	0	0
Infrastructure (km)			
Primary/Trunk Roads (km)	0.1	0	0.3
Main Line Railways (km)	0	0	0
Environmental (Hectares [ha])			
Agricultural Land - Grades 1, 2 and 3	35.2	14.8	67.3
Ancient Woodland	6.8	1.7	6
Country Parks	0	0	0
Local Nature Reserves (LNR)	0	0	0
National Nature Reserves (NNR)	0	0	0
Ramsar Sites	0	0	0
Registered Parks and Gardens	1	0.3	0.8
Scheduled Ancient Monuments (SAM)	0.8	0.4	1.8
Sites of Interest for Nature Conservation (SINC)	4	1.1	3.5
Sites of Special Scientific Interest (SSSI)	0.7	0.2	0.5
Special Areas of Conservation (SAC)	0	0	0
Special Protection Areas (SPA)	0	0	0

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7.4 Flood Risk from Rivers (Fluvial)

Using the Communities at Risk Register (CaRR) and NRW's Flood Risk Assessment Wales (FRAW) map, a high-level assessment of fluvial flood risk has been undertaken.

The Fluvial dataset has been considered within this Local Strategy as it contains detail on flood risk from larger ordinary watercourses which affect many areas within Monmouthshire. Main river flooding is also included within the dataset, however this falls outside of the scope of this Local Strategy. The high-level assessment has included the approximate separation of areas at risk from either ordinary watercourses or main rivers, the results of which are shown in Table 15.

Locations at risk from other non-local sources of flooding, in this case main river flooding, have been included in brackets in Table 15 for reference.

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Figure 20. Olway SFRA FRAW Map – Rivers (Fluvial)

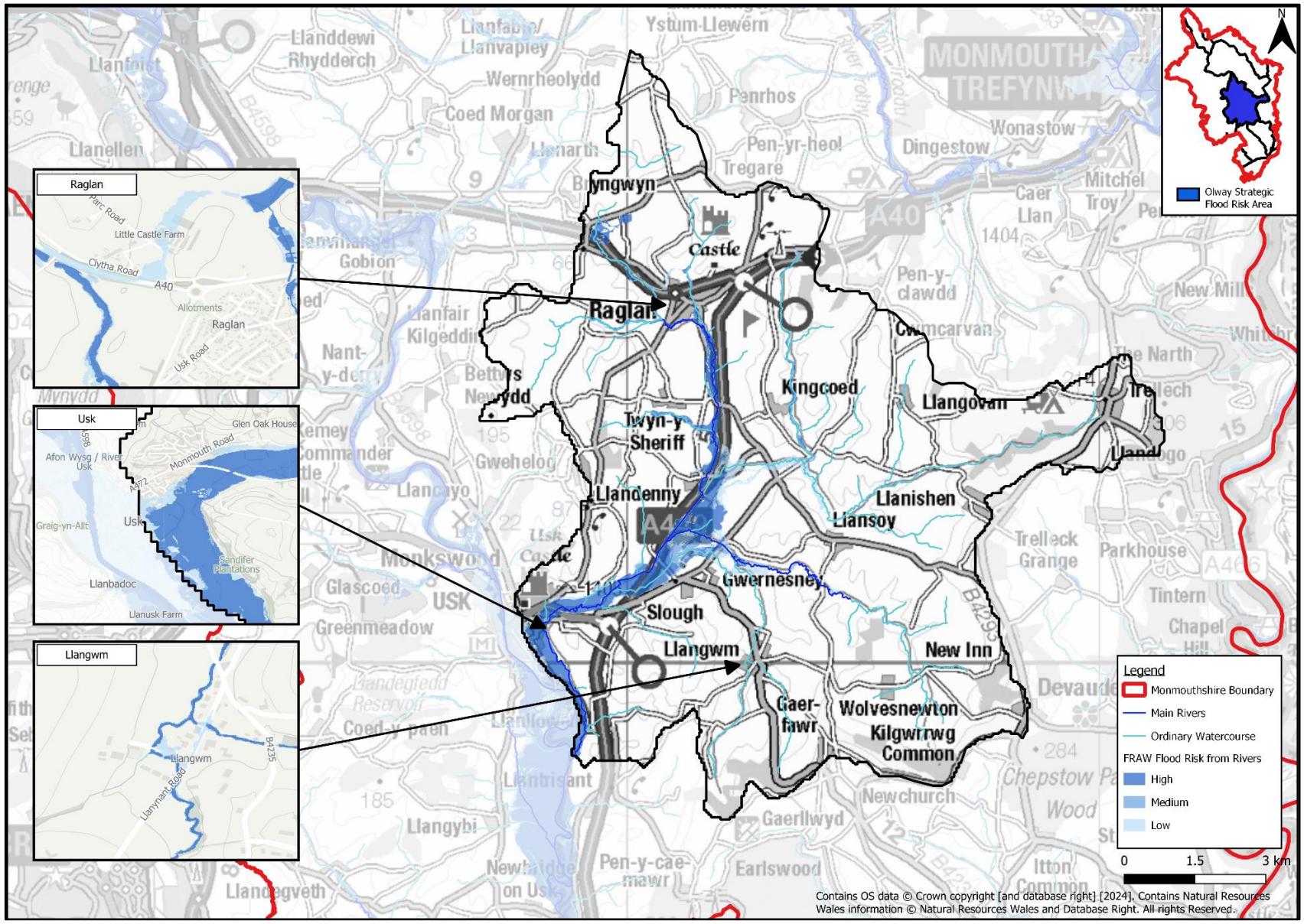


Table 15. Olway SFRA – Flood Risk Counts from Rivers (Fluvial) (Main river counts in brackets)

Receptor	High Risk (Chance of flooding greater than 3.3% AEP)	Medium Risk (Chance of flooding between 3.3% and 1% AEP)	Low Risk (Chance of flooding between 1% AEP and 0.1% AEP)
Properties (n)			
Residential Properties at risk of flooding (n)	4 (0)	2 (1)	9 (55)
Non-Residential Properties at risk of flooding (n)	0 (0)	0 (0)	9 (3)
Key Services at risk of flooding (n)	1 (0)	0 (0)	1 (1)
Listed Buildings (n)	1 (0)	0 (0)	1 (15)
Infrastructure (km)			
Primary/Trunk Roads (km)	0 (0)	0 (0)	0.4 (0.1)
Main Line Railways (km)	0 (0)	0 (0)	0 (0)
Environmental (Hectares [ha])			
Agricultural Land - Grades 1, 2 and 3	52.9 (128.8)	10.7 (37.1)	45.7 (62.0)
Ancient Woodland	3.0 (0.5)	0.4 (0)	0.7 (0)
Country Parks	0 (0)	0 (0)	0 (0)
Local Nature Reserves (LNR)	0 (0)	0 (0)	0 (0)
National Nature Reserves (NNR)	0 (0)	0 (0)	0 (0)
Ramsar Sites	0 (0)	0 (0)	0 (0)
Registered Parks and Gardens	2.3 (0)	0.3 (0)	0.8 (0)
Scheduled Ancient Monuments (SAM)	2.4 (3.8)	0.3 (0.4)	0.8 (0.4)
Sites of Interest for Nature Conservation (SINC)	8.7 (17.8)	1.0 (0.7)	2.8 (0.8)
Sites of Special Scientific Interest (SSSI)	0.3 (0.2)	0 (0)	0 (0)
Special Areas of Conservation (SAC)	0 (0.2)	0 (0)	0 (0)
Special Protection Areas (SPA)	0 (0)	0 (0)	0 (0)

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7.5 Flood Risk from Groundwater

Flood risk from groundwater has been considered by reference to three datasets. Geological information has been obtained from the British Geological Survey's 1:625,000 scale solid geology and 1:625,000 scale superficial deposits data layers. Modelled groundwater levels after a winter recharge season with 1% AEP have been obtained from JBA's Groundwater Flood Map. Information regarding JBA's Groundwater Flood Map is contained in Chapter 3 of this Strategy.

The Olway SFRA has a bedrock geology that is almost entirely mudstone, siltstone and sandstone.

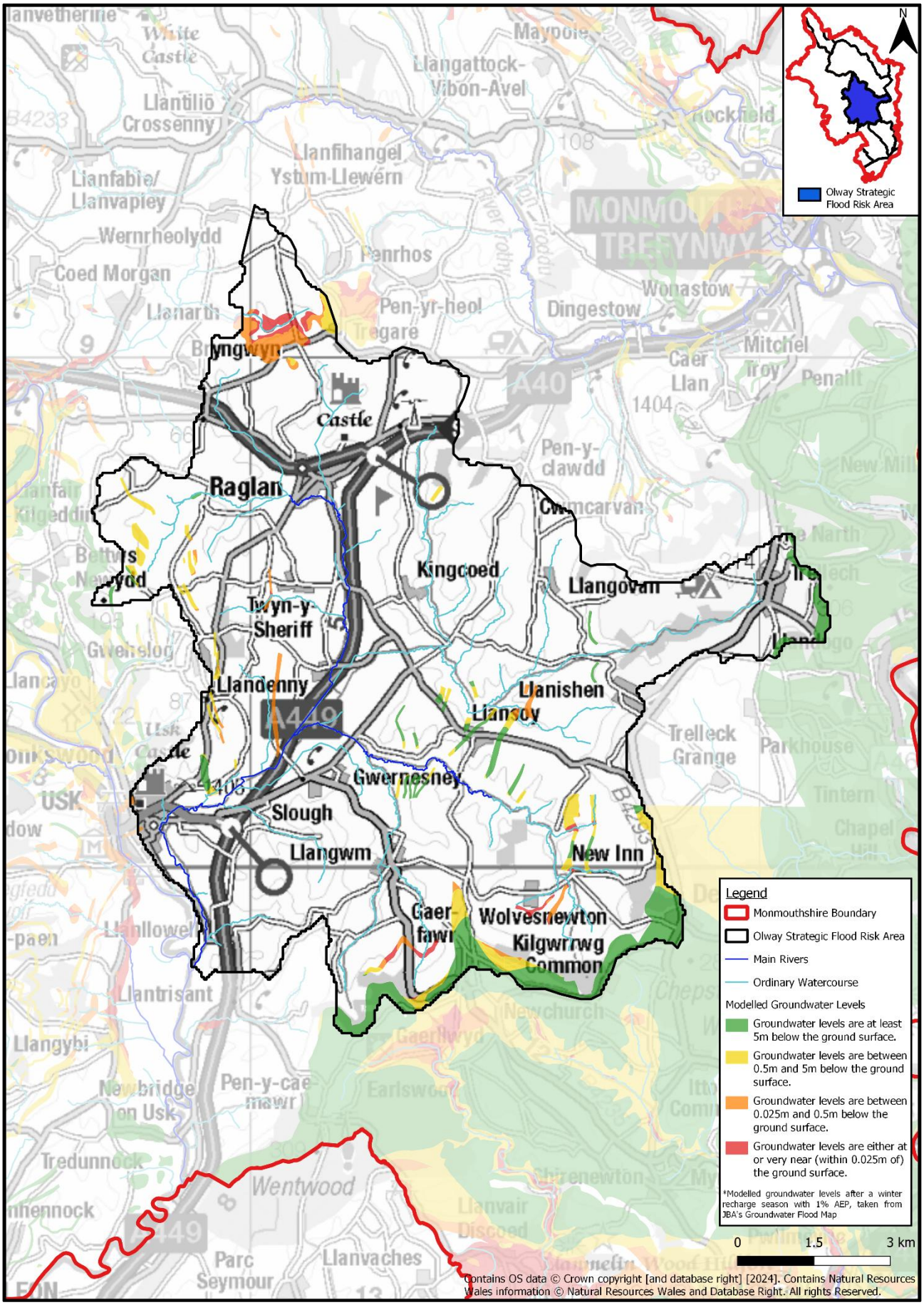
There are three variations of superficial deposits within the Olway SFRA. Diamicton (predominantly clay) has a presence towards the north of the SFRA, around Raglan. A small area of glacial sand and gravel is present around Tregare, in the north of the SFRA and spans into the Trothy SFRA. A clay, silt and sand deposit (Alluvium) runs through the centre of the Olway SFRA, associated with the Olway itself.

In a small part of the north of the Olway SFRA, around Tregare, modelled groundwater levels in the 1% AEP are high, ranging between 0.025 and 0.5 metres below ground level. This is the part of the SFRA which has superficial deposits of sand and gravel.

Modelled groundwater levels in the 1% AEP are shown in Figure 21. Transparent areas on the mapping indicate a negligible risk of groundwater emergence due to the nature of the local geological deposits and depth of ground water below ground level.

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Figure 21. Olway SFRA – Flood Risk from Groundwater



7.6 Flood Action Plan

The actions proposed within the Olway SFRA Flood Action Plan are listed in Table 16 below.

Table 16. Olway SFRA Action Plan

SFRA Ref.	Action	Location	Action Type	Link to LFRMS Measure	Timescale	Cost	Funding	Status
Olway 1	**Flood Risk Assessment** Undertake a catchment wide assessment of flood risk to identify properties, businesses and infrastructure at greatest risk of flooding from local sources.	Olway SFRA	Preparedness, Protection	7, 8, 9, 14, 15 & 16	Medium Term	Medium	Revenue	Commenced
Olway 2	**Old Monmouth Road, Raglan** Review culvert capacity and consider options to improve conveyance of the unnamed watercourse crossing the C28.9.	Raglan	Protection	14 & 15	Medium Term	Low	Revenue	Not Started
Olway 3	**Chepstow Road, Usk Catchment Assessment** Undertake a catchment assessment and record details of all surface water and land drainage features discharging into the Olway Brook at Chepstow Road, Usk on the Highways and Flood Management Asset Database.	Usk	Preparedness, Protection	11, 12 & 14	Short Term	Low	Revenue	Commenced
Olway 4	**Natural Flood Management** Develop previously identified Natural Flood Management options across the catchment of the Barton Brook, Raglan and discuss with landowners.	Raglan	Preparedness, Protection	8, 10 & 15	Long Term	Medium	Capital	Not Started
Olway 5	**Natural Flood Management** Develop previously identified Natural Flood Management options across the catchment of the Pill Brook east of Llangwm and discuss with landowners.	Llangwm	Preparedness, Protection	8, 10 & 15	Long Term	Medium	Capital	Not Started
Olway 6	**Natural Flood Management** Develop previously identified Natural Flood Management options across the catchment of the Pontyrhydan Brook east of Raglan and discuss with landowners.	Raglan	Preparedness, Protection	8, 10 & 15	Long Term	Medium	Capital	Not Started

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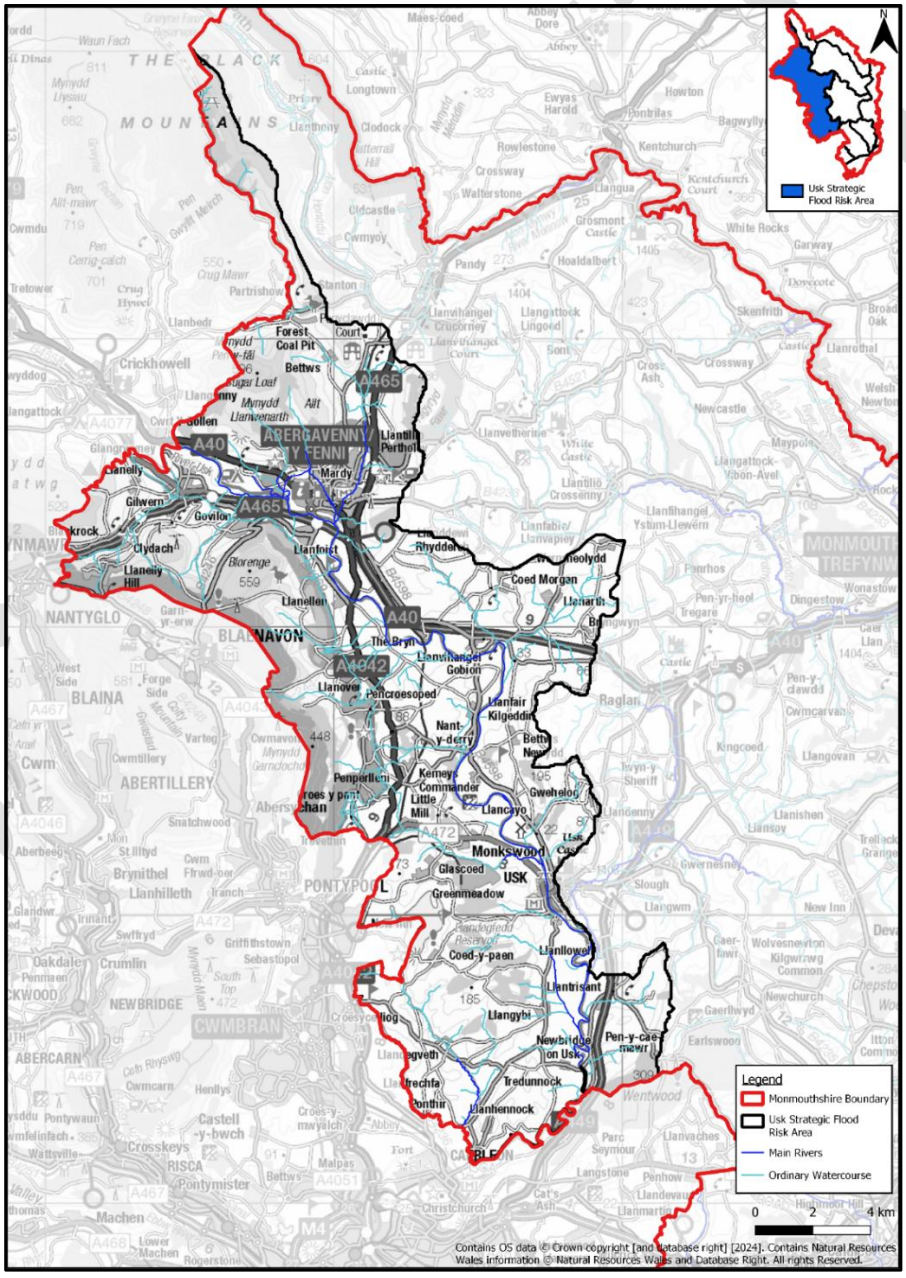
8 Usk SFRA Flood Action Plan

This Action Plan describes the nature, extent and location of flood risk within the Usk Strategic Flood Risk Area (SFRA) with an emphasis on local sources of flood risk i.e. surface water, small watercourses and ground water. It also sets out the actions MCC will undertake, or are already in the process of undertaking, to manage flood risk from local sources.

8.1 Usk SFRA Description

The Usk SFRA is located in the western region of Monmouthshire and borders the Honddu, Trothy, Olway and Nedern Brook & West Pill Reen SFRA's to the east as shown in Figure 22. The SFRA covers approximately 274km² and is the largest in the county.

Figure 22. Usk Strategic Flood Risk Area



Within the Usk SFRA there are many small villages and towns. The main settlements include Abergavenny in the north and Usk in the southeast. The landscape exhibits a mixture of land uses; predominantly agriculture (mainly pastoral and some arable), but also parkland and woodlands.

A network of small watercourses flow across the Usk SFRA before entering the River Usk, which is a designated main river, that flows through the centre of the SFRA catchment, predominantly in a north to south direction. The River Usk enters the Newport City Council area at Caerleon and ultimately flows into the Severn Estuary at Newport. The River Usk is a designated main river for which NRW are the Risk Management Authority, part of their remit is to maintain the flood defences at Usk Town and Llanllowell. At Abergavenny, the Afon Cibi and the Gavenny River run through the town as do a small number of largely unnamed culverted watercourses. To the west, the River Clydach and Nant Dyar converge at Clydach, before flowing northeast adjacent to the A465, where the River Clydach passes beneath the Monmouthshire and Brecon Canal and through Gilwern to the River Usk. Further south, unnamed ordinary watercourses at Llanfihangel Gobion, Llanvair Kilgeddin, Usk and Llanbadoc have contributed to localised flooding events in the past.

Topography in the Usk SFRA varies, with areas of large floodplain along the Usk Valley, to rolling countryside and steeper hills to the north around Abergavenny, where the Black Mountains and Bannau Brycheiniog National Park cross into Monmouthshire.

The Abergavenny CaRR community is a designated Flood Risk Area as identified in the Severn Preliminary Flood Risk Assessment, produced by NRW and the Environment Agency in 2018. Designated Flood Risk Areas required the production of a Flood Risk Management Plan (FRMP), as per the Flood Risk Regulations 2009 (FRR). This Flood Action Plan is intended to meet these requirements.

8.2 History of Flooding

LLFA records of historic flooding within the Usk SFRA show the most significant events are mainly related to the River Usk. These events have affected numerous properties, businesses and local infrastructure in areas such as Llanwenarth, Abergavenny, Llanfihangel Gobion, Usk and Llanbadoc. Details of these events have been recorded in published Section 19 Flood Reports available on MCC's website.

Areas at high risk from local sources of flooding and those that have experienced flooding in recent years are spread across the SFRA. In the north, properties and infrastructure in Llanelly Hill, Govilon, Llanwenarth and Abergavenny have been impacted by surface water runoff from higher ground and blockages in watercourses and culverts resulting in out of bank flows. LLFA records also show properties have been affected by such local sources of flooding at Llanellen, Llanover, The Bryn, Penperlleni, Llanfihangel Gobion, Pant-y-goitre, Llanfair Kilgeddin, Little Mill and Usk.

At Usk and Llanbadoc, the River Usk can have a significant influence on smaller ordinary watercourses and surface water drainage systems, by preventing these from discharging during times of flood. This has resulted in multiple residential properties and businesses being affected in areas such as Llanbadoc, Woodside, Abergavenny Road and Porthycarne Gate. Properties in these areas have benefitted from property flood resilience schemes delivered in 2021-2023 by MCC, through Welsh Government grant funding.

Also in Usk in times of flood, out of bank flows from the Olway Brook, itself a designated main river, can affect Chepstow Road and surrounding properties, some of which are defended by an NRW embankment at the rear of Black Barn Lane. These out of bank flows can enter a network of small

ditches and an ordinary watercourse, in fields to the rear of Usk Prison. This watercourse, known locally as The Black Ditch, which is said to have been the medieval town boundary ditch, can become flood locked at the point it discharges to the River Usk adjacent to Usk Athletic Club. This results in flooding to areas such as the lower end of Mill Street and Maryport Street, as well as the Athletic Club grounds.

Villages such as Llanbadoc, Llanllowell and Llantrisant are also at high risk of flooding from local sources. Properties and infrastructure have been affected in the past from localised flood events resulting in surface water runoff and watercourses breaking their banks. Properties in each of the aforementioned villages have also benefited from property flood resilience schemes delivered by MCC through Welsh Government grant funding.

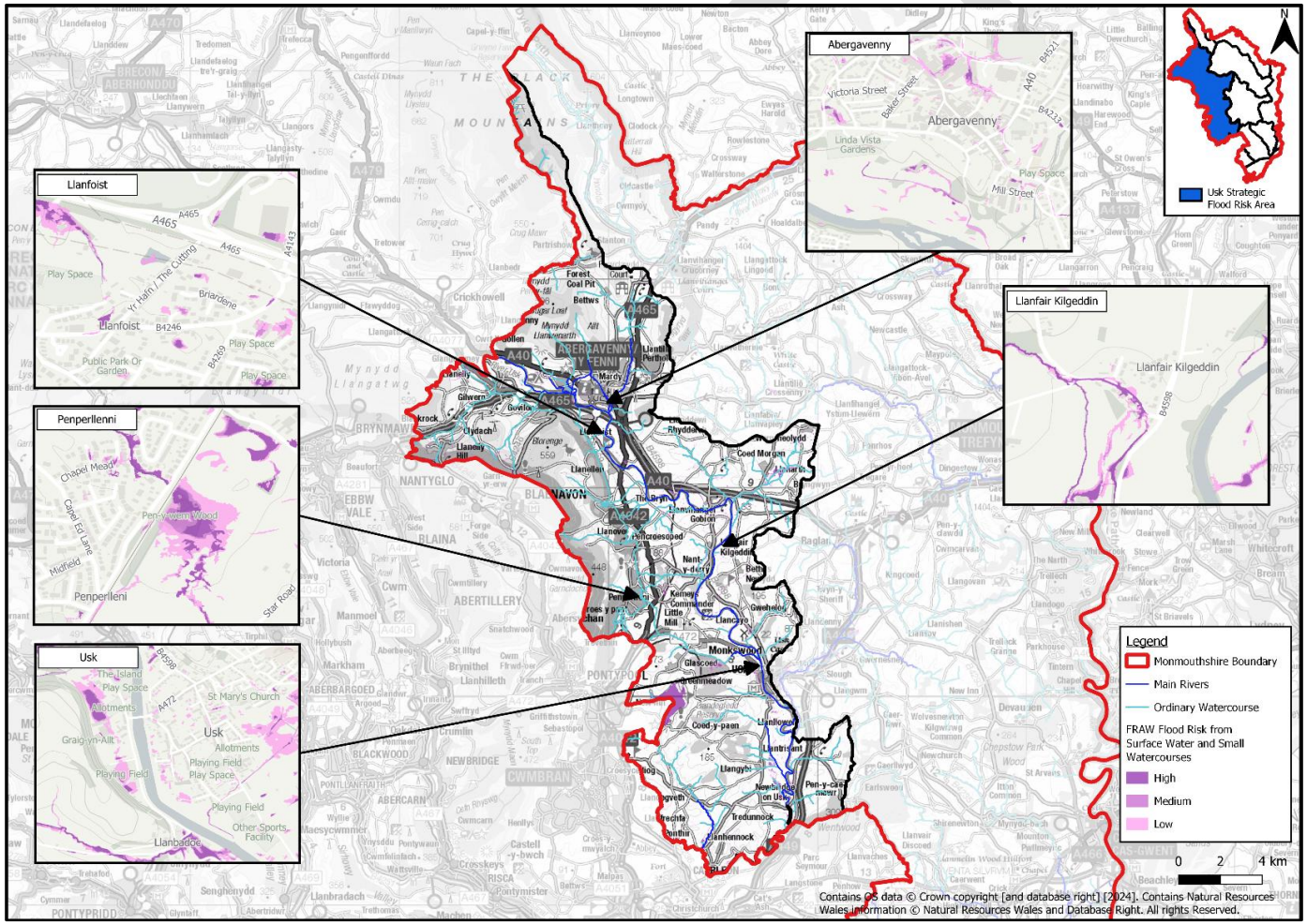
It should be noted the above is not intended to be an exhaustive list and doesn't cover more regular minor instances of flooding that can occur.

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8.3 Flood Risk from Surface Water & Small Watercourses (Pluvial)

Flood risk from surface water and small watercourses within the Usk SFRA can be found on NRW's Flood Risk Assessment Wales (FRAW) map. Small watercourses are defined as those ordinary watercourses with a catchment of <3km². The main areas at risk are highlighted in Figure 23 below.

Figure 23. Usk SFRA FRAW Map – Surface Water & Small Watercourses (Pluvial)



Using the Communities at Risk Register (CaRR), an assessment of flood risk from surface water and small watercourses has been undertaken. The CaRR's *"Addresses at Risk"* GIS layer has been used to assess Residential, Non-Residential Properties and Key Services at risk.

As shown in Table 17, 125 residential properties are shown to be at high risk in the Usk SFRA. These properties are largely found in the north of the SFRA in Abergavenny and Llanelly Hill. This is partly due to the large areas of impermeable surfaces across the urban extent increasing rainfall runoff and causing a rapid response to rainfall but is largely due to these urban areas being where flood risk receptors are located. Further to the south, Penperlleni and Llanfair Kilgeddin also contain several properties at high risk of surface water flooding.

Properties at medium and low risk of flooding are mainly located in urban areas of Llanelly Hill, Abergavenny, Usk and Penperlleni. In total there are 82 residential properties at medium risk and 450 at low risk.

Non-residential properties and Key Services at risk of surface water flooding are largely found in main settlements of Abergavenny and Usk.

Minor sections of trunk roads and main line railway are at high risk of surface water flooding; this includes the main railway line between Abergavenny and Pontypool. Small areas of the A40 and the A4042 are also at high risk of flooding from surface water and small watercourses.

The results of the assessment of flood risk from surface water and small watercourses is shown in Table 17 below.

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Table 17. Usk SFRA – Flood Risk Counts from Surface Water and Small Watercourses (Pluvial)

Receptor	High Risk (Chance of flooding greater than 3.3% AEP)	Medium Risk (Chance of flooding between 3.3% and 1% AEP)	Low Risk (Chance of flooding between 1% AEP and 0.1% AEP)
Properties (n)			
Residential Properties at risk of flooding (n)	125	82	450
Non-Residential Properties at risk of flooding (n)	17	22	80
Key Services at risk of flooding (n)	2	4	9
Listed Buildings (n)	7	2	7
Infrastructure (km)			
Primary/Trunk Roads (km)	1	0.7	3.5
Main Line Railways (km)	1	0	1.7
Environmental (Hectares [ha])			
Agricultural Land - Grades 1, 2 and 3	90.8	32.6	135.4
Ancient Woodland	29.7	8.7	27.7
Country Parks	0.9	0.3	1.4
Local Nature Reserves (LNR)	0.1	0.5	1.3
National Nature Reserves (NNR)	1.1	0.6	1.8
Ramsar Sites	0	0	0
Registered Parks and Gardens	17.1	4.3	16.5
Scheduled Ancient Monuments (SAM)	2.6	0.4	1.3
Sites of Interest for Nature Conservation (SINC)	8.0	2.2	8.9
Sites of Special Scientific Interest (SSSI)	16.3	5.2	41.8
Special Areas of Conservation (SAC)	2.8	1.3	5.0
Special Protection Areas (SPA)	0	0	0

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8.4 Flood Risk from Rivers (Fluvial)

Using the Communities at Risk Register (CaRR) and NRW's Flood Risk Assessment Wales (FRAW) map, a high-level assessment of fluvial flood risk has been undertaken.

The Fluvial dataset has been considered within this Local Strategy as it contains detail on flood risk from larger ordinary watercourses which affect many areas within Monmouthshire. Main river flooding is also included within the dataset, however this falls outside of the scope of this Local Strategy. The high-level assessment has included the approximate separation of areas at risk from either ordinary watercourses or main rivers, the results of which are shown in Table 18.

Locations at risk from other non-local sources of flooding, in this case main river flooding, have been included in brackets in Table 18 for reference.

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Figure 24. Usk SFRA FRAW Map – Rivers (Fluvial)

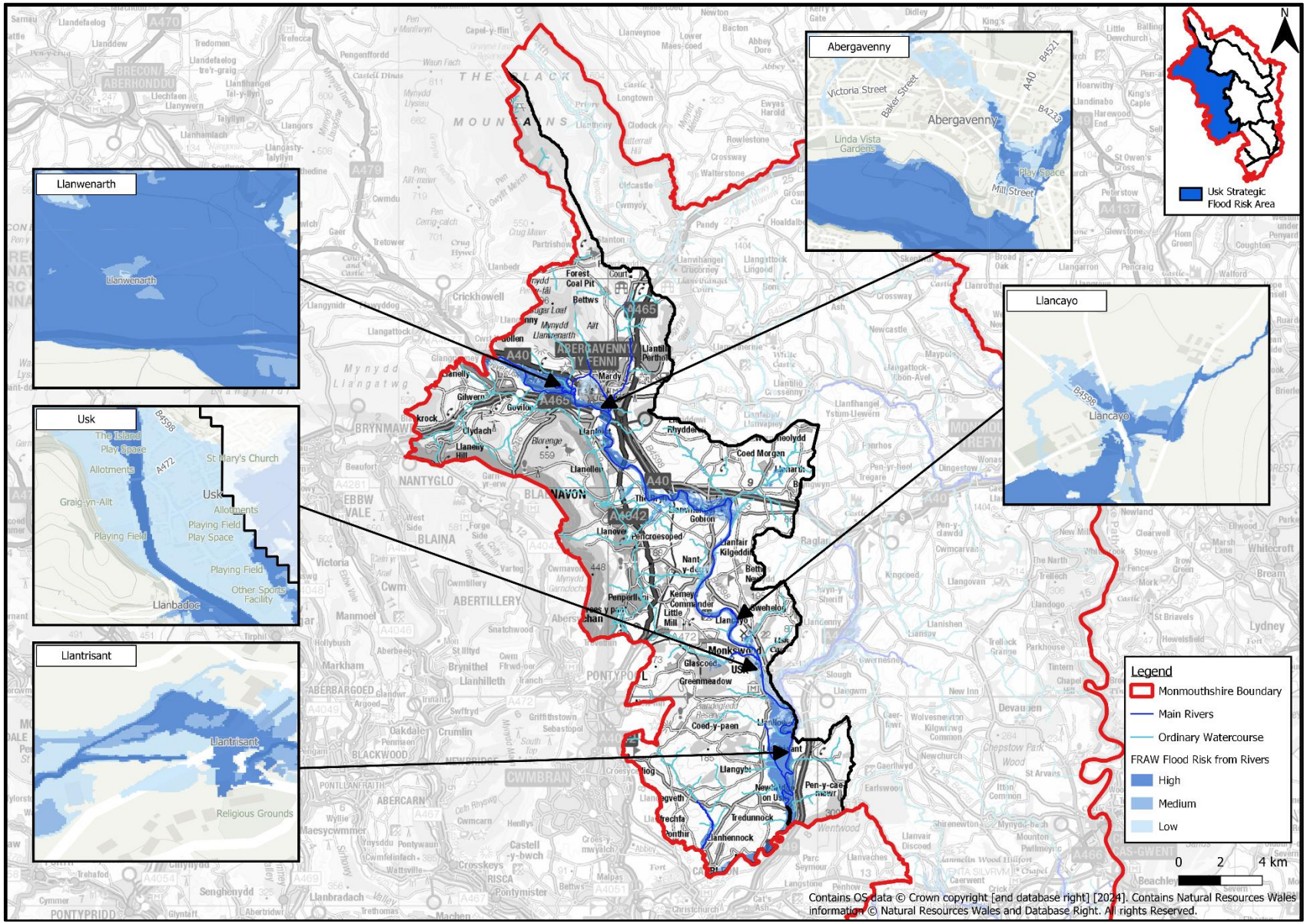


Table 18. Usk SFRA – Flood Risk Counts from Rivers (Fluvial) (Main river counts in brackets)

Receptor	High Risk (Chance of flooding greater than 3.3% AEP)	Medium Risk (Chance of flooding between 3.3% and 1% AEP)	Low Risk (Chance of flooding between 1% AEP and 0.1% AEP)
Properties (n)			
Residential Properties at risk of flooding (n)	14 (138)	9 (156)	44 (491)
Non-Residential Properties at risk of flooding (n)	7 (12)	1 (31)	3 (118)
Key Services at risk of flooding (n)	2 (6)	0 (4)	1 (19)
Listed Buildings (n)	15 (21)	2 (15)	21 (174)
Infrastructure (km)			
Primary/Trunk Roads (km)	0.3 (0.7)	0.4 (0.3)	0.5 (3.5)
Main Line Railways (km)	0.1 (0.1)	0.1 (0)	0.1 (0)
Environmental (Hectares [ha])			
Agricultural Land - Grades 1, 2 and 3	107.6 (751.2)	29.4 (138.2)	102.3 (144.5)
Ancient Woodland	30.2 (11.3)	4.1 (2.3)	12.0 (0)
Country Parks	0.1 (0)	1.1 (0)	14.8 (0.8)
Local Nature Reserves (LNR)	0 (0)	0 (0)	0 (0)
National Nature Reserves (NNR)	0.4 (0)	0.1 (0)	0.1 (0)
Ramsar Sites	0 (0)	0 (0)	0 (0)
Registered Parks and Gardens	30.3 (22.2)	5.0 (4.1)	23.4 (3.6)
Scheduled Ancient Monuments (SAM)	0.1 (0.4)	0 (0.2)	0.3 (1.1)
Sites of Interest for Nature Conservation (SINC)	2.5 (33.7)	1.3 (8.4)	1.4 (11.5)
Sites of Special Scientific Interest (SSSI)	9.3 (238.7)	0.6 (1.9)	1.0 (3.3)
Special Areas of Conservation (SAC)	8.7 (238.5)	0.6 (1.9)	0.9 (1.6)
Special Protection Areas (SPA)	0 (0)	0 (0)	0 (0)

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8.5 Flood Risk from Groundwater

Flood risk from groundwater has been considered by reference to three datasets. Geological information has been obtained from the British Geological Survey's 1:625,000 scale solid geology and 1:625,000 scale superficial deposits data layers. Modelled groundwater levels after a winter recharge season with 1% AEP have been obtained from JBA's Groundwater Flood Map. Information regarding JBA's Groundwater Flood Map is contained in Chapter 3 of this Strategy.

The majority of the bedrock geology in the Usk SFRA comprises a varied sequence of near horizontally bedded sedimentary rocks with distribution controlled by topography. Older rock is present in the base of the Usk Valley with younger rock exposed on the hills to the west. The sequence generally comprises mudstones in the valley base, up into interbedded sandstones and mudstones, a conglomerate layer, a sequence of limestones, a sequence of mudstones, and, on the top of the western hills, a sequence of sandstones and mudstones with interbedded coal seams.

As a complication to the general horizontal sequence described above, the Usk inlier (located between Clytha and Llandegfedd) comprises a more deformed, and in places steeply dipping, sequence of older rocks (mudstones, siltstones, limestones and sandstone).

Much of the river valley of the Usk is lined by superficial deposits comprising glaciofluvial sand and gravel, river terrace deposits (sand and gravel) and alluvium of the modern river (a sequence of clay, silt, sand and gravel). Alluvial fan deposits (sand and gravel) associated with steeply sloping watercourses flowing from the surrounding hills are mapped in a number of locations, including Gilwern, Llanwenarth, Cantref and a rural location between Llanellen and Llanover. Away from the mountains and the base of the river valley, much of the Usk SFRA is covered by a layer of glacial till (generally sandy and gravelly clay).

A significant area of artificial deposits is recorded around Llanelly Hill in the north-west of the Usk SFRA. The majority of this represents disused coal spoil tips.

Across much of the Usk SFRA modelled groundwater levels in the 1% AEP are at least 5 metres below the ground surface.

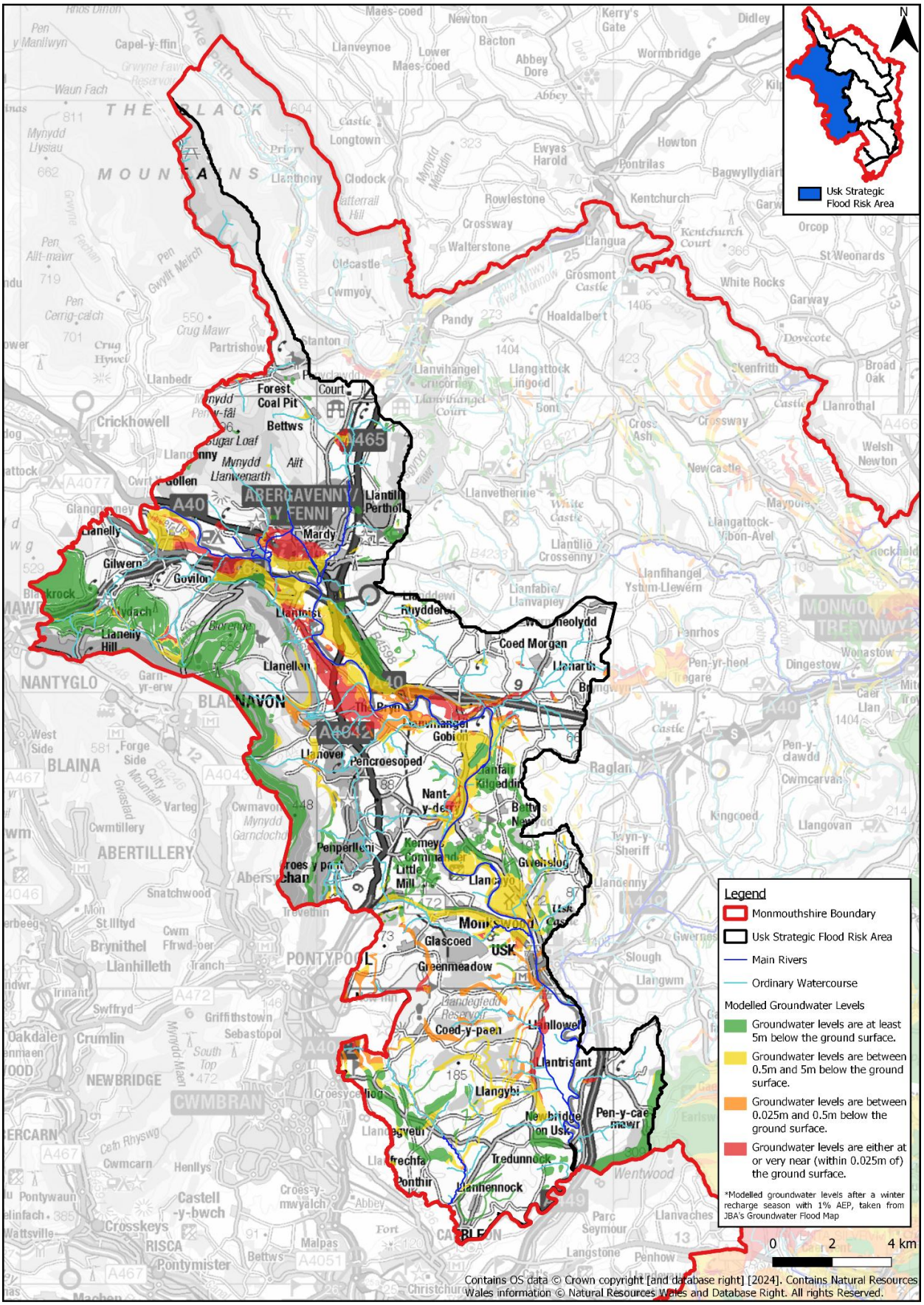
Modelled groundwater levels in the 1% AEP at or very near (within 0.025m) the ground surface are mapped in some rural areas, generally associated with the flood plain of the River Usk, but also in the Cantref area of Abergavenny, where they appear to be associated with Alluvial Fan Deposits relating to the Afon Cibi and Nant Iago.

Areas of modelled groundwater levels in the 1% AEP between 0.5m and 5m below the ground surface are mapped in the northern part of Gilwern, in the southern part of Abergavenny, in the southern parts of Govilon and across much of Llanfoist.

Modelled groundwater levels in the 1% AEP are shown in Figure 25. Transparent areas on the mapping indicate a negligible risk of groundwater emergence due to the nature of the local geological deposits and depth of ground water below ground level.

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Figure 25. Usk SFRA – Flood Risk from Groundwater



8.6 Flood Action Plan

The actions proposed within the Usk SFRA Flood Action Plan are listed in Table 19 below.

Table 19. Usk SFRA Action Plan

SFRA Ref.	Action	Location	Action Type	Link to LFRMS Measure	Timescale	Cost	Funding	Status
Usk 1	**Flood Risk Assessment** Undertake a catchment wide assessment of flood risk to identify properties, businesses and infrastructure at greatest risk of flooding from local sources.	Usk SFRA	Preparedness, Protection	7, 8, 9, 14, 15 & 16	Medium Term	Medium	Revenue	Commenced
Usk 2	**Woodside, Llanbadoc, Usk Flood Alleviation Scheme** Undertake detailed design and produce a Full Business Case for the preferred option identified in the completed Outline Business Case for managing flood risk from local sources.	Usk	Protection	15	Short Term	High	Capital	Commenced
Usk 3	**Woodside, Llanbadoc, Usk Flood Alleviation Scheme** Construction of the preferred option following completion of the Full Business Case and Detailed Design.	Usk	Protection	15	Medium Term	Very High	Capital	Commenced
Usk 4	**Usk Town Bridge** Undertake a structural assessment of Usk Town Bridge parapet wall opposite Woodside Cottages.	Usk	Protection	15	Short Term	Low	Revenue	Not Started
Usk 5	**Abergavenny Flood Risk Area** Undertake an assessment of flood risk within the Flood Risk Area by Natural Resources Wales Preliminary Flood Risk Assessment.	Abergavenny	Preparedness, Protection	7, 8, 9, 14, 15 & 16	Medium Term	Medium	Revenue	Not Started
Usk 6	**Llanwenarth Community Flood Plan** Support the local community in developing a community and/or individual flood plans.	Llanwenarth	Preparedness	4 & 7	Short Term	Low	Revenue	Not Started
Usk 7	**Abergavenny Culverted Watercourses** Investigate culverted watercourses through Abergavenny town, to identify and record location, construction detail, structural condition, ownership and maintenance responsibility and record on the	Abergavenny	Preparedness	10, 11, 12 & 14	Long Term	Medium	Revenue	Not Started

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	Highways and Flood Management Asset Database.							
Usk 8	**Monmouthshire and Brecon Canal** Consider undertaking an assessment of overtopping and breach risk from the Monmouthshire and Brecon Canal.	Usk SFRA	Preparedness, Protection	4, 5, 10, 11, & 14	Long Term	Medium	Revenue	Not Started
Usk 9	**Road Closures** Consider requirement for signage and/or physical barriers to close local roads during significant flooding, including the R64/R41 Llanarth junction, B4598 at Usk and Llanfihangel Gobion and the R110 Newbridge on Usk.	Llanfihangel Gobion	Preparedness, Protection	12 & 15	Short Term	Low	Revenue	Commenced
Usk 11	**Nant Iago, Llanwenarth** Assess options to reduce flood risk from the Nant Iago upstream of the A40 crossing.	Llanwenarth	Protection	15	Short Term	Low	Capital	Commenced
Usk 12	**Llanfair Kilgeddin** Review previously identified options to reduce flood risk from local sources and consider viability of implementing a flood scheme.	Llanfair Kilgeddin	Protection	15	Long Term	Medium	Capital	Commenced
Usk 13	**Natural Flood Management** Develop previously identified Natural Flood Management options across the catchment of the unnamed ordinary watercourse that runs along the western edge of Llanfair Kilgeddin.	Llanfair Kilgeddin	Preparedness, Protection	8, 10 & 15	Long Term	Medium	Capital	Not Started
Usk 14	**Natural Flood Management** Develop previously identified Natural Flood Management options across the Cibi Brook, Abergavenny catchment and discuss with landowners.	Abergavenny	Preparedness, Protection	8, 10 & 15	Long Term	Medium	Capital	Not Started
Usk 15	**Natural Flood Management** Develop previously identified Natural Flood Management options across the River Gavenny, Abergavenny catchment and discuss with landowners.	Abergavenny	Preparedness, Protection	8, 10 & 15	Long Term	Medium	Capital	Not Started
Usk 16	**Natural Flood Management** Develop previously identified Natural Flood Management options across the catchment of the unnamed ordinary watercourse upstream and to the west of Llanbadoc.	Llanbadoc	Preparedness, Protection	8, 10 & 15	Long Term	Medium	Capital	Not Started

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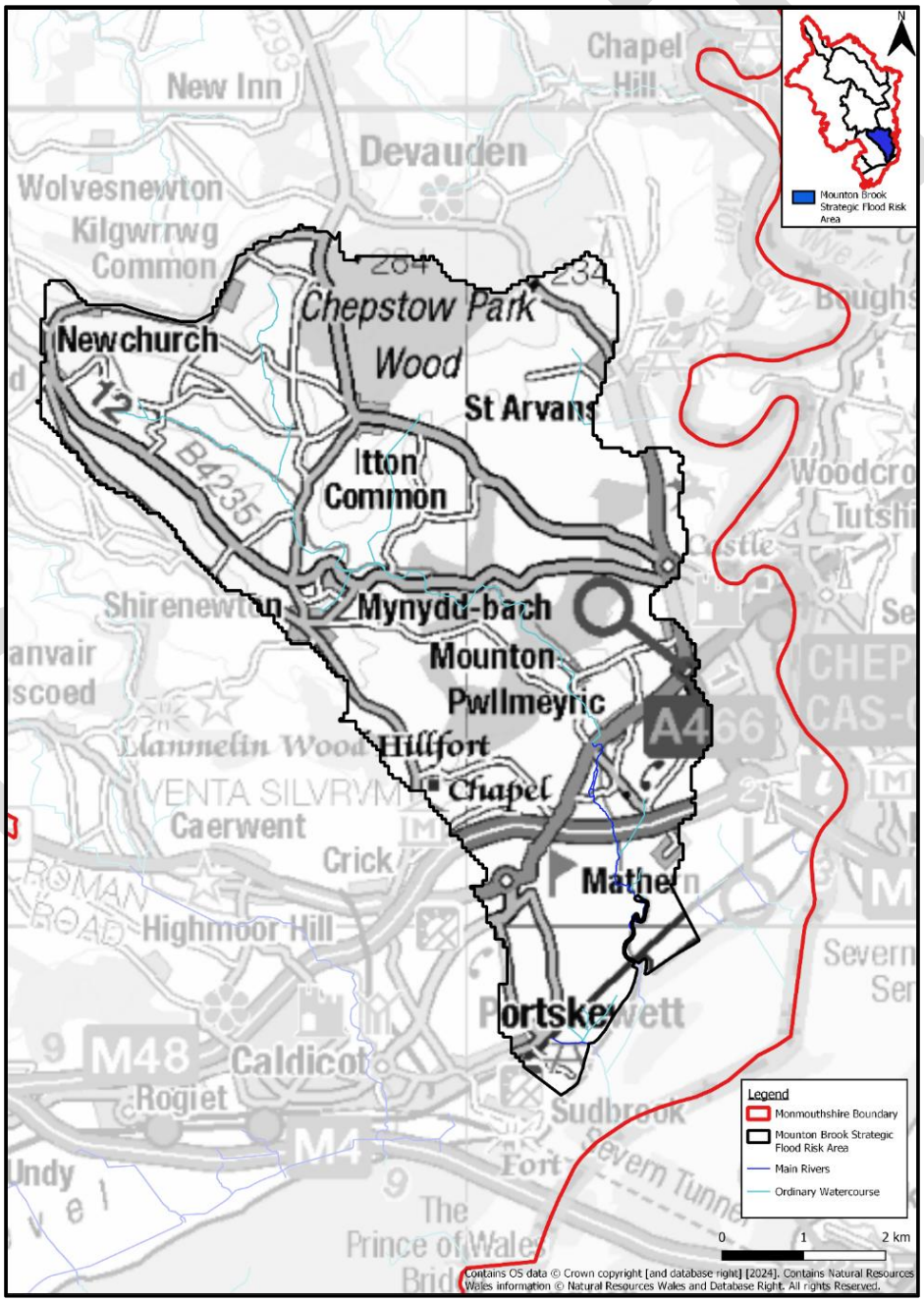
9 Mounton Brook SFRA Flood Action Plan

This Action Plan describes the nature, extent and location of flood risk within the Mounton Brook Strategic Flood Risk Area (SFRA) with an emphasis on local sources of flood risk i.e. surface water, small watercourses and ground water. It also sets out the actions MCC will undertake, or are already in the process of undertaking, to manage flood risk from local sources.

9.1 Mounton Brook SFRA Description

The Mounton Brook SFRA covers approximately 44km² and is located in the southeastern region of Monmouthshire, bordering the Wye, Olway and Nedern Brook & West Pill Reen SFRAs as shown in Figure 26.

Figure 26: Mounton Brook Strategic Flood Risk Area



The main settlements within the Mounton Brook SFRA include Itton, Shirenewton, Mynydd-bach, Pwllmeyric and Mathern. Western edges of St Arvans and Chepstow also fall within this SFRA boundary. Some significant historic buildings include Moynes Court and Mathern Palace, which are located near Mathern. At the southern end, the M48, A48 and the Gloucester to South Wales railway cross the SFRA.

The Mounton Brook flows in a southerly direction along the spine of the SFRA and becomes a designated main river south of the A48 at Pwllmeyric. The brook then continues in a southerly direction where it outfalls into the Severn Estuary.

Topography of the SFRA is relatively low lying in the south, with the largest elevations in the north. The southern edge of this SFRA borders the Severn Estuary where low lying areas are defended by NRW maintained coastal defences, in the form of earth embankments, that stretch for a length of approximately 2.6km. The Mounton Brook and other smaller ordinary watercourses south of the M4 fall within the Gwent Internal Drainage District which is managed by NRW (formerly the Caldicot and Wentlooge Internal Drainage Board). This region also has areas that have been designated Sites of Special Scientific Interest and Special Areas of Conservation.

9.2 History of Flooding

LLFA records of historic flood events within the Mounton Brook SFRA are mainly associated with properties located immediately adjacent to the Mounton Brook, between Mynydd Bach and Mounton, with only a small number of reports of internal property flooding. Isolated issues with surface water flooding to land and the local road network have also been reported across the SFRA.

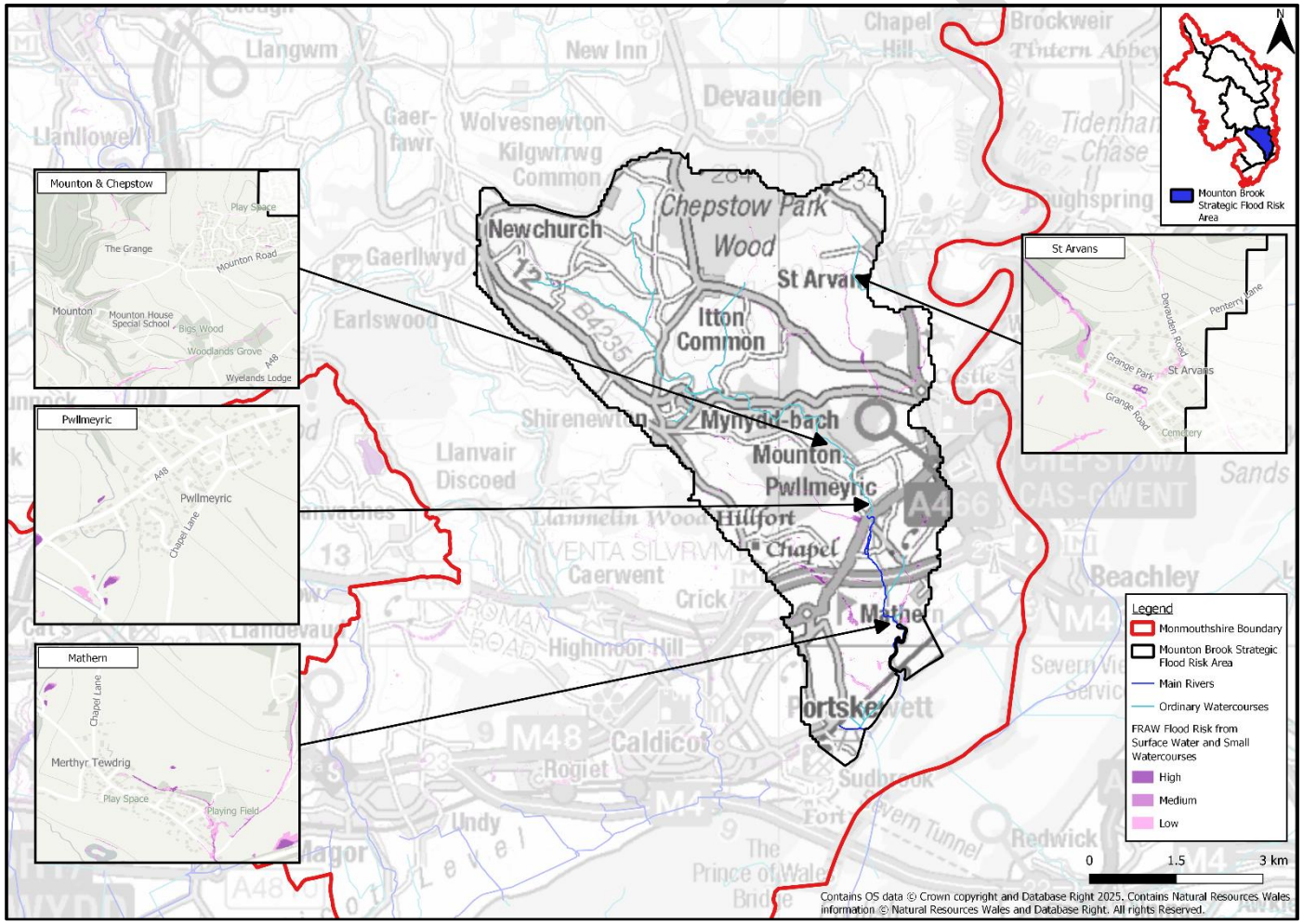
Given the rural nature of the catchment, reports of blockages to local watercourses, which could increase flood risk, are not uncommon. These are dealt with by MCC through powers under the Land Drainage Act 1991, in areas where MCC are the Land Drainage Authority. Natural Resources Wales are the Land Drainage Authority for areas falling within the Gwent Internal Drainage District, which covers areas in the south of the SFRA.

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9.3 Flood Risk from Surface Water & Small Watercourses (Pluvial)

Flood risk from surface water and small watercourses within the Mounton Brook SFRA can be found on NRW's Flood Risk Assessment Wales (FRAW) map. Small watercourses are defined as those ordinary watercourses with a catchment of <3km². The main areas at risk are highlighted in Figure 27 below.

Figure 27: Mounton Brook SFRA FRAW Map – Surface Water & Small Watercourses (Pluvial)



Using the Communities at Risk Register (CaRR), an assessment of flood risk from surface water and small watercourses has been undertaken. The CaRR's *"Addresses at Risk"* GIS layer has been used to assess Residential, Non-Residential Properties and Key Services at risk.

In total 8 residential properties are shown to be at high risk. The majority of these properties are located near to St Arvans, Mathern and along the eastern SFRA border close to Chepstow.

Residential properties at medium and low risk of flooding are also generally located in the east. In total there are 5 residential properties at medium risk and 42 at low risk.

A very small area of Primary/Trunk roads are shown to be at high risk of surface water flooding which include sections of the M48 motorway that passes through the south of the SFRA.

The results of the assessment of flood risk from surface water and small watercourses is shown in Table 20 below.

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Table 20. Mounton Brook SFRA – Flood Risk Counts from Surface Water and Small Watercourses (Pluvial)

Receptor	High Risk (Chance of flooding greater than 3.3% AEP)	Medium Risk (Chance of flooding between 3.3% and 1% AEP)	Low Risk (Chance of flooding between 1% AEP and 0.1% AEP)
Properties (n)			
Residential Properties at risk of flooding (n)	8	5	42
Non-Residential Properties at risk of flooding (n)	0	0	2
Key Services at risk of flooding (n)	0	0	2
Listed Buildings (n)	1	2	0
Infrastructure (km)			
Primary/Trunk Roads (km)	0.1	0.1	0.2
Main Line Railways (km)	0	0	0
Environmental (Hectares [ha])			
Agricultural Land - Grades 1, 2 and 3	8.6	6.1	24.4
Ancient Woodland	1.6	1.7	5.8
Country Parks	0	0	0
Local Nature Reserves (LNR)	0	0	0
National Nature Reserves (NNR)	0	0	0
Ramsar Sites	0	0	0
Registered Parks and Gardens	2.3	3.2	6.6
Scheduled Ancient Monuments (SAM)	0	0	0
Sites of Interest for Nature Conservation (SINC)	0.7	0.5	2.2
Sites of Special Scientific Interest (SSSI)	0.1	0	0.1
Special Areas of Conservation (SAC)	0	0	0
Special Protection Areas (SPA)	0	0	0

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9.4 Flood Risk from Rivers (Fluvial)

Using the Communities at Risk Register (CaRR) and NRW's Flood Risk Assessment Wales (FRAW) map, a high-level assessment of fluvial flood risk has been undertaken.

The Fluvial dataset has been considered within this Local Strategy as it contains detail on flood risk from larger ordinary watercourses which affect many areas within Monmouthshire. Main river flooding is also included within the dataset, however this falls outside of the scope of this Local Strategy. The high-level assessment has included the approximate separation of areas at risk from either ordinary watercourses or main rivers, the results of which are shown in Table 21.

Locations at risk from other non-local sources of flooding, in this case main river and tidal flooding, have been included in brackets in Table 21 for reference.

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Figure 28. Mounton Brook SFRA FRAW Map – Rivers (Fluvial)

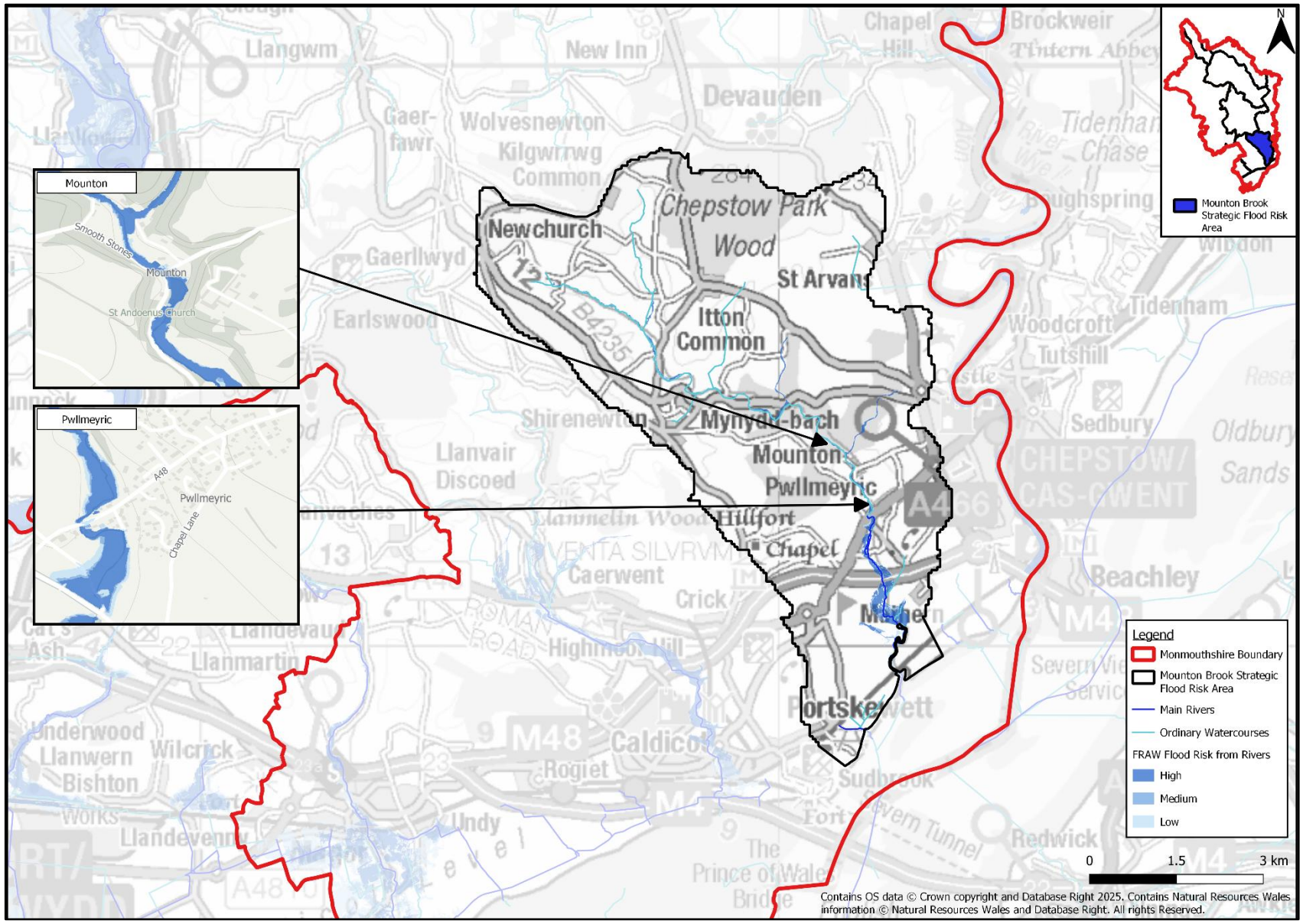


Table 21. Mounton Brook SFRA – Flood Risk Counts from Rivers (Fluvial) (Main river counts in brackets)

Receptor	High Risk (Chance of flooding greater than 3.3% AEP)	Medium Risk (Chance of flooding between 3.3% and 1% AEP)	Low Risk (Chance of flooding between 1% AEP and 0.1% AEP)
Properties (n)			
Residential Properties at risk of flooding (n)	2 (1)	0 (0)	5 (0)
Non-Residential Properties at risk of flooding (n)	0 (0)	0 (0)	0 (0)
Key Services at risk of flooding (n)	0 (0)	0 (0)	0 (0)
Listed Buildings (n)	0 (0)	0 (0)	0 (0)
Infrastructure (km)			
Primary/Trunk Roads (km)	0 (0)	0 (0)	0 (0)
Main Line Railways (km)	0 (0)	0 (0)	0 (0)
Environmental (Hectares [ha])			
Agricultural Land - Grades 1, 2 and 3	5.1 (29.3)	1.1 (4.6)	1.6 (3.9)
Ancient Woodland	5.7 (0.5)	0.8 (0.1)	1.2 (0)
Country Parks	0 (0)	0 (0)	0 (0)
Local Nature Reserves (LNR)	0 (0)	0 (0)	0 (0)
National Nature Reserves (NNR)	0 (0)	0 (0)	0 (0)
Ramsar Sites	0 (0)	0 (0)	0 (0)
Registered Parks and Gardens	7.2 (0.7)	1.4 (0.2)	1.3 (0.2)
Scheduled Ancient Monuments (SAM)	0 (0)	0 (0)	0 (0)
Sites of Interest for Nature Conservation (SINC)	1.3 (0.7)	0.1 (0.1)	0.3 (0.2)
Sites of Special Scientific Interest (SSSI)	2.6 (0)	1.0 (0)	0.8 (0)
Special Areas of Conservation (SAC)	0 (0)	0 (0)	0 (0)
Special Protection Areas (SPA)	0 (0)	0 (0)	0 (0)

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9.5 Flood Risk from Groundwater

Flood risk from groundwater has been considered by reference to three datasets. Geological information has been obtained from the British Geological Survey's 1:625,000 scale solid geology and 1:625,000 scale superficial deposits data layers. Modelled groundwater levels after a winter recharge season with 1% AEP have been obtained from JBA's Groundwater Flood Map. Information regarding JBA's Groundwater Flood Map is contained in Chapter 3 of this report.

The predominant bedrock lithology of the Mounton Brook SFRA is limestone with subordinate sandstone and argillaceous rocks. A small area in the north of the SFRA is comprised of sandstone and conglomerate, interbedded. Mudstone, siltstone and sandstone infringe upon a southern portion of the SFRA.

Superficial deposits are present only in the south of the Mounton Brook SFRA. These comprise River Terrace Deposit (sand and gravel) and strips of Alluvium (clay, silt and sand) associated with the Mounton Brook and the Severn Estuary.

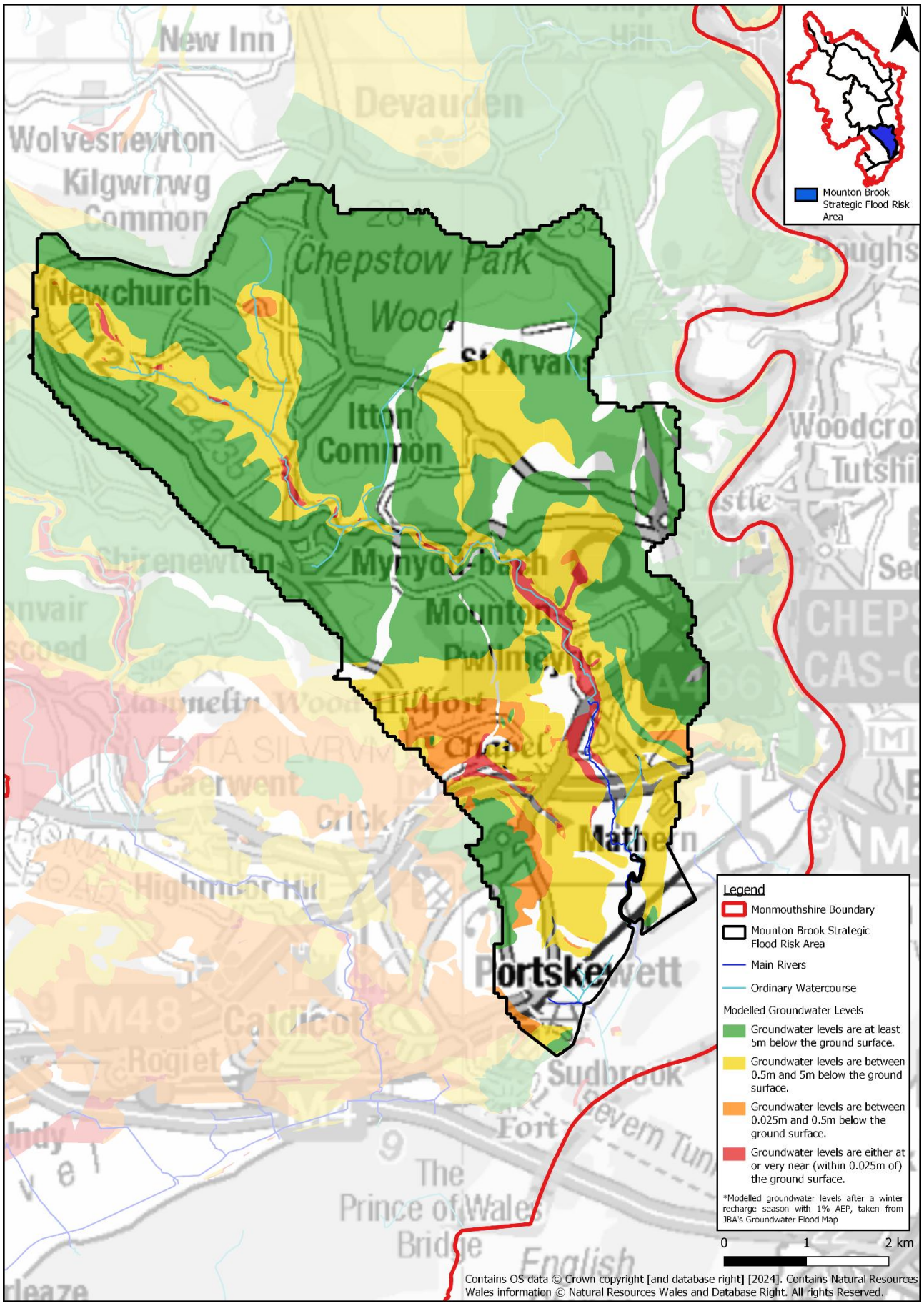
The majority of the Mounton Brook SFRA is modelled to have groundwater present. In the northern two-thirds of the SFRA, modelled groundwater levels in the 1% AEP are typically at least 5m below ground level.

A small area of river corridor, along the Mounton Brook to the south of the SFRA, is shown to have modelled groundwater levels in the 1% AEP within 0.025m of ground level. This is where limestone with subordinate sandstone is located, which has influenced groundwater depths. Across the south of the SFRA, modelled groundwater levels in the 1% AEP typically range between 0.5m and 5m below the ground surface.

Modelled groundwater levels in the 1% AEP are shown in Figure 29. Transparent areas on the mapping indicate a negligible risk of groundwater emergence due to the nature of the local geological deposits and depth of ground water below ground level.

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Figure 29. Mounton Brook SFRA – Flood Risk from Groundwater



9.6 Flood Action Plan

The actions proposed within the Mounton Brook SFRA Flood Action Plan are listed in Table 22 below.

Table 22. Mounton Brook SFRA Action Plan

SFRA Ref.	Action	Location	Action Type	Link to LFRMS Measure	Timescale	Cost	Funding	Status
Mounton Brook 1	**Flood Risk Assessment** Undertake a catchment wide assessment of flood risk to identify properties, businesses and infrastructure at greatest risk of flooding from local sources.	Mounton Brook SFRA	Preparedness, Protection	7, 8, 9, 14, 15 & 16	Medium Term	Medium	Revenue	Commenced
Mounton Brook 2	**Mounton** Identify and review options to reduce known flood risk from local sources.	Mounton	Preparedness, Protection	8, 9, 10, 14, & 15	Medium Term	Low	Capital	Not Started
Mounton Brook 3	**Mathern** Identify and review options to reduce known flood risk from local sources.	Mathern	Preparedness, Protection	8, 9, 10, 14, & 15	Medium Term	Low	Capital	Not Started

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10 Nedern Brook & West Pill Reen SFRA Flood Action Plan

This Action Plan describes the nature, extent and location of flood risk within the Nedern Brook & West Pill Reen Strategic Flood Risk Area (SFRA) with an emphasis on local sources of flood risk i.e. surface water, small watercourses and ground water. It also sets out the actions MCC will undertake, or are already in the process of undertaking, to manage flood risk from local sources.

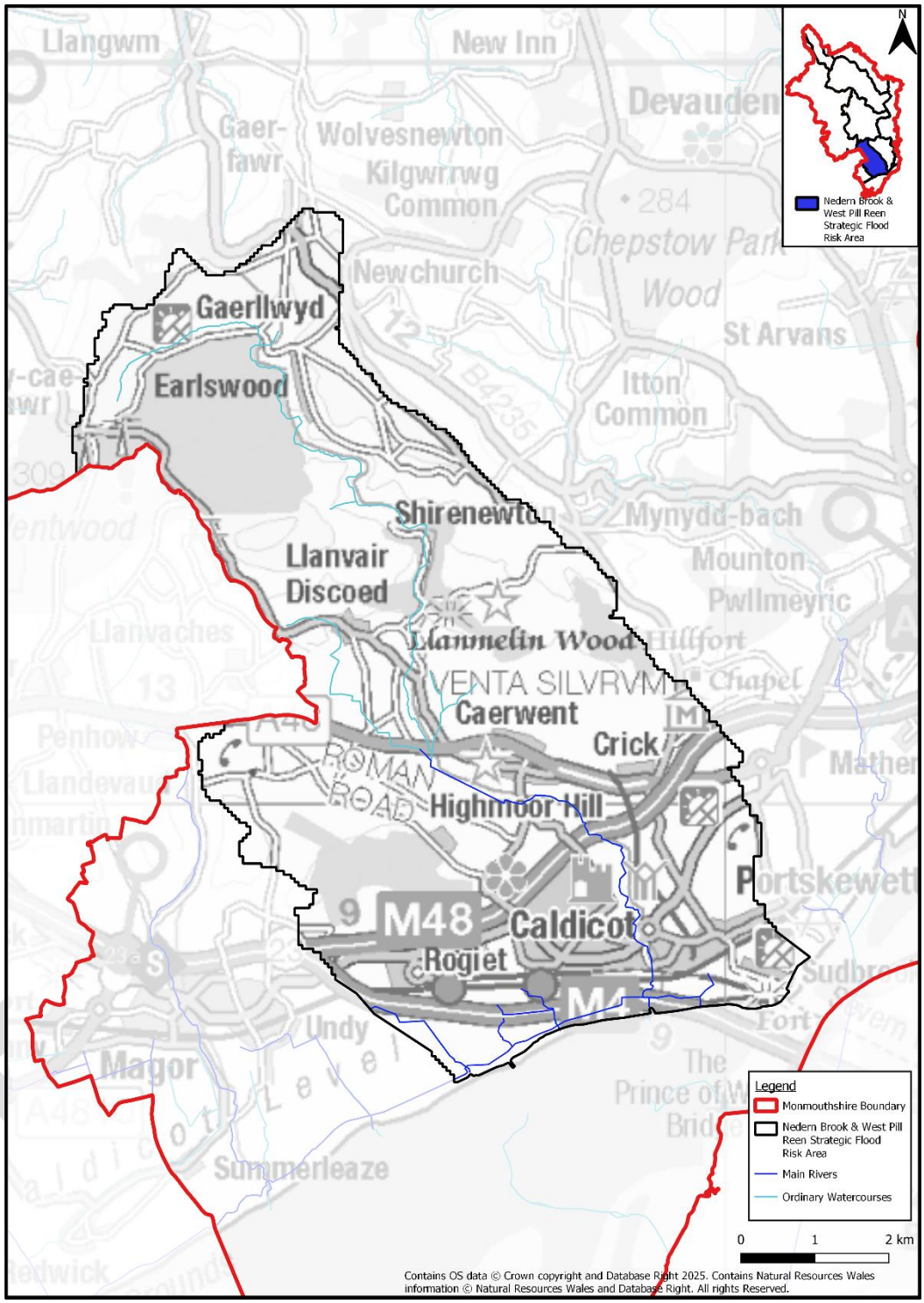
10.1 Nedern Brook & West Pill Reen SFRA Description

The Nedern Brook & West Pill Reen SFRA is located in the south of Monmouthshire and covers a total area of approximately 55km². Due to the location of the main settlements and the two catchments being comparatively small in area, the Nedern Brook & West Pill Reen catchments have been combined to form one SFRA. The West Pill Reen catchment is located in the south western corner of the SFRA, covering an area of approximately 7.8km², where it drains to the Severn Estuary south of Rogiet.

This SFRA is bordered by the Mounton Brook, Olway, Usk and Mill Reen SFRA's as shown on Figure 30. The southern boundary runs along the Severn Estuary, where the Prince of Wales Bridge connects South Wales to England.

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Figure 30. Nedern Brook & West Pill Reen Strategic Flood Risk Area



The main settlements and more urbanised areas can be found in the south, these include Caerwent, Rogiet, Caldicot, Crick and Portskewett. This is also where the major travel infrastructure is located such as the A48, M48, M4 carriageways and the South Wales railway, all of which run in an east to west direction. Further north lies the village of Llanvair Discoed and eastern side of Wentwood forest.

Topography of the SFRA is relatively low lying in the south, with the largest elevations in the north. The southern edge of this SFRA borders the Severn Estuary for a length of 5.3km. Here low-lying areas are defended by stretches of natural high ground and NRW maintained coastal defences, typically in the form of raised embankments.

The Nedern Brook is an NRW designated main river with a catchment upstream of Caldicot of approximately 46km² that is predominately rural in nature. The main flows rise in the Wentwood area northwest of Caldicot. There an ordinary watercourse known as the Castrogi Brook rises and flows southwards with other small tributaries to form the Nedern Brook at Caerwent. Here and south of the A48 the Nedern Brook is a designated main river.

There is a Site of Special Scientific Interest (SSSI) to the northeast of Caldicot known as the Nedern Brook Wetlands. There, a large viaduct carries the M48 motorway over the Nedern Brook and the large lake which forms during winter months. The Nedern Brook continues southwards through Caldicot County Park and the Severn Bridge Industrial Estate before it outfalls to the Severn Estuary immediately downstream of the point it passes below the M4 motorway.

The Nedern Brook experiences low flows in summer months, partly due to the underlying limestone rock and swallow holes in the bed of the brook. The flows in the limestone are understood to feed the Great Spring that affected the construction of the Severn Tunnel, where flows are pumped out at Sudbrook to keep the tunnel dry.

The Gwent Internal Drainage District covers a large area of the southern end of the SFRA, extending northwards along the channel of the Nedern Brook to the M48 motorway. Here, an extensive network of reens drain land reclaimed from the Severn Estuary during Roman times. This network of reens (ordinary watercourses) also includes several reens which have been designated as main rivers, including the West Pill Reen, Ifton Reen, Summerway Reen and Back Ditch.

10.2 History of Flooding

Historic flooding issues within Caldicot have mainly been associated with the Nedern Brook which has caused extensive flooding within the Country Park and Severn Bridge Industrial Estate, most recently during February/March 2020. Although very few residential properties were flooded directly from the Nedern during that event, many more lie within the extreme flood outline. Furthermore, many local surface water drainage systems can become flood locked when the Nedern is in spate, resulting in the backing up of flows into residential areas.

The area of Castle Lea and Jolyons Court, which lies adjacent to the country park, has experienced flooding on numerous occasions, caused by flood water entering an open grill chamber which can then back up and surcharge in the residential street. The detail of this and the wider impacts of the above event in 2020 have been recorded in the “Caldicot Section 19 Flood Report” published on MCC’s website. LLFA records also shown historic flooding in Caldicot at Derry View, Castle Lodge Crescent, Newport Road/Severn View junction.

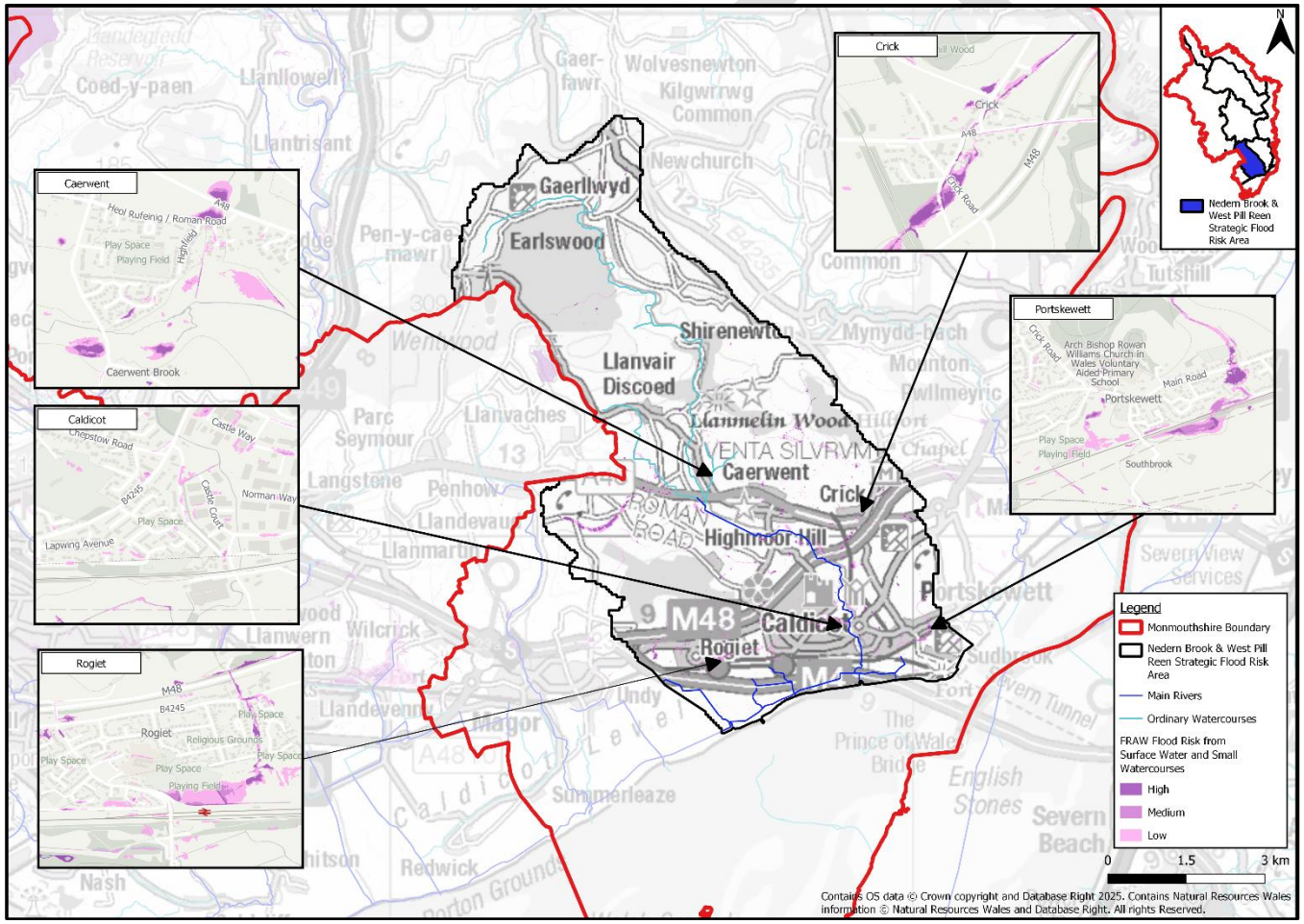
LLFA records show that in Rogiet, surface water flooding has affected local roads and properties at Manor Court, Llanfihangel near Rogiet (Caldicot Road), Minnets Lane, Station Road and Buzzard Close. Further east at Portskewett, overland flows and surface water has affected properties along Main Road, The Close and Treetops.

At Crick, the junction of the B122/A48 has experienced numerous surface water flooding incidents at the low spot which has also affected adjacent properties. This area is shown to be at risk on NRW’s FRAW map from surface water and small watercourses. Historic records also show surface water flooding events at Caerwent, Llanvair Discoed and Earlswood.

10.3 Flood Risk from Surface Water & Small Watercourses (Pluvial)

Flood risk from surface water and small watercourses within the Nedern Brook & West Pill Reen SFRA can be found on NRW's Flood Risk Assessment Wales (FRAW) map. Small watercourses are defined as those ordinary watercourses with a catchment of <3km². The main areas at risk are highlighted in Figure 31 below.

Figure 31. Nedern Brook & West Pill Reen SFRA FRAW Map – Surface Water & Small Watercourses (Pluvial)



Using the Communities at Risk Register (CaRR), an assessment of flood risk from surface water and small watercourses has been undertaken. The CaRR's *"Addresses at Risk"* GIS layer has been used to assess Residential, Non-Residential Properties and Key Services at risk.

In total 25 residential properties are shown to be at high risk. The majority of these properties are located in the southern part of the SFRA in Rogiet, Caldicot and Portskewett. Properties at medium and low risk are also mainly located in the south at Caerwent, Crick, Rogiet, Caldicot and Portskewett.

Non-residential properties and Key Services at risk of surface water flooding are largely found in the main settlements of Caldicot and Rogiet. Most of these are at low to medium risk of surface water and small watercourse flooding.

Minor sections of the main railway line, which links Newport and Chepstow are at medium and low risk of surface water flooding. Very small areas of the A48 west of Crick and the M48 motorway are shown to be at low risk of surface water flooding.

The results of the assessment of flood risk from surface water and small watercourses is shown in Table 23 below.

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Table 23. Nedern Brook & West Pill Reen SFRA – Flood Risk Counts from Surface Water and Small Watercourses (Pluvial)

Receptor	High Risk (Chance of flooding greater than 3.3% AEP)	Medium Risk (Chance of flooding between 3.3% and 1% AEP)	Low Risk (Chance of flooding between 1% AEP and 0.1% AEP)
Properties (n)			
Residential Properties at risk of flooding (n)	25	39	371
Non-Residential Properties at risk of flooding (n)	2	2	46
Key Services at risk of flooding (n)	0	2	6
Listed Buildings (n)	0	0	0
Infrastructure (km)			
Primary/Trunk Roads (km)	0	0	0.2
Main Line Railways (km)	0	0.1	0.8
Environmental (Hectares [ha])			
Agricultural Land - Grades 1, 2 and 3	15.8	9.9	35.8
Ancient Woodland	0.9	0.6	2.6
Country Parks	0.1	0.2	1.4
Local Nature Reserves (LNR)	0	0	0
National Nature Reserves (NNR)	0	0	0
Ramsar Sites	0	0	0
Registered Parks and Gardens	0	0	0
Scheduled Ancient Monuments (SAM)	0.4	0.3	1
Sites of Interest for Nature Conservation (SINC)	0.6	0.5	2.1
Sites of Special Scientific Interest (SSSI)	0.8	0.6	3.3
Special Areas of Conservation (SAC)	0	0	0
Special Protection Areas (SPA)	0	0	0

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10.4 Flood Risk from Rivers (Fluvial)

Using the Communities at Risk Register (CaRR) and NRW's Flood Risk Assessment Wales (FRAW) map, a high-level assessment of fluvial flood risk has been undertaken.

The Fluvial dataset has been considered within this Local Strategy as it contains detail on flood risk from larger ordinary watercourses which affect many areas within Monmouthshire. Main river flooding is also included within the dataset, however this falls outside of the scope of this Local Strategy. The high-level assessment has included the approximate separation of areas at risk from either ordinary watercourses or main rivers, the results of which are shown in Table 24.

Locations at risk from other non-local sources of flooding, in this case main river and tidal flooding, have been included in brackets in Table 24 for reference.

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Figure 32. Nedern Brook & West Pill Reen SFRA FRAW Map – Rivers (Fluvial)

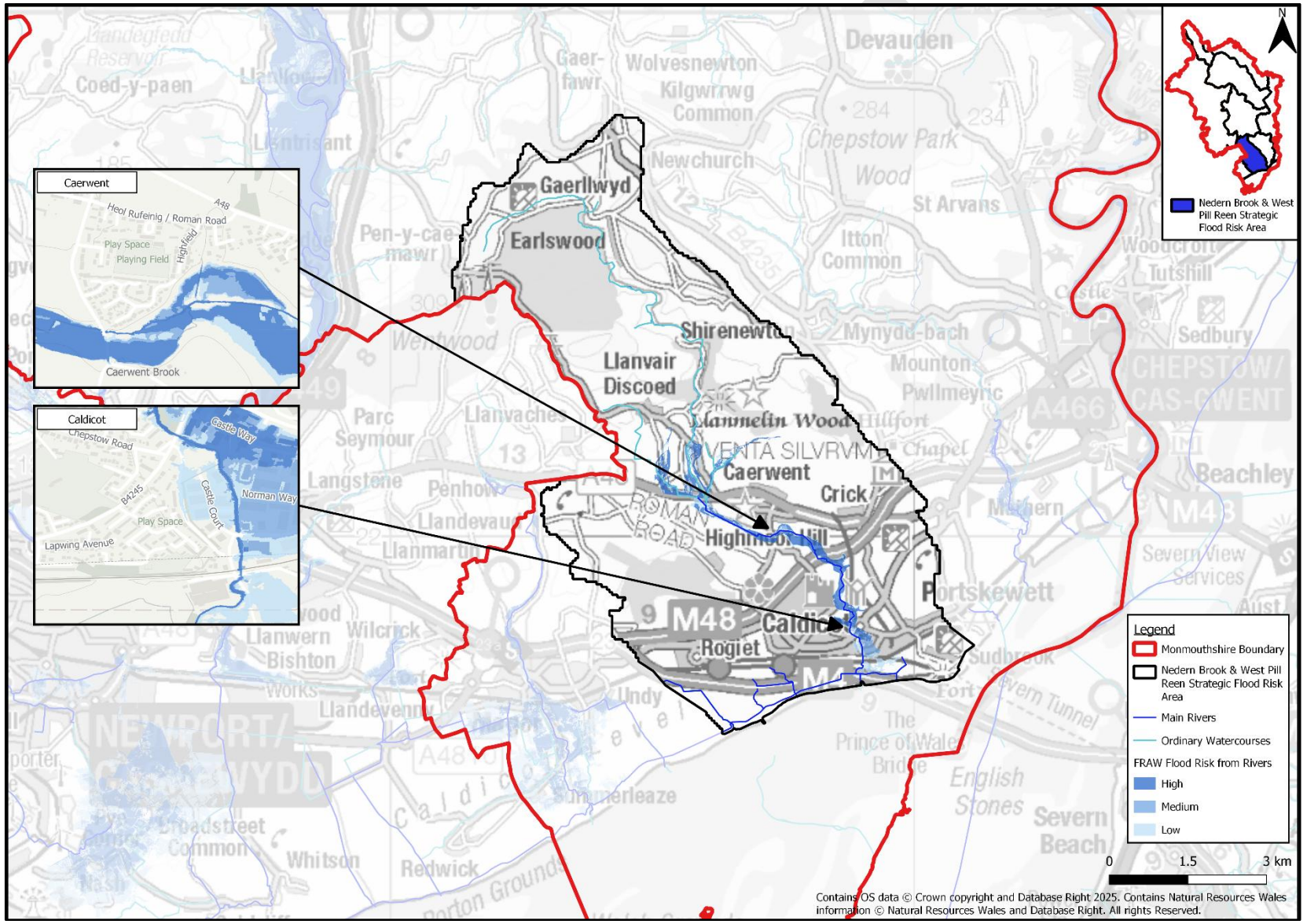


Table 24. Nedern Brook & West Pill Reen SFRA – Flood Risk Counts from Ordinary Watercourses (Fluvial) (Main river counts in brackets)

Receptor	High Risk (Chance of flooding greater than 3.3% AEP)	Medium Risk (Chance of flooding between 3.3% and 1% AEP)	Low Risk (Chance of flooding between 1% AEP and 0.1% AEP)
Properties (n)			
Residential Properties at risk of flooding (n)	6 (1)	6 (0)	6 (2)
Non-Residential Properties at risk of flooding (n)	0 (10)	0 (27)	0 (57)
Key Services at risk of flooding (n)	0 (0)	0 (2)	0 (1)
Listed Buildings (n)	0 (0)	0 (0)	0 (0)
Infrastructure (km)			
Primary/Trunk Roads (km)	0 (0)	0 (0)	0 (0)
Main Line Railways (km)	0 (0)	0 (0)	0 (0)
Environmental (Hectares [ha])			
Agricultural Land - Grades 1, 2 and 3	37.1 (53.2)	5.8 (37.1)	10.0 (12.6)
Ancient Woodland	2.6 (0)	0.3 (0)	0.6 (0)
Country Parks	0 (10.5)	0 (0)	0 (2.2)
Local Nature Reserves (LNR)	0 (0)	0 (0)	0 (0)
National Nature Reserves (NNR)	0 (0)	0 (0)	0 (0)
Ramsar Sites	0 (0)	0 (0)	0 (0)
Registered Parks and Gardens	0 (0)	0 (0)	0 (0)
Scheduled Ancient Monuments (SAM)	0 (0)	0 (0.4)	0 (0)
Sites of Interest for Nature Conservation (SINC)	1.9 (0.1)	0.2 (0.7)	0.3 (1.1)
Sites of Special Scientific Interest (SSSI)	0.2 (25.8)	0 (0)	0 (9.2)
Special Areas of Conservation (SAC)	0 (0)	0 (0)	0 (0)
Special Protection Areas (SPA)	0 (0)	0 (0)	0 (0)

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10.5 Flood Risk from Groundwater

Flood risk from groundwater has been considered by reference to three datasets. Geological information has been obtained from the British Geological Survey's 1:625,000 scale solid geology and 1:625,000 scale superficial deposits data layers. Modelled groundwater levels after a winter recharge season with 1% AEP have been obtained from JBA's Groundwater Flood Map. Information regarding JBA's Groundwater Flood Map is contained in Chapter 3 of this Strategy.

The Nedern Brook & West Pill Reen SFRA has an abundance of bedrock geologies; limestone with subordinate sandstone and argillaceous rocks located in the centre of the SFRA. Sandstone and conglomerate, interbedded are present towards the north and south. Smaller mudstone, siltstone and sandstone bedrock compositions exist towards the centre of the SFRA.

The Nedern Brook & West Pill Reen SFRA is underlain by superficial deposits only towards the southern edge of the SFRA. These deposits mainly consist of clay, silt and sand but also include small amounts of sand and gravel deposits.

Groundwater is modelled to be present across the majority of the SFRA. Areas with modelled groundwater levels in the 1% AEP within 0.025m of the ground surface include a large area to the south of Llanvair Discoed, and along the river corridor of the Nedern Brook. Within this region the bedrock geology is predominantly limestone. Across the northern extent of the SFRA, modelled groundwater levels in the 1% AEP are predominantly at least 5m below ground level.

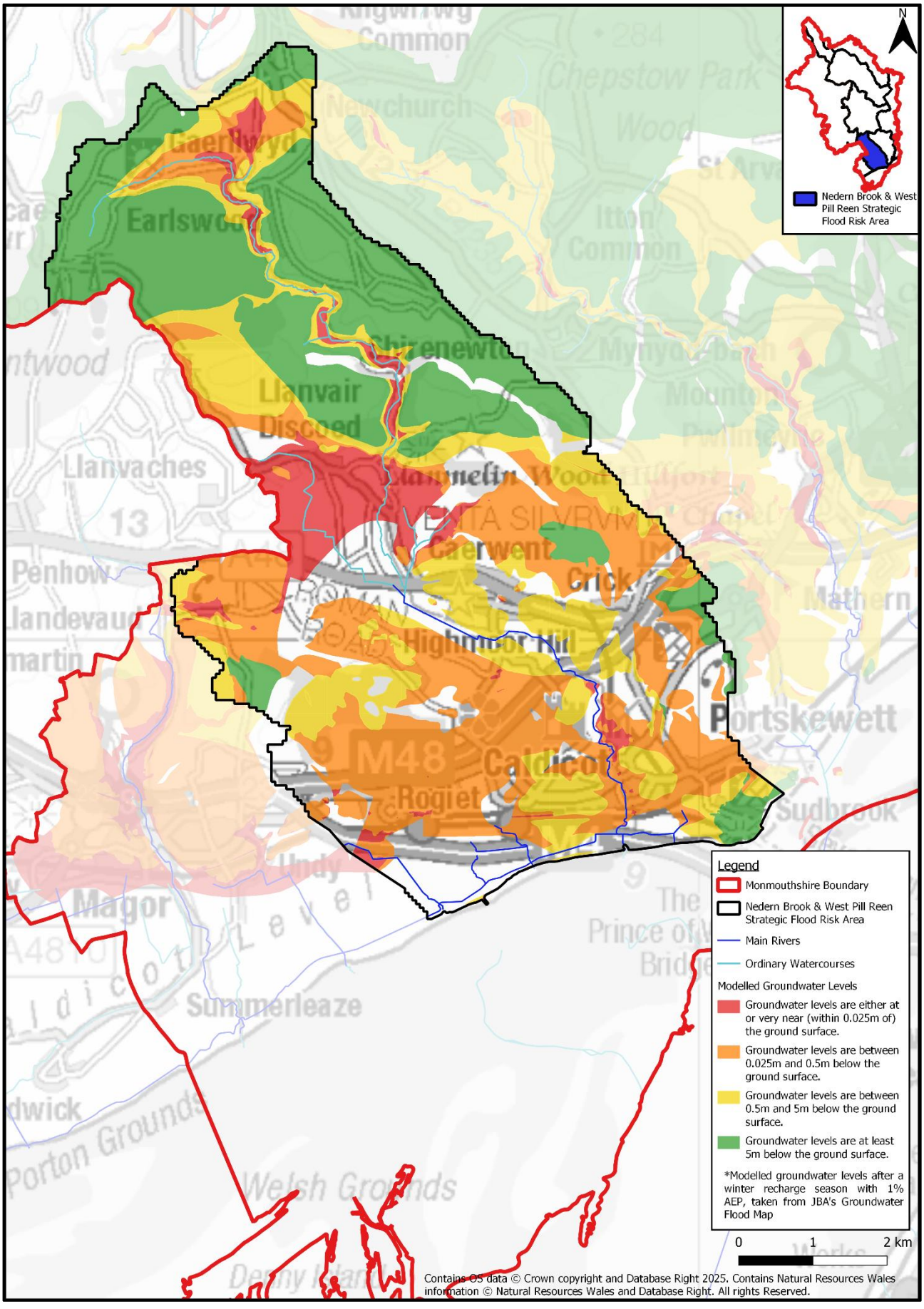
Across the southern extent of the SFRA, modelled groundwater levels in the 1% AEP are predominantly between 0.025 and 0.5m below ground level.

Modelled groundwater levels in the 1% AEP are shown in Figure 33. Transparent areas on the mapping indicate a negligible risk of groundwater emergence due to the nature of the local geological deposits and depth of ground water below ground level.

Two notable features in this SFRA are the Nedern Brook Wetlands and the Great Spring. The Nedern Brook Wetlands is a SSSI that is subject to seasonal flooding, when in winter water levels rise in the Carboniferous limestone aquifer below the site to form a temporary freshwater lake. The Great Spring at Sudbrook was encountered during the construction of the Severn Tunnel in 1879, when a sudden influx of fresh water flooded the tunnel. A permanent pumping station at Sudbrook was needed to pump water from the tunnels directly into the Seven Estuary. Those pumps are now managed by Network Rail. A hydrological and hydrogeological investigation at the Nedern Brook Wetland SSSI was undertaken by the British Geological Survey in 2016.

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Figure 33. Nedern Brook & West Pill Reen SFRA – Flood Risk from Groundwater



10.6 Flood Action Plan

The actions proposed within the Nedern Brook & West Pill Reen SFRA Flood Action Plan are listed in Table 25 below.

Table 25. Nedern Brook & West Pill Reen SFRA Action Plan

SFRA Ref.	Action	Location	Action Type	Link to LFRMS Measure	Timescale	Cost	Funding	Status
Nedern Brook & West Pill Reen 1	**Flood Risk Assessment** Undertake a catchment wide assessment of flood risk to identify properties, businesses and infrastructure at greatest risk of flooding from local sources.	Nedern Brook & West Pill Reen SFRA	Preparedness, Protection	7, 8, 9, 14, 15 & 16	Medium Term	Medium	Revenue	Commenced
Nedern Brook & West Pill Reen 2	**Caldicot Community Flood Plan** Support the local community in developing a community flood plan.	Caldicot	Preparedness, Protection	7, 8, 9, 14, 15 & 16	Medium Term	Medium	Revenue	Not Started
Nedern Brook & West Pill Reen 3	**Caldicot Country Park** Develop and implement a Catchment Management Plan for the reach of the Nedern Brook running through the Caldicot Castle Country Park to ensure flood risk is suitably considered in the management practices of the watercourse.	Caldicot	Protection	9, 10, 11 & 12	Short	Low	Revenue	Commenced
Nedern Brook & West Pill Reen 4	**Caldicot** Work with other Risk Management Authorities in the consideration and mitigation of flood risk at Castle Lea, Castle Lodge Crescent and Castle Lodge Close.	Caldicot	Protection	10 & 15	Short	Low	Revenue	Commenced
Nedern Brook & West Pill Reen 5	**Portskewett** Identify and review options to reduce known flood risk from local sources.	Portskewett	Preparedness, Protection	8, 9, 10, 14, & 15	Medium Term	Low	Capital	Not Started
Nedern Brook & West Pill Reen 6	**Rogiet** Identify and review options to reduce known flood risk from local sources.	Rogiet	Preparedness, Protection	8, 9, 10, 14, & 15	Medium Term	Low	Capital	Not Started

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11 Mill Reen SFRA Flood Action Plan

This Action Plan describes the nature, extent and location of flood risk within the Mill Reen Strategic Flood Risk Area (SFRA) with an emphasis on local sources of flood risk i.e. surface water, small watercourses and ground water. It also sets out the actions MCC will undertake, or are already in the process of undertaking, to manage flood risk from local sources.

11.1 Mill Reen SFRA Description

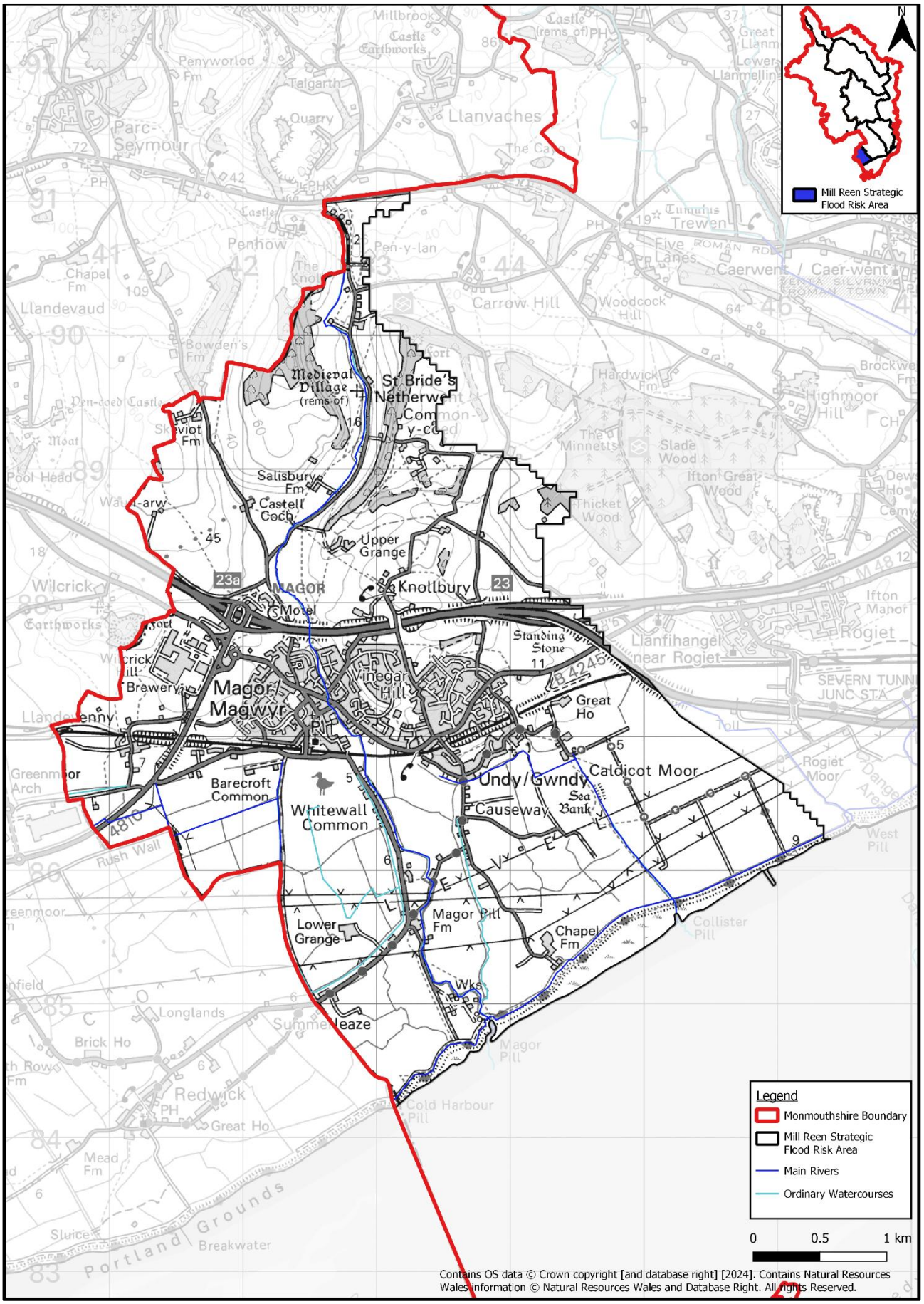
The Mill Reen Strategic Flood Risk Area (SFRA) covers approximately 18km² and is located in the south-west of Monmouthshire, where it borders Newport City Council to the west and the Nedern & West Pill Reen SFRA to the east. The SFRA is relatively small in comparison to the other SFRAs with the Severn Estuary along the southern boundary, as shown in Figure 34.

North of the M4 the area is typically rural with high ground to the north. The main settlements of Magor and Undy are located in the centre of the SFRA just south of the M4 motorway, which along with the B4245, bisect the area in an east-west direction. The South Wales Main Line runs in the same direction along the southern edge of the main settlements. The Gwent Levels can be found south of the railway line where an intricate network of reens are managed by Natural Resources Wales as part of the Gwent Internal Drainage District. Coastal defences in the form of raised embankments are located along the southern boundary.

The main watercourse here is the St Brides Brook which runs south from the northern boundary near the county boundary and the B4245. Further downstream the Brook becomes the Mill Reen south of the M4 motorway before discharging to the estuary at Magor Pill. Both watercourses are designated as main rivers.

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Figure 34. Mill Reen Strategic Flood Risk Area



11.2 History of Flooding

LLFA records of historic flooding within the Mill Reen SFRA show the most significant event related to the Mill Reen itself. This main river event occurred in December 2020 following an intense period of rainfall falling on saturated ground that resulted in flooding to numerous residential and commercial properties as well as local roads in the Cowleaze, Dancing Hill, Dinch Hill Lane, B4245 and Whitewall areas. Surface water flooding also occurred as a result of local drainage systems being unable to discharge to the reen whilst in spate. Records also include events relating to surface water flooding in Magor at Green Moor Lane, Blenheim Avenue and B4245 Magor Road.

Other notable flooding incidents from local sources in the area include St Brides Road where the adjacent brook can regularly overtop, and surface water flooding at Vinegar Hill and Church Road, Undy.

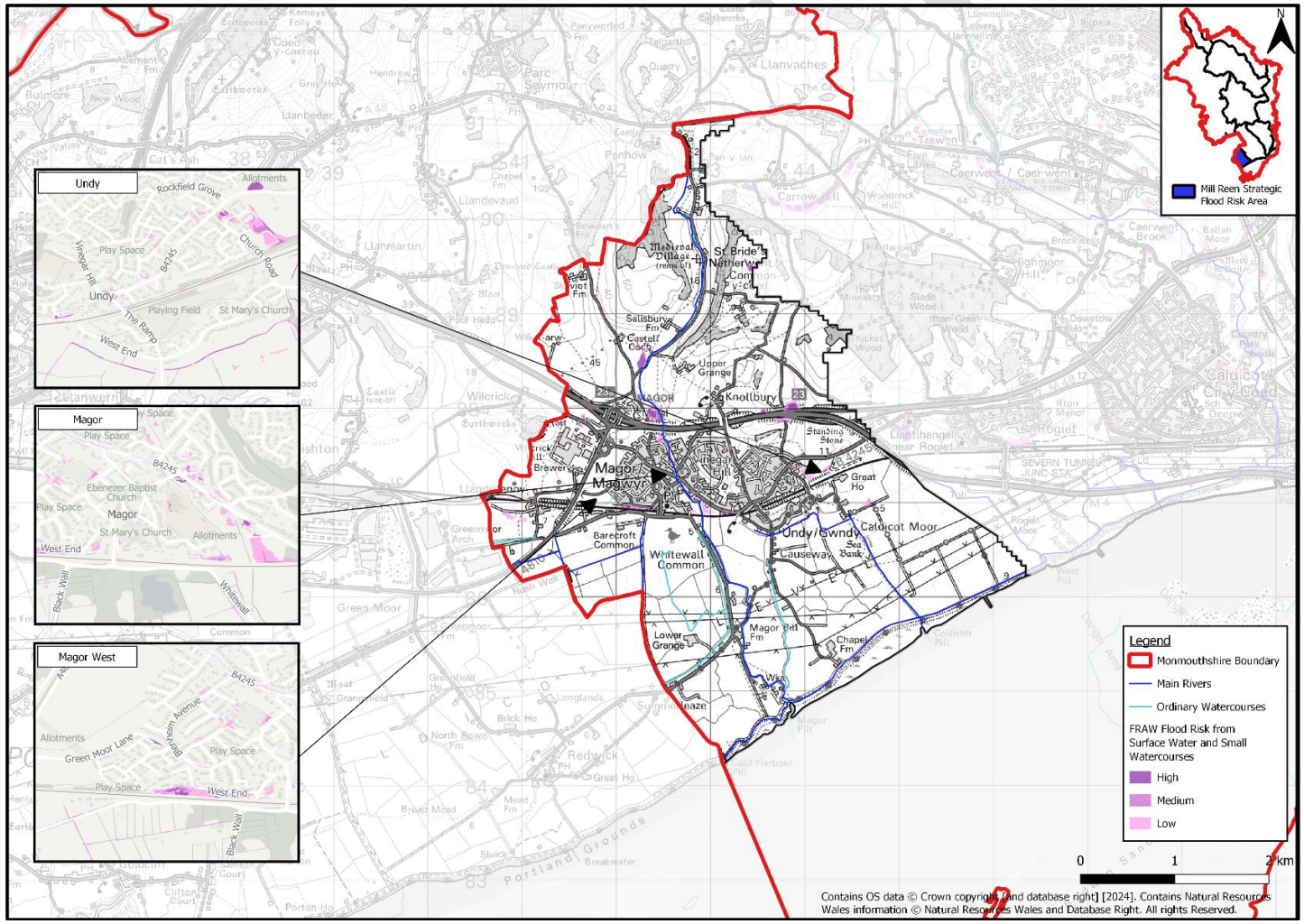
The main areas at risk from flooding are primarily located adjacent to the St Brides Brook and Mill Reen. Areas at high risk from local sources include West End, Pembroke Court and properties adjacent to the B4245 Main Road.

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11.3 Flood Risk from Surface Water & Small Watercourses (Pluvial)

Flood risk from surface water and small watercourses within the Mill Reen SFRA can be found on NRW's Flood Risk Assessment Wales (FRAW) map. Small watercourses are defined as those ordinary watercourses with a catchment of <3km². The main areas at risk are highlighted in Figure 35 below.

Figure 35. Mill Reen SFRA FRAW Map – Surface Water & Small Watercourses (Pluvial)



Using the Communities at Risk Register (CaRR), an assessment of flood risk from surface water and small watercourses has been undertaken. The CaRR's *"Addresses at Risk"* GIS layer has been used to assess Residential, Non-Residential Properties and Key Services at risk.

In total 7 residential properties are shown to be at high risk of surface water flooding in the Mill Reen SFRA. These properties are located in Magor and Undy at the centre of the SFRA. Residential properties at medium to low risk are also located in the more urban areas of Magor and Undy. In total there are 4 residential properties at medium risk and 67 at low risk.

Non-residential properties and key services at risk of surface water flooding are found in Magor towards the west of the SFRA.

Minor sections of the M4 (trunk road) and railway line are at low risk of flooding from surface water and small watercourses.

The results of the assessment of flood risk from surface water and small watercourses is shown in Table 26 below.

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Table 26. Mill Reen SFRA – Flood Risk Counts from Surface Water and Small Watercourses (Pluvial)

Receptor	High Risk (Chance of flooding greater than 3.3% AEP)	Medium Risk (Chance of flooding between 3.3% and 1% AEP)	Low Risk (Chance of flooding between 1% AEP and 0.1% AEP)
Properties (n)			
Residential Properties at risk of flooding (n)	7	4	67
Non-Residential Properties at risk of flooding (n)	1	0	6
Key Services at risk of flooding (n)	0	1	1
Listed Buildings (n)	0	0	0
Infrastructure (km)			
Primary/Trunk Roads (km)	0	0	0.1
Main Line Railways (km)	0	0	0.2
Environmental (Hectares [ha])			
Agricultural Land - Grades 1, 2 and 3	3.0	1.2	5.5
Ancient Woodland	0	0	0
Country Parks	0	0	0
Local Nature Reserves (LNR)	0	0	0
National Nature Reserves (NNR)	0	0	0
Ramsar Sites	0	0	0
Registered Parks and Gardens	0	0	0
Scheduled Ancient Monuments (SAM)	0.1	0	0.2
Sites of Interest for Nature Conservation (SINC)	0	0.1	0.4
Sites of Special Scientific Interest (SSSI)	0.3	0.4	5.8
Special Areas of Conservation (SAC)	0	0	0
Special Protection Areas (SPA)	0	0	0

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11.4 Flood Risk from Rivers (Fluvial)

Using the Communities at Risk Register (CaRR) and NRW's Flood Risk Assessment Wales (FRAW) map, a high-level assessment of fluvial flood risk has been undertaken.

The Fluvial dataset has been considered within this Local Strategy as it contains detail on flood risk from larger ordinary watercourses which affect many areas within Monmouthshire. Main river flooding is also included within the dataset, however this falls outside of the scope of this Local Strategy. The high-level assessment has included the approximate separation of areas at risk from either ordinary watercourses or main rivers, the results of which are shown in Table 27.

Locations at risk from other non-local sources of flooding, in this case main river and tidal flooding, have been included in brackets in Table 27 for reference.

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Figure 36. Mill Reen SFRA FRAW Map – Rivers (Fluvial)

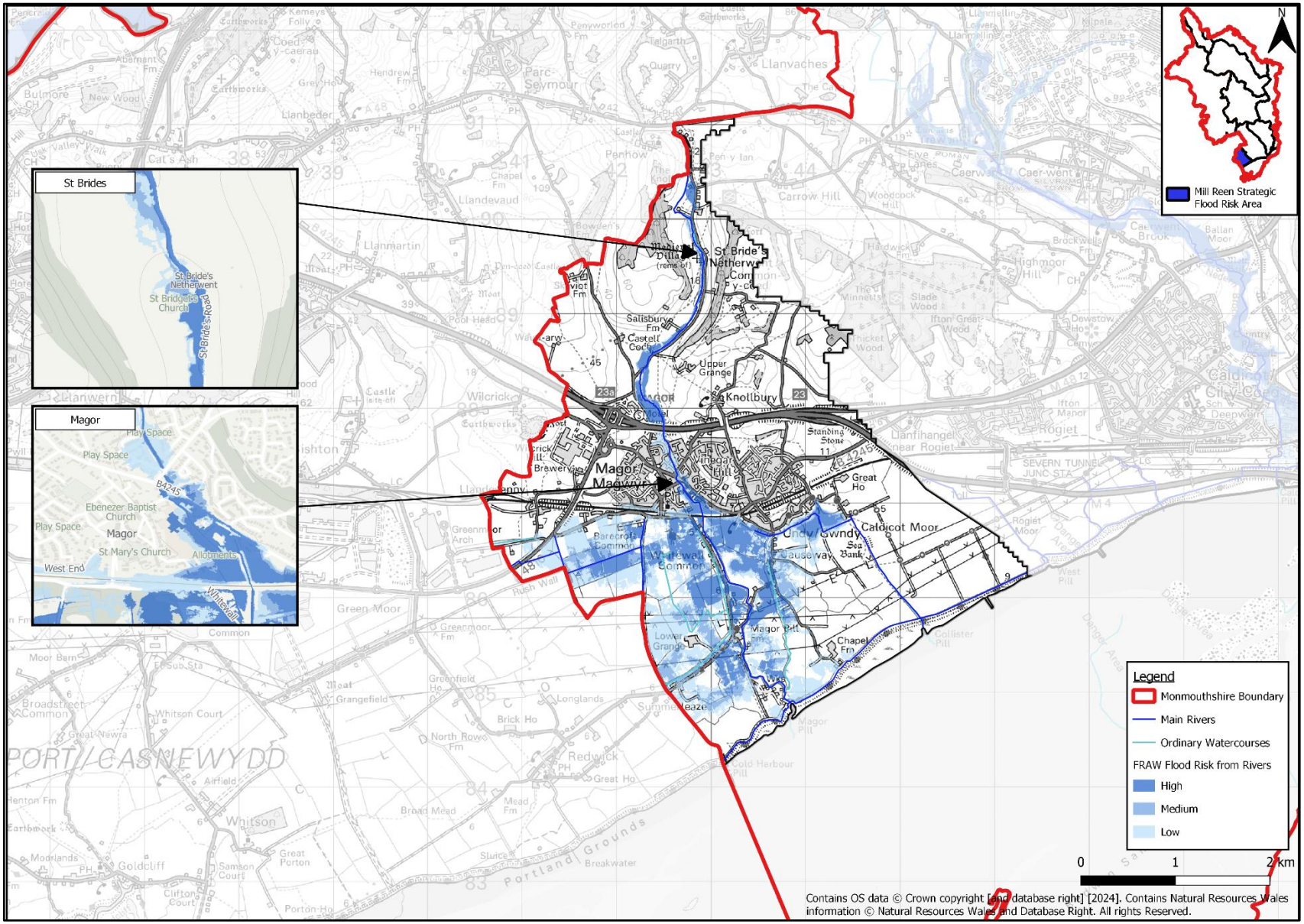


Table 27. Mill Reen SFRA – Flood Risk Counts from Ordinary Watercourses (Fluvial) (Main river counts in Brackets)

Receptor	High Risk (Chance of flooding greater than 3.3% AEP)	Medium Risk (Chance of flooding between 3.3% and 1% AEP)	Low Risk (Chance of flooding between 1% AEP and 0.1% AEP)
Properties (n)			
Residential Properties at risk of flooding (n)	0 (17)	0 (15)	0 (95)
Non-Residential Properties at risk of flooding (n)	0 (1)	0 (3)	0 (3)
Key Services at risk of flooding (n)	0 (1)	0 (0)	0 (1)
Listed Buildings (n)	0 (0)	0 (0)	0 (0)
Infrastructure (km)			
Primary/Trunk Roads (km)	0 (0)	0 (0)	0 (0)
Main Line Railways (km)	0 (0)	0 (0)	0 (0.3)
Environmental (Hectares [ha])			
Agricultural Land - Grades 1, 2 and 3	0 (14.4)	0 (2.7)	0 (3.7)
Ancient Woodland	0 (0)	0 (0)	0 (0)
Country Parks	0 (0)	0 (0)	0 (0)
Local Nature Reserves (LNR)	0 (0)	0 (0)	0 (0)
National Nature Reserves (NNR)	0 (0)	0 (0)	0 (0)
Ramsar Sites	0 (0)	0 (0)	0 (0.2)
Registered Parks and Gardens	0 (0)	0 (0)	0 (0)
Scheduled Ancient Monuments (SAM)	0 (0.5)	0 (0.3)	0 (0.4)
Sites of Interest for Nature Conservation (SINC)	0 (3.9)	0 (4.2)	0 (10.3)
Sites of Special Scientific Interest (SSSI)	0 (102.6)	0.1 (58.3)	0.1 (146.7)
Special Areas of Conservation (SAC)	0 (0)	0 (0)	0 (0.2)
Special Protection Areas (SPA)	0 (0)	0 (0)	0 (0.2)

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11.5 Flood Risk from Groundwater

Flood risk from groundwater has been considered by reference to three datasets. Geological information has been obtained from the British Geological Survey's 1:625,000 scale solid geology and 1:625,000 scale superficial deposits data layers. Modelled groundwater levels after a winter recharge season with 1% AEP have been obtained from JBA's Groundwater Flood Map. Information regarding JBA's Groundwater Flood Map is contained in Chapter 3 of this Strategy.

The Mill Reen SFRA has three dominant bedrock geologies: mudstone, siltstone and sandstone in the south, limestone with subordinate sandstone and argillaceous rocks in the north and interbedded sandstone and conglomerate across the west and east of the SFRA.

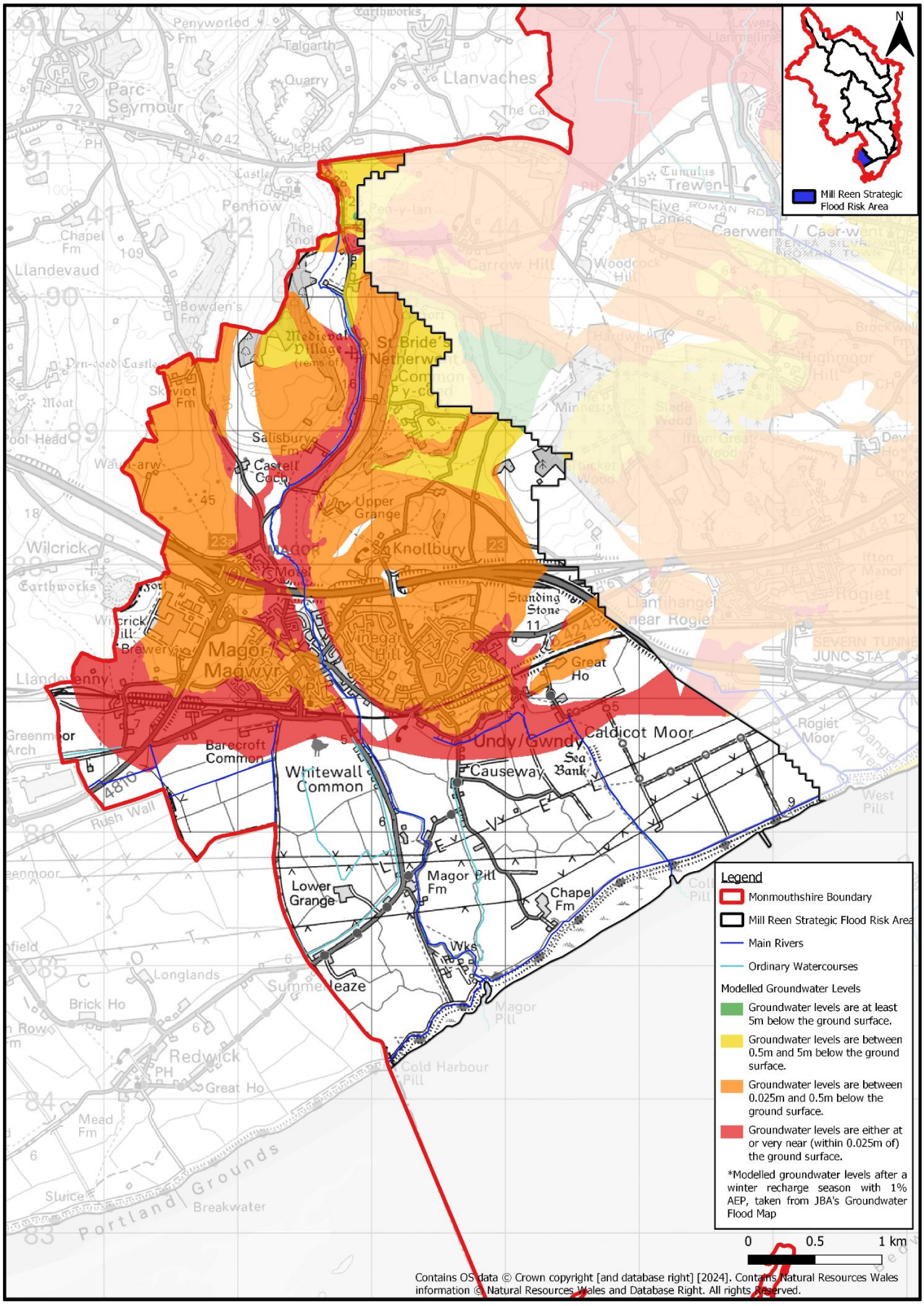
With regard to superficial deposits, the southernmost area of the SFRA is primarily underlain by tidal flat deposits comprising clay and silt, with alluvium (clay, silt, sand and gravel) present along the main river channel. Further north/inland, head comprising clay, silt, sand and gravel is present in the east of the SFRA with river terrace deposits (sand and gravel) in the west.

In the northern part of the SFRA, where more permeable rocks are present, modelled groundwater levels in the 1% AEP are predominantly shown to be between 0.025m and 0.5m below ground level. A band across the centre of the SFRA, west to east, contains groundwater levels in the 1% AEP modelled within 0.025m of the ground surface, suggesting a significant risk of re-emergence in a very wet year. The bedrock geology in this band contains predominantly limestones and sandstones.

Modelled groundwater levels in the 1% AEP are shown in Figure 37. Transparent areas on the mapping indicate a negligible risk of groundwater emergence due to the nature of the local geological deposits and depth of ground water below ground level. This includes the large expanse of Tidal Flat Deposits across the southern section of the SFRA.

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Figure 37. Mill Reen SFRA – Flood Risk from Groundwater



11.6 Flood Action Plan

The actions proposed within the Mill Reen SFRA Flood Action Plan are listed in Table 28 below.

Table 28. Mill Reen SFRA Action Plan

SFRA Ref.	Action	Location	Action Type	Link to LFRMS Measure	Timescale	Cost	Funding	Status
Mill Reen 1	**Flood Risk Assessment** Undertake a catchment wide assessment of flood risk to identify properties, businesses and infrastructure at greatest risk of flooding from local sources.	Mill Reen SFRA	Preparedness, Protection	7, 8, 9, 10, 14, 15 & 16	Medium	Medium	Revenue	Commenced
Mill Reen 2	**Magor Community Flood Plan** Support the local community in developing a community flood plan.	Magor	Preparedness	4 & 7	Medium	Low	Revenue	Not Started
Mill Reen 3	**Magor** Identify and review options to reduce known flood risk from local sources.	Magor	Preparedness, Protection	8, 9, 10, 14, & 15	Medium	Medium	Capital	Not Started
Mill Reen 4	**Undy** Identify and review options to reduce known flood risk from local sources.	Undy	Preparedness, Protection	8, 9, 10, 14, & 15	Medium	Medium	Capital	Not Started

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Monmouthshire County Council

Flood and Water Management Act 2010

Local Flood Risk Management Strategy Summary

2025

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monmouthshire
sir fynwy

Foreword

Foreword from Cabinet Member to be inserted

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1. What is a Local Flood Risk Management Strategy?

1.1 The Need for a Local Strategy

Under the Flood and Water Management Act 2010 (FWMA), Monmouthshire County Council (MCC) has been established as the Lead Local Flood Authority (LLFA) for its administrative area. This Act requires all 22 LLFAs in Wales to produce, develop, maintain, apply and monitor a Local Flood Risk Management Strategy (Local Strategy) for their administrative area.

The Welsh Government's National Strategy for Flood and Coastal Erosion Risk Management (FCERM) in Wales (National Strategy) sets out that over 245,000 properties across Wales are at risk of flooding from rivers, the sea and surface water, with almost 400 properties also at risk from coastal erosion. The National Strategy explains that, as the climate changes, we can expect those risks to increase, with more frequent and severe floods, rising sea levels and faster rates of erosion of the coast.

Storm events such as those of October 2019, February & December 2020 and November 2024 demonstrated how vulnerable some communities within Monmouthshire are to flooding, with that risk likely to increase with the onset of climate change. Storm Dennis (February 2020) alone resulted in flooding to almost 200 homes and 50 businesses across Monmouthshire, with a further 75 homes and 22 businesses reported to have flooded during Storm Bert (November 2024). These events emphasise the need for MCC to have in place robust strategic priorities for managing local flood risk to help improve community resilience and adaptation to climate change.

Different Risk Management Authorities (RMAs) in Wales are responsible for different sources of flood risk. As a LLFA, MCC are responsible for "local flood risk" which is defined as flood risk from:

- Surface water runoff
- Groundwater, and
- Ordinary watercourses (generally smaller watercourses).

This Local Strategy focuses on these local sources of flood risk within Monmouthshire but acknowledges and considers other sources of flood risk (including main rivers, sea, and sewers) and associated responsible RMAs.

The National Strategy sets out the legislative context to FCERM activities in Wales. In certain cases, Local Authorities are also required to produce Flood Risk Management Plans (FRMP), under the 2009 Flood Risk Regulations (revoked as part of the Retained EU Legislation Action on 31st December 2023). A summary of the legislative context to FCERM activities in Wales is provided in Appendix B.

1.2 The Purpose of the Local Strategy

MCC published our first Local Strategy in 2013, setting out our overarching approach to managing local flood risk. Alongside our Local Strategy, MCC published a FRMP in 2016. Our FRMP developed the objectives and high-level measures outlined in our Local Strategy into a more detailed plan for managing flooding in our communities.

This document is our second Local Strategy. Whilst we previously published our Local Strategy and FRMP separately, this new Local Strategy integrates the two documents into one. This reduces complexity and enables us to communicate and manage local flood risk more effectively. The FRMP is referred to as the Flood Action Plan within this Local Strategy.

This Local Strategy will explain how flooding from local sources will be managed across Monmouthshire, consistent with the objectives, measures and related policies and legislation set out in the National Strategy. This Local Strategy will be reviewed within 2 years of the publication of the next National Strategy, approximately every 6 years. The Flood Action Plan (Appendix A) will be reviewed and updated every 3 years or as required.

1.3 Structure of the Local Strategy

This document is structured as follows:

Chapter 1 Introduction
Introduces the background, need and purpose of the Local Strategy.

Chapter 2 Coordination of Flood Risk Management
Summarises how this Local Strategy aligns with other Council strategic plans, national policies and coordination with other stakeholders and their plans.

Chapter 3 Flood Risk in Monmouthshire
Provides an overview of the different sources and risk of flooding across Monmouthshire.

Chapter 4 How this Strategy Responds to Climate Change
Provides an overview of climate change in the context of flood risk and outlines how this Local Strategy seeks to address these risks in Monmouthshire.

Chapter 5 Roles and Responsibilities for Managing Flood Risk in Monmouthshire
Sets out the roles and responsibilities for managing flood risk in Monmouthshire. It also highlights some of the key policies we have in place for managing local flood risk.

Chapter 6 Strategic Objectives
Describes the strategic objectives for managing local flood risk in the coming years, and how these align with the objectives set out in the National Strategy.

Chapter 7 Flood Measures
Sets out the flood risk management measures. These are broad activities and ways of working which help us to meet our strategic objectives.

Chapter 8 Flood Actions
Introduces the Flood Action Plan. This is a focused plan, detailing specific deliverable actions required to meet the measures. The Flood Action Plan is included in Appendix A.

Chapter 9 Funding and Prioritisation
Summarises the different ways in which flood risk management activities can be funded as well as how MCC prioritise these activities.

Chapter 10 Environmental Assessments
Outlines how this Local Strategy will contribute to wider environmental objectives.

Chapter 11 Monitoring Progress

Describes how MCC will measure and monitor progress in delivering the objectives, measures and actions set out in this Local Strategy.

1.4 Targets within this Local Strategy – Objectives, Measures and Actions

This Local Strategy sets out our flood risk management Objectives, Measures and Actions. These three groupings, which provide different levels of detail on how flood risk will be managed, are summarised below.

Definitions of the Objectives, Measures and Actions for Delivering MCC's Local Strategy

Objectives

- Overarching targets or outcomes of flood risk management during, or beyond, the Local Strategy cycle.
- Statements of Local Authority ambition for flood risk management.
- Specific to the Local Authority but linked to the National Strategy Objectives.

Measures

- Broad activities and ways of working to meet the Objectives.
- Typically apply to the Local Authority area rather than specific communities/locations within it.
- Are loosely time-bound and are measurable at a high-level, with indicative costs and benefits.

Actions

- Specific tasks, activities or initiatives, planned and tracked, to meet the Measures.
- Reviewed and updated on a regular basis, reporting on progress every 3 years.
- Short, medium and long term with clearly defined outputs/outcomes.
- Typically location-specific within the local authority area.

1.5 Who is responsible for managing flood risk?

Risk Management Authorities (RMAs) across Wales include NRW, the 22 Local Authorities, water companies and the Welsh Government. Each RMA has legislative powers concerning flood risk management and is required to fulfil several statutory duties as defined under the FWMA. In addition to these statutory duties, the Act sets out a range of permissive powers for RMAs, enabling them to undertake defined activities if they so wish.

The table below outlines which RMAs are primarily responsible for managing flood risk dependent on the sources of flooding.

Risk Management Authorities Responsible for Managing Different Sources of Flood Risk in Monmouthshire

RMA / Flood Source	MCC (LLFA)	Natural Resources Wales	Dŵr Cymru/ Welsh Water	MCC (Highways)	Welsh Government / SWTRA
Surface Water	✓			✓ (Local roads)	✓ (Trunk roads)
Ordinary Watercourses	✓				
Groundwater	✓				
Main River		✓			
Internal Drainage District (Gwent Levels)		✓			
Reservoirs		✓			
Sewers			✓		
Coastal/Tidal	✓	✓			

2 Flood Risk in Monmouthshire

The FWMA defines a "Flood" as *"any case where land not normally covered by water becomes covered by water"*. "Flood risk" is a combination of the probability and the potential consequences of flooding. Areas at risk of flooding are those at risk of flooding from any source, now or in the future.

Many communities across Monmouthshire are at risk of flooding from a variety of sources and experience regular flooding which can have a significant effect on people's lives. Over the past decade we have seen an increasing threat from more intense rainfall events and named storms than ever before. These rainfall events do not just occur during winter months, more localised surface water and flash flooding from smaller ordinary watercourses is becoming more frequent during the summer and autumn, often leading to wetter catchments that can exacerbate early winter flooding. Existing drainage infrastructure is not always able to cope with these intense rainfall events, which regularly results in the highway network, infrastructure and adjacent properties being impacted more frequently and to a greater extent.

Climate change forecasts suggest this more regular flooding will become the norm and with rising sea levels and tides, some communities in Monmouthshire face an increasing risk of flooding.

MCC as a RMA have a responsibility to manage local flood risk across the county. It is not possible to prevent all flooding, however, the activities identified in this strategy aim to ensure the risks from these local sources of flooding (surface water, groundwater and ordinary watercourses) are identified and managed where possible.

Management of flooding from main rivers and tidal sources rests with Natural Resources Wales, whilst flooding from sewers falls under the remit of Dŵr Cymru Welsh Water. These flooding sources are covered in each RMA's own plans for managing flood risk and whilst they have been considered in this report they have not been assessed in detail.

2.1 Sources of Flooding in Monmouthshire

Communities across Monmouthshire are at risk from numerous different sources of flooding. The figure below summarises these and shows the most appropriate RMA to contact.

Sources of flooding and who to contact

	**Surface Water Flooding** Also known as "Pluvial Flooding", can be difficult to forecast and often occurs when intense heavy rainfall exceeds the capacity of the ground or drainage systems, resulting in overland flow and ponding that can affect highways, buildings and low-lying areas.	Contact **MCC** as **Lead Local Flood Authority**
	**Ordinary Watercourse Flooding** Generally smaller watercourses and ditches (not designated as main rivers) are typically prone to flash flooding from heavy localised rainfall that results in the capacity of the watercourse being exceeded and over topped. Flooding can also often occur when these smaller watercourses become 'flood locked' when unable to discharge to larger main rivers when they are in spate.	Contact **MCC** as **Lead Local Flood Authority**
	**Groundwater Flooding** Typically occurs after long periods of sustained heavy rainfall causing the water table to rise to ground level. Areas most at risk are often low-lying where the water table is likely to be at a shallow depth resulting in flooding as water rises up from an underlying aquifer or water flowing from springs.	Contact **MCC** as **Lead Local Flood Authority**
	**Main River Flooding** Occurs when designated main rivers and streams cannot contain the flow of water from their catchments. Such flooding can often result in smaller ordinary watercourses and drainage systems becoming flood locked, leading to them backing up and causing wider flooding. Main rivers in Monmouthshire include the Rivers Monnow, Wye, Usk and Trothy, the Olway, Nedern and Mounton Brooks and the Mill Reen.	Contact **Natural Resources Wales**
	**Sewer Flooding** This occurs when the capacity of the sewer is exceeded by the volume of water entering it or a restriction to flow resulting from debris/blockage or a structural failure. Sewer flooding can be from foul, surface water and combined sewers.	Contact **Dwr Cymru Welsh Water**
	**Highway Flooding** This can be defined as flooding caused by heavy rainfall overflowing from blocked drains and gullies causing water to pond within the highway. This can also occur through inadequate or poorly maintained drainage, or when runoff from adjacent land overwhelms the system. Poor or degraded surfacing can also contribute to highway flooding.	Contact **MCC** for **local adopted roads** and **SWTRA** for **Trunk Roads.**
	**Coastal & Tidal Flooding** Can occur when high tides combine with severe weather, leading to storm surges and large waves.	Contact **Natural Resources Wales**

2.2 How we assess Flood Risk in Monmouthshire

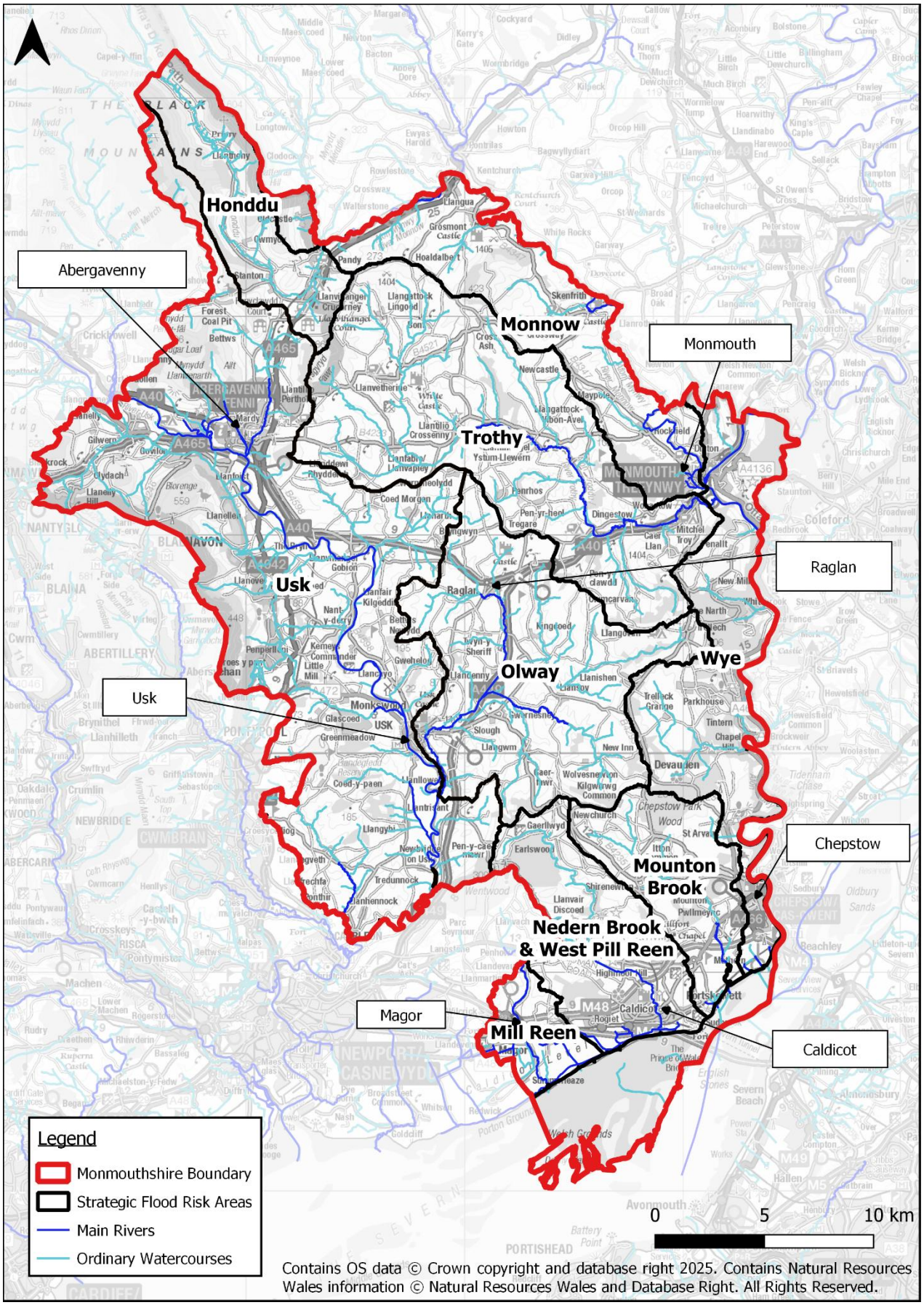
Flood risk across Monmouthshire has been assessed on a catchment basis using identified Strategic Flood Risk Areas (SFRAs). These SFRAs mirror the catchments of larger watercourses and breakdown the county into suitable areas whereby local flood risk can be considered in a holistic way along with all other sources of flooding. This approach also helps to highlight areas at greatest risk and their interconnected potential for mitigation on a catchment basis, whilst also maximising the potential for identifying flood risk management opportunities across a range of LLFA responsibilities and duties.

The largest river catchments of the Usk and Wye cover the majority of the county, therefore, to avoid overly large SFRAs, these catchments have been broken down to include their largest tributaries, using catchment boundaries from DataMap Wales. In the south, due to the location of the main settlements and the two catchments being comparatively small in area, the Nedern Brook and West Pill Reen catchments have been combined to form one SFRA. This has resulted in nine SFRAs as shown below.

Main Settlements in each SFRA

Strategic Flood Risk Area (SFRA)	Main Settlements
Usk	Gilwern, Govilon, Llanwenarth, Abergavenny, Llanellen, Llanover, Penperlleni, Little Mill, Monkswood, Usk, Llanllowell, Llantrisant, Llangybi, Treddunock, Newbridge-on-Usk
Olway	Trellech, Raglan, Llanishen, Llandenny, Gwernesney, Usk, Llangwm
Honddu	Llanthony, Cwmyoy, Llanvihangel Crucorney, Pandy, Wern Gifford
Monnow	Grosmont, Skenfrith, Rockfield, Monmouth
Trothy	Cross Ash, Llanvapley, Llantilio Crossenny, Dingestow, Mitchel Troy
Wye	Monmouth, Penallt, The Narth, Llandogo, Catbrook, Tintern, St Arvans, Chepstow
Mill Reen	Magor, Undy
Nedern Brook & West Pill Reen	Llanvair Discoed, Caerwent, Crick, Rogiet, Caldicot, Portskewett, Sudbrook
Mounton Brook	Itton, St Arvans, Shirenewton, Mynydd-bach, Mounton, Pwllmeyric, Mathern

Strategic Flood Risk Areas (SFRAs) In Monmouthshire



3 Strategic Objectives

3.1 National Strategy Objectives

Welsh Government published The National Strategy for Flood and Coastal Erosion Risk Management in Wales in October 2020. It sets out an overarching aim to reduce the risk to people and communities from flooding and coastal erosion and identifies 5 objectives for delivering this aim. These are summarised below.



MCC have developed strategic objectives which outline how local flood risk will be managed during the term of this Local Strategy. These local objectives align with the National Strategy objectives and reflect local context and priorities in Monmouthshire.

3.2 Monmouthshire's Strategic Objectives

MCC's objectives to manage local flood risk are shown in the table below which also shows the inter relationship between the National and Local objectives and the holistic approach taken between MCC and Welsh Government to address flooding in Wales. The objectives below are not listed in priority order.

Local Strategy Objectives	National Strategy Objectives				
	A	B	C	D	E
1. Reduce the risk and impact of flooding to people and property.	✓	✓	✓	✓	✓
2. Reduce disruption to critical infrastructure and essential services resulting from flooding.	✓	✓	✓	✓	✓
3. Ensure a risk based and sustainable approach to investment and delivery of flood risk management activities.	✓	✓	✓	✓	✓
4. Ensure flood resilience at environmentally significant and sensitive sites of national, regional and local importance is maintained and enhanced where possible.		✓		✓	
5. Support the Water Framework Directive by preventing deterioration of watercourses and improve water quality.*					
6. Continue to improve understanding of flood risk and the impact of climate change within Monmouthshire.	✓	✓	✓	✓	✓
7. Raise awareness of flood risk amongst individuals and communities and support them to prepare for, respond to and recover from flood events.	✓	✓	✓	✓	✓
8. Work collaboratively with other Risk Management Authorities and organisations to effectively manage flood risk.	✓	✓		✓	✓

* Although this local objective is not explicitly listed among the specific objectives in the National Strategy, it has been included in this Local Strategy because it aligns with broader local and national goals outlined in the National Strategy.

4 Flood Measures

A measure is defined as activity, which will be undertaken to manage risk and achieve the agreed objectives. In order to deliver the objectives outlined the Local Strategy, a wide range of measures are proposed.

These measures have been categorised under the six high level themes:

1. Development planning and adaptation (encompassing both new and adaptations to existing developments/landscapes)
2. Flood forecasting, warning and response
3. Land, cultural and environmental management
4. Asset management and maintenance
5. Studies assessments and plans
6. Monitoring (of the local flood risk issues)

Summary of Flood Measures

Theme	Ref	Measure
Development planning and adaptation	1	Sustainable & Strategic Development Planning
	2	Strategic Flood Consequence Assessment (SFCA)
	3	SuDS Approving Body (SAB)
Flood forecasting, warning and response	4	Flood Awareness
	5	Flood Warning & Forecasting
	6	Emergency Response and Multi-Agency Plans
	7	Community Flood Plans
Land, cultural and environmental management	8	Natural Flood Management & Nature Based Solutions
	9	Environmental Enhancement & Habitat Creation
	10	Partnership Working
Asset management and maintenance	11	Flood and Drainage Asset Database
	12	Asset Management and Maintenance Plans
	13	Designation of Structures
Studies assessments and plans	14	Flood Investigations
	15	Flood Alleviation Schemes
	16	Strategic Flood Risk Area Management
	17	Flood Action Plan
Monitoring	18	Flood Monitoring

5 Flood Actions

The new Local Strategy combines the Flood Action Plan and the Local Flood Risk Management Strategy into one document and will therefore supersede MCC's previous Flood Risk Management Plan published in 2016.

MCC's objectives and measures for managing local flood risk to our communities are outlined above. In order to deliver these, a range of actions have been developed as detailed in the Flood Action Plan. Actions have been identified on a countywide scale as well as for each of the nine SFRA's to ensure the local sources of flood risk at a community scale are considered. The proposed actions will be delivered over the short (1 - 3 years), medium (4 - 6 years) and long term (6+ years) and will have clearly defined measurable outcomes.

The Flood Action Plan will be regularly reviewed and updated every 3 years or as required. A more comprehensive review will be undertaken as part of future updates to this LFRMS, typically every 6 years.

6 Funding and Prioritisation

The measures and actions outlined in this Local Strategy will be funded from a number of sources, the majority of which comes from the Welsh Government via capital and revenue grants for Flood and Coastal Erosion Risk Management.

To ensure investment is directed to areas where it is required most, Welsh Government have developed a scoring methodology for prioritisation of FCERM funding. In order to ensure alignment with Welsh Government's National Strategy, in our role of Lead Local Flood Authority, MCC will continue to adopt this methodology to ensure funding for flood risk management and alleviation schemes is directed to our communities most at risk.

7 Environmental Assessments

Environmental Assessments have been undertaken alongside the development of this Local Strategy to ensure the objectives, measures and actions presented take into account the environment within Monmouthshire, including important designations. The environmental assessments consider and record how the Local Strategy contributes to the achievement of wider environmental objectives.

These assessments include a Strategic Environmental Assessment and Habitats Regulations Assessment.

8 How we will monitor progress?

Measuring progress will focus upon the delivery of the Actions set out in the Flood Action Plan in Appendix A. Actions have been derived from the overarching objectives and measures, therefore their delivery will provide a means of measuring progress across the Strategy.

The Monmouthshire Flood Action Plan and Action Plans for each of the nine SFRAs will be reviewed regularly and updated every 3 years to reflect the LLFA's continued delivery against the Local Strategy's Objectives and Measures.

The Local Flood Risk Management Strategy as a whole will be reviewed and updated in line with the National Strategy and regulatory requirements, typically every six years.

Further Information

For further information on local flood risk management please visit our dedicated Flood Risk Management webpages HERE

or

contact the Flood Risk Management Team at flooding@monmouthshire.gov.uk

Monmouthshire Local Flood Risk Management Strategy Environmental Report

Draft

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Abbreviations

ALC	Agricultural Land Classification
AONB	Area of Outstanding Natural Beauty
AQMA	Air Quality Management Area
BAP	Biodiversity Action Plan
CCW	Countryside Council for Wales
DCWW	Dŵr Cymru Welsh Water
EA	Environment Agency
EC	European Community
FCEC	Flood and Coastal Erosion Committee
FCERM	Flood and Coastal Erosion Risk Management
FRMP	Flood Risk Management Plan
GI	Green Infrastructure
INNS	Invasive Non-Native Species
LLFA	Lead Local Flood Authority
LNR	Local Nature Reserve
LFRMS	Local Flood Risk Management Strategy
LWS	Local Wildlife Site
MCC	Monmouthshire County Council
NERC	Natural Environment and Rural Communities
NLCA	National Landscape Character Area
NNR	National Nature Reserve
NRW	Natural Resources for Wales
PFRA	Preliminary Flood Risk Assessment
PPW	Planning Policy Wales
RLOHI	Registered Landscapes of Outstanding Historic Interest
RIGS	Regionally Important Geological Site
RMA	Risk Management Authority
SAC	Special Area of Conservation
SEA	Strategic Environmental Assessment
SEPA	Scottish Environment Protection Agency
SI	Site Investigation

SPA	Special Protection Area
SSSI	Site of Special Scientific Interest
SUDS	Sustainable Drainage Systems
TAN	Technical Advice Note
WFD	Water Framework Directive

Definitions

Term	Definition
Air Quality Management Area	Under Part IV of the Environment Act 1995, local authorities are required to review current and predicted air quality within areas under their responsibility. If an area is not likely to achieve national air quality objectives, the local authority must designate an AQMA for the associated pollutants and an action plan to achieve the objectives.
Agricultural Land Classifications	The Agricultural Land Classification is part of the planning system in England and Wales – it provides a method for classifying agricultural land in six categories, or "grades" according to versatility and suitability for growing crops.
Biodiversity Action Plan	Plans developed by organisations to protect and enhance the biodiversity of an area.
Climate Change Risk Assessment	Under the 2008 Climate Change Act, the UK Government is required to publish a UK-wide Climate Change Risk Assessment every five years. The Act specifies that these must assess the risks for the UK from both the current and predicted impacts of climate change.
Flood and Coastal Erosion Risk Management Strategy	The strategy describes what needs to be done by all risk management authorities involved in flood and coastal erosion risk management for the benefit of people and places.
Habitat Regulations Assessment	A process that determines whether the proposed development strategy could negatively significantly impact the designated features of protected European sites.
Indices of Multiple Deprivation	The Index of Multiple Deprivation measures relative deprivation in an area. It is a combined measure of deprivation based on 37 separate indices of deprivation, grouped into seven key domains reflecting different aspects of deprivation.
Landscape Character Assessment	The process of identifying and describing variation in character of landscape in a certain area. The assessment identifies and explains the unique combination of elements and features that make landscapes distinctive by mapping and describing character types and areas.

Term	Definition
Local Biodiversity Action Plan	Local plans developed by Local Planning Authorities to protect and enhance the biodiversity of an area.
Local Enterprise Partnership	Business led partnerships between local authorities and local private sector businesses, which play a central role in determining local economic priorities and undertaking activities to drive economic growth and job creation, improve infrastructure, and raise workforce skills within the local area.
Regionally Important Geodiversity Sites	Geological sites that are important for historical, scientific research or educational reasons.
Lead Local Flood Authority	County councils and Unitary Authorities which lead in managing local flood risk.
Local Nature Reserve	Statutory designation under the National Parks and Access to Countryside Act 1949. These can be declared by Parish and Town Council, but these must be delegated to by principle local authority.
Lower Super Output Area	Lower Layer Super Output Area are areas of population household minimum and maximum thresholds. These areas were designed to improve the reporting of small area statistics.
Local Wildlife Site	Areas of land which are especially important for their wildlife.
National Landscape	National Landscapes (formerly known as Areas of Outstanding Natural Beauty) were designated under the National Parks and Access to the Countryside Act of 1949. They protect areas of the countryside of high scenic quality that cannot be selected for National Park status because of their lack of opportunities for outdoor recreation.
National Landscape Character Area	A natural subdivision of Wales based on a unique sense of place. The Character Area framework is used to describe and shape objectives for the countryside, its planning and management.
National Nature Reserve	Reserves established to protect some of our most important habitats, species, and geology, and to provide outdoor laboratories for research.
Natural Resources Wales	Non-departmental public body responsible for protecting and improving the environment (formerly Environment Agency Wales and Countryside Council).
Office of National Statistics	The Office for National Statistics is the executive office of the UK Statistics Authority, a non-ministerial department which reports directly to the UK Parliament.
Planning Policy Wales	Planning Policy Wales outlines guidance for making planning decisions. The guidance is supplemented by Technical Advice Notes, Circulars, and Policy Clarification Letters.
Public Right of	A public right of way is a right by which the public can always

Term	Definition
Way	pass along routes over land.
Technical Advice Notes	Guidance Notes are statements of the Government's national policy and principles towards certain aspects of the land use planning framework.
Site of Special Scientific Interest	A conservation designation legally protected under the Wildlife and Countryside Act 1981 (as amended). These sites are selected for wildlife and natural features in Wales.
Special Area of Conservation	Special Areas of Conservation are protected in the UK under, the Conservation of Habitats and Species Regulations 2017 (as amended) in England and Wales. The purpose of this designation is to conserve the habitat and species identified in the EU Habitats Directive.
Special Protection Area	Protected areas for birds in the UK, under the Wildlife & Countryside Act 1981 and the Conservation Regulations 2010.
Strategic Environmental Assessment	A decision support process which aims to promote sustainable development by assessing the extent to which the emerging plan will help achieve relevant environmental, economic, and social objectives.
Special Protection Area	Protected areas for birds in the UK, under the Wildlife & Countryside Act 1981 and the Conservation Regulations 2010.
Surface Water Management Plan	Non-statutory plans, which preceded the introduction of the Flood and Water Management Act 2010, used to look at existing flood problems and to inform planning decisions for new development.
Sustainable Drainage System	SuDS are drainage system which manage surface water incorporating natural elements and green infrastructure. They are designed to manage stormwater, mimicking natural drainage and manage pollution risks resulting from runoff.
Water Framework Directive	The Water Framework Directive is a European Union directive transposed into UK law through The Water Environment (Water Framework Directive) (England and Wales) Regulations 2017. It aims to prevent deterioration of the water environment and improve water quality.

Non-Technical Summary

Introduction

Monmouthshire County Council is currently in the process of developing a Local Flood Risk Management Strategy (LFRMS) to replace the existing strategy adopted in 2013. The strategy will encompass the risks associated with local flood risk sources and provides an overall strategic approach to the management of flood risk in Monmouthshire.

The following Non-Technical Summary outlines the conclusions of the Strategic Environmental Assessment (SEA) undertaken as part of the review of Monmouthshire Council's LFRMS, fulfilling the requirements of the SEA Regulations.

Purpose of this assessment

When preparing a LFRMS, it is a statutory requirement to carry out a SEA to identify any potentially significant environmental effects arising from the implementation of the strategy. SEA is an integrated, systematic appraisal of the potential environmental impacts of policies, plans, strategies, and programmes during their development before they are approved. It ensures that implications for the environment have been fully and transparently considered. It considers a range of environmental issues including biodiversity, population, human health, flora and fauna, soils, water, air, climate, material assets, heritage, landscape, and the interactions among these factors.

A SEA of the LFRMS has been undertaken to identify any potentially significant environmental effects arising from the implementation of the measures contained within it. This document forms the Environmental Report stage of the SEA process.

Background to the Monmouthshire review

The Flood and Water Management Act (2010) determined the need for flood risk to be managed within the framework of National Strategies for England and Wales and within Local Strategies for each Lead Local Flood Authority Area (LLFA).

The National Strategy for Flood and Coastal Erosion Risk Management in Wales sets out the principles for flood risk management, the aims and objectives to reduce the risk of flooding to people, and which organisations are responsible for its implementation (Welsh Government, 2020a).

In accordance with the national strategy for Wales, LLFAs have been allocated responsibility for developing independent strategies to address sources of local flooding (defined as surface runoff, groundwater, and ordinary watercourses).

Monmouthshire's first LFRMS was adopted in 2013; since this document was produced, knowledge of the broad nature and extent of flood risk across Monmouthshire has grown. It was determined that the 2013 strategy should be revised to comply with updated national legislation.

Summary of the Strategic Environmental Assessment process

SEA is a staged process which ensures that the potential environmental effects of a policy or plan are identified during the development of the plan. It provides a framework through which to consult upon potential environmental effects of the LFRMS and to subsequently amend the strategy prior to its adoption. The stages of SEA can be summarised as follows:

- Stage A: Setting the context, establishing the baseline, and deciding on the scope of the assessment. A Scoping Report is produced at this stage.
- Stage B: Developing and refining options and assessing effects.
- Stage C: Preparing the Environmental Report.
- Stage D: Consulting on the draft plan.
- Stage E: Monitoring significant effects of implementing the plan.

The first stage of the SEA process involved the preparation of a Scoping Report for consultation in October - November 2023. The Scoping Report identified the main plans, policies, and programmes of relevance to the strategy. It also set out the baseline environmental characteristics and key issues. The Scoping Report identified key environmental topic that needed to be assessed in the SEA and scoped out issues where significant effects were not anticipated.

The Scoping Report was finalised following consultation and after this, Stage B commenced including developing and refining options and assessing effects. This Environmental Report has been prepared as Stage C.

Developing the SEA Framework

The SEA framework is made up of several SEA objectives, developed during the scoping process, which are used to test the objectives, policies, and options of the LFRMS. The SEA objectives are outlined in Table 1.

Table 1: SEA Objectives

Receptor	Objective
Landscape and visual amenity	Protect the integrity of local urban and rural landscapes in the area.
Biodiversity, Flora and Fauna	Maintain, enhance, and extend biodiversity, wildlife, and habitat connectivity.
Water environment	Protect and enhance the quality of water features and resources.
Geology and soils	Maintain soil quality and conserve geological designations.
Historic environment	Preserve and where possible enhance important historic and cultural sites.
Population and human health	Protect and enhance human health and wellbeing.
Material assets	Minimise the impacts of flooding on the transport network and key critical infrastructure.

Receptor	Objective
Climate change	Reduce vulnerability to the effects of climate change.

Strategic Environmental Assessment

The LFRMS was developed and includes a series of overarching objectives, measures and actions. The objectives and measures contained within the Strategy and actions within the accompanying action plan were subject to the SEA process.

Three alternative management processes and their associated likely environmental impacts were assessed including:

- Do nothing;
- Maintain the current Monmouthshire LFRMS (2013); and
- Manage and reduce local flood risk through the preparation of a new LFRMS.

It was determined that the development of a new LFRMS was the only realistic option for managing flood risk in Monmouthshire.

The objectives, measures and actions as set out in the LFRMS were fully assessed against the SEA objectives to identify aspects of the strategy that may require revising because of potential impacts identified. Symbols are used to outline likely impacts and the significance of the impact, as shown in Table 2.

Table 1-1: SEA Impact Significance Framework.

Symbol	Explanation of effect
++	Significantly beneficial to the SEA objective - multiple opportunities for environmental improvement or resolves existing environmental issue.
+	Partially beneficial (not significant) to the SEA objectives – contributes to resolving an existing environmental issue or offers some opportunities for improvement.
O	Neutral effect on the SEA objective and environment.
-	Partially undermines (not significantly) the SEA objective –would contribute to an environmental issue or reduce opportunities for improvement.
--	Significantly undermines the SEA objective – will significantly contribute to an environmental problem or undermine opportunity for improvement.
?	Insufficient detail on the option or baseline – cannot effectively assess the significance of the strategy objective on the SEA objective.

Summary of SEA findings

The result of the assessment concluded that the LFRMS will likely have direct positive effects on all of the SEA objectives, particularly through the promotion of Sustainable Drainage Systems (SuDS) and natural flood management schemes, as well as embedding community engagement and resilience in future flood risk management schemes.

There is some uncertainty regarding the scale of some of these positive effects. Sometimes this is because for some actions the scale and / or process of implementation is currently

unclear, also, some indirect positive effects maybe outside the control of the organisations delivering measures. However, positive effects are generally likely across the implementation of the strategy, across a wider range of the SEA objectives.

The assessment also suggests mitigation should be implemented to avoid any potential adverse effects to SEA objectives resulting from the development of flood alleviation schemes. It also suggests opportunities to better meet objectives relating to carbon reduction should be promoted.

From the assessment, no potential negative effects on any of the SEA objectives were identified from any of the LFRMS objectives, measures, or actions at this stage.

Proposed monitoring

This Environmental Report provides some suggested monitoring measures for each SEA objective. These simple, effective, and measurable indicators will aid the future monitoring of the plan.

Concluding statement

The LFRMS has been developed and informed by a clear evidence base of baseline environmental data and complies with relevant national and local planning policy.

Overall, the assessment of the LFRMS objectives, measures, and actions against the SEA objectives highlights positive impacts, especially on SEA objectives 6, 7 and 8. By actively managing the flood risk, there will be obvious benefits to the population, human health, material assets, and climate change resilience. Through promoting a greater understanding of flood risk, improving baseline data collection and knowledge of flood risk per catchment, and ensuring information on flood risk assets and infrastructure is kept up to date, communities and responsible parties will be better placed to effectively minimise the risk of flooding in the Monmouthshire Council area. The LRFMS provides opportunities for environmental enhancements through the implementation of natural flood management and SuDS schemes. Such schemes reduce flood risk whilst also allowing for sensitive consideration of ecological, visual, water, and heritage assets.

The next stage of the SEA process will involve consultation on the draft SEA Environmental Report and the draft LFRMS with statutory consultees, stakeholders, and the public. This consultation aims to identify any necessary amendments and updates to the documents. All consultation responses received will be reviewed and considered for the next stage of the SEA process, which involves preparing a Post-Adoption Statement.

1 Introduction

1.1 Overview

Monmouthshire County Council (MCC) is currently in the process of developing a Local Flood Risk Management Strategy (LFRMS) to update the LFRMS published in 2013. As Lead Local Flood Authority (LLFA) under the Flood and Water Management Act 2010, MCC is responsible for the management of local flood risk, including from surface runoff, groundwater, and flooding from ordinary watercourses (smaller rivers and streams).

The aim of a LFRMS is to guide the management of local flood risk, reflecting local circumstances such as the level of risk and the potential impacts of flooding. MCC's updated LFRMS must assess local flood risk, set out measures for managing local flooding and determine the costs and benefits associated with the implementation of such measures.

When preparing a LFRMS that will inform decision making and identify actions to be taken to reduce the risk of flooding, it is a statutory requirement to conduct a Strategic Environmental Assessment (SEA) in accordance with the Environmental Assessment of Plans and Programmes (Wales) Regulations 2004 (hereafter 'the SEA Regulations'), which implement the European Directive 2001/42/EC on ‘the assessment of certain plans and programmes on the environment’ ('the SEA Directive') into Welsh law.

This Environmental Report has been prepared in accordance with the 'Strategic Environmental Assessment: how the regulations apply in Wales' guidance (published by the Department for Communities and Local Government and the Welsh Assembly Government) (Welsh Government, 2015).

Due to the scale of the changes proposed in the updated LFRMS and the potential for significant environmental effects, it was considered appropriate that the SEA process was applied to this updated LFRMS .

The SEA process, culminating in the preparation of this Environmental Report, will inform the preferred long-term flood risk management strategy through the identification of likely significant impacts upon the environment, resulting from the implementation of the LFRMS.

This SEA Environmental Report will outline how objectives, measures and actions have been appraised.

2 SEA Process and Methodology

2.1 Background

SEA is an iterative process that is undertaken during the development of plans, programmes, and strategies to ensure that any potential significant environmental effects arising from them are identified, assessed, mitigated and communicated to plan-makers.

SEA also requires the monitoring of the significant effects once the plan / programme / strategy is implemented. The intention is that the SEA is fully integrated into the strategy making process from the earliest stages, both informing and being informed by it. By identifying potential issues at an early stage, it is then possible to amend the policies / plans to ensure that they are as sustainable as possible.

The SEA informs the decision-making process through the identification and assessment of both the significant and cumulative environmental effects from a plan or programme, or its reasonable alternatives. Significant effects are defined as those that may cause substantial, potentially substantial, adverse, or beneficial changes to the existing environmental baseline. In this case, it involves assessing the LFRMS against a series of SEA objectives.

The SEA process is undertaken in accordance with the requirements of the SEA Regulations, the UK Government's Planning Practice Guidance (PPG), and the Welsh official SEA guidance. This scoping report has been prepared in compliance with these regulations and guidance.

Schedule 2 of the SEA Regulations sets out the scope of the information to be provided in a scoping report. Table 2-1 identifies where in the SEA process each requirement is met.

Table 2-1: Stages in the SEA Process as identified within Schedule 2 of the SEA Regulations.

SEA Regulations Requirements	Location in the SEA
1. An outline of the contents, main objectives of the plan or programme and its relationship (if any) with other relevant plans and programmes.	SEA Scoping Report (Section 2, 3 and 4); SEA Environmental Report (Sections 3, and 5 and Appendix A).
2. The relevant aspects of the current state of the environment and the likely evolution thereof without implementation of the plan or programme.	SEA Scoping Report (Section 5); SEA Environmental Report (Section 5).
3. The environmental characteristics of areas likely to be significantly affected.	SEA Scoping Report (Section 5); Environmental Report (Section 5).

SEA Regulations Requirements	Location in the SEA
4. Any existing environmental problems which are relevant to the plan or programme including, in particular, those relating to any areas of a particular environmental importance, such as areas designated under EU-derived domestic legislation which transposed Council Directive 79/409/EEC on the conservation of wild birds or Directive 2009/147/EC of the European Parliament and of the Council on the conservation of wild birds and the Habitats Directive.	SEA Scoping Report (Section 5); Environmental Report (Section 5).
5. The environmental protection objectives, established at international, Community or national level, which are relevant to the plan or programme and the way those objectives and any environmental considerations have been taken into account during its preparation.	SEA Scoping Report (Sections 4 and 5); Environmental Report (Section 5 and Appendix A).
6. The likely significant effects on the environment, including on issues such as biodiversity, population, human health, fauna, flora, soil, water, air, climatic factors, material assets, cultural heritage including architectural and archaeological heritage, landscape and the interrelationship between the above factors.	SEA Environmental Report (Section 8)
7. The measures envisaged to prevent, reduce and as fully as possible offset any significant adverse effects on the environment of implementing the plan or programme.	SEA Environmental Report (Section 8)
8. An outline of the reasons for selecting the alternatives dealt with, and a description of how the assessment was undertaken including any difficulties encountered in compiling the required information.	SEA Environmental Report (Section 7)
9. A description of the measures envisaged concerning monitoring in accordance with regulation 17.	SEA Environmental Report (Section 9)
10. A non-technical summary of the information provided under paragraphs 1 to 9.	SEA Environmental Report (Non-Technical Summary)

2.1.1 Stages in the SEA process

A practical guide to the Strategic Environmental Assessment Directive, published by the Department for Communities and Local Government, the Welsh Assembly Government, the Scottish Executive and the Department of the Environment for Northern Ireland (ODPM, 2005), sets out a five-stage process (A to E) to be followed (outlined in Table 2-2). The scoping report addresses Stage A of the process, wherein the context and objectives of the SEA are identified, and the scope of assessment is determined. For the purposes of this assessment, Stages A1 to A4 will be completed, whilst Stage A5 comprises consultation on the scoping report, which will be conducted as outlined in Section 9 of this document.

Table 2-2: Stages in the SEA process.

SEA Stages and Tasks	Purpose	Where Covered in the SEA
Stage A	Setting the context and objectives, establishing the baseline and deciding on the scope	SEA Scoping Report
(A1) Identifying other relevant plans, programmes and environmental protection objectives	To establish how the plan or programme is affected by outside factors, to suggest ideas for how any constraints can be addressed and to help to identify SEA objectives.	SEA Scoping Report Sections 4 and 5
(A2) Collecting baseline information	To provide an evidence base for environmental problems, prediction of effects, and monitoring; to help in the development of SEA objectives.	SEA Scoping Report Section 5
(A3) Identifying potential environmental problems	To help focus the SEA and streamline the subsequent problems, prediction of effects, and monitoring; to help in the development of SEA objectives.	SEA Scoping Report Section 5
(A4) Developing SEA objectives	To provide a means by which the environmental performance of the plan or programme and alternatives can be assessed.	SEA Scoping Report Section 7
Stage B	Developing and refining options and assessing effects.	SEA Environmental Report
Stage C	Preparing the Environmental Report.	SEA Environmental Report
Stage D	Consulting on the draft LFRMS and the Environmental Report.	SEA Environmental Report (to be prepared)
Stage E	Monitoring the significant effects of implementing the LFRMS.	SEA Environmental Report (to be prepared)

Stage A of the process (Scoping) was carried out in October and November 2023, and an SEA Scoping Report was submitted to the statutory consultees - Natural Resources Wales (NRW) and Cadw - in October 2023. Comments were received from the consultees and the responses have been incorporated into this Environmental Report. Further details of the scoping process are provided in Section 4 of this report.

The purpose of the Environmental Report is to report the findings of the SEA of the Monmouthshire LFRMS. This Environmental Report summarises:

- How the SEA has been conducted and how it informs the current emerging LFRMS;
- The likely significant effects on the emerging LFRMS on people, communities, the economy, and the environment; and
- How the SEA will continue to inform the implementation of the emerging LFRMS, such as through recommended mitigation and monitoring.

This report documents Stage B of the SEA process and fulfils the requirements of Stages C and D.

2.2 Habitats Regulations Assessment

Due to the potential for the LFRMS to have significant effects on sites of international nature conservation importance (Ramsar sites, Special Areas of Conservation (SACs) and Special Protection Areas (SPAs), a Habitat Regulations Assessment (HRA) has been undertaken in parallel with this SEA. This has been produced as a separate standalone report, details of which are summarised in Section 5.3.3 of this report.

3 Background to the Monmouthshire LFRMS

3.1 Overview

The Flood and Water Management Act (2010) determined the need for flood risk to be managed within the framework of National Strategies for England and Wales and within Local Strategies for each LLFA area.

The National Strategy for Flood and Coastal Erosion Risk Management in Wales sets out the principles for flood risk management, the aims and objectives to reduce the risk of flooding to people, and which organisations are responsible for its implementation (Welsh Government, 2020a).

In accordance with the national strategy for Wales, Lead Local Flood Authorities have been allocated responsibility for developing independent strategies to address sources of local flooding (defined as surface runoff, groundwater, and ordinary watercourses).

Local flooding is defined by the Flood and Water Management Act 2010 as flood risk derived from:

- surface runoff,
- groundwater, and
- ordinary watercourses.

Groundwater flooding occurs when the water table within the underlying rock or soil rises above ground level or interacts with properties or infrastructure below ground level. The level of the table varies because of seasonal changes in precipitation, recharge, and groundwater abstraction. When the water level reaches ground level, water can start to emerge causing flooding, which can result in significant property damage.

Flooding from ordinary watercourses occurs when water levels in a non-main river, canal, sewer, lake, ditch, reservoir, or stream rises and overflows onto the neighbouring land.

Flood risk from the sea, main rivers and large reservoirs is therefore not defined as local flood risk and is the concern of the Natural Resources Wales. Such sources of flood risk do, however, need to be considered insofar as they may interact with those flood risks defined as “local”, to ensure that all joint risks of flooding are assessed at the local scale.

Each LFRMS identifies which local organisation is accountable for managing flood risk and establishes roles and responsibilities and partnership agreements, as well as undertaking an assessment of flood risk and developing plans / actions for tackling these risks.

As stipulated by the Flood and Water Management Act 2010, Monmouthshire Council as LLFA has a responsibility to develop, maintain, apply, and monitor a strategy for local flood risk management, considering flood risk from surface water, groundwater, and ordinary watercourse.

3.2 LFRMS Updates

Monmouthshire's first Local Flood Risk Management Strategy was adopted in 2013. Since this document was produced, knowledge of the broad nature and extent of flood risk across Monmouthshire has grown. The LFRMS must be consistent with the National Strategy for Flood and Coastal Erosion Risk Management (FCERM) in Wales, produced by the Welsh Government in 2020 (Welsh Government, 2020a). The LFRMS is therefore being updated in alignment with policy updates and integrates Monmouthshire's Local Strategy and Flood Risk Management Plan, referred to as the Flood Action Plan, to reduce complexity and enables MCC to communicate and manage local flood risk more effectively.

The LFRMS will be reviewed within 2 years of the publication of the next National Strategy, which is approximately every 6 years. The Flood Action Plan will be reviewed and updated every 3 years or as required.

3.3 Study Area

Monmouthshire County Council is a unitary authority in the southeast of Wales, where it meets the border with England to the east and includes part of the River Severn Estuary to the south.

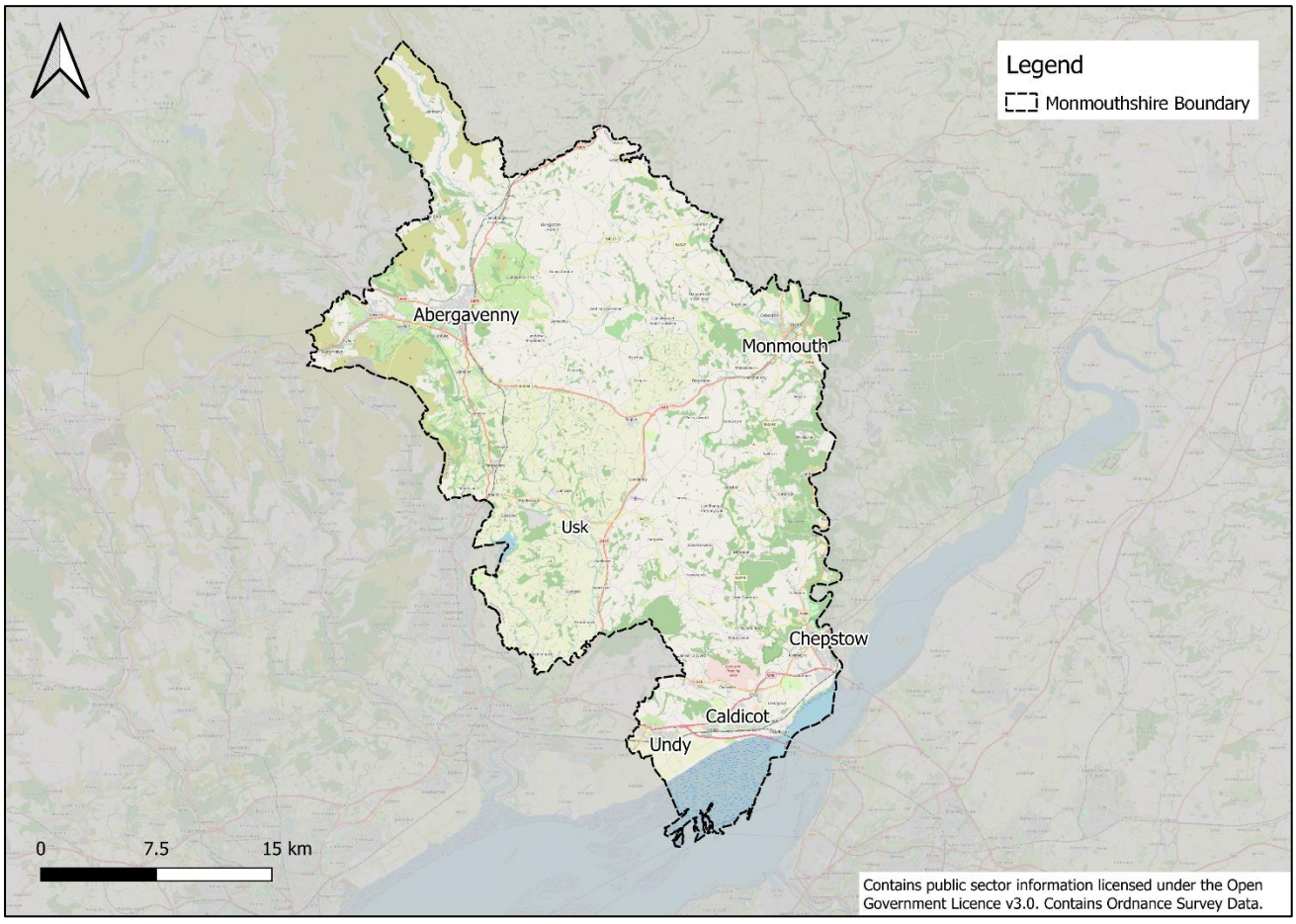


Figure 3-1: Key settlements in Monmouthshire.

For the purposes of the LFRMS, Monmouthshire has been split into nine strategic flood risk areas, as shown in Figure 2-2. These are:

- Honddu
- Mill Reen
- Monnow
- Mounton Brook
- Nedern Brook and West Pill Reen
- Olway
- Trothy
- Usk
- Wye

Individual environmental constraints plans per river catchment has been produced, and are included in Appendix A.

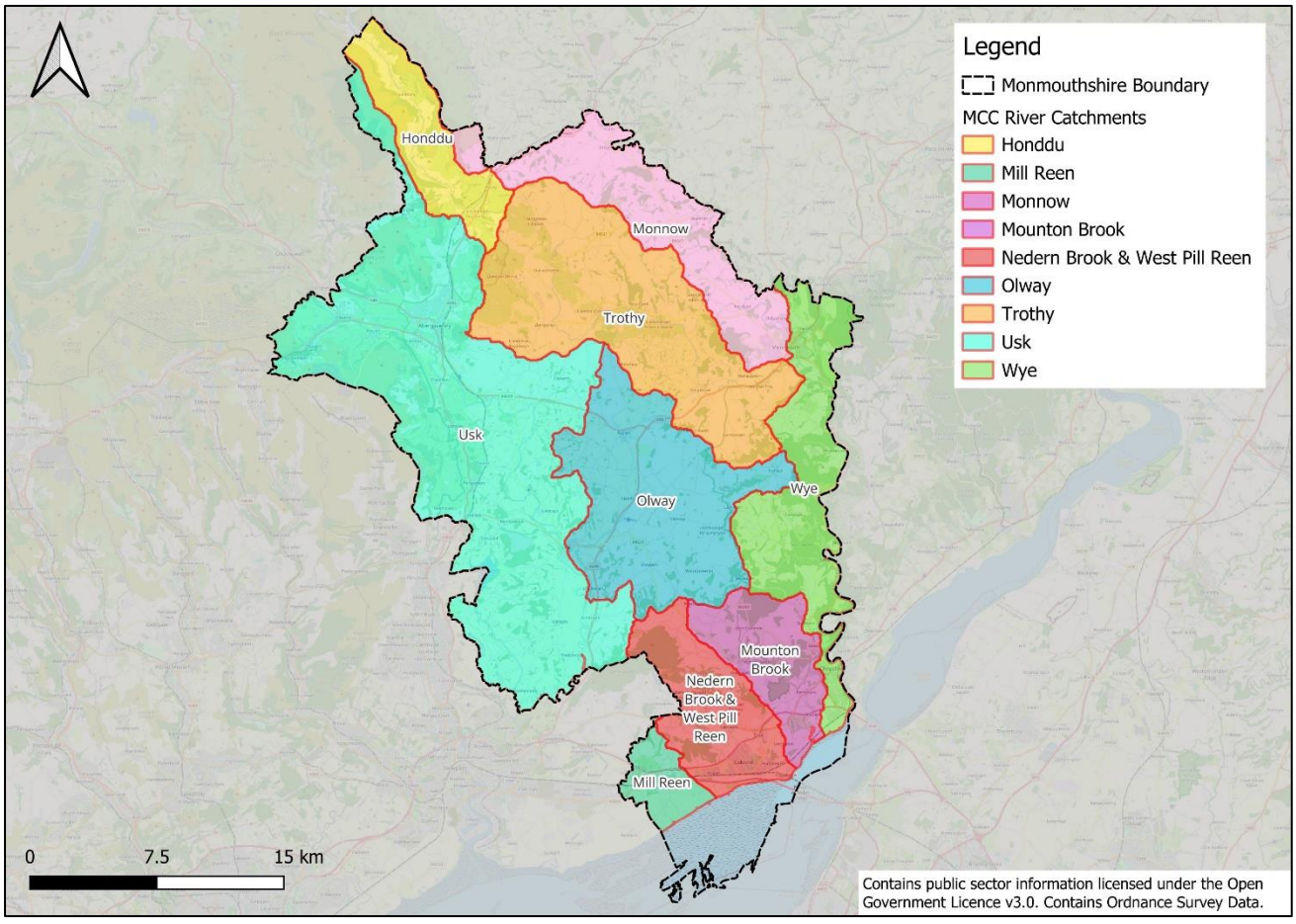


Figure 3-2: River catchments within Monmouthshire County Council.

3.4 Historic Flooding

Severe fluvial flooding occurred in Monmouthshire in 1979 when the Rivers Usk, Wye and Monnow overtopped defences causing flooding in Monmouth and across Usk. In April 1998,

widespread fluvial flooding occurred, including in the village of Skenrith from the River Monnow and undefended areas of Monmouth from the River Wye (MCC, 2013).

Flood events across Monmouthshire in recent years have triggered Section 19 reports. These reports are the outcome of MCC's statutory duty as the LLFA to investigate significant flood events. MCC's trigger for a Section 19 report was internal flooding to five or more properties; however, this was increased to internal flooding of 20 or more properties following the publication of the National Strategy for FCERM in 2020 (Welsh Government, 2020).

In October 2019, fluvial flooding occurred in Monmouth and Skenfrith. Flooding occurred to residential properties along Forge Road and Osbaston Road in Monmouth due to heavy rainfall causing the River Monnow to overtop and ordinary watercourses backing up and not discharging into the River Monnow (MCC, 2022a). In Skenfrith, heavy rainfall led to the overtopping of the Norton Brook and the River Monnow which affected the entire village with internal flooding of 18 residential properties as well as the church, village hall, and local pub (MCC, 2020a).

In February 2020, flooding occurred across the County due to multiple instances of heavy rainfall during Storm Ciara, Storm Dennis and Storm Jorge which led to oversaturated land and the backing up of watercourses. This included Caldicot, Monmouth, Llanbadoc, Llanvihangel Gobion & Kemeys Commander, Llanwenarth, Mayhill, Monmouth, Skenfrith, Woodside, Usk, and Forge Road, Monmouth. In Caldicot, flooding was primarily from the Nedern Brook and the local surface water drainage system surcharging, and a blockage occurring of the trash screen inlet at the M4 culvert downstream of the Severn Bridge industrial estate. This resulted in overtopping and the backing up of surface water systems and including a Dŵr Cymru Welsh Water (DCWW) sewer within Castle Lea where the road network and residential properties flooded (MCC, 2021a).

Storm Bert over the weekend of 23rd-25th November 2024 resulted in significant river and surface water flooding across England and Wales. Record levels were recorded on a several rivers including the Monnow at Skenfrith and the Olway Brook at Usk. This resulted in the flooding of 75 properties and 22 businesses in Monmouthshire.

3.5 Future Flood Risk

There is considerable uncertainty regarding the localised impact of climate change, but it is likely that the risk of flooding will increase under climate change scenario. This increased risk could manifest itself as more frequent flooding, increase in flood extent and increase in flood depth.

Climate change is increasing the frequency and magnitude of hazardous weather events such as flood and heatwaves. A review of recent evidence of the anthropogenic intensification of short-duration rainfall extremes concluded that heavy rainfall extremes are intensifying (Fowler et al. 2021). Combined with warmer, generally drier summers, the harder ground struggles to instantly absorb water from rainfall – which in turn intensifies the frequency of flash flooding (Met Office, 2022).

4 Stage A: Scoping Stage Findings

4.1 Environmental Topics Scoped In

Stage A of the SEA process involves gathering evidence to help set the context and objectives, establish the environmental baseline, and determine the scope of the SEA.

The Scoping Report produced as part of Stage A outlined the findings of the evidence gathering and the scope of the SEA.

Table 4-1 below describes the SEA topics which were scoped into the assessment. Further details on the environmental baseline for each of the topics is provided in Section 5: Environmental Characteristics and Key Issues.

Table 4-1: Environmental topics scoped in.

Environmental Topic	Definition in relation to this report	Relevance
Biodiversity (including flora and fauna)	Designated nature conservation sites; protected and notable species and habitats; trends in condition and status; invasive non-native species (INNS).	Potential impact on designated and priority habitats both from the LFRMS and a scenario without it. There is the potential for both positive and negative impacts because of the LFRMS. Potential impacts to protected species and sites must be considered throughout development and implementation of the LFRMS. The potential for positive enhancements to watercourses as part of future works should also be considered.
Climatic Factors	As the LFRMS is a flood risk strategy, this topic will focus on greenhouse gas emissions. Flood risk and adaptation to climate change will be assessed under each of the other SEA topics.	Scope to include greenhouse gas emissions only (e.g., embodied carbon and emissions from plant and vehicles). The impact of climate change on flood risk will be considered as part of the LFRMS itself. In addition, the LFRMS is unlikely to have a significant impact on climate.
Cultural Heritage	Designated and non-designated heritage assets, including historic landscapes; pressures on heritage assets (including changes to setting).	Flooding and flood risk management measures have the potential to threaten sites and monuments of archaeological and historical importance, including listed buildings and Scheduled Monuments.

Environmental Topic	Definition in relation to this report	Relevance
Population and Human Health	Population trends and demographics; education; inequality and deprivation; key community facilities; recreation opportunities; trends and patterns in human health, including life expectancy.	People, properties, and settlements potentially affected by flood risk, as well as the community infrastructure around them. The LFRMS has the potential to provide benefits to the population of the study area by managing flood risk.
Landscape	National and local landscape character; protected and notable landscapes; key local landscape features.	Local landscape qualities and integrity across the study area could be affected by changes to the way watercourses and flood risk is managed in the area. Furthermore, impacts on locally important urban and rural landscapes and landscape features may occur, for example because of flood defence construction.
Material Assets	Critical infrastructure (including transport and other infrastructure), community services; and Green Infrastructure	The study area contains several important infrastructure assets including motorways. Flooding may compromise the function of these assets and the LFRMS must take this into account.
Geology and Soils	Variety of rocks, minerals, and landforms; the quantity and distribution of agricultural land including the highest quality soils; soil health and functions; designated geological sites; land contamination.	Flooding has the potential to affect geodiversity and soil quality, which support designated sites within the area. Flood risk management of potentially contaminating land uses or sources of land (or water) contamination. Conversely, flooding may provide a beneficial effect through mitigation such as natural flood management processes, catchment sensitive farming and soil erosion reduction.

Environmental Topic	Definition in relation to this report	Relevance
Water	The availability / supply and quality of water. It considers in turn surface and groundwater resources, chemical and biological water quality; surface and groundwater resources.	Flood risk management has the potential to impact on water availability and quality within the study area and achievement of Water Framework Directive (WFD) objectives. There is also the potential for indirect impacts on water dependent designated sites / species. Impact on water resources and quality must be considered in developing the strategy. The potential for positive enhancements to watercourses as part of future works should also be considered.
Interrelationship between the above factors	The relationship between environmental features and issues	The effect of known proposals / commitments.

The LFRMS and SEA have been influenced by many different plans and programmes. This is recognised by the SEA Regulations, which require a review of relevant plans and programmes to be completed in the preparation of documents.

Key international, national, regional, and local documents were reviewed as part of the SEA Scoping stage. The full review can be found in Appendix A. The review process has provided a valuable source of information and a framework for developing different components of the LFRMS and SEA. In particular:

- At a high level, key legislation and national policies provided the planning context for the LFRMS; and
- Regional and local documents provided a valuable source of baseline information and identified local priorities and objectives as well as conditions that the LFRMS and SEA should adhere to'.

As part of the SEA process, an assessment of the integration of existing policies, plans and programmes on the LFRMS has been undertaken. This is required under Schedule 1 of the SEA Regulations:

(i) ‘the degree to which the plan or programme sets a framework for projects and other activities either with regard to the location, nature, size and operating conditions or by allocating resources.

(ii) The degree to which the plan or programme influences other plans and programmes including those in a hierarchy;

(iii) The relevance of the plan or programme for the integration of environmental considerations in particular with a view to promoting sustainable development.'

5 Environmental Characteristics and Key Issues

5.1 Introduction

This section covers information on the current environmental baseline across Monmouthshire, focussing on catchments where appropriate, and summarises the key information from policies, plans and programmes which need to be considered in the SEA for each environmental topic. A desk-based study for baseline environmental data was undertaken to identify the key environmental characteristics, the findings of which are presented below.

In addition to the environmental baseline for the study area, an environmental constraints plan for each of the catchments are included in Appendix A to clearly illustrate the environmental constraints present within them.

5.2 Landscape and Visual Amenity

5.2.1 Current Baseline

As shown in Figure 5-1 MCC falls within several National Landscape Character Areas (NLCAs) (NRW, 2023). Moving from north to south, their English names are:

- **NLCA30 Bannau Brycheiniog and the Black Mountains:** This area is the highest range of mountains in southern Britain. The vast swathes of smooth, unenclosed moorland rise gentle ridges, between which run deeply cut valleys that terminate in high mountain passes. The Beacons are made up of Old Red Sandstones, that has weathered and sharpened by ice to create consistent, simple, smooth-sided slopes, falling abruptly and dramatically from ridges to provide the sharp outlines that are so characteristic, and which contrast with the hedged, enclosed farmed landscapes of the deeper valleys.

  The Bannau Brycheiniog National Park forms a large part of the NLCA and extends across the northwest of Monmouthshire as shown on Figure 5-2.

- **NLCA37 South Wales Valleys:** Only the very northeastern edge of this landscape crosses into the west of Monmouthshire. The area is characterised by deep, urbanised valleys dissecting an extensive upland area. Combined with industrial heritage and the distinct identity of its people, the South Wales Valleys provide some of Wales' most widely known and iconic national images.

- **NLCA31 Central Monmouthshire:** This is a gently undulating lowland landscape of hills, valleys and floodplains. It contrasts with the adjacent upland landscapes that rise to the west. Fault-aligned vales and glacial deposits give rise to the fertile alluvial deposits that are key to the prosperity of this rural, farmed area. The River Usk drains much of the south and west. The Monnow and Trothy drain the north.

- **NLCA32 Wye Valley and Wentwood:** The area contains the largest and longest river gorge in Wales. Today the area is managed as a National Landscape

(formerly Area of Outstanding Natural Beauty (AONB)) together with other parts of the gorge on the English side of the border, whose line cuts through the character area.

- **NLCA34 Gwent Levels:** This area is characterised by large, open expanse of primarily pastoral agricultural land. It is generally sparsely settled, with small nuclear settlements linked by narrow road. A key landscape feature is the pattern of drainage ditches which also reflect the settlement pattern. The land has been reclaimed from the sea and coastal marshes and is protected by a sea wall.

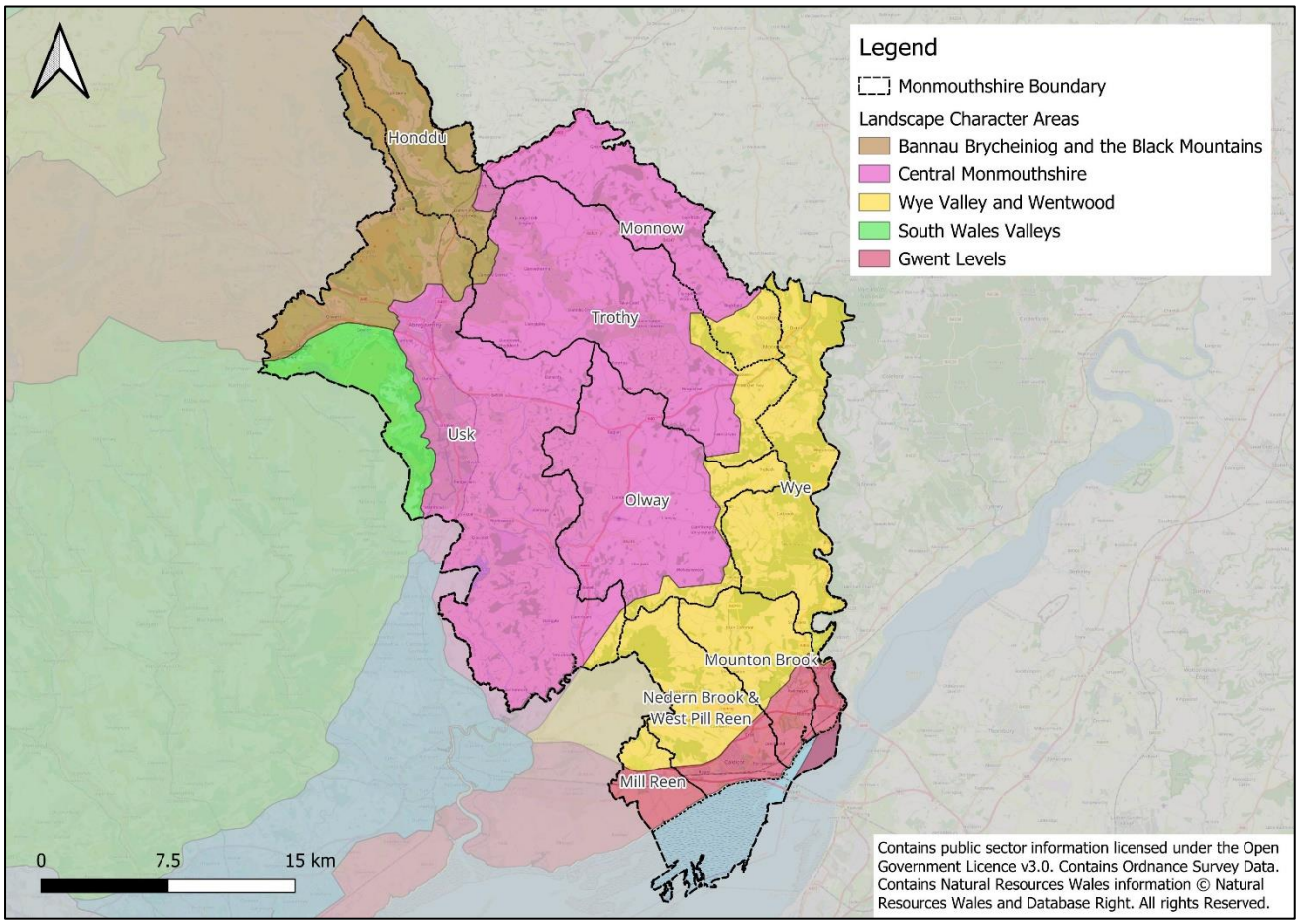


Figure 5-1: National Landscape Character Areas in Monmouthshire.

The Wye Valley National Landscape crosses into the southeast of the County from England, as shown in Figure 5-2. The Wye Valley National Landscape is generally characterised by a lowland landscape with the River Wye running through it. The National Landscape is an important example of active and past geomorphological processes and contains a variety of geological outcrops, which have produced distinctive farming patterns and settlements. Considering the Wye Valley National Landscape as a whole, it contains an abundance of wildlife habitats with three SACs, 46 Sites of Special Scientific Interest (SSSIs), four National Nature Reserves (NNRs) and 204 Local Wildlife Sites (LWSs). The limestone woodlands are one of the largest remaining areas of ancient semi-natural broadleaved woodland in the country and the River Wye is a designated SAC and SSSI. The cultural identity of Britain is rooted in the River Wye, which was a major transportation

route in the country, prior to the railway and roads, and has influenced the settlement pattern and the abundance of historic features across the surrounding regions. At present, the main industries operating in the Wye Valley are forestry, tourism, and agriculture (Wye Valley National Landscape Joint Advisory Committee, 2021).

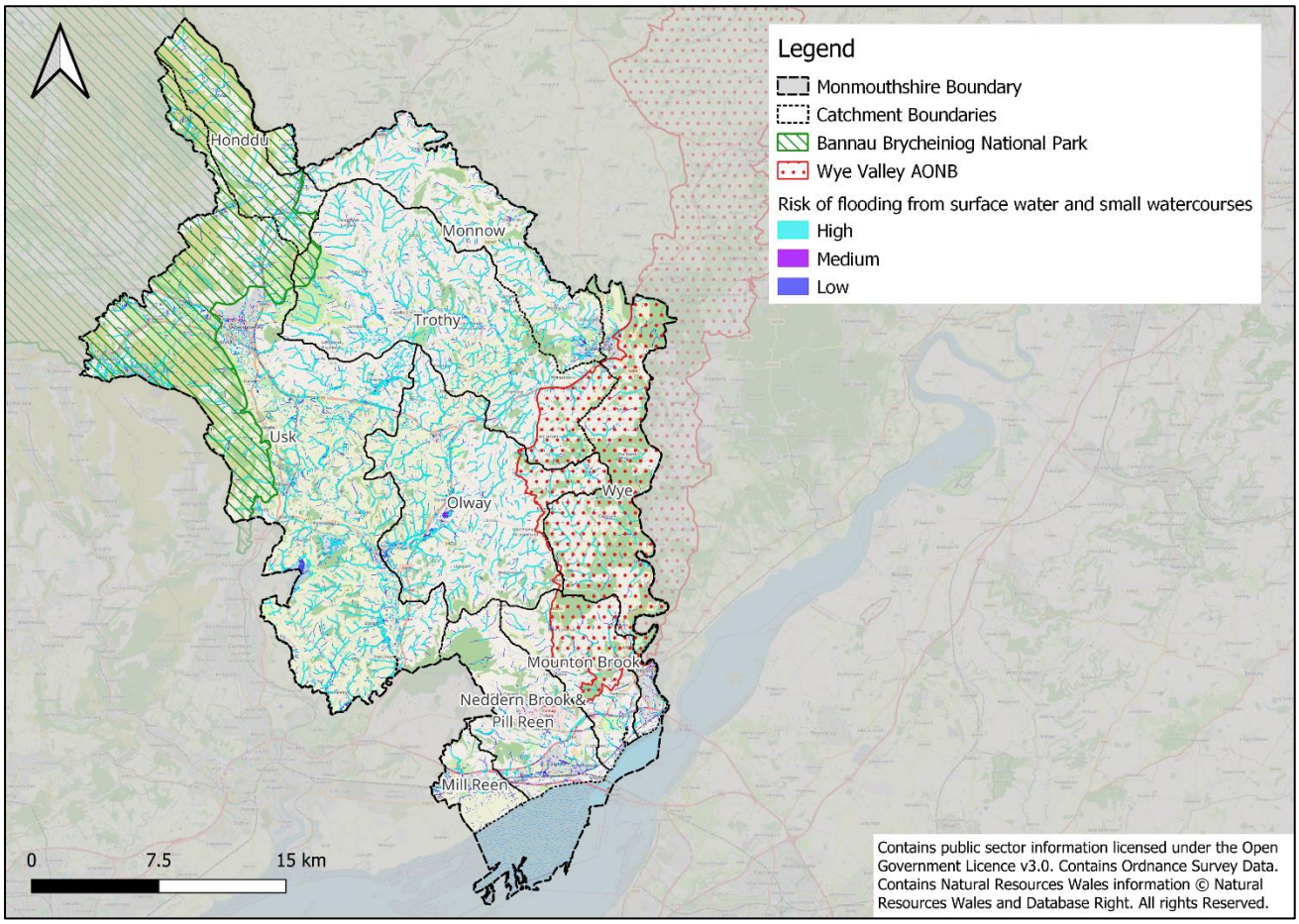


Figure 5-2: Key landscape designations in Monmouthshire relative to surface water and small watercourses flood risk.

5.2.2 Management Plans

Some examples of changes or threats to landscape character within the Wye Valley National Landscape, which were identified in the management plan (Wye Valley AONB Joint Advisory Committee, 2021) are as follows:

- Overall landscape: Sustainable land management can conserve or enhance landscape character; however, inappropriate land management may degrade or destroy landscape features.
- Biodiversity: Degradation of the historic environment, for example, INNS such as conifers in ancient woodland sites. Increased development overfilling old drainage and sewer systems. Changes through climate change and altered seasonal rainfall. Development of land for housing and road widening.

- Geological: Changes to the rock used in new developments which are not in keeping with the historic landscape character.
- Visual and sensory: Changes or inappropriate landscape blocking physical/visual access to viewpoints/view. Large developments or cumulative impact of developments altering the visual landscape and the sense of tranquillity. Sense of naturalness degraded through new standards e.g., street lighting.
- Historic environment: Neglect or unsympathetic management of archaeological features. Changes in the popularity of sites increasing/decreasing visitors to the area. Inappropriate land management degrading registered parks and gardens.
- Language: Influence of universal education and media resulting in a loss of local identity and erode traditional usages of the Welsh language.
- Access and recreation: Blockage and/or obstruction of paths and old tracks e.g., through water erosion, deep rutting, waterlogging, hard surfacing, road widening. Erosion of paths through overuse.

Furthermore, the Management Plan for the Bannau Brycheiniog National Park for the period 2023 to 2028 set out a series of policies to demonstrate how the purposes and duty of the National Park will be met within the geographic area of the Plan (BBNP, 2023). It identified the following threats that will need to be tackled over the five year period, and into the future:

- Flood risk - flooding damages the physical infrastructure of the town (including structures of historic and cultural merit) but also impacts on integrity.
- Climate change resulting in water shortages and wildlife losses.
- Harmful land management practices e.g., phosphate levels threatening rivers and wetlands - key features of the national park.
- INNS leading to habitat loss, fragmentation and human health.

5.2.3 Summary of Key Issues

Local flooding resulting from increased precipitation has the potential to affect local landscape characteristics in Monmouthshire. This includes impacts on existing character areas and on Wye Valley National Landscape. The key issues relating to landscape and visual amenity because of local flooding are summarised below:

- Alteration of existing landscape features and designations due to increased flooding.
- Disturbance to existing views across the council area, in particular Wye Valley and the Bannau Brycheiniog.

To maintain the landscape within the county, the LFRMS should consider and take account of the key issues.

5.3 Biodiversity, Flora and Fauna

5.3.1 Protected Sites

Monmouthshire encompasses many high-quality environments which have been recognised through international, national, and local ecological designations.

Statutory protected sites include:

- SACs are designated to conserve habitats and species listed on the European Council Directive 92/43/EEC (the Habitats Directive). SACs are protected by the Conservation of Habitats and Species Regulations 2017 (as amended), and the Conservation of Offshore Marine Habitats and Species Regulations 2017.
- SPAs are protected areas for birds under the Conservation of Habitats and Species Regulations 2017 (as amended), and the Conservation of Offshore Marine Habitats and Species Regulations 2017.
- Ramsar sites: designated wetlands of international importance.
- SSSIs are areas which are of special interest due to its flora, fauna, geological, geomorphic, or physiographical features and are designated under the Wildlife and Countryside Act 1981 (as amended).
- NNRs are protected areas under the Wildlife & Countryside Act 1981 (as amended).
- Local Nature Reserves (LNRs) are declared and managed by district and county council under the National Parks and Access to the Countryside Act 1949 due to biological, geological, educational, or public interest importance.

There are nine SACs, one Ramsar, one SPA, four NNRs, and two LNRs in Monmouthshire, which are detailed in Table 5-1 below. There are 58 SSSIs which have been designated for biological importance, the details of which are provided in Appendix C. The location of the designated sites is shown on Figure 5-3 below, and on the environmental constraints map for each catchment in Appendix A.

Table 5-1: Details of several statutory sites in Monmouthshire.

Site	Designation	Catchment(s)	Reason for Designation
Severn Estuary (Wales)	SPA, Ramsar, SAC	Adjacent to the coastline of catchments Mill Reen, Nedern Brook & West Pill Reen, and Mounton Brook	The Severn Estuary is one of the largest estuaries in Britain and has the second largest tidal range in the world. It supports a number of internationally important wintering bird populations and other migratory species. It contains the Annex I habitats: estuaries, mudflats and sandflats not covered by seawater at low tide, and Atlantic salt meadows. It also supports Sea lamprey, River

Site	Designation	Catchment(s)	Reason for Designation
			lamprey and Twaite shad which are important Annex II species.
Cleddon Bog	LNR, SSSI	Wye	The bog is a biologically designated SSSI which is one of the best sites for recording butterflies and moths in eastern Wales. The site's interfaces between boggy heathland and woodland, with patches of bilberry and heather grow under an open canopy of rowan and other deciduous trees, means that it is home to a variety of important lepidoptera species for Wales such as the Bilberry Pug and welsh wave moths. White-line Snout, a UK Biodiversity Action Plan (BAP) species, is present at the site.
Coed-y-Cerrig	LNR, NNR, SAC	Usk	Coed y Cerrig is a good example of alluvial forest in southern Wales. The valley-bottom woodland has a canopy dominated by alder with ash Fraxinus, and a rich understorey that includes guelder-rose and bird cherry. The ground flora is characterised by abundant large sedges, and a wide diversity of wet woodland species. The woodland is continuous with diverse ash-elm and oak woodland on the valley sides. The Coed-y-Cerrig reserve has a variety of wet and dry woodland habitats, making it rich in wildlife. Its moist valley floor is covered by an unusual type of alder woodland rich in fungi in the autumn.

Site	Designation	Catchment(s)	Reason for Designation
Penhow Woodlands	NNR	Mill Reen	Penhow Woodlands NNR covers three areas of ancient semi-natural woodland. Only one of them, at Coed Wen, is open to the public. The woods are dominated by ash, small-leaved lime, wych elm and gean, with an understorey of hazel. The site is coppiced in order to keep a reasonably open canopy allowing plenty of light onto the woodland floor, to benefit plants which grow beneath the trees. The woods grow on the tops and slopes of the limestone hills in the vicinity of Newport. This type of habitat is increasingly rare in the UK, as are the plants which grow within it.
Lady Park Wood	NNR	Wye	The reserve is considered to be one of the most important sites for woodland conservation in the United Kingdom and lies on the southern side of a gorge formed by the winding River Wye. Located halfway between Monmouth and Ross-on-Wye, it is part of the long stretch of woodland which fringes the lower part of the Wye Valley and then joins the Forest of Dean. The nearest community is Symonds Yat. The wood is in the Wye Valley Area of Outstanding Natural Beauty. It is part of the Upper Wye Gorge SSSI and the River Wye SAC.
Fiddler's Elbow	NNR, SSSI	Wye	This woodland nature reserve is designated as a SSSI for its biological characteristics, containing a wide variety of flora such as local and rare tree species English Oak, Cornish Oak with small leaved lime, and also bluebell wood. Fauna such as Dormice and Roe Deer are also present.
Cwm Clydach Woodlands / Coedydd Cwm Clydach	NNR, SSSI, SAC	Usk	Cwm Clydach is of special interest for its stands of beech woodland, intergrading with more open habitats, which together support

Site	Designation	Catchment(s)	Reason for Designation
			several rare and scarce vascular plants including whitebeams and soft-leaved sedge and important fungal assemblages containing rare species. Cwm Clydach Woodlands is an example of beech forests close to the northern-western limit of the habitat's UK and European range and at relatively high altitude. The main wood is on a steep valley side, comprising a mature canopy of large trees with abundant dead wood. Transitions occur to more acidic beech woodland. Rare and characteristic plant species at the site include the whitebeam, mountain sedge, yellow bird's-nest and bird's-nest orchid.
Wye Valley Woodlands / Coetiroedd Dyffryn Gwy (Wales)	SAC	Wye	The woods of the lower Wye Valley on the border of south Wales and England form one of the most important areas for woodland conservation in the UK. Wye Valley Woodlands contains the Annex I habitats: Asperulo-Fagetum beech forests, Tilio-Acerion forests of slopes, screes and ravines, and Taxus baccata woods of the British Isles.
Wye Valley and Forest of Dean Bat Sites / Safleoedd Ystlumod Dyffryn Gwy a Fforest y Ddena (Wales)	SAC	Wye, Olway, Mounton Brook,	This complex of sites on the border between England and Wales contains by far the greatest concentration of lesser horseshoe bat *Rhinolophus hipposideros* in the UK, totalling about 26% of the national population, and greater horseshoe bat *Rhinolophus ferrumequinum* in the northern part of its range, with about 6% of the UK population.

Site	Designation	Catchment(s)	Reason for Designation
Usk Bat Sites / Safleodd Ystlumod Wysg	SAC	Usk, Honddu	The Usk Valley area in south-east Wales contains one of the largest maternity roosts for lesser horseshoe bat *Rhinolophus hipposideros* as well as several important hibernacula in caves in the area. The area contains up to 5% of the UK population, though counts in hibernation sites suggest this may be an underestimate.
Sugar Loaf Woodlands	SAC		Sugar Loaf Woodlands are the largest example of old sessile oak woods near the south-eastern fringe of the habitat's range in the UK and Europe. The relatively dry situation restricts the development of the Atlantic flora associated with the habitat, but the main floristic components of sessile oak *Quercus petraea* canopy, acidic ground flora (typically of bilberry *Vaccinium myrtillus* and wavy hair-grass *Deschampsia flexuosa*) and extensive fern and bryophyte cover are in place. The woodland is grazed, but regenerates within gaps and at the fringes, where transitions to upland grassland and heath communities occur.

Site	Designation	Catchment(s)	Reason for Designation
River Wye (Wales)	SAC	Wye	The Wye, on the border of England and Wales, is a large river representative of Annex I habitat: water courses of plain to montane levels with the *Ranunculion fluitantis* and *Callitricho-Batrachion* vegetation. It has a geologically mixed catchment, including shales and sandstones, and there is a clear transition between the upland reaches, with characteristic bryophyte-dominated vegetation, and the lower reaches, with extensive Ranunculus beds. The river channel is largely unmodified and includes some excellent gorges, as well as significant areas of associated woodland. It also includes several Annex II species.
River Usk / Afon Wysg	SAC	Usk	The River Usk is designated for the several Annex II species located there including Sea lamprey, Brook lamprey, River lamprey, Twaite shad, Atlantic salmon, Bullhead, and Otter.

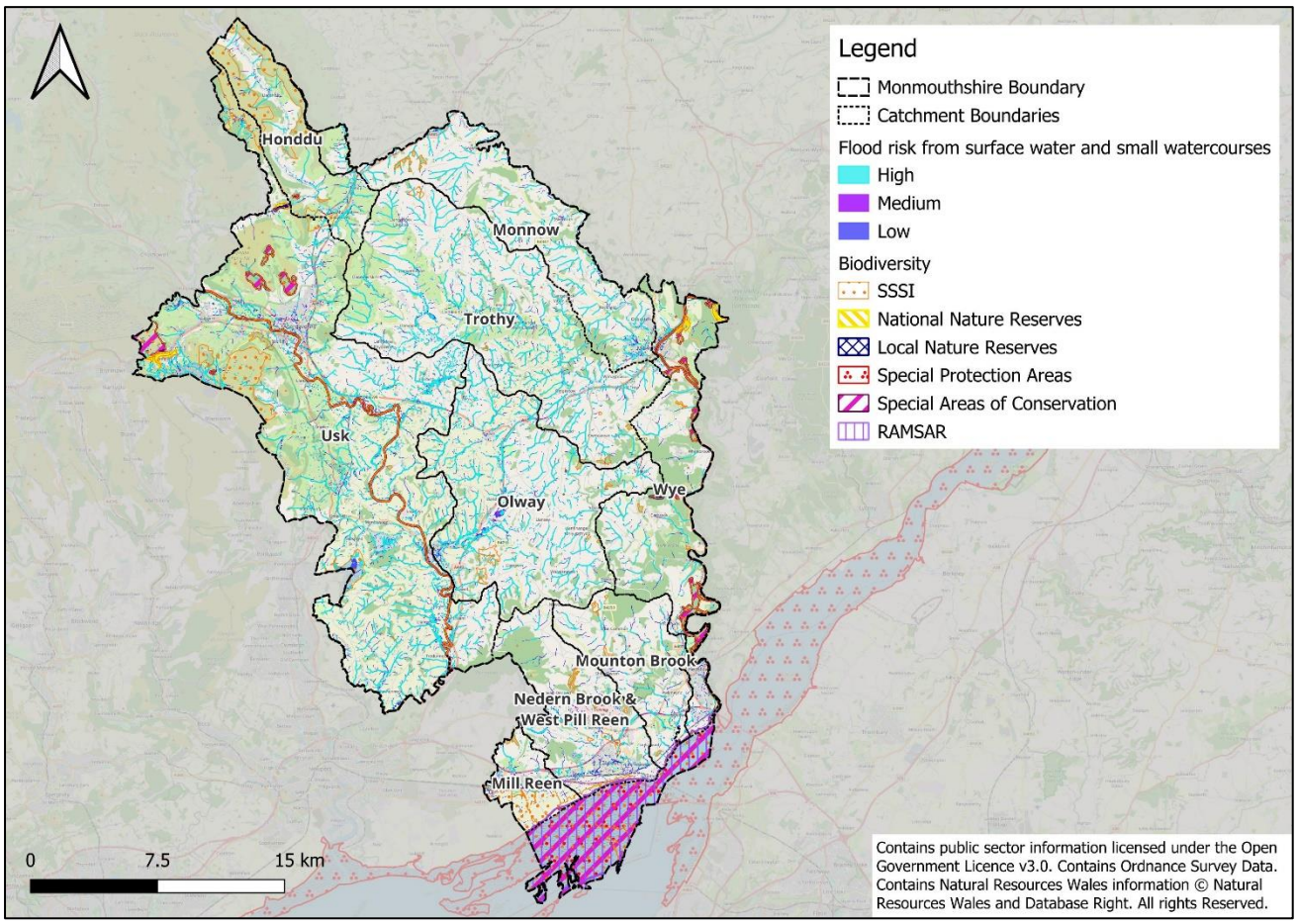


Figure 5-3: Ecologically designated sites in Monmouthshire.

Non-statutory sites include Local Wildlife Sites (LWS), which are areas with considerable nature conservation value selected due to important habitats and species within a region (The Wildlife Trust, 2022). Over 700 sites (including the statutory designated sites mentioned above) have been identified for their important for nature conservation in Monmouthshire. The LWSs in Monmouthshire are conserved by the Monmouthshire Local Nature Partnership who aim to protect and enhance semi-natural habitats, identify species of local importance, increase awareness of local wildlife, and influence conservation management activities (MLNP, 2023).

5.3.2 Monmouthshire Biodiversity Forward Plan

As part of Monmouthshire's Biodiversity Forward Plan, a list of habitats and species of principal importance for the county is required under the duty set out in Section 6 of the Environment (Wales) Act 2016.

The list of species of principal importance was based on data form the South East Wales Biodiversity Record Centre and the Rare Plant Register for Monmouthshire Vice County 35. A total of 16 mammal species, 43 species of bird, six fish species, six species of reptiles and amphibians, 108 invertebrate species, 19 vascular plant species, three species of mosses and liverworts, four fungi species and three marine species were identified as

present or present and breeding within MCC area (MCC, 2017). These are shown in Table 5-2 below.

Table 5-2: Species of principal importance identified as present or present and breeding within MCC which are Wales only species (MCC, 2017a).

Species of Principal Importance	
Mammals	Common Pipistrelle
Birds	Ringed Plover
	Hen Harrier
	Kestrel
	Pied Flycatcher
	Black Headed Gull
	Bar Tailed Godwit
	Golden Plover
Invertebrates	The Silurian
	Scarce Hook Tip
	Welsh Clearwing
Vascular Plants	A Maidenhair Speenwort
	Stag's-horn Clubmoss
Fungi	A Fairy Club / Violet Coral

The list of species of principal importance in Monmouthshire includes UK BAP and Welsh BAP priority fish species: European Eel, River Lamprey and Brown/Sea Trout. The LFRMS should consider the wider UK BAP species which are not captured in the regional BAP. In particular, the Spined Loach fish species.

The habitats identified under Section 42 of the Natural Environment and Rural Communities Act (2006) are listed in Table 5-3.

Table 5-3: Priority habitats in Monmouthshire (MCC, 2017a).

Priority Habitats	
Terrestrial, coastal & freshwater	
Broadleaved, mixed and yew woodland	Traditional orchards
	Wood pasture and parkland
	Upland oak woodland
	Lowland beech and yew woodland
	Upland mixed ash woodland
	Wet woodland
	Lowland mixed deciduous woodland
Boundary and linear features	Hedgerows

Priority Habitats	
Arable and horticulture	Arable field margins
Improved grassland	Coastal and floodplain grazing marsh
Neutral grassland	Lowland meadows
Calcareous grassland	Lowland calcareous grassland
	Upland calcareous grassland
Acid grassland	Lowland dry acid grassland
Dwarf shrub heath	Lowland heathland
	Upland heathland
Fen, marsh and swamp	Upland flushes, fens and swamps
	Lowland fens
	Purple moorgrass and rush pastures
	Reedbeds
Bogs	Blanket bogs
Rivers and Streams	Rivers
Standing open waters and canals	Ponds
	Mesotrophic lakes
	Eutrophic standing waters
	Aquifer-fed naturally fluctuating water bodies
Inland rock	Inland rock outcrop and scree habitats
	Open mosaic habitats on previously developed land
Supralittoral rock	Maritime cliff and slopes
Marine	
Littoral rock	Sabellaria alveolata reefs
	Estuarine rock habitats
	Coastal saltmarsh
Littoral sediment	Intertidal mudflats
	Seagrass beds
	Peat and clay exposures
	Tidal swept channels
Sublittoral rock	Subtidal sands and gravels

Monmouthshire LBAP (MCC, 2013) identified the main causes of biodiversity loss in Monmouthshire as:

- Intensive agriculture;
- Afforestation of grassland and heathland habitats;
- Infrastructure, such as roads causing habitat fragmentation, and developments including residential, industrial, and commercial; and

- Neglect of habitats.

5.3.3 Habitat Regulations Assessment

Under the Conservation of Habitats and Species (Amendment) (EU Exit) Regulations 2019, a screening assessment must be undertaken to consider the potential direct or indirect adverse effects of the LFRMS on protected habitats and species, with a Habitats Regulations Assessment (HRA) to be undertaken if there is a possibility of a significant effect. Mitigation or avoidance measures must then be applied should the HRA determine that significant adverse effects on site integrity, in view of a site's conservation objectives, are likely. HRA screening has been undertaken to consider potential direct or indirect adverse effects of the LFRMS on designated sites. It determined that there would be no likely significant effects because of the Monmouthshire LFRMS.

The HRA also assessed the potential in-combination effects of the Tidal Lagoon Cardiff, which is a project proposed to generate a station that has the capacity to produce 1800 and 2800 Mega Watts (MW). It is proposed to be located on the northern shore of the Severn Estuary, with landfall of the lagoon breakwater walls proposed at Cardiff Docks in the west and near to the mouth of the River Usk in the east (on the west bank of the river). It concluded that no in-combination effects will result from the Tidal Lagoon Power project.

5.3.4 Summary of Key Issues

The key issues relating to ecological receptors in MCC are summarised below:

- Sensitive designated sites for nature conservation, including priority habitats and species, which are at increased risk of flooding due to surface water flooding and groundwater flooding.
- Alteration of existing nature conservation features and designations due to increased flooding.

There is a growing requirement to reverse the trend of ecological decline. To maintain and improve existing habitats, species, and ecologically designated sites, and contribute to nature's recovery, the LFRMS must consider and take account of the issues outlined above. The LFRMS should consider and prioritise options which aid nature's recovery through the creation of new habitats through the implementation of nature-based solutions, natural flood management and green infrastructure.

However, measures outlined within the LFRMS should consider how to prevent the spread of INNS, particularly those prevalent within the aquatic environment.

5.4 Water Environment

5.4.1 Watercourses

The Welsh part of the Severn River Basin Management Plan (2021-2027) Summary (NRW, 2022) outlines the significant water management issues in the river basin district. In descending order, the main reasons for the rivers not achieving good status are physical modifications, pollution from rural areas, pollution from towns, cities and transport, pollution from wastewater and changes to the natural flow and levels of water. Over 90% of the waterbodies are affected by physical modifications while the second contributor, pollution from rural areas, affects approximately 50% of waterbodies.

Much of Monmouthshire is within the Usk management catchment. The Usk Management Catchment (NRW, 2016) provides information on the overall status of waterbodies in the catchment. At the time of the report, "33% of surface water bodies are at good overall classification status, 59% at moderate and 9% at poor overall status. There are no water bodies at high or bad overall status". However, the Water Watch Wales (WWW) map shows that there has been some deterioration with the Nedern Brook's status now 'Bad' (NRW, 2023).

The Severn River Flood Risk Management Plan covers six flood risk areas in Wales and two in England, which are areas at high risk of surface water flooding. The 2015 plan states that within the Severn River Basin District there are 32,600 people at a high risk of flooding from rivers and the sea, 67,400 people at medium risk, 260,000 people at risk of flooding from reservoirs and 120,000 people at a medium to high risk of surface water flooding. The main sources of flood risk in the Usk and Wye catchments are surface water flooding which occurs along the towns in the narrow valley floors and fluvial flooding across the wide flood plains which have a history of intensive farming (EA and NRW, 2015).

5.4.2 Water Resources

DCWW is responsible for the water supply across Wales including Monmouthshire. According to the Waste Resources Management Plan (WRMP) (DCWW, 2019), the key challenges for water supply across Wales are:

- Government proposals for Abstraction Reforms.
- The potential need to transfer water across company areas e.g., with England, and so an understanding of the value of water resources is needed.
- Updates to climate change policies and planning, and the risks of drought.
- Improvements to resilience of water supply in extreme drought events.
- Ensuring water remains affordable for customers.
- Growth of new developments putting pressure on water resources.
- The future use of Natural Capital Accounting impacting options for future water resource schemes.

A revised WRMP was produced in 2024 which provides an update on the water supply challenges in the country. It found that their long-term targets for water efficiency can only

be met with support from Government mandatory water labelling together with a range of interventions, for example water saving devices, home audits, leaky loos fixes and encouragement of behaviour change (DCWW, 2024).

As a rural area, Monmouthshire has approximately a thousand properties supplied by private water supplies. These are typically sourced from wells, boreholes, streams, springs, rivers, lakes, or ponds (MCC, 2020d).

5.4.3 Water Quality

NRW conducted a review of the Rivers in Wales which are also SACs for phosphate breaches. Within Monmouthshire, NRW identified that 88% of the River Usk's waterbodies failed to meet the required phosphate target and 67% of the River Wye failed to meet the required phosphate target (MCC, 2023).

The ecological and chemical status of the waterbodies within the council area are present in Table 5-3, and the catchments are shown in Figure 5-5.

Table 5-3: Waterbodies in MCC ecological and chemical status (NRW, 2025).

Waterbody	Catchment	Ecological Status	Chemical Status
Mill Reen - source to River Severn Estuary	Mill Reen	Moderate	High
Monks Ditch - Wainbridge to mouth	Mill Reen	Moderate	High
Nedern Brook - source to River Severn Estuary	Nedern Brook and West Pill Reen	Bad	High
Pill Brook - source to confluence Olway Brook	Usk	Good	High
Mounton Brook - source to River Severn Estuary	Mounton Brook, Wye	Good	High
Tintern Brook - source to conf River Wye	Wye	Moderate	High
Olway Brook - source to confluence Nant y Wilcae	Olway	Moderate	High
Olway Brook - confluence Nant y Wilcae to River Usk	Olway, USk	Moderate	High
Nant y Wilcae - source to confluence Olway Brook	Olway	Moderate	High
Trothy - confluence Llymon Brook to confluence River Wye	Trothy, Wye	Moderate	High

Waterbody	Catchment	Ecological Status	Chemical Status
Llymon Brook - source to confluence River Trothy	Trothy	Moderate	High
Clawdd Brook - source to confluence River Usk	Usk	Moderate	High
Monnow - confluence Afon Honddu to confluence River Wye	Monnow, Wye	Moderate	Moderate
Afon Honddu - source to confluence River Monnow	Monnow, Honddu	Poor	High
Gavenny - source to conflence River Usk	Usk	Moderate	High
Usk confluence Afon Crawnon to confluence Gavenny River	Usk	Good	High

MCC monitor the quality of private water supplies in the area through an annual sampling programme. Pollution to private water supplies is often caused by agricultural practices such as farm sludge spreading, fertiliser run off or fertiliser percolating through the soil; animals gaining access to the supply; or corroded pipes resulting in water picking up metals (MCC, 2020d).

5.4.4 Summary of Key Issues

The key issue relating to the water environment within the study area is summarised below:

- Growth of new developments putting pressure on water resources.
- Water efficiency targets will not be met without government support and demand reductions.
- Most waterbodies within the MCC catchments are failing to meet WFD targets for both chemical and ecological status.

To maintain and improve flood management across the council area, the LFRMS should consider the issue outlined above.

5.5 Geology and Soils

5.5.1 Current Baseline

The geology of a catchment can be an important influencing factor on the way that water runs off the ground surface. This is primarily due to variations in the permeability of the surface material and bedrock stratigraphy.

The bedrock geology of Monmouthshire comprises Silurian mudstones and shales in the central region surrounded by Lower Devonian Rocks, predominantly Devonian Old Red Sandstone. The western part of Monmouthshire around the Usk catchment sits on Millstone Grit and Carboniferous Limestone where many of the sites of geological interest can be found due to the formation of unique cave passages and rock exposures here.

There are 44 nationally designated sites of geological importance, 33 of which are Regionally Important Geological Sites (RIGS) and 11 are SSSIs designated for geological importance. Figure 5-4 shows the location of these sites and Table 5-4 lists the SSSI designations and qualifying features of each of the sites. The full list of sites is included in Appendix C.

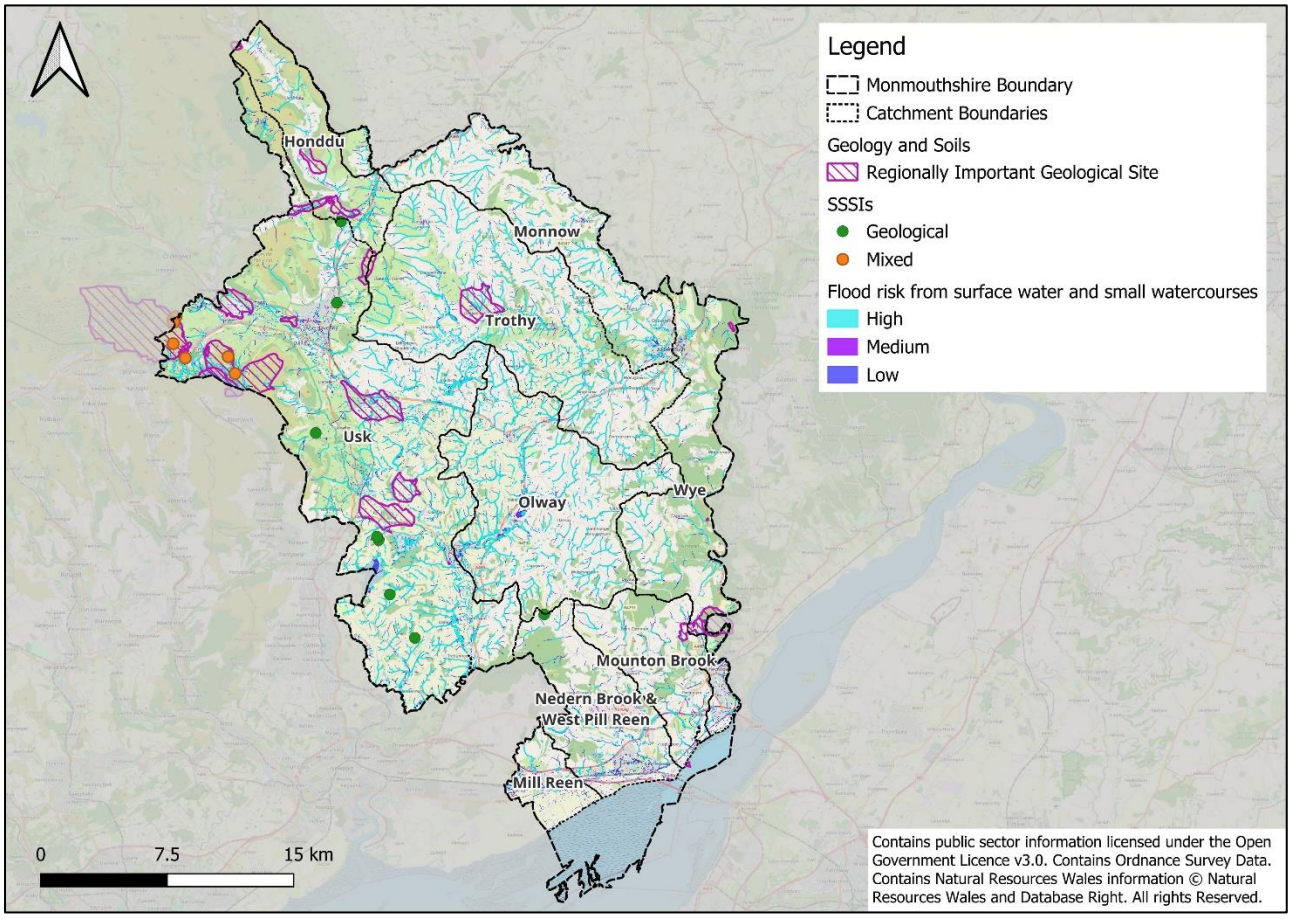


Figure 5-4: Sites designated for geological importance in Monmouthshire, relative to flood risk.

Table 5-4: Site designated for geological importance in Monmouthshire.

Site name	Desi.	Catchment	Qualifying features
Cwm Clydach	SSSI	Usk	The site is of special interest in supporting two localities of national geological importance. The best available sections of the Clydach Beds and the Gilwern Oolite of the Oolite Group occur here. The site is of additional importance for the presence of well-preserved plant remains. It is a

Site name	Desi.	Catchment	Qualifying features
			key paleogeographic and stratigraphic locality.
Gilwern Hill (Gilwern and Pwll Du Quarries Part I)	SSSI, RIGS	Usk	An area of limestone grassland and old quarries supporting a characteristic limestone grassland community. There are several species that are rare in the county. The steeper slopes support ash Fraxinus excelsior woodland over a rich ground flora.
Mynydd Llangatwg (Mynydd Llangattock)	SSSI	Usk	Beneath the Mynydd Llangatwg plateau lie more than 40 km of caves which drain from the northern escarpment to resurgences in the Clydach Gorge. The cave passages of the system are mostly large and have a long complex history revealed in both their morphology and their important clastic sediment sequences. Cave development is uniquely extensive under an unbroken cover of Millstone Grit, with important examples of collapsive and upward stoping initiated at considerable depth.
Siambre Ddu	SSSI	Usk	This site is unique in Britain in that it is the only accessible cave formed at the junction of the Millstone Grit and the Carboniferous Limestone.
Brook Cottage, Llangybi	SSSI	Usk	The section of late Silurian rocks exposed here is made up of silty mudstones and siltstones spanning the late Ludfordian and Downtonian stages. These beds contain a well preserved shelly fauna and is the only locality in the Usk Inlier that shows clearly the transition from the Ludlow to the Downtonian.
Cilwrgi Quarry	SSSI	Usk	Cilwrgi Quarry exposes an important section through the Usk Limestone which has been of great value in helping to reconstruct the sequence of events which occurred during the middle to late Silurian, some 420 million years ago.
Cwm Mill Section, Mardy	SSSI	Usk	Cwm Mill Section is situated on gently undulating land on the edge of the village of Mardy to the North of Abergavenny. The stream flows from the east where it emerges from under the A465, the main road between Abergavenny and Hereford, and the adjacent railway line to join the River Gavenny in the west. The rock outcrops form part of the bed and banks of the stream.

Site name	Desi.	Catchment	Qualifying features
Cwm-Ton, Glascoed	SSSI	Usk	This is an important geological site providing excellent exposures of Silurian rocks, formed about 410 million years ago. The rocks exposed consist mainly of limestone, representing the upper part of the Usk Limestone, overlain by siltstone.
Golden Hill Quarry, Devauden	SSSI	Neddern Brook & Pill Reen	The volcanic neck exposed in Golden Hill Quarry is the most southerly major occurrence of mantle derived xenoliths in Britain. The neck, of probable Lower Carboniferous age, is composed of vent agglomerate and massive monchiquitic basanite. Both rock types contain abundant mantle xenoliths and megacrysts.
Llanfihangel Moraine	SSSI	Usk	A large arcuate moraine at Llanfihangel Crucorney marks the terminus of the Late Devensian ice sheet in South Wales. It runs west from Llanfihangel Crucorney for about 1.5 km and rises up to 20 m high above the valley floor. Over much of South Wales clear evidence for the terminal limits of the Late Devensian ice sheet is lacking, so that the Llanfihangel Crucorney moraine provides important information on this problem.
Llanover Quarry	SSSI	Usk	Llanover Quarry has long been recognised as an important source of fossil plant material, much of which has been the subject of detailed studies on the land plants which flourished some 380 million years ago.

The Predictive Agricultural Land Classification (ALC) published by Natural Resources Wales (2021) classifies agricultural land in to five grades with Grade 1 as the best quality through to Grade 5 which is the poorest quality. Figure 5-5 shows the majority of Monmouthshire, particularly in the Monnow, Trothy and Olway catchments, but also in parts of the southern catchments, is classed as Grade 1 (excellent quality) and Grade 2 (good quality). Non-agricultural land is located in the Wye and the Honddu catchments.

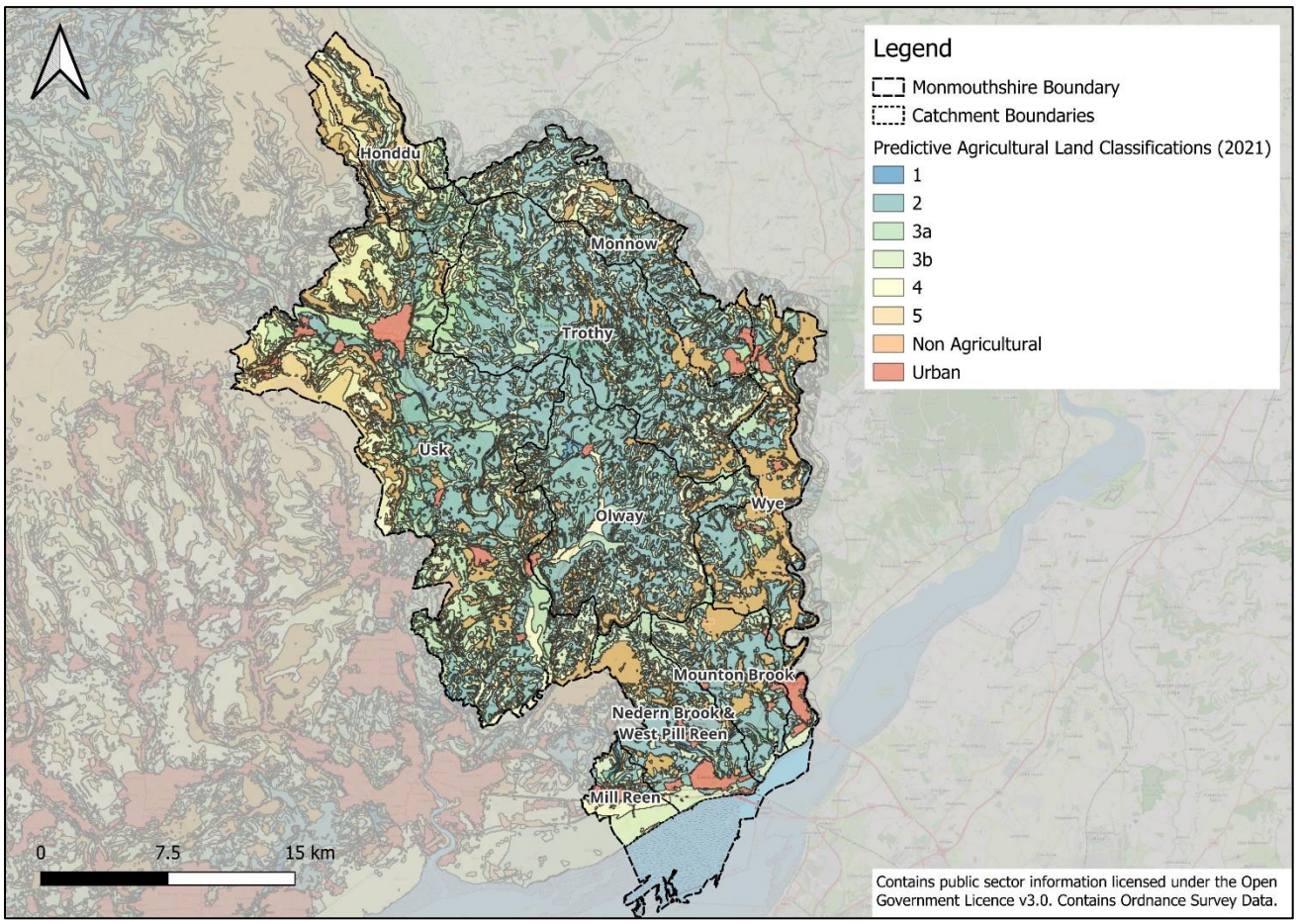


Figure 5-5: Agricultural Land Classification (Predictive) in Monmouthshire.

Contaminated land contains substances in or under the land that are actually or potentially hazardous to health of the environment. MCC published their Contaminated Land Strategy in 2017 setting out their approach to investigating potential land contamination in the region. Monmouthshire has not declared any land as 'contaminated' (MCC, 2017b); however. historic and current landfill sites are areas of potential contamination. There are 36 historic landfill sites across Monmouthshire as shown in Figure 5-6, and approximately 12 permitted waste sites (NRW, 2023).

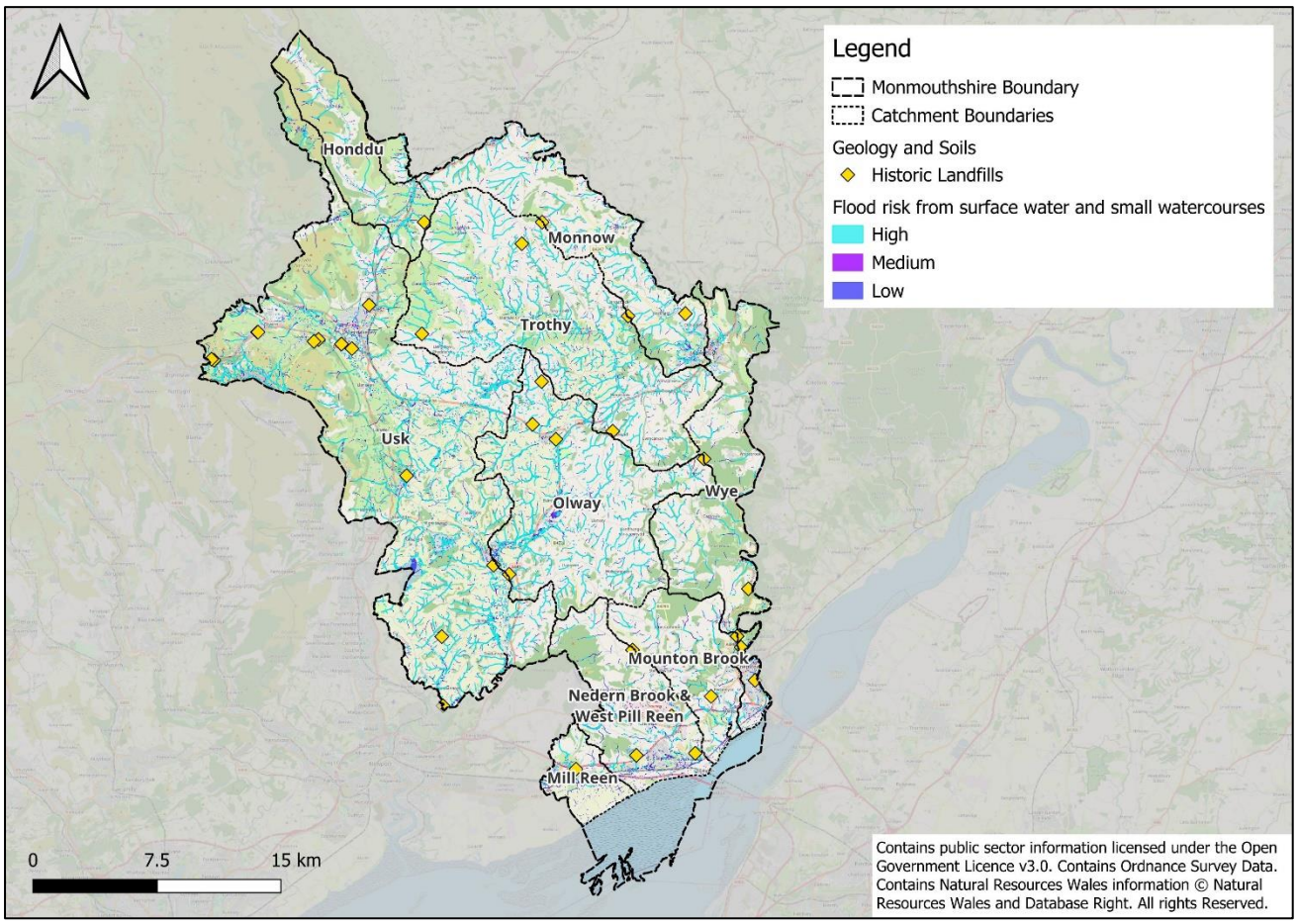


Figure 5-6: Locations of historic landfills in Monmouthshire relative to flood risk from surface water and small watercourses.

5.5.2 Summary of Key Issues

The geological context of the study area, including geological designations and areas of potential contamination, are outlined above. The key issues identified are summarised below:

- Flood risk may result in contaminants leaching into surface water, increasing levels of pollution, and threatening human health and the environment.
- Risk of damage or disturbance to geologically designated SSSIs and RIGS.

The LFRMS must consider the issues outlined above to prevent erosion of landfill waste into the watercourse, which would threaten human health and the environment.

5.6 Historic Environment

5.6.1 Current Baseline

There are many historically and culturally valuable sites across Monmouthshire reflecting a rich and diverse historic environment, as shown in Figure 5-7. There are approximately

2420 listed buildings, 201 scheduled monuments, 49 registered parks and gardens, and 31 conservation areas in Monmouthshire.

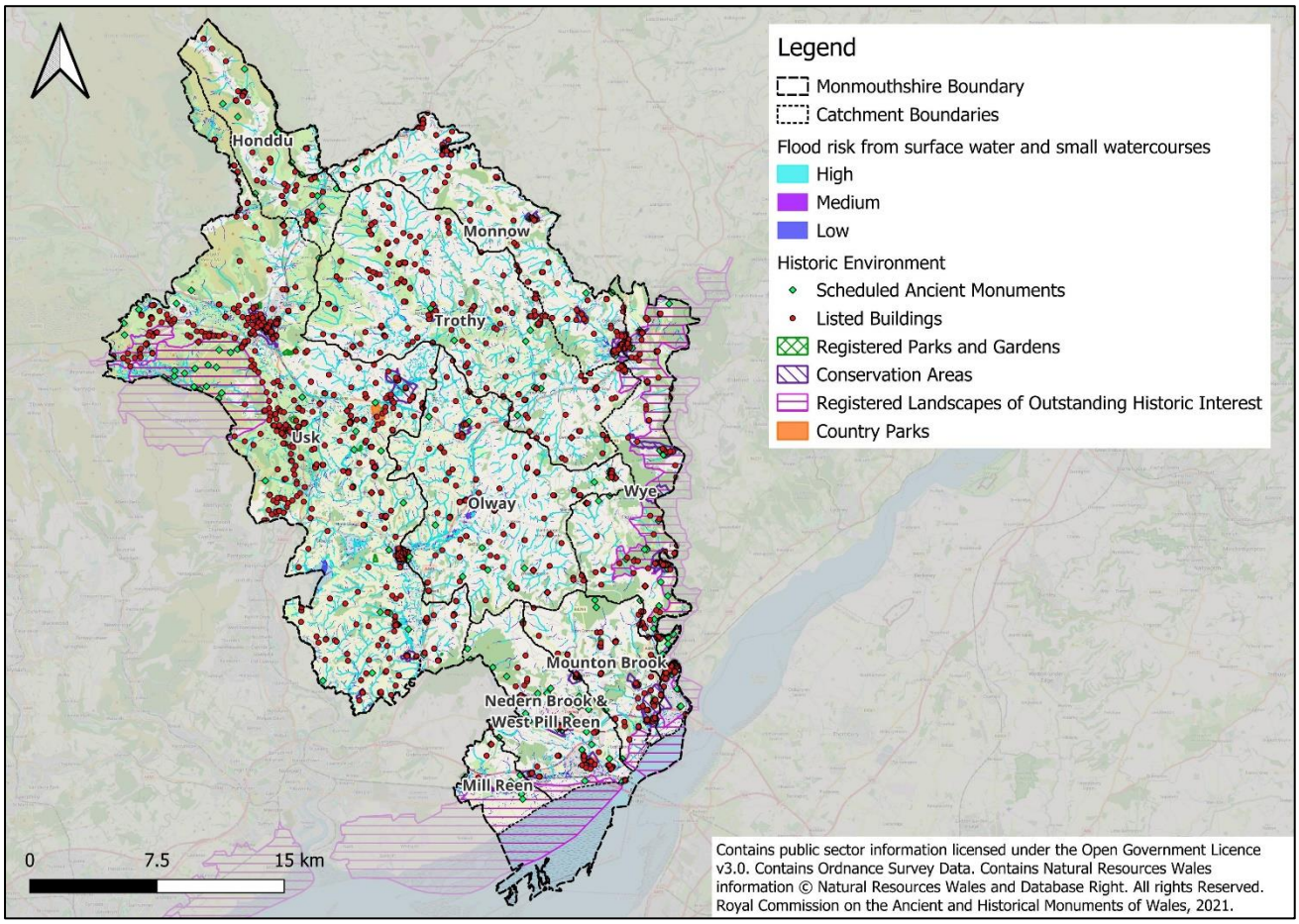


Figure 5-7: Historic environment in Monmouthshire relative to flood risk from surface water and small watercourses.

Registered Landscapes of Outstanding Historic Interest is a list of 58 historic landscapes which are recognised by Cadw for their value and have been identified as the best examples of different types of historic landscapes in Wales (Cadw, 2023). In Monmouthshire, these are:

- Blaenafon / Blaenavon
- Gwastadeddau Gwent / Gwent Levels
- Pen Isaf Dyffryn Gwy / The Lower Wye Valley
- Cwm Clydach / Clydach Gorge

Monmouthshire has 12 Archaeologically Sensitive Areas (A.S.A.), which protect known dense layers of archaeology that are of significance to Monmouthshire's development and history. These are listed in Table 5-5 below.

Table 5-5: Designated A.S.A.s in Monmouthshire (MCC, 2019ba).

Name	Catchment	Significance
A.S.A. 1: Abergavenny	Usk	Strategic military site; Roman settlement and fort 12th century castle; the Priory church and associated buildings. Planned Medieval walled town and mural suburbs, milling and market. Post-Medieval agricultural centre, railway town and the communications infrastructure associated with it.
A.S.A. 2: Caerwent	Nedern Brook and West Pill Reen	Particularly well-preserved Roman walled town with extensive remains of houses, civic buildings, villas, roads, and religious buildings. Outside the Roman town walls, remains of roads, cemeteries, villas and additional buildings have been found.
A.S.A. 3: Chepstow	Wye	Medieval walled market town with its historic street layout. The Castle and priory are 11th century. Also, for the Port and shipbuilding industry.
A.S.A. 4: Grosmont	Monnow	Important planned Medieval town which expanded following receipt of a charter in the 13th century, and prospered between the 16th and 18th centuries.
A.S.A. 5: The Levels: Magor & Undy; Rogiet, Caldicot	Mill Reen; Nedern Brook and West Pill Reen; Mounton Brook; Wye	Extensive low-lying area consisting of estuarine alluvium. Reclaimed from the sea from prehistoric times onwards. Distinctive patterns settlements, enclosures, and drainage. Strong potential for large-scale and important buried, waterlogged archaeological and environmental deposits. Remains of a network of artificial drainage systems. Deposits attributable to numerous historic periods demonstrating human activity from the Mesolithic, Neolithic, Bronze Age, Iron Age, Roman, Medieval, and post-Medieval periods.
A.S.A. 6: Monmouth	Monnow; Wye	Important defensive Medieval town, consisting of two main suburbs along Monnow Street and Overmonnow. One of the main routes into south Wales based on its location. Prehistoric activity Roman settlement with the fort of Blestium. Early Medieval Christian foundation of St Cadoc, 11th century castle and priory church, and 13th century fortified bridge with tower found here.
A.S.A. 7: Raglan	Olway	Specifically relates to the Medieval town. Achieved borough status in the 14th century, held Markets in the 15th century, established a Court House from the 17th century, and also Raglan castle and town were the site of a siege during the Civil War.
A.S.A. 8: Skenfrith	Monnow	Close association with Grosmont and Whitecastle castles. Early defensive castle with river access from the castle. Compact core Medieval settlement associated with the castle and church.
A.S.A. 9:	Wye	Substantial Cistercian abbey, precinct and landholdings,

Name	Catchment	Significance
Tintern		including granges, two Medieval churches. Industrial wire making remains. Landscape significance during the 18th century. Part of the picturesque movement and Wye Tour.
A.S.A. 10: Trellech	Olway	Bronze Age stones known as Harold's stones. One of the largest 13th century Medieval planned towns in the country; it is believed to date to the early 13th century and achieved borough status, a market. Evidence of an iron working industry too.
A.S.A. 11: Usk	Usk; Olway	Site of the Roman fort of Burrium and developed further. A Medieval town, castle and church, and post-medieval settlement.
A.S.A. 12: Whitecastle	Trothy	Early 11th century castle with a close association with Grosmont and Skenrith castles. Whitecastle was primarily a defensive centre built to maintain conquered territory.

5.6.2 Summary of Key Issues

There are a variety of heritage assets present within the study area. The key issues are summarised below:

- Potential flood-related damage to many historical assets including their setting, cultural, and archaeological sensitive areas within the study area due to changed water levels or through the force and inundation of flood waters.
- Watercourses and their surrounding fluvial landscapes can be an important component of the historic environment, containing a wider range of heritage assets.

The provision of flood protection provided by the LFRMS must consider the potential consequences for the historic environment. Where required, early consultation with the Heneb will help identify the presence of any unknown undesignated archaeological assets and any mitigation to be factored in.

5.7 Population and Human Health

5.7.1 Population

The population growth in Monmouthshire was higher than across Wales with an increase of 1.8% from 91,300 people in 2011 to 93,000 people in 2021. In general Monmouthshire is getting older, with the median age rising from 45 to 49 years between 2011 and 2021, which is the second highest average age for an area in Wales. Furthermore, the number of residents aged 65 to 74 years rose by approximately 2,500 (an increase of 25.1%), while the number of residents between 35 and 49 years decreased by almost 3,800 (a 19.4% decrease) (ONS, 2023).

5.7.2 Deprivation

The Indices of Multiple Deprivation (IMD) is based on 39 indicators which cover the seven key themes of deprivation. The IMD splits each local authority into Lower Super Output Areas (LSOA) which have an average population of 1500 people or 650 households, to further breakdown and compare data.

The IMD deciles are calculated by ranking the 32,844 LSOAs in Wales from most to least deprived. LSOAs in decile 1 fall within the most 10% deprived of LSOAs nationally and LSOAs in decile 10 fall within the least deprived 10% of LSOAs nationally. Monmouthshire has the lowest levels of deprivation of all the local authorities in Wales and has no areas in the most deprived 10% (Welsh Government, 2019b). Table 5-6 shows the percentage of small areas in Monmouthshire which are most deprived. It should be noted, however, that Monmouthshire has the highest levels of income inequality in Wales (MCC, 2023c).

Table 5-6: Concentrations of WIMD 2019 income deprived areas in Monmouthshire (Welsh Government, 2019b).

Area	% LSOAs in most-deprived 10%	% LSOAs in most-deprived 20%	% LSOAs in most-deprived 30%	% LSOAs in most-deprived 50%
Monmouthshire	0.0	3.6	5.4	26.8

Nonetheless, due to the rural nature of Monmouthshire, access to employment, education and services is a major issue. In 2011, 22.4% of the most deprived areas in Wales for access to services were in Monmouthshire, with access reliant on households owning a car (MCC, 2015b).

MCC use the provision of Green Infrastructure (GI) to deliver and measure environmental wellbeing. As detailed in the previous sections, Monmouthshire benefits from a diverse landscape, cultural and biodiverse environment. Nonetheless, the Monmouthshire Wellbeing Assessment 2022 - 2027 found that much of rural Monmouthshire does not have easy access to good quality green space, for example, the Welsh average for access to parks, public gardens, or playing fields within a 1000m radius is 3.4% whereas in Monmouthshire it is just 2.67% (MCC, 2022b). As the council is one of the least deprived in Wales, it is considered that access to quality greenspace is low due to the rural nature of the council area, rather than because of economically deprived areas which is the usual association.

5.7.3 Monmouthshire's Wellbeing Assessment

Monmouthshire's Wellbeing Assessment (MCC, 2022b) has highlighted the likely future trends of the council area. The key emerging issues are:

- The ageing population in Monmouthshire could put pressure on health and social care, and high property prices may make it difficult to attract a workforce required to meet the needs of the region.

- Pressure on social care for children and adults along with workforce shortage means that short term needs are being met but no model for longer term provision is in place.
- One in four adults and one in ten children experience mental health issues exacerbated by loneliness.
- Lack of affordable housing exacerbated by limits to development of new homes in Monmouthshire and increase phosphate levels in rivers resulting in a block on new developments.

5.7.4 Summary of Key Issues

The key issues relating to the population and health of the study area are outlined above and summarised below:

- Predicted increase in proportion of older adults within the population, resulting in a relatively small working age population supporting a larger dependent population.
- Increase in level of phosphates in rivers leading to blocks on new developments.

The provision of flood management strategies provided by the LFRMS should consider the potential consequences for the local population.

5.8 Material Assets

5.8.1 Infrastructure

The strategic road network in MCC comprise two motorways, six trunk roads which pass through Monmouthshire, and a series of county strategic roads which connect key settlements within Monmouthshire. The motorways in MCC are the M4 from Cardiff to the second Severn Crossing, of which congestion issues are prevalent near Newport, and the M48 to Chepstow and the Severn Crossing. The Heads of the Valleys Road (A465), the A449, A40 and A4042 also pass through the county. There is an overreliance on cars in the county as the bus services that connect to the smaller towns and villages are infrequent (MCC, 2024).

Caldicot, Chepstow and Severn Tunnel Junction are the main railway stations in the south of the county, and Abergavenny is the only main railway station in the north of Monmouthshire. The railway lines are the South Wales Western Mainline connecting South Wales with Bristol and London; a second railway line branches off to Gloucester; and a third railway line 'The Marches Line' passes through the north and west of MCC and the town of Abergavenny connecting South Wales with North Wales and Manchester (MCC, 2024(.

The strategic road network and railway lines are shown on Figure 5-8.

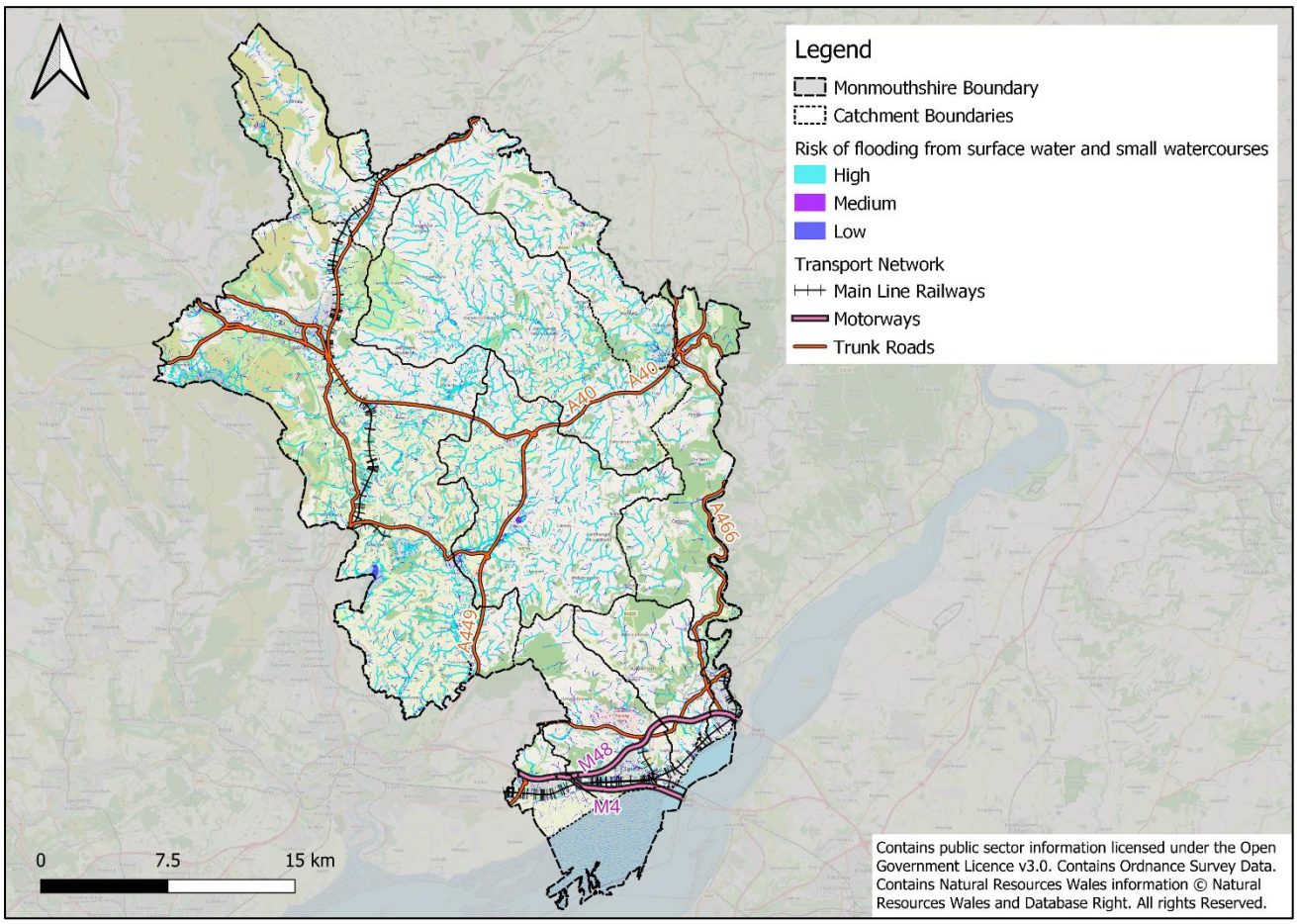


Figure 5-8: Main transport links in Monmouthshire relative to flood risk.

There is approximately 2,165km of public rights of way, although 89% of these are footpaths only and are not accessible for cyclists or horse riders (MCC, 2022a). However, there are two long distance cycling route which cross Monmouthshire as part of the National Cycle Network. These are Chepstow: The Celtic Trail along the southern edge of Wales, and Lon Las Cymru heading north through the Bannau Brycheiniog (MCC, 2020b).

5.8.2 Monmouthshire Economic Development and Local Transport Plan

The transport infrastructure in MCC is critical for the economic development of the county. Monmouthshire is part of the Cardiff Capital Region (CCR) which includes many unitary authorities in the South of Wales. The CCR has a vision of a low carbon future where transport network and mobility culture are able to support a thriving economy while also providing a betterment of the health and wellbeing of the population through sustainable travel options. It is predicted that traffic levels here will see a 32% net increase between the period of 2015 to 2040 (MCC, 2015b). The Welsh Government has identified priority areas which include Enterprise Zones, local growth Zones and City Regions. The CCR is one of such areas where the Welsh Government has a vision for a multimodal rapid transit network (MCC, 2024a).

The 2024 LTP identified challenges that the county is facing. Notably, poor public transport connectivity and lack of alternatives leads to social isolation for residents without access to private vehicles, which is further exacerbated by the rural nature of Monmouthshire. For those with private vehicles, this leads to a reliance on cars and in turn traffic congestion and poor air quality. Monmouthshire experiences a net out-commute of 39% of the working population commuting long distances per day. There are ongoing projects to upgrade the active travel networks around the county such as the Severnside spinal route – including Caldicot Links, which is converting a disused railway to an Active Travel path and links through Caldicot town to the railway station (MCC, 2024a).

5.8.3 Summary of Key Issues

Key issues are summarised below:

- Critical infrastructure including energy infrastructure, industrial areas, public amenity, and transport routes may be vulnerable to flood risk; and
- Sensitivity of infrastructure to damage/disturbance from flooding and associated socio-economic costs.

The provision of flood protection provided by the LFRMS must consider the potential consequences for established and future material assets.

5.9 Climate Change

5.9.1 Current Baseline

Carbon emissions in Monmouthshire come from a variety of sources. The Climate Emergency Strategy (2024) identified that the source of CO_2 emissions in Monmouthshire was primarily from transport which comprised 48% of CO_2 emission sources. 24% of emissions were from domestic homes, 17% from industry, 7% from agriculture, 2% from commercial and 2% of emissions were from the public sector. Nonetheless, MCC has seen a downward trend in carbon emissions from the county area with net carbon emissions reducing by 17.8% between 2019 and 2023 (MCC, 2024b). Nonetheless, Monmouthshire has a high carbon footprint per head of population, with an estimated 718 kilo-tonnes of carbon emitted in the county, which is equivalent to 7.5 tonnes per person, which is higher than the UK average of 5.6 tonnes per person (MCC, 2023c). The reason for this is considered to be due to the rural nature of the county resulting in car usage as the dominant mode of transport (MCC, 2022b).

Monmouthshire is in the southeast of the Wales climate region. The mean annual temperature range for low altitudes in the region varies from approximately 9.5˚C to 11˚C, with the higher values occurring near the coast. Temperatures in the region follow seasonal and diurnal variation. January is the coldest month with mean daily minimum temperatures of approximately 0˚C in mid-Wales and 3-4˚C near the coast. Furthermore, air frost each year can typically range from 40 to 80 days, increasing with distance from the coast. July is usually the warmest month, with mean daily maximum temperatures varying from

approximately 17˚C inland to 21˚C in the east of Powys and Monmouthshire, compared to the daily maximum of 23.5˚C in the London area (Met Office, 2016).

Rainfall in Wales varies widely; however, areas near the coast and close to the English border tend to be drier than the central upland of Wales, with less than 1000mm a year. Throughout Wales, the months from October to January are significantly wetter than between February and September. In the east and south of Wales, there are approximately 40 days of rainfall in winter and 25 days in summer (Met Office, 2016).

5.9.2 Future Predicted Climate Change

The Met Office climate visualisation tool uses climate projections in 12km-square grids across the UK (Met Office, 2022). For Raglan, in the centre of the MCC area, climate projections indicate that:

In summer:

- The hottest summer day of the past 30 years was 33.4˚C in this area. If global average temperatures increase 2˚C above pre-industrial levels, the hottest summer day could be about 35.2˚C. If global temperatures rise by 4˚C, it could be 40˚C.
- In the 30 summers from 1991 to 2019 there were two days above 25˚C per month on average. If global temperatures rise by 2˚C, there could be six days. With a rise of 4˚C, there could be 14 days.
- On the wettest summer day of the 30 years from 1991 to 2019, 49mm of rain fell in the area. At a 2˚C rise, this could be about 56mm. At a rise of 4˚C it could be about 58mm, which is 20% greater than current levels.

In winter:

- The warmest winter day of the 30 years from 1991 to 2019 in the area was 17.7˚C. If global average temperatures increase by 2˚C above pre-industrial levels, the warmest winter day could be about 17.9˚C. If global temperatures rise by 4˚C, it could be about 19.1˚C.
- In the 30 years from 1991 to 2019 there were 13 rainy days on average per month in winter, and at both 2 and 4˚C the number of rainy days per month could be roughly the same.
- On the wettest winter day of the 30 years from 1991 to 2019, 62mm of rain fell in the area. At a 2˚C rise, this could be 66mm, and at 4˚C rise this could be 77mm, an increase of 25% compared to current levels.

Without the LFRMS, increased flood risk will likely indirectly lead to emissions of greenhouse gases, both in the recovery of floods, including extreme floods, and in the management of flood risk such as the additional maintenance of existing flood risk infrastructure due to flood damage.

The Third Climate Change Risk Assessment estimates that the UK-wide cost of climate change is high and increasing, with estimated damages to exceed £1bn per annum, which includes risks from flooding and risks to infrastructure networks such as water, which

specifically will need more action. It also found that early adaption investments in heatwave alerts and plans, surveillance and monitoring for pests and diseases, early warning systems, climate smart agriculture, climate resilient infrastructure, and upland peatland restoration were effective and would deliver value for money (Defra, 2022).

The risk of damage to property, infrastructure, land, and rural environments from flood events will increase, leading to activities to manage these impacts that themselves will have both embodied and direct greenhouse gas emissions. Therefore, the region will be more vulnerable to the risks of climate change, which also includes warmer air temperatures and increased heavy rainfall which can affect habitats, wildlife, human health, and how communities use the land.

5.9.3 Summary of Key Issues

The key issue relating to climate change is a projected increased frequency and intensity of precipitation events. Increased precipitation intensity from depression and thunderstorms will likely result in the overwhelming of drains and sewers due to increased surface run-off. In turn, this could result in localised flood events, which will have implications for human health, infrastructure, and designated sites.

To ensure that the region is resilient to impacts of climate change, the LFRMS must consider how to implement measures aimed at coping with them.

6 SEA Framework

6.1 Introduction

The SEA framework is used to identify and evaluate the potential environmental issues associated with the implementation of the LFRMS. The framework comprises a set of SEA objectives that have been developed to reflect the key environmental issues identified through the baseline information review. These objectives are supported by criteria, which are used as a suggested means to measure the potential significance of the environmental issues and can also be used to monitor the implementation of the LFRMS. These LFRMS objectives are tested against the SEA framework to identify whether each option will support or inhibit achievement of each objective.

Table 6-1 below summarises the purpose and requirements of the SEA objectives, criteria, and targets.

Table 6-1: Definition of SEA Objectives, Sub-objectives and Criteria

	Purpose
Objective	Provide a benchmark 'intention' against which environmental effects of the plan can be tested. They need to be fit-for-purpose.
Sub-objective	Aid the assessment of impact significance. Provide a means of ensuring that key environmental issues are considered by the assessment process.
Criteria	Provide a means of measuring the progress towards achieving the environmental objectives over time.

6.2 SEA Objectives and Criteria

SEA objectives and indicators have been compiled for each of the environmental receptors (or groups of environmental receptors) as established at the scoping stage of this SEA process. The SEA objectives for the LFRMS are given in Table 6-2 below. These objectives can be refined or revised should any additional information be obtained during the life of the strategy.

Table 6-2: SEA objectives and criteria.

Receptor	Objective		Sub-objective	Criteria
Landscape and Visual Amenity	1	Protect the integrity of local, urban, and rural landscapes in the area.	Prevent changes to the landscape character of NCLAs and local landscape character types.	Changes in the condition and extent of existing characteristic elements of the landscape. The condition and quality of new landscape features introduced to the environment (i.e., new flood defences).
Biodiversity, Flora and Fauna	2	Maintain and enhance biodiversity, wildlife, and habitat connectivity.	Protect and enhance protected, important, and notable habitats and species and designated nature conservation sites in the area. Increase biodiversity by enhancing, expanding, and connecting existing natural areas and wildlife refuges. Increase biodiversity resilience to flood risk and climate change.	Recorded numbers of protected habitats and species. Percentage change in area of priority habitats. 'Condition' of designated wildlife, geological sites, and habitats. Deliver measures which also improve the ecological status of WFD waterbodies. Net benefit for biodiversity (NBB) and other enhancements achieved in projects delivered through the LFRMS.
Water Environment	3	Protect and enhance the quality of water features and resources.	Do not inhibit achievement of WFD objectives and contribute to their achievement where possible.	WFD chemical or ecological status of waterbodies within the catchment.

Receptor	Objective		Sub-objective	Criteria
Geology and Soils	4	Maintain soil quality and conserve geological designations.	Reduce risk of contamination from all sources. Maintain soil quality and quantity. Conserve the condition of geological designated sites.	Number of contamination incidents. Risk levels of contamination. Soil quality. 'Condition' of geological designated sites.
Historic Environment	5	Preserve and where possible enhance important historic and cultural sites.	No adverse impact on designated and non-designated heritage sites as a result flooding. Protect and enhance historic and cultural sites. No adverse impact on the integrity / setting of designated and non-designated heritage sites from flood risk management measures.	Number of designated and non-designated heritage sites at risk from flooding. Number of heritage assets, including archaeological sites, adversely impacted upon by flood risk management measures.

Receptor	Objective		Sub-objective	Criteria
Population and Human Health	6	Protect and enhance human health and wellbeing.	Conserve and enhance open (including urban amenity areas) and natural green spaces including Public Right of Way (PRoW) and recreation opportunities. Protect key social infrastructure assets and services from flooding and increase resilience to climate change.	Number of open and natural green spaces. Number and value of PRoW routes. Number of residential properties at risk from flooding. Number of key services at risk from flooding. Health and wellbeing statistics.
Material Assets	7	Minimise the impacts of flooding to the transport network and key critical infrastructure.	No increase in length of road and rail infrastructure at risk from flooding. No increase in number of infrastructure assets at risk from flooding. Increase or enhancement of current Green Infrastructure Assets in the area.	Length of road and rail infrastructure at risk from flooding. Number of key infrastructure assets at risk from flooding. Number of Green Infrastructure assets created or enhanced through implementation of the LFRMS.
Climate Change	8	Minimise local and national contribution to climate change.	Minimise short-term carbon and reduce long-term emissions by preferencing low carbon and carbon neutral solutions.	Carbon dioxide equivalent emissions (CO_2e) associated with flood management schemes. Use of nature-based solutions which sequester carbon.

7 Potential Environmental Effects and Summary of Scope

7.1 Developing Alternatives

The SEA Regulations require an assessment of the plan and its 'reasonable alternatives'. To assess reasonable alternatives, different strategy options for delivering the LFRMS have been considered and assessed at a strategic level against the SEA objectives (see Table 6 2 and environmental baseline. The results of this assessment will be used to inform the decision-making process in choosing a preferred way of delivering the LFRMS.

7.2 Appraisal of Reasonable Alternatives

The LFRMS has the purpose of managing and reducing local flood risk in the study area. A high-level review of the options against the SEA Objectives was undertaken in the form of a simple matrix for each of the following options:

- **Do nothing**: where no action is taken, and existing assets and ordinary watercourses are abandoned.
- **Do minimum - maintain current Monmouthshire Local Flood Risk Management Strategy (2013)**: existing assets and watercourses are maintained as present in line with the existing local flood risk management plan as an alternative to preparing a new one. Existing infrastructure is not improved over time and the effects of climate change are not considered.
- **Manage and reduce local flood risk**: take action to reduce the social, economic, and environmental impact due to flooding through the preparation of a new LFRMS.

Table 7-1 compares all three strategy options against each of the SEA objectives.

Table 7-1: Assessment of the Strategy and alternative options against the SEA Objectives.

SEA Objectives		Do Nothing	Do Minimum: maintain current LFRMS	Manage and Reduce Flood Risk
1	Protect the integrity of local, urban, and rural landscapes in the area.	Potential negative effect resulting from no management that could adversely impact sensitive landscape character. Locally important landscape features, including those identified within the NLCAs, would likely be exposed to damage and deterioration through increased exposure to flood risk.	Little change to baseline in the short to medium term. However, in the future, because of climate change and increasing flood risk, adverse impacts on local landscapes may arise.	Potential for managing and promoting this objective through sensitively designed flood risk management schemes which enhance local landscape character, such as natural flood management.
2	Maintain and enhance biodiversity, wildlife, and habitat connectivity.	Potential for both adverse and beneficial impacts. For example, abandonment of assets may allow for the development of more natural watercourses and wetland habitat creation/ enhancement through increased inundation. However, there could be an increased risk of spreading of non-native invasive species through flooding; deterioration of existing wildlife corridors; and detrimental impacts on habitats intolerant of increased inundation.	Little / no change to baseline levels in the short to medium term. However, because of increased flooding in the future due to climate change, new habitats may be created, or existing wetland habitats enhanced. Habitats intolerant of increased inundation or changes in water quality may be adversely affected.	Potential for both adverse and beneficial impacts from active management. Opportunities may arise to enhance biodiversity and notable habitats within the area through the implementation of measures to reduce local flood risk, for example: natural flood management measures, improvements to fish passage; encouraging appropriate management of watercourses by riparian landowners; and undertaking watercourse maintenance.

SEA Objectives		Do Nothing	Do Minimum: maintain current LFRMS	Manage and Reduce Flood Risk
3	Protect and enhance the quality of water features.	Potential for both adverse and beneficial impacts. Abandonment of drainage infrastructure including flood risk could result in increased likelihood of contamination. However, reduced intervention may allow natural water features to establish and reduce the heavily modified nature of the water course.	Little / no change to baseline levels. However, potential deterioration of water quality during flooding incidents.	Potential for both adverse and beneficial impacts. Opportunities may arise to enhance water quality and improve WFD status, through the implementation of measures to reduce local flood risk, for example: natural flood management measures; encouraging appropriate management of watercourses by riparian landowners; and undertaking watercourse maintenance.
4	Maintain soil quality and conserve geological designations.	Potential negative effect resulting from increased erosion of soils because of increased flooding and no management of land contamination risks and subsequent effects.	Little / no change to baseline in the short to medium term. However, in the future, because of climate change, adverse impacts may arise through erosion and land contamination from increased flooding.	Potential for managing and promoting this objective through reduced flood risk, which will help to protect the Council area's soil resource from erosion and its quality.
5	Preserve and where possible enhance important historic and cultural sites.	Heritage assets will likely be exposed to damage and deterioration through increased exposure to flood risk.	Little / no change to baseline in the short to medium term. However, in the future, important heritage assets may be exposed to increased flooding and damage due to climate change.	Potential for both adverse and beneficial impacts from active management. For example, beneficial through increased protection of vulnerable heritage assets or reduced inundation resulting in the desiccation of buried archaeology. Adverse impacts on the setting of the

SEA Objectives		Do Nothing	Do Minimum: maintain current LFRMS	Manage and Reduce Flood Risk
				heritage asset can arise from flood alleviation schemes.
6	Protect and enhance human health and wellbeing.	Increased exposure to flood risk from a combination of no management and climate change. This could lead to a greater number of people and their properties at risk of flooding, causing greater damage and disruption, increases in social exclusion, deprivation, and health risks.	No improvements to health and well-being as existing flood risk schemes are maintained but the risk may increase in the future due to climate change.	Active management to reduce local flood risk should help to protect residential properties and key social infrastructure services from flooding. This has the potential to create a range of social benefits including reducing associated health impacts and social deprivation.
7	Minimise the impacts of flooding on the transport network and key critical infrastructure.	This option is likely to result in increased flood risk to key infrastructure, which would cause significant disruption to the county, impacting on human and economic activity, and the environment.	Maintains the current flood risk levels, although this risk may increase in the future due to climate change.	Managing and reducing local flood risk will minimise the impact of flooding on roads, railways, and other infrastructure assets. This will reduce disruption during flood events and enable a more effective response.
8	Minimise local and national contribution to climate change.	Increased exposure to flood risk may result in increased emissions locally. For example, from emissions associated with the recovery effort following flood events.	Little / no change to baseline levels in the short to medium term. However, future climate change and associated increased flood risk, may lead to an increase in emissions following flood events.	Potential for negative impacts if management is carried out using hard engineering approaches which contribute embodied carbon. Potential for management through low carbon measures such as natural flood management.

The assessment detailed in Table 7-1 indicates that Option 1 (do nothing) is likely to result in several significant adverse impacts, particularly in relation to people and property, and other environmental assets including heritage assets and biodiversity, where increased flooding may create new pathways for the spread of INNS. Surface water and groundwater quality could also be adversely affected, with increased flooding of contaminated sites leading to greater impacts on water quality. Given it is a statutory requirement under the Flood Management Act for the LLFA to maintain a strategy for local flood risk management in Monmouthshire, it is not an appropriate option to pursue.

Option 2, maintaining the current LFRMS (2013), is likely to result in little or no change in the environmental baseline in the short to medium term as the existing flood risk strategy would maintain existing levels of flood protection. However, because of climate change, flood risk will increase, resulting in many of the impacts identified under Option 1, although potentially to a lesser extent and significance. Whilst the existing LFRMS meets the statutory requirements for a flood plan, it does not take into consideration updates to the national strategy and improved knowledge and understanding of flood risk in Monmouthshire and how it can be managed, and is therefore not an appropriate option to pursue.

Option 3 requires the preparation of a new plan and has the potential to provide a range of environmental benefits. If designed and implemented appropriately, this could include reducing flood risk to people and property, contributing to the protection of heritage assets and improvements in water quality, and providing new opportunities for habitat creation and the provision of recreation and amenity assets. However, if implemented in an inappropriate manner, this could result in adverse effects on a range of environmental features. This risk is managed through the preparation of this SEA and through the correct application of the strategy, and associated policies and guidance, which is likely to require consideration of the sustainability of a project prior to its implementation. Therefore, it is evident that by doing nothing or maintaining existing management strategies, there are likely to be detrimental effects on the SEA objectives, which are likely to be prevented by carrying out active management measures as detailed in the LFRMS.

8 Appraisal of LFRMS Objectives and Actions to Improve Flood Risk

8.1 Appraisal

The LFRMS comprises a framework of eight objectives covering the main ways in which local flood risk is managed in Monmouthshire.

These are strategic objectives implemented through the actions detailed in the Strategy's action plan. The objectives and action plan measures have been compared against the SEA objectives to assess the potential effects and to understand how the Plan considers and protects the environment, ensuring the principles of sustainability.

8.2 Impact Significance

The appraisal seeks to identify significant effects as required by the SEA Regulations and sets out potential mitigation measures (potential improvements), as detailed in Section 8.5.

The degrees of significance for an effect have been considered. Table 8-1 below lists the five significance categories that have been used to determine effects of the LFRMS.

The unmitigated impacts of the LFRMS Actions on achieving the SEA objectives will be identified through the analysis of the baseline environmental conditions and use of professional judgement. The significance of effects will be scored using the five-point scale summarised in Table 8-1 below. If there is high uncertainty regarding the likelihood and potential significance of an impact (either positive or negative), it will be scored as uncertain.

Table 8-1: Impact significance key.

Impact Significance	Impact Symbol	Description
Significant positive impact	++	Significantly beneficial to the SEA objective -multiple opportunities for environmental improvement or resolves existing environmental issue.
Minor positive impact	+	Partially beneficial (not significant) to the SEA objectives – contributes to resolving an existing environmental issue or offers some opportunities for improvement.
Neutral impact	O	Neutral effect on the SEA objective and environment.
Minor negative impact	-	Partially undermines (not significantly) the SEA objective –would contribute to an environmental issue or reduce opportunities for improvement.
Significant negative impact	--	Significantly undermines the SEA objective – will significantly contribute to an environmental problem or undermine opportunity for improvement.
Uncertain impact	?	Insufficient detail on the option or baseline – cannot effectively assess the significance of the strategy objective on the SEA objective.

8.3 Assessment Approach

The LFRMS objectives and actions have been evaluated in light of their potential cumulative, synergistic, direct and indirect environmental effects on the different SEA receptors selected for further assessment. The assessment of these environmental effects has been informed by the baseline data collected at the scoping stage, professional judgement and experience with other water level management and flood risk related SEAs, as well as an assessment of national, regional and local trends. In some cases, the assessment has drawn upon mapping data and GIS to identify areas of potential pressure, for example due to presence of environmental designations.

Throughout the assessment the following will apply:

- Positive, neutral and negative impacts will be assessed, with uncertain impacts highlighted;
- The duration of the impact will be considered over the short, medium and long term;
- Consideration of whether the impact would be direct on a receptor or indirect;
- The reversibility and permanence of the impact will be assessed. For example, temporary construction impacts, such as during decommissioning pumping stations; impacts which can be mitigated against / restored over time such as altered drainage pressures; or completely irreversible changes to the environment; and
- In-combination effects.

The significance of effects upon each of the SEA objectives will then be evaluated and used to inform option selection.

8.4 Limitations and Assumptions

Many of the actions focus on specific locations and only some of the LFRMS actions are high-level and do not include the scale and/or implementation methods. As such, these assessments are based upon a high-level understanding of the individual actions.

It is assumed that actions will be undertaken in accordance with local and national policies, and to best practice guidance.

8.5 Assessment

The assessment of the LFRMS objectives against the SEA objectives are shown below in Table 8-2. The assessment of the overarching Monmouthshire flood risk actions and the actions for each strategic flood risk area are shown in Table 8-3 and Table 8-4 respectively.

Cumulative effects of the actions against the SEA objectives are shown in Table 8-5.

These are qualitative assessments that identify the range of potential effects that the LFRMS may have on delivering the SEA objectives.

Table 8-2: Assessment of LFRMS Objectives and SEA Objectives.

	LFRMS Objective	1	2	3	4	5	6	7	8	Comments
1	Reduce the risk and impact of flooding to people and property.	+	+	+	+	+	++	++	+	This objective seeks to positively benefit population and human health and material assets significantly through reduced flood risk. The impact upon the remaining SEA objectives is unclear as impacts will vary due to the type of management implemented. However, it is assumed that effective management will utilise an increased understanding of flood risk in Monmouthshire and consider the existing environmental baseline to positively contribute to all the SEA objectives.
2	Reduce disruption to critical infrastructure and essential services resulting from flooding.	O	O	O	O	O	++	++	O	This objective should positively benefit population and human health and material assets through improved resilience to flood events which may minimise impacts of flooding on communities and infrastructure. There will also be benefits through support provided during and in recovery from flood events. These measures are likely to significantly enhance human health and wellbeing. This objective will have neutral effects for the rest of the SEA objectives as there are no direct links with the topic they cover.
3	Ensure a risk based and sustainable approach to investment and delivery of flood risk management activities.	+	+	+	+	+	+	+	+	This objective should positively benefit population and human health and material assets through reduced flood risk and improved resilience in communities. However, conducting cost-effective flood management solutions could mean that some communities are favoured over others and the LFRMS must ensure that consideration is given to all communities and social infrastructure. Analysis of available data to inform appropriate selection of flood risk management measures would have the

	LFRMS Objective	1	2	3	4	5	6	7	8	Comments
										potential to positively contribute to the SEA objectives. For example, through the implementation of natural flood management or sustainable drainage systems there may be opportunities for habitat creation and improvements to water quality.
4	Ensure flood resilience at environmentally significant and sensitive sites of national, regional, and local importance is maintained and enhanced where possible.	+ +	+ +	+ +	+ +	+ +	+	+	+	This objectively seeks to positively benefit landscape, biodiversity, water quality, heritage, and geology and soils by ensuring flood resilience of environmentally sensitive sites. The impact upon population and human health, and material assets is unclear. However, it is assumed that the risk-based approach and consideration of the LFRMS Objectives 1 and 2, will ensure people and infrastructure are protected and climate change resilience is safeguarded. Through this objective, the LLFA can maximise opportunities for nature-based solutions which will have direct, long-term benefits to ecological receptors and will also likely lead to improvements in water quality, along with sequestering carbon. Implementation of nature-based solutions may also have indirect positive effects on all SEA objectives.
5	Support the Water Framework Directive by preventing deterioration of watercourses and improve water quality.	+	+ +	+ +	+	+	+	+	+	This objective will ensure that the water bodies in the area are enhanced and / or do not deteriorate which will have direct benefits for the water environment and ecology and will indirectly benefit several SEA objectives.

	LFRMS Objective	1	2	3	4	5	6	7	8	Comments
6	Continue to improve understanding of flood risk and the impact of climate change within Monmouthshire.	+	+	+	+	+	+	+	+	This objective should promote better flood management in the area through developing a better understanding of areas at risk of flooding and why. This has the potential to have direct long-term positive benefits on population and human health and material assets by improving resilience to future flooding. There is also potential for there to be direct benefits to other receptors including biodiversity, landscape, historic environment, water environment, geology and soils and climate if a strong understanding of local flood risk is achieved and appropriate flood management measures are implemented to facilitate environmental enhancements.
7	Raise awareness of flood risk amongst individuals and communities and support them to prepare for, respond to and recover from flood events.	+	+	+	+	+	++	++	+	Enhancing community preparedness and resilience to flooding will reduce the impact of flooding on communities and allow them to respond more effectively to flood events. This will lead to increased community health and wellbeing and enable measures to be taken to protect infrastructure.
8	Work collaboratively with other Risk Management Authorities and organisations to effectively manage flood risk.	+	+	+	+	+	+	+	+	Developing and implementing integrated approaches to flood management, incorporating input from multiple stakeholders will lead to benefits for all SEA objectives

Table 8-3: Assessment of Monmouthshire Flood Actions against SEA Objectives.

Action Ref.	LFRMS Action	1	2	3	4	5	6	7	8	Comments
Mon 1	Investigate and record flooding incidents from all sources appropriately, including producing and publishing Section 19 Flood Reports where appropriate, and use this information to inform future investigations and LLFA consultations.	+	+	+	+	+	+	+	+	This action should promote better flood management in the area through developing a better understanding of appropriate measures for each source of flooding. This has the potential to have direct long-term positive benefits on population and human health and material assets by improving resilience to future flooding. There is also potential for there to be direct, long-term benefits to other receptors including biodiversity, landscape, historic environment, water environment, geology and soils and climate if a strong understanding of local flood risk is achieved and appropriate flood management measures are implemented to facilitate environmental improvements.
Mon 2	Review MCC's flood investigation and reporting procedures and provide appropriate training to staff involved in flood incident investigation and reporting functions.	O	O	O	O	O	+	+	O	Supporting flood investigation and reporting training and education will ensure the relevant people are equipped to maintain flood management schemes, and prepare for, and respond more effectively, to future flood events.
Mon 3	Work with communities at risk of flooding from ordinary watercourses, groundwater and surface water runoff, to promote awareness and resilience, including property flood resilience	O	O	O	O	O	++	+	O	Enhancing community preparedness and resilience to flooding will reduce the impact of flooding on communities and allow them to respond more effectively to flood events. This will lead to increased community health and wellbeing and enable measures to be taken to

Action Ref.	LFRMS Action	1	2	3	4	5	6	7	8	Comments
	measures.									protect infrastructure.
Mon 4	Maintain a long-term capital pipeline of flood alleviation schemes in areas which have experienced significant incidents or at high risk.	+	+	+	+	+	+	+	-	Progressing the delivery of a pipeline of flood alleviation schemes will result in reduced risk to the local community for the benefit of population, human health and material assets. At a strategic level, appropriate appraisal, assessment and design from the outset will ensure that the works promote positive impacts for all SEA objectives through developing a full understanding of the environment and identifying opportunities for natural flood management, biodiversity net gain, and green infrastructure. However, a long term capital pipeline suggests the potential for significant infrastructure additions and embodied carbon.
Mon 5	Develop an effective way of ranking priority flood alleviation schemes to ensure funding is directed to areas most at risk.	+	+	+	+	+	+	+	+	This measure will direct funding towards the most at risk areas. This should help reduce the magnitude and likelihood of flooding and will have positive benefits to population and human health and material assets.
Mon 6	Cooperate with NRW as the Risk Management Authority (RMA) for main river flooding in regard to the development and delivery of flood schemes on main rivers.	+	+	+	+	+	+	+	+	Effective collaboration in developing and implementing flood protection schemes along main river and, incorporating input from multiple stakeholders will have benefits for population and material assets, and will likely lead to indirect benefits for all SEA objectives.
Mon 7	Work with Risk Management Authorities, land managers and the	+	++	++	+	+	++	+	++	Supporting use of nature-based solutions will have direct benefits to the ecological receptors

Action Ref.	LFRMS Action	1	2	3	4	5	6	7	8	Comments
	community to identify opportunities to incorporate natural flood management within Monmouthshire.									and ecological status of waterbodies of which most are 'moderate', by potentially creating enhanced habitats. Natural flood management would also sequester carbon. Reduction in flood risk will have an indirect positive effect on landscape, cultural assets, material assets and climate change. Working with communities and landowners will have a positive benefit for population by increasing community understanding and resilience.
Mon 8	In accordance with Section 21 FWMA, maintain the register of structures or features which, in the opinion of MCC as the LLFA, are likely to have a significant effect on a flood risk in Monmouthshire.	O	O	O	O	O	O	O	O	Maintaining asset data will not have any identified direct effect on SEA objectives, however this action should promote better flood management in the area, particularly if there is a focus on assets which have a significant effect upon local flood risk.
Mon 9	Review MCC's Culverting Policy to ensure alignment with best practice.	O	O	O	O	O	O	O	O	Reviewing Culverting Policy will not have any identified direct effect on SEA objectives, however, it may in the long-term positively benefit all the SEA objectives, particularly material assets and water quality, through improvements to culverts.
Mon 10	Improve and maintain MCC's network of CCTV monitoring stations on critical culverts.	O	O	+	O	O	+	+	O	This action will help prevent blockages and ensure continued maintenance of culverts in order to avoid exacerbating flooding in high rainfall events, which has the potential to benefit water quality, population and human health, and material assets.

Action Ref.	LFRMS Action	1	2	3	4	5	6	7	8	Comments
Mon 11	Establish responsibility for the management of flood risk from key watercourses, flood assets and drainage infrastructure where ownership is unclear and record on the Highways and Flood Management asset database.	O	O	O	O	O	O	O	O	Establishing a responsibility framework for assets will not have any identified direct effect on SEA receptors, however, it may in the long-term positively benefit all the SEA receptors, particularly material assets and water quality.
Mon 12	Identify, map and risk assess all significant ponds and small reservoirs within Monmouthshire, to inform future inspections, maintenance and flood risk management.	O	O	O	O	O	O	O	O	Risk mapping will not have any identified direct effects on the SEA objectives; however, the action should increase understanding of flood risk (including flood risk form reservoirs). The results will inform better flood management which may lead to indirect benefits to multiple SEA objectives.
Mon 13	Develop and maintain the pro-active routine Land Drainage Inspection schedule and undertake inspections as required.	O	O	O	O	O	O	O	O	This action does not have any identified direct effect on SEA receptors, however, it may in the long-term positively benefit all the SEA receptors through the consistent upkeep of drainage infrastructure. However, the regime has the potential for negative impacts to biodiversity from practices such as dredging and vegetation clearance, should these be required.

Action Ref.	LFRMS Action	1	2	3	4	5	6	7	8	Comments
Mon 14	Review existing inspection and maintenance practices of MCC highway drainage infrastructure to ensure areas at high flood risk are considered appropriately.	O	O	O	O	O	O	O	O	Reviewing existing practices will not have any identified direct effect on SEA receptors, however, it may in the long-term positively benefit all the SEA receptors, particularly material assets, through improvements to highway drainage.
Mon 15	Identify priority locations for more intensive ongoing maintenance and condition monitoring activities within the MCC Highways drainage network.	O	O	+	O	O	O	+	O	Continuing to maintain highway drainage assets will have positive benefits to material assets as a result of minimising surface water flooding impacts on infrastructure, including highways. This action will also have a positive impact upon water quality as a result of attenuation of highway runoff. However, the regime has the potential for negative impacts from practices such as dredging and vegetation clearance, should these be required.
Mon 16	Provide efficient responses to flooding incidents and emergency recovery following a flood incident.	O	O	O	O	O	+	O	O	Immediate flood recovery response will help reduce the impact of flooding on communities and allow them to respond more effectively to flood events. This will lead to increased community health and wellbeing and enable measures to be taken to protect infrastructure.
Mon 17	Provide support to communities looking to establish local flood groups and community flood plans to improve local resilience to flooding, with support from other Risk Management Authorities as required.	O	O	O	O	O	+ +	+	O	Enhancing community preparedness and resilience to flooding will reduce the impact of flooding on communities and allow them to respond more effectively to flood events. This will lead to increased community health and wellbeing and enable measures to be taken to

Action Ref.	LFRMS Action	1	2	3	4	5	6	7	8	Comments
										protect infrastructure.
Mon 18	In coordination with other Risk Management Authorities and related organisations, develop a programme of community engagement events in areas most at risk from flooding in Monmouthshire, to raise awareness and provide appropriate advice and guidance to residents and businesses alike.	O	O	O	O	O	++	+	O	Increasing community awareness of, and how to prepare for, flooding will reduce the impact of flooding on communities and allow them to respond more effectively to flood events. This will lead to increased community health and wellbeing and enable measures to be taken to protect properties and business prior to flood events occurring.
Mon 19	Review MCC's current sandbagging arrangements and update the current Sandbag Policy, covering how sandbags are procured and deployed by all relevant Council departments.	O	O	O	O	O	O	O	O	Reviewing sandbagging policy will not have any identified direct effect on SEA receptors, however, it may in the long-term positively benefit all the SEA receptors, particularly material assets, population and climate change through increased resilience to flood events.
Mon 20	Undertake a review and update the LFRMS Action Plan, including the Actions associated with the nine Strategic Flood Risk Areas, every three years or as required.	+	+	+	+	+	+	+	+	Reviewing this action plan will continue to grow knowledge of the causes of flooding across Monmouthshire and will ensure the continued success of this action plan. Through gaining an understanding of the actions which are working, and which require review, this will promote better flood management in the area over the long-term and have indirect benefits to the SEA objectives.
Mon 21	Maintain and develop MCC's Corporate Flood Response Arrangements plan and procedures	O	O	O	O	O	+	+	O	Maintaining MCC's Corporate Flood Response Arrangements plan will not have any identified direct effects on the SEA objectives. However,

Action Ref.	LFRMS Action	1	2	3	4	5	6	7	8	Comments
										increasing awareness of planned responses will have a positive outcome for population and human health and material assets.
Mon 22	Review and maintain the Flood Risk Management and Emergency Planning web pages on MCC's website, to ensure information on flood risk is up to date and clearly accessible.	O	O	O	O	O	++	+	O	Keeping the public up to date with accessible flood risk and emergency response information will contribute to local wellbeing and the protection of residential receptors and infrastructure. This will not have any identified direct effect on most SEA receptors. However, this action should promote better understanding of flood risk and management in the area and keep the community informed of flooding issues.
Mon 23	Review and update MCC's flood risk advisory leaflets and information in respect of measures to take before, during and after a flood event and publish on MCC's Flood Risk Management webpages.	O	O	O	O	O	++	+	O	Updating advisory information will promote awareness of flood risk and understanding of response plans. This will not have any identified direct effect on most SEA receptors. However, this action should directly promote better understanding of flood risk and management plans in the area and should promote direct engagement of the community in flooding issues.

Action Ref.	LFRMS Action	1	2	3	4	5	6	7	8	Comments
Mon 24	Review MCC's communication practices during severe weather events and establish a Communication Strategy that will ensure MCC delivers clear, consistent and coordinated communication on flood risk; prior to, during and after such events.	O	O	O	O	O	++	+	O	Providing appropriate and immediate flood support will help communities recover after flooding and respond more effectively to future flood events, leaving them less vulnerable to further events in the future.
Mon 25	Maintain existing Site Specific Flood Response Arrangements Plans for high risk areas and develop new plans as required.	O	O	O	O	O	+	+	O	Maintaining exisiting flood response plans will not have any identified direct effect on SEA receptors, however this action should promote better flood management in the high risk sites. This action will ensure areas which have experienced significant flood events are protected and should have direct long-term benefits on population, human health and material assets by decreasing the vulnerability of these areas.
Mon 26	Undertake an assessment of flood risk to caravan parks across Monmouthshire and liaise with owners to ensure suitable plans are in place.	O	O	O	O	O	+	+	O	Liaising with owners will promote awareness of flood risk and understanding of response/risk. This will not have any identified direct effect on most SEA receptors. However, this action should promote better understanding of flood risk in the area and should promote direct engagement of the community in flooding issues.
Mon 27	Work with Welsh Government and other Risk Management Authorities to	+	+	+	+	+	O	O	++	Supporting the implementation of Schedule 3 for the implementation of sustainable drainage

Action Ref.	LFRMS Action	1	2	3	4	5	6	7	8	Comments
	support the implementation of the recommendations of the 'Sustainable Drainage Systems (SuDS) Schedule 3 Post Implementation Review May 2023'.									would indirectly positively impact on several SEA objectives. The implementation of sustainable drainage measures would be beneficial for heritage sites, biodiversity, water quality and amenity improvements along with carbon sequestration and the maintenance of soil quality.
Mon 28	Develop a guidance document for the production of Drainage Statements which will be required for future planning applications subject to the requirement of SAB approval.	+	+	+	+	+	+	+ +	+ +	Developing guidance for pre-applications should result in early consideration of flood risk and drainage in development proposals and should result in benefits to human and material receptors by ensuring that developments appropriately consider flood risk management measures. Implementation of green infrastructure and SUDs would also have direct beneficial impacts on biodiversity and visual amenity (landscape). Use of SUDS may also improve water quality by reducing the transport of pollution to the water environment.
Mon 29	Undertake an annual review of the SAB Pre-Application process to ensure appropriate fees are set and that the service meets the needs of Applicants.	+	+	+	+	+	+	+ +	+ +	Reviewing pre-application arrangements should result in early consideration of flood risk and drainage in development proposals and would result in benefits to human and material receptors by ensuring that developments appropriately consider flood risk management measures. Implementation of green infrastructure and SuDs would also have direct beneficial impacts on biodiversity and visual amenity (landscape), particularly when

Action Ref.	LFRMS Action	1	2	3	4	5	6	7	8	Comments
										implemented in rural areas which have poor access to green space and in line with Monmouthshire's Green Infrastructure strategy (2024). Use of SuDS may also improve water quality by reducing pollution pathways to the water environment.
Mon 30	Support other MCC departments to introduce opportunities for sustainable drainage systems within their own schemes or maintenance works.	+	+	+	+	+	+	+ +	+ +	Embedding SuDS into the Council's schemes will help contribute to reduced flood risk while also improving water quality and green infrastructure. This action has the potential to positively benefit all SEA objectives and indirectly benefit heritage through protection from flooding.
Mon 31	Review MCC's Ordinary Watercourse Consenting procedure and update the 'Application Form Guidance Notes' document to align with best practice.	O	O	O	O	O	O	O	O	Updating procedures and guidance for Ordinary Watercourse Consents will not have any identified direct effect on SEA receptors, however, it may in the long-term positively benefit all the SEA receptors through improving awareness and mitigation of potential flood incidents / drivers during works in ordinary watercourses.

Action Ref.	LFRMS Action	1	2	3	4	5	6	7	8	Comments
Mon 32	Establish an Enforcement Policy encompassing all of MCC's statutory functions and permissive powers under the LDA, including the powers afforded by the Land Drainage Act and Schedule 3 of the FWMA.	?	?	O	O	?	+	+	O	Establishing enforcement policy will not have any identified direct effect on SEA receptors, however, it may benefit the infrastructure and population SEA receptors through faster action to address causes of flood risk. However, it could undermine opportunities for environmental improvements if works are undertaken without appropriate environmental considerations required through the consenting process such as archaeology, biodiversity and landscape (amenity). It is noted that 61B of the LDA puts emphasis on authorities to consider the conservation and enhancement of these topics, and so there is also the potential for positive effects. However, the details of this are unknown at this stage.
Mon 33	Consider formal adoption of the 'Land Drainage (Wales) Byelaws' to provide MCC as Land Drainage Authority additional powers to manage local flood risk.	?	?	O	O	?	+	+	O	Formal adoption of the Bylaws will not have any identified direct effect on SEA receptors; however, it may positively benefit infrastructure and population through faster action to address causes of flood risk. However, it could undermine opportunities for environmental improvements if works are undertaken without appropriate environmental considerations required through the consenting process such as archaeology, biodiversity and landscape (amenity). It is noted that 61B of the LDA puts emphasis on authorities to consider the conservation and enhancement of these topics,

Action Ref.	LFRMS Action	1	2	3	4	5	6	7	8	Comments
										and so there is also the potential for positive effects. However, the details are unknown at this stage.
Mon 34	Develop mobile digital capability to enable use of digital tablets and mobile phones to record inspections, investigations and maintenance works, which can then be uploaded directly into the Highways and Flood Management asset database.	O	O	O	O	O	O	+	O	Upgrading the digital capability for inspections, investigations and maintenance will not have any direct effect on SEA objectives, keeping the asset database as up to date as possible will help direct funding and maintenance work to the most at risk assets, as well as help plan for flood events.
Mon 35	Consider the need for a policy for the designation of structures significant to flood risk under Section 1 of the FWMA.	O	O	O	O	O	O	O	O	Considering new policy will not have any identified direct effect on SEA receptors, however, it may in the long-term positively benefit all the SEA receptors, particularly material assets and heritage.
Mon 36	Undertake a review of coastal erosion and flood risk and record details of coastal flood assets including standard of protection, crest levels, ownership, maintenance responsibility etc. on the Highways and Flood Management asset database.	O	O	O	O	O	O	+	O	Collecting and maintaining coastal flood asset data will not have any identified direct effect on SEA receptors, however increasing knowledge on flood risk and coastal erosion should promote better flood and coastal management, particularly if there is a focus on assets which are not meeting a suitable standard of protection, and direct upgrades to the most at risk areas, which will contribute to achievement of material assets objective.

Table 8-4: Assessment of SFRA Flood Actions against SEA Objectives.

Action Ref.	SFRA Action	1	2	3	4	5	6	7	8	Comments
Honddu Strategic Flood Risk Area										
Honddu 1	Flood Risk Assessment Undertake a catchment wide assessment of flood risk to identify properties, businesses and infrastructure at greatest risk of flooding from local sources and identify mitigation options.	O	O	O	O	O	+	+	O	Undertaking an assessment of flood risk will not have any identified direct effects on the SEA objectives; however, the action should increase understanding of flood risk in the area (particularly flood risk to sensitive receptors) and will contribute towards the achievement of protecting key infrastructure and properties. The results will inform better flood management which may lead to indirect benefits to multiple SEA objectives.
Honddu 2	Pandy Identify and review options to reduce known flood risk from local sources.	?	?	?	?	?	+	+	+	Reviewing options to reduce flood risk will not have any identified direct effects on the SEA objectives; however, the action should increase understanding of flood risk in Pandy (including flood risk to sensitive receptors). The results will inform better flood management which may lead to indirect benefits to multiple SEA objectives. However, the exact project location, physical works to install, manage and maintain flood assets are unknown and may have adverse impacts on designated sites (e.g., SSSIs and ASAs), watercourses and soils in the proximity of the works. There is the potential that works will promote positive impacts for these receptors through managing water within the locality for their benefit and the modelling could

Action Ref.	SFRA Action	1	2	3	4	5	6	7	8	Comments
										result in heritage assets being better protected.
Honddu 3	Cwmyoy Consider culvert replacement / improvements options at the C1.4/C1.6 Junction near Perth y Crwn Farm.	?	?	?	?	?	+	+	+	Culvert replacement/improvements could lead to reduced risk and extent of flooding, contributing to the achievement of the material assets, population and climate SEA objectives. However, the exact project location, physical works to install, manage and maintain flood assets are unknown and may have adverse impacts on designated sites, watercourses and soils in the proximity of the works. There is the potential that works will promote positive impacts for these receptors through managing water within the locality for their benefit and the modelling could result in heritage assets being better protected.
Honddu 4	Llanthony Consider culvert replacement / improvement options on the R1 near New House Farm.	?	?	?	?	?	+	+	+	As above, culvert replacement/improvements could lead to reduced risk and extent of flooding, contributing to the achievement of the material assets, population and climate SEA objectives. However, the physical works to install, manage and maintain flood assets are unknown and may have adverse impacts on designated sites, watercourses and soils in the proximity of the works. There is the potential that works will promote positive impacts for these receptors through managing water within the locality for their benefit and the modelling could result in heritage assets being better protected.

Action Ref.	SFRA Action	1	2	3	4	5	6	7	8	Comments
Honddu 5	Natural Flood Management Develop and implement previously identified Natural Flood Management options across the Afon Honddu, Pandy catchments and discuss with land owners.	+	+ +	+ +	+ +	+	+	+	+ +	Delivering identified natural flood management options will have direct, long-term benefits to ecological receptors and will also likely lead to improvements in water quality, along with sequestering carbon. Implementation of natural flood management may also have indirect positive effects on landscape, cultural assets, amenity, population, human health, and material assets.
Monnow Strategic Flood Risk Area										
Monnow 1	Flood Risk Assessment Undertake a catchment wide assessment of flood risk to identify properties, businesses and infrastructure at greatest risk of flooding from local sources.	O	O	O	O	O	+	+	O	Undertaking an assessment of flood risk will not have any identified direct effects on the SEA objectives; however, the action should increase understanding of flood risk in the area (particularly flood risk to sensitive receptors) and will contribute towards the achievement of protecting key infrastructure and properties. The results will inform better flood management which may lead to indirect benefits to multiple SEA objectives.
Monnow 2	Rockfield Road/Watery Lane Junction, Monmouth - Property Flood Resilience Scheme Installation of PFR measures at properties identified as being at risk of flooding from local sources.	O	O	O	O	O	+	+	O	This measure will ensure that funding is directed towards the protection of the most at risk residential and commercial local receptors. This should help reduce the magnitude and likelihood of flooding and will have direct positive benefits to population and human health and material assets.

Action Ref.	SFRA Action	1	2	3	4	5	6	7	8	Comments
Monnow 3	Skenfrith Flood Alleviation Scheme Work closely with Natural Resources Wales to support their Business Case development and identify opportunities to reduce local flood risk.	?	?	?	?	?	+	+	+	Delivery of flood alleviation scheme in Skenfrith will result in reduced risk to local residents and businesses which have experienced flooding previously, such as the church, village hall, and local pub. This will therefore benefit population, human health, and material assets in the village. It may also be beneficial for sensitive receptors shown in the Environmental Constraints plans in Appendix A.3. However, the exact project details, physical works to install, manage and maintain the flood asset is unknown and may have adverse impacts on designated sites (both ecological and cultural), watercourses and soils in the proximity of the works. There is the potential that works will promote positive impacts for these receptors through managing water within the locality for their benefit.
Monnow 4	Road Closures Consider requirement for signage and/or physical barriers to close local roads during significant flooding, including the B4347 at Rockfield Church.	O	O	O	O	O	+	O	O	Road closures would not have any identified direct effect on the SEA objectives. Although it will not reduce the number of infrastructure assets at risk of flooding, it may reduce the risk of harm to local population by directing them away from flood prone areas.

Action Ref.	SFRA Action	1	2	3	4	5	6	7	8	Comments
Monnow 5	Grosmont Review flood risk at Poorscript Gardens and identify options to mitigate flood risk from local sources.	+ +	+	+	+	+ +	+ +	+	+	Grosmont is an important medieval garden and archaeological sensitive area. As such, actions to reduce flooding here will directly contribute to the achievement on the heritage, as well as the landscape and population objectives through the protection of greenspace. It will indirectly benefit all SEA objectives through reduced flood risk.
Monnow 6	Natural Flood Management Develop previously identified Natural Flood Management options across the Norton Brook, Skenfrith catchment and discuss with landowners.	+	+	+	+	+	+	+	+	Developing identified natural flood management options will have direct, long-term benefits to ecological receptors and will also likely lead to improvements in water quality, along with sequestering carbon. Previous flood events in this area led to significant disruption to the local community and residential properties, and should these be implemented, it will also have indirect positive effects on landscape, cultural assets, amenity, population, human health, and material assets.
Monnow 7	Natural Flood Management Develop and implement previously identified Natural Flood Management scheme at Kingswood, Monmouth and discuss with landowners.	+	+ +	+ +	+ +	+	+	+	+ +	Delivering identified natural flood management options will have direct, long-term benefits to ecological receptors and will also likely lead to improvements in water quality, along with sequestering carbon. Implementation of natural flood management will also have indirect positive effects on landscape, cultural assets, amenity, population, human health, and material assets.

Action Ref.	SFRA Action	1	2	3	4	5	6	7	8	Comments
Trothy Strategic Flood Risk Area										
Trothy 1	Flood Risk Assessment Undertake a catchment wide assessment of flood risk to identify properties, businesses and infrastructure at greatest risk of flooding from local sources.	O	O	O	O	O	+	+	O	Undertaking an assessment of flood risk will not have any identified direct effects on the SEA objectives; however, the action should increase understanding of flood risk in the area (particularly flood risk to sensitive receptors) and will contribute towards the achievement of protecting key infrastructure and properties. The results will inform better flood management which may lead to indirect benefits to multiple SEA objectives.
Trothy 2	Mitchel Troy Undertake an assessment of culvert capacities and flood risk from local sources including at Parc Pentre and along the Garthy Brook.	O	O	O	O	O	+	+	O	As above, undertaking an assessment of flood risk will not have any identified direct effects on the SEA objectives; however, the action should increase understanding of flood risk in Mitchel Troy and will contribute towards the achievement of protecting key infrastructure and properties. The results will inform better flood management which may lead to indirect benefits to multiple SEA objectives.
Trothy 3	Natural Flood Management Develop and implement previously identified Natural Flood Management schemes at Llantilio Crossenny, Dingestow and Mitchel Troy and discuss with landowners. Review potential for additional NFM measures at these locations.	+	+ +	+ +	+ +	+	+	+	+ +	Delivering and maximising opportunities at identified natural flood management locations will have direct, long-term benefits to ecological receptors and will also likely lead to improvements in water quality, along with sequestering carbon. Implementation of natural flood management will have indirect positive effects on landscape, cultural assets, amenity, population, human health, and material assets.

Action Ref.	SFRA Action	1	2	3	4	5	6	7	8	Comments
Wye Strategic Flood Risk Area										
Wye 1	Flood Risk Assessment Undertake a catchment wide assessment of flood risk to identify properties, businesses and infrastructure at greatest risk of flooding from local sources.	O	O	O	O	O	+	+	O	Undertaking an assessment of flood risk will not have any identified direct effects on the SEA objectives; however, the action should increase understanding of flood risk in the area (particularly flood risk to sensitive receptors) and will contribute towards the achievement of protecting key infrastructure and properties. The results will inform better flood management which may lead to indirect benefits to multiple SEA objectives.
Wye 2	Redbrook Road, Monmouth Consider options to reduce flood risk to properties and prevention of water flowing through the old railway embankment.	?	?	?	?	?	+	+	+	Options to reduce flood risk to properties could lead to reduced risk and extent of flooding, contributing to the achievement of the material assets, population and climate SEA objectives. However, the exact scale of physical works to reduce flood risk to properties are unknown and may have adverse impacts on designated sites, watercourses and soils in the proximity of the works. There is the potential that works will promote positive impacts for these receptors. The Railway Bridge is a Grade II Listed Building and therefore any works should be sensitive to its heritage as well as the River Wye SAC shown in the Environmental Constraints plan in Appendix A.9.

Action Ref.	SFRA Action	1	2	3	4	5	6	7	8	Comments
Wye 3	Tudor Road, Wyesham Construction of cut off ditch to prevent overland runoff affecting properties.	?	?	?	?	?	+	+	+	Construction of a cut off ditch could lead to reduced risk and extent of flooding, contributing to the achievement of the material assets, population and climate SEA objectives. However, the exact project location, physical works to install, manage and maintain flood assets are unknown and may have adverse impacts on designated sites (such as the Lower Wye Valley Landscape of Outstanding Historic Interest and River Wye SAC shown in the Environmental Constraints plan in Appendix A.9), watercourses and soils in the proximity of the works. There is the potential that works will promote positive impacts for these receptors through managing water within the locality.
Wye 4	Wye Bridge, Monmouth Consider viability over the provision and installation of a CCTV camera to remotely monitor debris accumulation levels on the Wye Bridge, Monmouth.	O	O	+	O	O	+	+	O	This action will help prevent blockages and ensure continued maintenance of Wye Bridge were needed, in order to avoid exacerbating flooding in high rainfall events, which has the potential to benefit water quality, population and human health, and material assets.
Wye 5	Llandogo Identify and implement options to reduce flood risk from blockages of the culvert inlet opposite the Sloop Inn.	O	O	+	O	O	+	+	O	As above, this action will help prevent blockages in order to avoid exacerbating flooding in high rainfall events, which has the potential to benefit water quality, population and human health, and material assets.
Wye 6	Tintern Property Flood	+	O	O	O	+	+	+	O	This action will help deliver resources to protect

Action Ref.	SFRA Action	1	2	3	4	5	6	7	8	Comments
	Resilience Working with other Risk Management Authorities, review viability of property flood resilience scheme for properties at risk from all sources of flooding.						+			properties. Improved community resilience will reduce the impact of flood events on population and human health, material assets, amenity and heritage, and will allow for faster recovery from floods.
Wye 7	Angidy Valley Catchment Study Undertake a detailed assessment of flood risk and potential mitigation options.	O	O	O	O	O	+	+	O	Undertaking an assessment of flood risk will not have any identified direct effects on the SEA objectives; however, the action should increase understanding of flood risk in the area (particularly flood risk to sensitive receptors) and will contribute towards the achievement of protecting key infrastructure and properties. The results will inform better flood management which may lead to indirect benefits to multiple SEA objectives.
Wye 8	Tintern River Gauge Consider viability of installing a river level gauge at Tintern to monitor tidal levels to aid road closure forecasting.	O	O	O	O	O	+	O	O	Installing a river gauge will not have any identified direct effect on most SEA objectives. However, it will aid in flood preparation and may reduce the risk of harm to local population by being able to warn and direct them away from flood prone areas.

Action Ref.	SFRA Action	1	2	3	4	5	6	7	8	Comments
Wye 9	Tintern Community Flood Plan Support the local community in developing a community flood plan.	O	O	O	O	O	++	+	O	Enhancing community preparedness and resilience to flooding will reduce the impact of flooding on communities and allow them to respond more effectively to flood events. This will lead to increased community health and wellbeing and enable measures to be taken to protect infrastructure.
Wye 10	Tintern Undertake a detailed survey of the Catbrook and consider potential works to reduce flood risk along Trellech Road, the A466 and properties at and adjacent to Fryers Row.	O	O	+	O	+	+	+	O	This action will help understand local flooding and target flood alleviation schemes for the benefit of all SEA objectives. Key receptors which would benefit from flood protection include Tintern ASA/Tintern Abbey, and the water quality of the River Wye as well as the registered historic landscape shown in the Environmental Constraints plan in Appendix A.9.
Wye 11	Natural Flood Management Develop previously identified Natural Flood Management options across the catchment of the Limekiln Brook, Tintern and discuss with landowners.	+	+	+	+	+	+	+	+	Developing identified natural flood management options will have direct, long-term benefits to ecological receptors and will also likely lead to improvements in water quality, along with sequestering carbon. Should these be implemented, it will also have indirect positive effects on landscape, cultural assets, amenity, population, human health, and material assets.

Action Ref.	SFRA Action	1	2	3	4	5	6	7	8	Comments
Olway Strategic Flood Risk Area										
Olway 1	Flood Risk Assessment Undertake a catchment wide assessment of flood risk to identify properties, businesses and infrastructure at greatest risk of flooding from local sources.	O	O	O	O	O	+	+	O	Undertaking an assessment of flood risk will not have any identified direct effects on the SEA objectives; however, the action should increase understanding of flood risk in the area (particularly flood risk to sensitive receptors) and will contribute towards the achievement of protecting key infrastructure and properties. The results will inform better flood management which may lead to indirect benefits to multiple SEA objectives.
Olway 2	Old Monmouth Road, Raglan Review culvert capacity and consider options to improve conveyance of the unnamed watercourse crossing the C28.9.	?	?	?	?	?	+	+	+	Culvert replacement/improvements could lead to reduced risk and extent of flooding, contributing to the achievement of the material assets, population and climate SEA objectives. However, the exact details are unknown and may have adverse impacts on designated sites, watercourses and soils in the proximity of the works. There is the potential that works will promote positive impacts for these receptors through managing water within the locality for their benefit and the modelling could result in heritage assets being better protected.

Action Ref.	SFRA Action	1	2	3	4	5	6	7	8	Comments
Olway 3	Chepstow Road, Usk Catchment Assessment Undertake a catchment assessment and record details of all surface water and land drainage features discharging into the Olway Brook at Chepstow Road, Usk on the Highways and Flood Management Asset Database.	O	O	+	O	O	+	O	O	Undertaking a catchment assessment will not have any identified direct effect on SEA receptors, however increasing knowledge on flood risk from surface water and land drainage features should promote better flood management, particularly if there is a focus on directing improvements to features which are resulting in significant effects, such as reduced water quality in the Usk Catchment, which will long term contribute to the achievement of most SEA objectives.
Olway 4	Natural Flood Management Develop previously identified Natural Flood Management options across the catchment of the Barton Brook, Raglan and discuss with landowners.	+	+	+	+	+	+	+	+	Developing identified natural flood management options will have direct, long-term benefits to ecological receptors and will also likely lead to improvements in water quality, along with sequestering carbon. Should these be implemented, it will also have indirect positive effects on landscape, cultural assets, amenity, population, human health, and material assets.
Olway 5	Natural Flood Management Develop previously identified Natural Flood Management options across the catchment of the Pill Brook east of Llangwm and discuss with landowners.	+	+	+	+	+	+	+	+	Developing identified natural flood management options will have direct, long-term benefits to ecological receptors and will also help maintain Pill Brook's 'Good' ecological status, along with sequestering carbon. Should these be implemented, it will also have indirect positive effects on landscape, cultural assets, amenity, population, human health, and material assets.

Action Ref.	SFRA Action	1	2	3	4	5	6	7	8	Comments
Olway 6	Natural Flood Management Develop previously identified Natural Flood Management options across the catchment of the Pontyrhydan Brook east of Raglan and discuss with landowners.	+	+	+	+	+	+	+	+	Developing identified natural flood management options will have direct, long-term benefits to ecological receptors and will also likely lead to improvements in water quality, along with sequestering carbon. Should these be implemented, it will also have indirect positive effects on landscape, cultural assets, amenity, population, human health, and material assets.
Usk Strategic Flood Risk Area										
Usk 1	Flood Risk Assessment Undertake a catchment wide assessment of flood risk to identify properties, businesses and infrastructure at greatest risk of flooding from local sources.	O	O	O	O	O	+	+	O	Undertaking an assessment of flood risk will not have any identified direct effects on the SEA objectives; however, the action should increase understanding of flood risk in the area (particularly flood risk to sensitive receptors) and will contribute towards the achievement of protecting key infrastructure and properties. The results will inform better flood management which may lead to indirect benefits to multiple SEA objectives.

Action Ref.	SFRA Action	1	2	3	4	5	6	7	8	Comments
Usk 2	Woodside, Llanbadoc, Usk Flood Alleviation Scheme Undertake detailed design and produce a Full Business Case for the preferred option identified in the completed Outline Business Case for managing flood risk from local sources.	?	?	?	?	?	+	+	+	Delivery of flood allevation scheme in Woodside will result in reduced risk to local residents and businesses for the benefit of population, human health, and material assets in the village. It may also be beneficial for sensitive receptors shown in the Environmental Constraints plans in Appendix A.8. However, the exact project details, physical works to install, manage and maintain the flood asset is unknown and may have adverse impacts on designated sites (both ecological and cultural), watercourses and soils in the proximity of the works. There is the potential that works will promote positive impacts for these receptors through managing water within the locality for their benefit.
Usk 3	Woodside, Llanbadoc, Usk Flood Alleviation Scheme Construction of the preferred option following completion of the Full Business Case and Detailed Design.	?	?	?	?	?	+	+	+	As above.

Action Ref.	SFRA Action	1	2	3	4	5	6	7	8	Comments
Usk 4	Usk Town Bridge Undertake a structural assessment of Usk Town Bridge parapet wall opposite Woodside Cottages.	O	O	O	O	+	O	+	O	This action will not have any identified direct effects on the SEA objectives; however, the action should increase understanding of impact of flood risk on a key infrastructure and heritage asset and will contribute towards the achievement of protecting key infrastructure and designated assets. The results may lead to indirect benefits to multiple SEA objectives.
Usk 5	Abergavenny Flood Risk Area Undertake an assessment of flood risk within the Flood Risk Area by Natural Resources Wales Preliminary Flood Risk Assessment.	O	O	O	O	O	O	O	O	Undertaking a flood risk assessment will not have any identified direct effect on the SEA objectives, however, it will help increase local flood risk knowledge.
Usk 6	Llanwenarth Community Flood Plan Support the local community in developing a community and/or individual flood plans.	O	O	O	O	O	++	+	O	Enhancing community preparedness and resilience to flooding will reduce the impact of flooding on communities and allow them to respond more effectively to flood events. This will lead to increased community health and wellbeing and enable measures to be taken to protect infrastructure.
Usk 7	Abergavenny Culverted Watercourses Investigate culverted watercourses through Abergavenny town, to identify and record location, construction detail, structural condition, ownership and maintenance	O	O	O	O	O	+	+	O	Investigating culverted watercourses will not have any identified direct effect on SEA receptors, however it should direct work towards assets more likely to increase flood risk and aid in the preparation for flood events for the benefit for infrastructure and local wellbeing. This action will long term help to contribute to the achievement of most SEA

Action Ref.	SFRA Action	1	2	3	4	5	6	7	8	Comments
	responsibility and record on the Highways and Flood Management Asset Database.									objectives. The River Usk through Abergavenny is a SAC containing Annex II species and any works would need to consider impacts on this habitat and species.
Usk 8	Monmouthshire and Brecon Canal Consider undertaking an assessment of overtopping and breach risk from the Monmouthshire and Brecon Canal.	O	+	O	O	O	+	+	+	Investigating overtopping will not have any identified direct effect on SEA receptors, however it should aid in the preparation for flood events, particularly if there is a focus on sections which have a significant effect upon local flood risk This action will long term help to contribute to the achievement of most SEA objectives, such as biodiversity as a key receptor adjacent to the canal which will benefit from reduced overtopping/breaching is Coed-y-person SSSI.
Usk 9	Road Closures Consider requirement for signage and/or physical barriers to close local roads during significant flooding, including the R64/R41 Llanarth junction, B4598 at Usk and Llanfihangel Gobion and the R110 Newbridge on Usk.	O	O	O	O	O	+	O	O	Road closures would not have any identified direct effect on the SEA objectives. Although it will not reduce the number of infrastructure assets at risk of flooding, it may reduce the risk of harm to local population by directing them away from flood prone areas.

Action Ref.	SFRA Action	1	2	3	4	5	6	7	8	Comments
Usk 11	Nant Iago, Llanwenarth Assess options to reduce flood risk from the Nant Iago upstream of the A40 crossing.	+	+	+	+	+	+	+	+	Reviewing options to reduce flood risk will not have any identified direct effects on the SEA objectives; however, the action should increase understanding of flood risk in Llanwenarth. The results will inform better flood management which may lead to indirect benefits to multiple SEA objectives.
Usk 12	Llanfair Kilgeddin Review previously identified options to reduce flood risk from local sources and consider viability of implementing a flood scheme.	?	?	?	?	?	+	+	+	Reviewing options to reduce flood risk will not have any identified direct effects on the SEA objectives; however, the action should increase understanding of flood risk in Llanfair Kilgeddin. The results will inform better flood management which may lead to indirect benefits to multiple SEA objectives. However, the exact project location, physical works to install, manage and maintain flood assets are unknown and may have adverse impacts on designated sites (such as the River Usk / Afon Wysg SSSI and SAC), watercourses and soils in the proximity of the works. There is the potential that works will promote positive impacts for these receptors through managing water within the locality for their benefit and the modelling could result in heritage assets being better protected.

Action Ref.	SFRA Action	1	2	3	4	5	6	7	8	Comments
Usk 13	Natural Flood Management Develop previously identified Natural Flood Management options across the catchment of the unnamed ordinary watercourse that runs along the western edge of Llanfair Kilgeddin.	+	+	+	+	+	+	+	+	Developing identified natural flood management options will have direct, long-term benefits to ecological receptors and will also likely lead to improvements in water quality, along with sequestering carbon. Should these be implemented, it will also have indirect positive effects on landscape, cultural assets, amenity, population, human health, and material assets.
Usk 14	Natural Flood Management Develop previously identified Natural Flood Management options across the Cibi Brook, Abergavenny catchment and discuss with landowners.	+	+	+	+	+	+	+	+	Developing identified natural flood management options will have direct, long-term benefits to ecological receptors and will also likely lead to improvements in water quality, along with sequestering carbon. Should these be implemented, it will also have indirect positive effects on landscape, cultural assets, amenity, population, human health, and material assets.
Usk 15	Natural Flood Management Develop previously identified Natural Flood Management options across the River Gavenny, Abergavenny catchment and discuss with landowners.	+	+	+	+	+	+	+	+	Developing identified natural flood management options will have direct, long-term benefits to ecological receptors and will also likely lead to improvements in water quality, along with sequestering carbon. Should these be implemented, it will also have indirect positive effects on landscape, cultural assets, amenity, population, human health, and material assets.
Usk 16	Natural Flood Management Develop previously identified	+	+	+	+	+	+	+	+	Developing identified natural flood management options will have direct, long-term

Action Ref.	SFRA Action	1	2	3	4	5	6	7	8	Comments
	Natural Flood Management options across the catchment of the unnamed ordinary watercourse upstream and to the west of Llanbadoc.									benefits to ecological receptors and will also likely lead to improvements in water quality, along with sequestering carbon. Should these be implemented, it will also have indirect positive effects on landscape, cultural assets, amenity, population, human health, and material assets.
Mounton Brook Strategic Flood Risk Area										
Mounton Brook 1	Flood Risk Assessment Undertake a catchment wide assessment of flood risk to identify properties, businesses and infrastructure at greatest risk of flooding from local sources.	O	O	O	O	O	+	+	O	Undertaking an assessment of flood risk will not have any identified direct effects on the SEA objectives; however, the action should increase understanding of flood risk in the area (particularly flood risk to sensitive receptors) and will contribute towards the achievement of protecting key infrastructure and properties. The results will inform better flood management which may lead to indirect benefits to multiple SEA objectives.

Action Ref.	SFRA Action	1	2	3	4	5	6	7	8	Comments
Mounton Brook 2	Mounton Identify and review options to reduce known flood risk from local sources.	?	?	?	?	?	+	+	+	Reviewing options to reduce flood risk will not have any identified direct effects on the SEA objectives; however, the action should increase understanding of flood risk in Mounton (including flood risk to sensitive receptors such as Mounton House Registered Park and Garden). The results will inform better flood management which may lead to indirect benefits to multiple SEA objectives. However, the exact project location, physical works to install, manage and maintain flood assets are unknown and may have adverse impacts on the Mounton House Listed Buildings, watercourses (e.g., Mounton Brook) and soils in the proximity of the works. There is the potential that works will promote positive impacts for these receptors through managing water within the locality for their benefit and the modelling could result in heritage assets being better protected.
Mounton Brook 3	Mathern Identify and review options to reduce known flood risk from local sources.	?	?	?	?	?	+	+	+	Reviewing options to reduce flood risk will not have any identified direct effects on the SEA objectives; however, the action should increase understanding of flood risk in Mathern (including flood risk to sensitive receptors such as local properties and Listed Buildings). The results will inform better flood management which may lead to indirect benefits to multiple SEA objectives. However, the exact project location, physical

Action Ref.	SFRA Action	1	2	3	4	5	6	7	8	Comments
										works to install, manage and maintain flood assets are unknown and may have adverse impacts on designated sites, watercourses and soils in the proximity of the works. There is the potential that works will promote positive impacts for these receptors through managing water within the locality for their benefit and the modelling could result in heritage assets being better protected.
Nedern Brook and West Pill Reen Strategic Flood Risk Area										
Nedern Brook & West Pill Reen 1	Flood Risk Assessment Undertake a catchment wide assessment of flood risk to identify properties, businesses and infrastructure at greatest risk of flooding from local sources.	O	O	O	O	O	+	+	O	Undertaking an assessment of flood risk will not have any identified direct effects on the SEA objectives; however, the action should increase understanding of flood risk in the area (particularly flood risk to sensitive receptors) and will contribute towards the achievement of protecting key infrastructure and properties. The results will inform better flood management which may lead to indirect benefits to multiple SEA objectives.
Nedern Brook & West Pill Reen 2	Caldicot Community Flood Plan Support the local community in developing a community flood plan.	O	O	O	O	O	+ +	+	O	Enhancing community preparedness and resilience to flooding will reduce the impact of flooding on communities and allow them to respond more effectively to flood events. This will lead to increased community health and wellbeing and enable measures to be taken to protect infrastructure.
Nedern Brook &	Caldicot Country Park Develop and implement a	+	+	+	+	+	+	+	+	Developing and implementing a Catchment Management Plan at Caldicot Castle Country

Action Ref.	SFRA Action	1	2	3	4	5	6	7	8	Comments
West Pill Reen 3	Catchment Management Plan for the reach of the Nedern Brook running through the Caldicot Castle Country Park to ensure flood risk is suitably considered in the management practices of the watercourse.									Park will contribute towards the achievement of all SEA objectives. Notably, it will contribute to the achievement of protecting the designated heritage assets at in the Country Park, including the Caldicot Castle Scheduled Monument, protecting species and habitat, such as the nationally rare habitat at Nedern Brook Wetlands SSSI, and improve water quality through implementation of management and monitoring structures for flood risk at Nedern Brook.
Nedern Brook & West Pill Reen 4	Caldicot Work with other Risk Management Authorities in the consideration and mitigation of flood risk at Castle Lea, Castle Lodge Crescent and Castle Lodge Close.	+	+	+ +	+	+	+ +	+ +	+	Ensuring coordinated consideration with RMAs regarding flood risk will help identify suitable mitigation and opportunities to decrease flood risk in Caldicot. Flooding at Castle Lea has occurred previously from backing up of surface water systems including a sewer which led to properties and road infrastructure flooding. Action here will contribute to significant improvements to these objectives.
Nedern Brook & West Pill Reen 5	Portskewett Identify and review options to reduce known flood risk from local sources.	?	?	?	?	?	+	+	+	Reviewing options to reduce flood risk will not have any identified direct effects on the SEA objectives; however, the action should increase understanding of flood risk in Portskewett (including flood risk to sensitive receptors). The results will inform better flood management which may lead to indirect benefits to multiple SEA objectives. However, the exact project location, physical

Action Ref.	SFRA Action	1	2	3	4	5	6	7	8	Comments
										works to install, manage and maintain flood assets are unknown and may have adverse impacts on designated sites (e.g., St Mary's Churchyard), watercourses and soils in the proximity of the works. There is the potential that works will promote positive impacts for these receptors through managing water within the locality for their benefit and the modelling could result in heritage assets being better protected.
Nedern Brook & West Pill Reen 6	Rogiet Identify and review options to reduce known flood risk from local sources.	?	?	?	?	?	+	+	+	Reviewing options to reduce flood risk will not have any identified direct effects on the SEA objectives; however, the action should increase understanding of flood risk in Rogiet (including flood risk to sensitive receptors such as …). The results will inform better flood management which may lead to indirect benefits to multiple SEA objectives. However, the exact project location, physical works to install, manage and maintain flood assets are unknown and may have adverse impacts on designated sites (e.g., SSSIs and ASAs), watercourses and soils in the proximity of the works. There is the potential that works will promote positive impacts for these receptors through managing water within the locality for their benefit and the modelling could result in heritage assets being better protected.
Mill Reed Strategic Flood Risk Area										

Action Ref.	SFRA Action	1	2	3	4	5	6	7	8	Comments
Mill Reen 1	Flood Risk Assessment Undertake a catchment wide assessment of flood risk to identify properties, businesses and infrastructure at greatest risk of flooding from local sources.	O	O	O	O	O	+	+	O	Undertaking an assessment of flood risk will not have any identified direct effects on the SEA objectives; however, the action should increase understanding of flood risk in the area (particularly flood risk to sensitive receptors) and will contribute towards the achievement of protecting key infrastructure and properties. The results will inform better flood management which may lead to indirect benefits to multiple SEA objectives.
Mill Reen 2	Magor Community Flood Plan Support the local community in developing a community flood plan.	O	O	O	O	O	+ +	+	O	Enhancing local community preparedness and resilience to flooding will reduce the impact of flooding on communities and allow them to respond more effectively to flood events. This will lead to increased community health and wellbeing and enable measures to be taken to protect infrastructure.

Action Ref.	SFRA Action	1	2	3	4	5	6	7	8	Comments
Mill Reen 3	Magor Identify and review options to reduce known flood risk from local sources.	?	?	?	?	?	+	+	+	Reviewing options to reduce flood risk will not have any identified direct effects on the SEA objectives; however, the action should increase understanding of flood risk in Magor (including flood risk to sensitive receptors such as The Levels which is an Archaeological Sensitive Area). Magor and Undy are the most easterly of the Gwent Levels SSSI sites supporting nationally rare and notable invertebrate species as identified in Appendix C: Statutory Designated Sites. There is the potential that works can promote positive impacts for these receptors through managing water within the locality for their benefit and the modelling could result in heritage assets being better protected. However, the exact project location, physical works to install, manage and maintain flood assets are unknown and may have adverse impacts on designated sites (e.g., SSSIs and ASAs), watercourses and soils in the proximity of the works.
Mill Reen 4	Undy Identify and review options to reduce known flood risk from local sources.	?	?	?	?	?	+	+	+	As above.

8.6 Summary of Assessment

A summary of effects of LFRMS Actions on SEA Objectives is outlined in Table 8-5 below.

Table 8-5: Cumulative effects of LFRMS Actions against SEA Objectives.

Receptor	SEA Objective	Overall Score	Justification
Landscape and visual amenity	Protect the integrity of local urban and rural landscapes in the area.	O	The majority of LFRMS measures will not have any direct impacts upon this objective, although objectives will have broad positive impacts upon landscape and visual receptors through reduced flood risk and associated reduction in the scale of visual impacts from flood events. The LFRMS has potential for landscape enhancements through the implementation of SuDS and nature based solutions, which may enable enhancement of green spaces, particularly when implemented in rural areas which have poor access to green space and in line with Monmouthshire's Green Infrastructure strategy (2024). These can also enhance visitor experience and provide recreational amenity. There is the potential for adverse impacts to visual receptors through the construction of new defence schemes. New schemes should be designed to avoid the potential for significant landscape impacts, minimising hard engineering and encouraging nature-based solutions, and where impacts are identified, they should be mitigated appropriately.

Receptor	SEA Objective	Overall Score	Justification
Biodiversity, Flora, and Fauna	Maintain, enhance, and extend biodiversity, wildlife, and habitat connectivity.	O	The LFRMS actions contribute both directly and indirectly to ecological objectives. Promoting better flood management and reducing flood risk to key ecological receptors, including designated sites, will enhance biodiversity whilst safeguarding habitat connectivity corridors. The LFRMS provides opportunities for ecological enhancements through the implementation of natural flood management schemes, which would help deliver policy objectives for the natural environment including habitat enhancements, improved ecological connectivity and increased biodiversity resilience to flood risk and climate change. SuDS, as required for new developments in Wales, can make a significant contribution to the biodiversity value of an area. There is the potential for adverse impacts to ecological receptors through the implementation of hard flood defence schemes. Impacts may arise from disruption of species and habitats from construction activities. New schemes should be designed to avoid the potential for significant ecological impacts, and where impacts are identified, they should be mitigated appropriately.
Water environment	Protect and enhance the quality of water features and resources.	O	The actions will mostly have a neutral impact upon this objective due to their nature; however, better flood management and reducing flood risk will help to improve water quality and WFD status across the council area. A reduction in the magnitude of flood events and better management of flood assets (such as culverts) will help prevent sewage spillage incidents and entry of litter into watercourses. The LFRMS provides opportunities for enhancement to the water environment through the implementation of natural flood management and SuDS schemes. Such

Receptor	SEA Objective	Overall Score	Justification
			schemes may provide water quality improvements by reducing sediment and contaminant runoff. Additionally, the utilisation of nature based solutions may aid in reducing the frequency and intensity of flash flooding events - including water quality improvements. There is the potential for adverse impacts to the water environment through the construction of flood defence schemes. Impacts may arise from spillages and dust pollution during construction activities. New schemes should be constructed in line with industry best practice guidance in order to avoid the potential for significant impacts, and where impacts are identified, they should be mitigated appropriately.
Geology and soils	Maintain soil quality and conserve geological designations.	O	Most of the measures and actions will have a neutral impact upon this objective due to their nature; however, reduction in the frequency and magnitude of flooding events will help prevent soil contamination incidents, soil erosion, and help conserve the condition of geological designated sites. There are opportunities for enhancement of soil quality through natural flood management and SuDS schemes which may improve the quality of infiltrating water and hence provide improvements to the soil. There are uncertainties around the measures / actions relating to the delivery of flood alleviation schemes. Without specific details of these projects, adverse impacts to geology and soils cannot be ruled out. Impacts may arise from contamination and disturbance of soils during construction activities.
Historic environment	Preserve and where possible enhance important historic and	O	Most of the measures and actions will have a neutral impact upon this objective due to their nature; however the LFRMS has the potential to benefit historic environment assets due to better flood management and reduced flood risk. Reduction in flood

Receptor	SEA Objective	Overall Score	Justification
	cultural sites.		frequency and magnitude will help prevent damage to cultural heritage receptors, including listed buildings and scheduled monuments, which are prone to loss of stability, collapse, biodegradation, and moisture-induced damage following flooding. LFRMS actions will also help to improve the setting of heritage assets. There is the potential for adverse impacts to the water environment through the construction of flood defence schemes. Impacts may arise from damage to heritage assets and their setting during construction activities. New schemes should be constructed in line with industry best practice guidance in order to avoid the potential for significant impacts.
Population and human health	Protect and enhance human health and wellbeing.	+	The LFRMS measures will directly benefit population and human health receptors through reduced flood risk. A reduction in the frequency and magnitude of flood events will reduce flooding impacts to residential and commercial properties, and key infrastructure such as educational and healthcare facilities. Community engagement and production of guidance in preparing for flood events as well as actions which will improve the response time to flood events will help to decrease the cost and stress of living in high flood risk areas and dealing with flooding consequences. The construction of new flood defence schemes will improve infrastructure resilience to climate change.
Material assets	Minimise the impacts of flooding on the transport network and key critical infrastructure.	+	Overall, the LFRMS objectives are likely to have a positive impact in relation to this SEA objective as the LFRMS includes several measures that seek to improve the resilience of material assets in the county, as well as managing flood preparation through road closures, surveillance of drainage asset, and digitising flood and

Receptor	SEA Objective	Overall Score	Justification
			drainage asset inspections. Reduction in flood risk will reduce impacts to key infrastructure such as road, rail and the power grid.
Climate change	Minimise local and national contribution to climate change.	+	The majority of LFRMS measures have a positive impact on climate change objectives as they focus on SuDs and natural flood management within each catchment which will improve local carbon sequestration. In addition, further reductions in flood risk may indirectly reduce emissions by reducing the requirement for rebuilding / redevelopment after large flood events.

8.7 Mitigation

There were no significant negative effects identified in the assessment, and, on this basis, no specific mitigation measures are required.

Potential areas of improvement and consideration for refining the LFRMS objectives and actions are included below. This is in accordance with Schedule 2 of the SEA Regulations (7), which states that the Environmental Report should include "the measures envisaged to prevents, reduce and as fully as possible offset any significant adverse effects on the environment of implementing the plan or programme".

It should be ensured that any flood risk improvement schemes be designed to avoid impacts to SEA receptors and take steps to actively enhance them. This may be completed through an Environmental Impact Assessment (EIA) methodology.

Consideration should be given to Objectives Mon 32 and Mon 33, which place emphasis on works under statutory functions, could undermine opportunities for environmental improvements if works are implemented without the same level of environmental considerations required through the consenting process such as archaeology, biodiversity and landscape (amenity). It is noted that 61B of the Land Drainage Act places a duty on authorities to further the conservation and enhancement of these environmental topics, and so there is potential for positive effects.

9 Conclusion and Recommendations

9.1 Summary

The key aim of the LFRMS is to manage local flood risk by technically, economically, socially, and environmentally appropriate options. The intention of the strategy is to set out the roles and responsibilities and to improve local flood risk management to minimise the impact of flooding on infrastructure, businesses, and properties.

The SEA has been undertaken to identify the likely significant environmental effects of the implementation of the LFRMS. A proportionate approach was adopted towards establishing the scope of the SEA, reflecting the high-level nature of the LFRMS.

A range of different strategy options for delivering the LFRMS have been assessed at a strategic level against the SEA objectives. These alternatives include the ‘do nothing’ scenario, where no action is taken and existing assets and ordinary watercourses are abandoned, and the ‘maintain current Local Flood Risk Management Strategy (2012)’ scenario, where existing assets and watercourses are maintained as present in line with current levels of flood risk.

The 'Do Nothing' approach would promote an overall negative effect on the SEA objectives because of abandoning current management practices, increasing the risk of local flooding. This impact would be likely to increase over time as responsible bodies will be unable to incorporate precautionary measures in existing or new developments in a response to climate change pressures. The mid-way option of 'Maintain Current Flood Risk Strategy' is unlikely to worsen the current impacts on SEA receptors or have significant change on baseline levels. However, by not fully considering the adaptation to climate change pressures, the current level of flood risk management may be insufficient to prevent detrimental impacts on the environment, socially and ecologically, in the future. The only realistic approach to be employed by Monmouthshire Council is the 'Manage and reduce flood risk' option, which offers more beneficial environmental outcomes and a pro-active approach to flooding pressures.

Many of the proposed measures detailed in the LFRMS have the potential for direct and indirect benefits. Many of the LFRMS objectives are likely to have indirect beneficial effects upon the environment as they relate to enhanced understanding and awareness of flood risk along with high-level flood risk management measures rather than individual actions.

Overall, the assessment of the LFRMS objectives, measures and actions against the SEA objectives highlights positive impacts, especially on SEA objectives 6, 7 and 8. By actively managing the flood risk, there will be obvious benefits to the population, human health, material assets, and climate change resilience. Through promoting a greater understanding of flood risk, improving baseline data collection and knowledge of flood risk per catchment, and ensuring information on flood risk assets and infrastructure is kept up to date, communities and responsible parties will be better placed to effectively minimise the risk of flooding in the Monmouthshire Council area.

The LRFMS provides opportunities for environmental enhancements through the implementation of natural flood management and SuDS schemes. Such schemes reduce flood risk whilst also allowing for sensitive consideration of ecological, visual, water, and heritage assets.

There is some uncertainty regarding the scale of some of these positive effects. Sometimes this is because for some measures, the scale, location and/or process of implementation is currently unclear. It should also be considered that the type of flood management measures that may be implemented through the LFRMS may have the potential to contribute to greenhouse gas emissions and therefore further climate change using building materials and construction methods which may generate emissions. Consideration should be given to the likely emissions associated with each of the potential flood management measures. Also, some indirect positive effects may be outside of the control of the organisations delivering measures. However, positive effects are generally likely across the implementation of the strategy, across a wide range of SEA objectives.

9.2 Recommendations

The assessment of the objectives and actions has identified a couple of areas where the LFRMS could be strengthened to promote a more sustainable approach:

- Fully consider climatic factors in the development of both existing and new infrastructure, to ensure appropriate and adaptable flood risk management in the future.
- Ensure that low-carbon approaches (e.g., SuDS and nature based solutions) to flood alleviation are prioritised to limit local contribution to climate change.
- Make sure that works to drainage infrastructure under statutory functions consider the authority's duty to further the conservation and enhancement of natural beauty and the conservation of flora, fauna and geological or physiographical features of special interest.
- Take steps to ensure that all relevant stakeholders, including both statutory and non-statutory entities, are involved in sustainability discussions during new development. This collaborative approach will help to promote effective communication and engagement among stakeholders.

To prevent adverse effects from the LFRMS, it is essential to integrate all strategy actions and ensure that the delivery of individual actions aligns with the wider strategy objectives. This includes flood risk improvement schemes in specific areas. Effective management of the development and implementation of these actions is crucial, including the assessment of proposals for their potential positive and negative environmental effects before implementation. If necessary, appropriate mitigation measures should be incorporated into their delivery.

The LFRMS should aim to maximise the potential environmental benefits of its objectives and measures. This can be best achieved through the integration of LFRMS objectives and

close partnership working, ensuring that appropriate resources and funding are effectively allocated.

9.3 Monitoring

As per the SEA Regulations, MCC is required to monitor the significant environmental effects of implementing the LFRMS. Monitoring should include key indicators and targets based on those used in the SEA framework.

The indicators and targets will facilitate the monitoring of the LFRMS, enabling early identification and remediation of any problems or shortfalls. If any failings are identified, it will be necessary to revise the LFRMS to ensure that the SEA objectives are not compromised. It is important to note that the effects, whether negative or positive, are unlikely to be immediately visible, and the relative timescale for monitoring will vary for each criteria / target.

Possible Monitoring partners are indicated against the SEA objectives in Table 9-1. These will be refined subject to the outcomes of the consultation process.

Table 9-1: Possible monitoring partners for facilitating the indicators and targets of the SEA Objectives.

Receptor	SEA Objective		Monitoring Indicator / Criteria	Target resulting from local flood risk management measures	Possible Management Partners
Landscape and Visual Amenity	1	Protect the integrity of local, urban, and rural landscapes in the area.	Changes in the condition and extent of existing characteristic elements of the landscape. The condition and quality of new landscape features introduced to the environment (i.e., new flood defences).	No adverse impacts on landscape character of the NLCAs or other locally important landscapes/features as a result of implementation of the LFRMS.	Natural Resources Wales SuDS Approval Board (SAB)

Receptor	SEA Objective		Monitoring Indicator / Criteria	Target resulting from local flood risk management measures	Possible Management Partners
Biodiversity, Flora and Fauna	2	Maintain and enhance biodiversity, wildlife, and habitat connectivity.	Recorded numbers of protected habitats and species. Percentage change in area of priority habitats. 'Condition' of designated wildlife, geological sites, and habitats. Deliver measures which also improve the ecological status of WFD waterbodies. NBB and other enhancements achieved in projects delivered through the LFRMS.	No adverse impact on designated nature conservation sites as a result of changes to the current local flooding regime. No deterioration in the conservation status of designated sites as a result of implementation of the LFRMS. No adverse impact on designated nature conservation sites because of local flood risk management measures. Increase in area of good wildlife habitat from the implementation of the LFRMS. No new impediments to fish and eel passage.	Natural Resources Wales
Water Environment	3	Protect and enhance the quality of water features	WFD chemical or ecological status of waterbodies within the catchment.	No deterioration to the WFD status of water bodies within the catchment as a result of implementation of the LFRMS.	Natural Resources Wales Dwr Cymru Welsh Water SAB

Receptor	SEA Objective		Monitoring Indicator / Criteria	Target resulting from local flood risk management measures	Possible Management Partners
Geology and Soils	4	Maintain soil quality and conserve geological designations.	Number of contamination incidents. Risk levels of contamination. Soil quality. 'Condition' of geological designated sites.	No reduction in the condition of geological designated sites as a result of implementation of the LFRMS. No reduction in condition of soils in designated sites within the Council area as a result of implementation of the LFRMS.	Natural Resources Wales
Historic Environment	5	Preserve and where possible enhance important historic and cultural sites.	Number of designated and non-designated heritage sites at risk from flooding. Number of heritage assets, including archaeological sites, adversely impacted upon by flood risk management measures.	No adverse impact on designated heritage sites or their setting as a result of flooding. No adverse impact on the integrity / setting of designated heritage sites as a result of flood risk management measures.	Natural Resources Wales Cadw Heneb

Receptor	SEA Objective		Monitoring Indicator / Criteria	Target resulting from local flood risk management measures	Possible Management Partners
Population and Human Health	6	Protect and enhance human health and wellbeing.	Number of open and natural green spaces. Number and value of PRoW routes. Number of residential properties at risk from flooding. Number of key services at risk from flooding. Health and wellbeing statistics.	No increase in open and natural green spaces at risk from flooding. No increase in number of residential properties at risk from flooding.	Natural Resources Wales National Health Service Wales
Material Assets	7	Minimise the impacts of flooding to the transport network and key critical infrastructure.	Length of road and rail infrastructure at risk from flooding. Number of key infrastructure assets at risk from flooding. Number of Green Infrastructure assets at risk from flooding / created or enhanced through implementation of the LFRMS.	No increase in length of road and rail infrastructure at risk from flooding. No increase in number of infrastructure assets at risk from flooding. An enhancement of current Green Infrastructure Assets in the Council area.	Natural Resources Wales Transport for Wales Network Rail Traffic Wales SAB

Receptor	SEA Objective		Monitoring Indicator / Criteria	Target resulting from local flood risk management measures	Possible Management Partners
Climate Change	8	Minimise local and national contribution to climate change.	Carbon dioxide equivalent emissions (CO_2e) associated with flood management schemes.	Reduction in carbon dioxide equivalent emissions (CO_2e). Number of flood management measures implemented that will also sequester carbon.	Natural Resources Wales

10 Next Steps

10.1 Consultation

The next stage of the SEA process (Stage D) will involve consultation on the draft SEA Environmental Report and the draft LFRMS with statutory consultees, stakeholders, and the public. This consultation aims to identify any necessary amendments and updates to the documents.

All consultation responses received will be reviewed and considered for the next stage of the SEA process, which involves preparing a Post-Adoption Statement. The statement will outline how the Environmental Report's findings and the views expressed during the consultation have been considered while finalising and formally approving the LFRMS. The Post-Adoption Statement will also identify any additional monitoring requirements necessary to track the significant environmental effects of the strategy.

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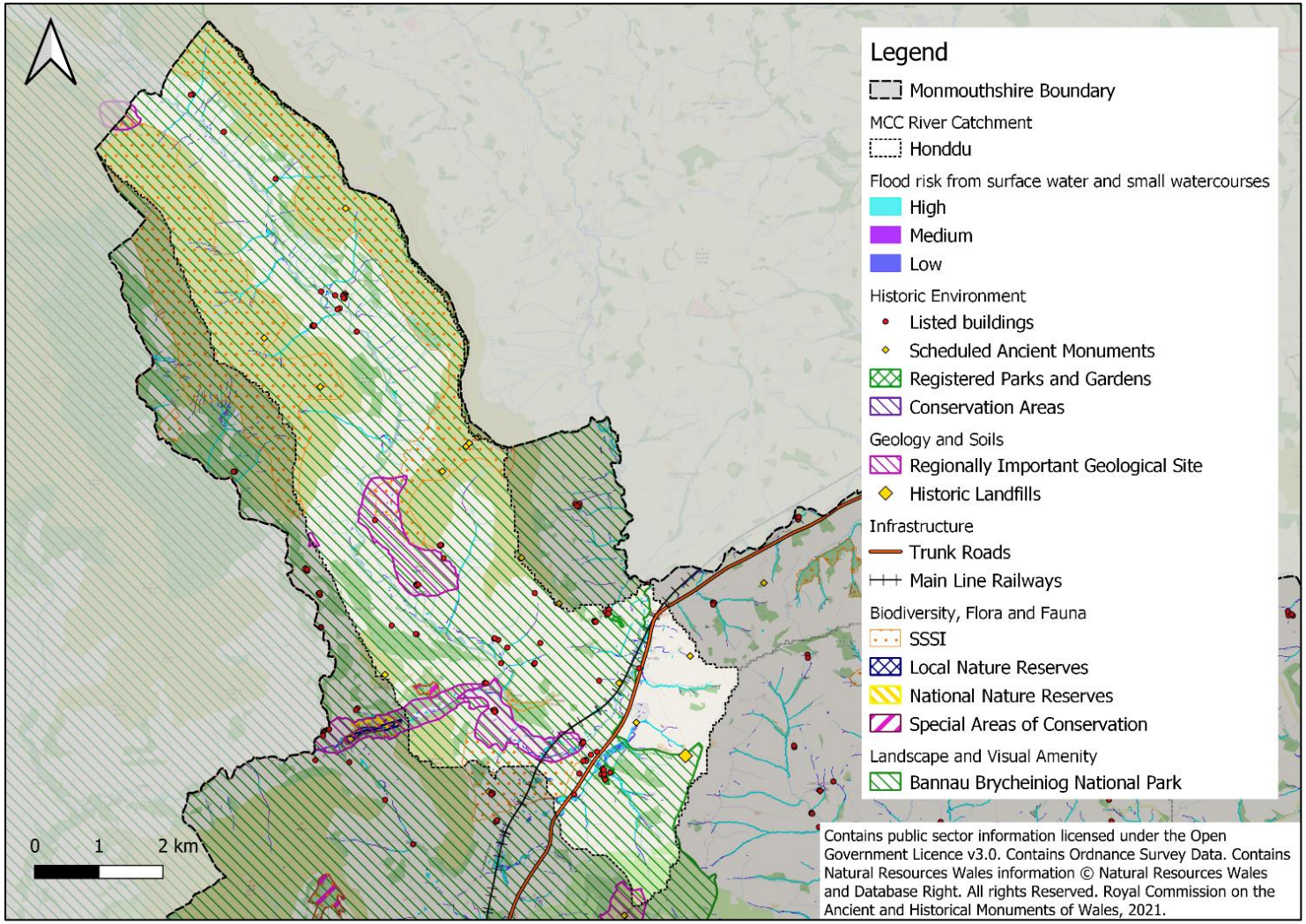
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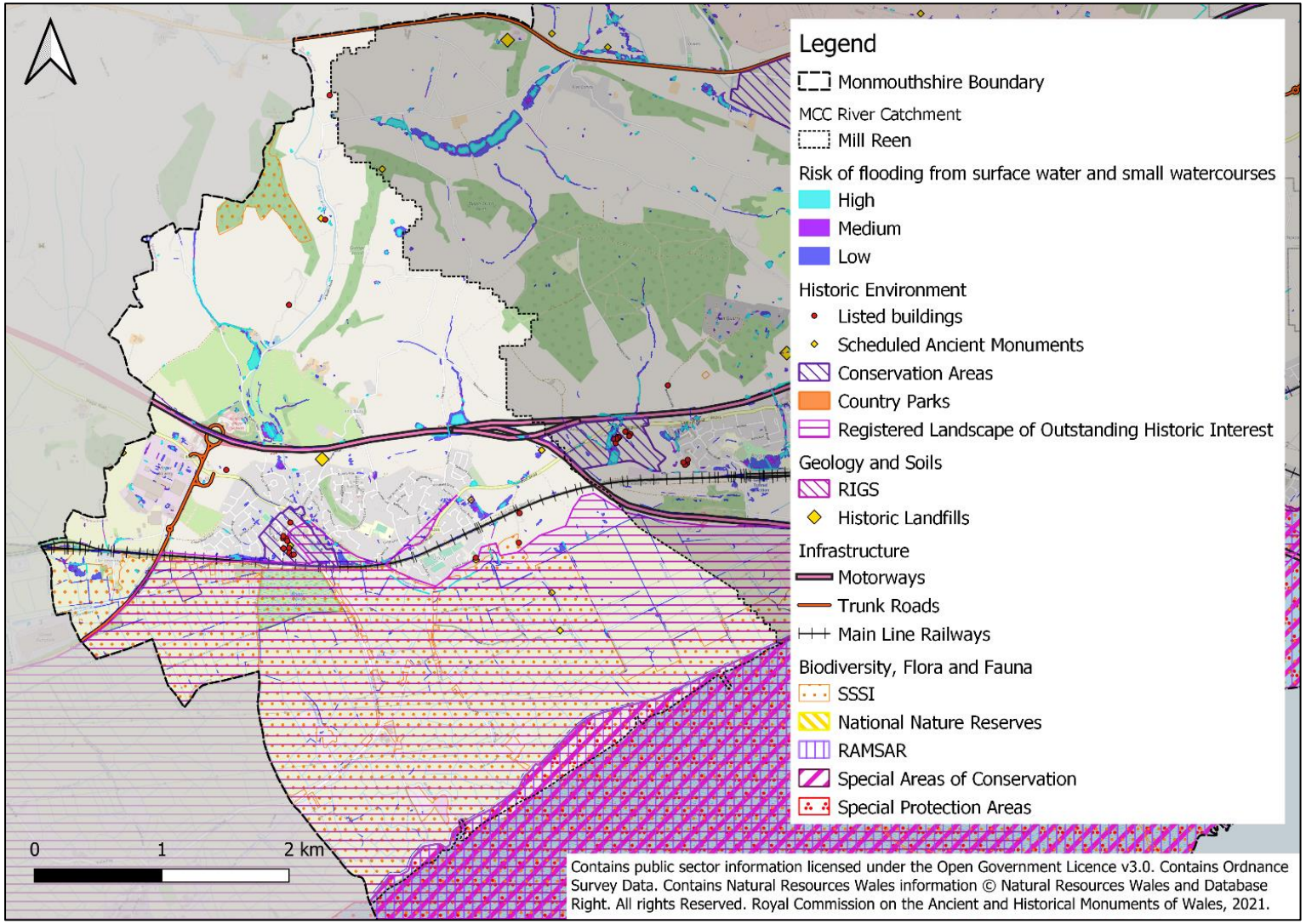
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A Appendix A: Environmental Constraints Plans

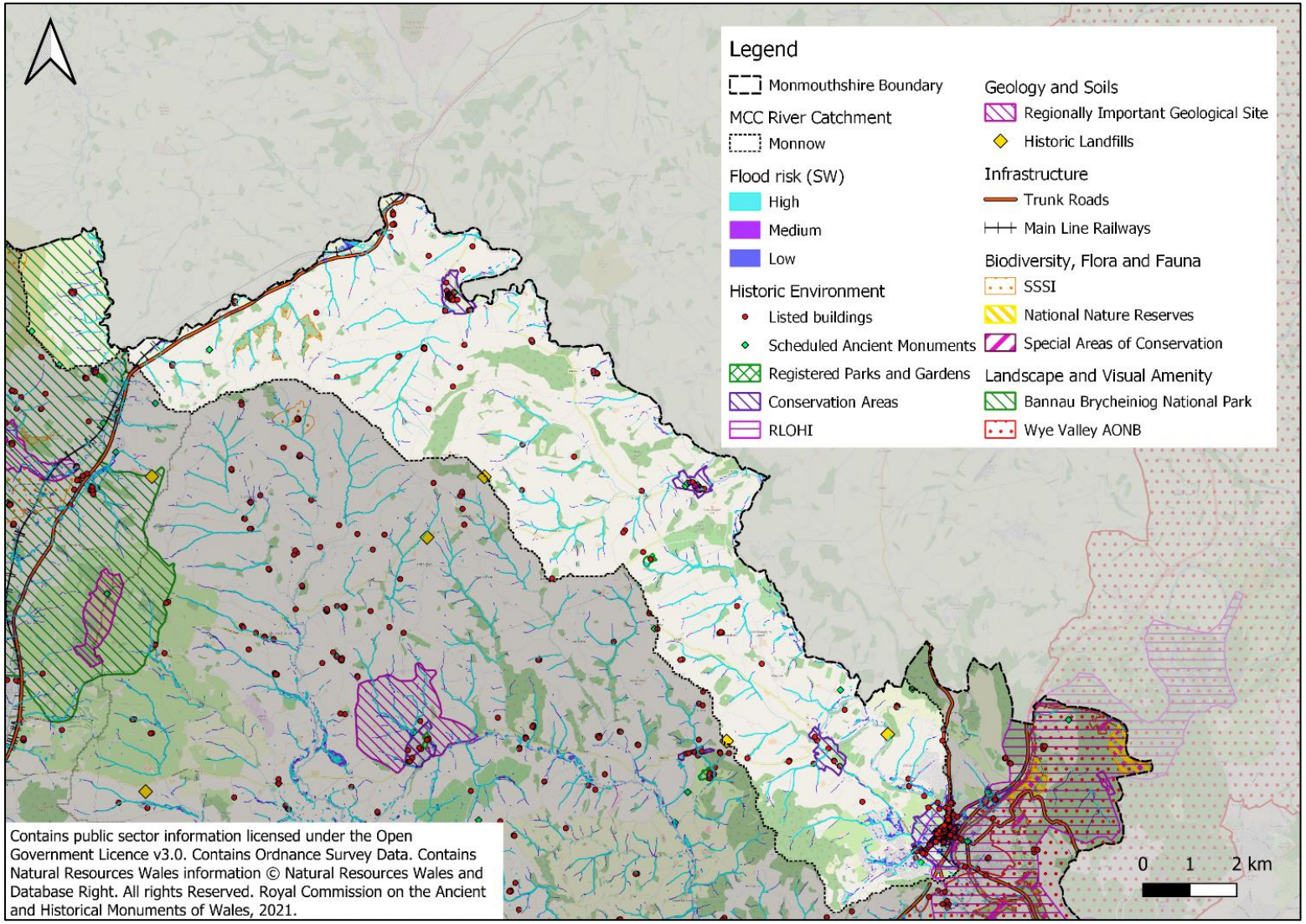
A.1 Honddu


Legend
Monmouthshire Boundary
MCC River Catchment
Honddu
Flood risk from surface water and small watercourses
High
Medium
Low
Historic Environment
Listed buildings
Scheduled Ancient Monuments
Registered Parks and Gardens
Conservation Areas
Geology and Soils
Regionally Important Geological Site
Historic Landfills
Infrastructure
Trunk Roads
Main Line Railways
Biodiversity, Flora and Fauna
SSSI
Local Nature Reserves
National Nature Reserves
Special Areas of Conservation
Landscape and Visual Amenity
Bannau Brycheiniog National Park
0
1
2 km
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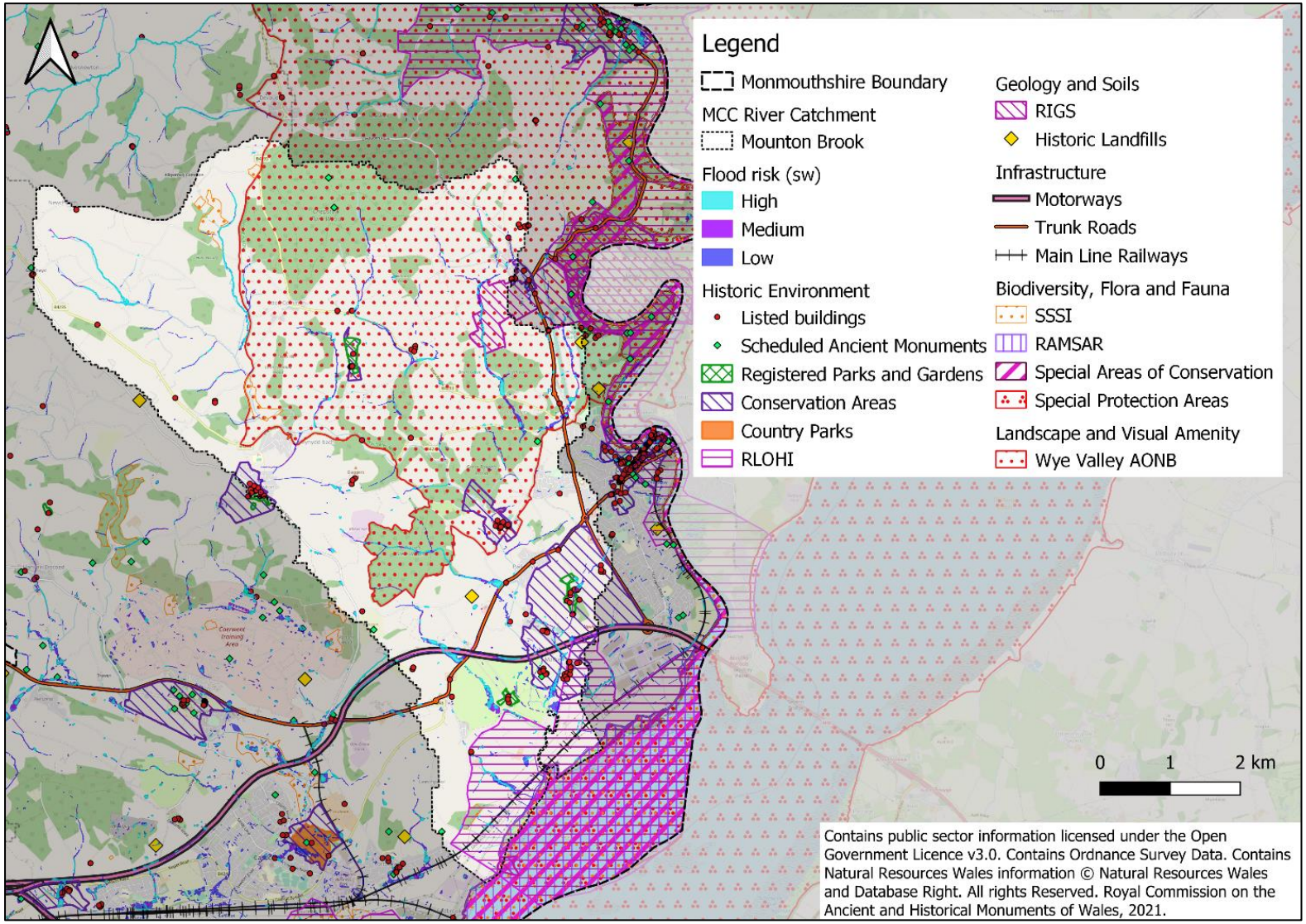
A.2 Mill Reen


Legend
Monmouthshire Boundary
MCC River Catchment
Mill Reen
Risk of flooding from surface water and small watercourses
High
Medium
Low
Historic Environment
Listed buildings
Scheduled Ancient Monuments
Conservation Areas
Country Parks
Registered Landscape of Outstanding Historic Interest
Geology and Soils
RIGS
Historic Landfills
Infrastructure
Motorways
Trunk Roads
Main Line Railways
Biodiversity, Flora and Fauna
SSSI
National Nature Reserves
RAMSAR
Special Areas of Conservation
Special Protection Areas
0
1
2 km
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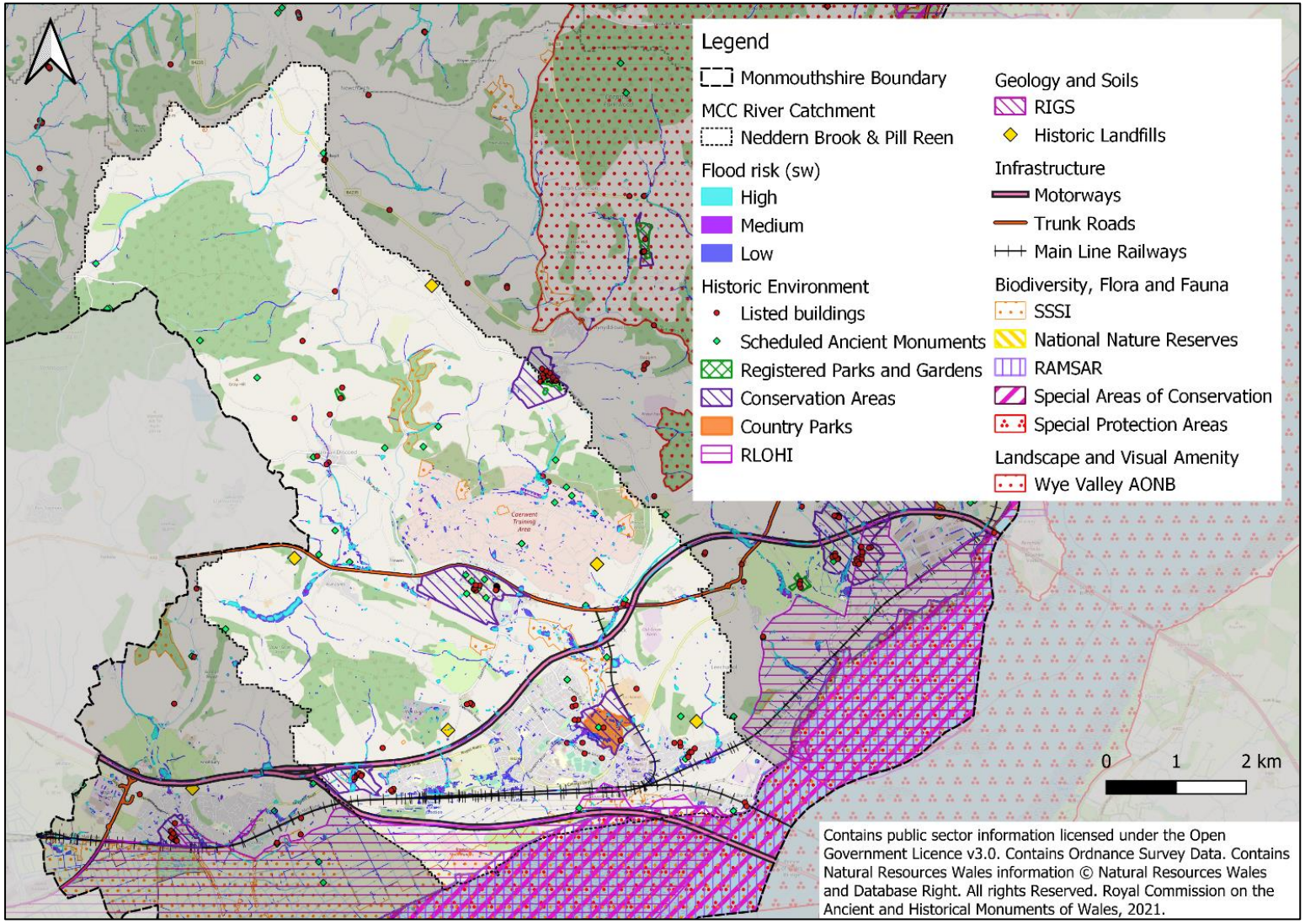
A.3 Monnow


Legend
Monmouthshire Boundary
MCC River Catchment
Monnow
Flood risk (SW)
High
Medium
Low
Historic Environment
Listed buildings
Scheduled Ancient Monuments
Registered Parks and Gardens
Conservation Areas
RLOHI
Geology and Soils
Regionally Important Geological Site
Historic Landfills
Infrastructure
Trunk Roads
Main Line Railways
Biodiversity, Flora and Fauna
SSSI
National Nature Reserves
Special Areas of Conservation
Landscape and Visual Amenity
Bannau Brycheiniog National Park
Wye Valley AONB
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0 1 2 km

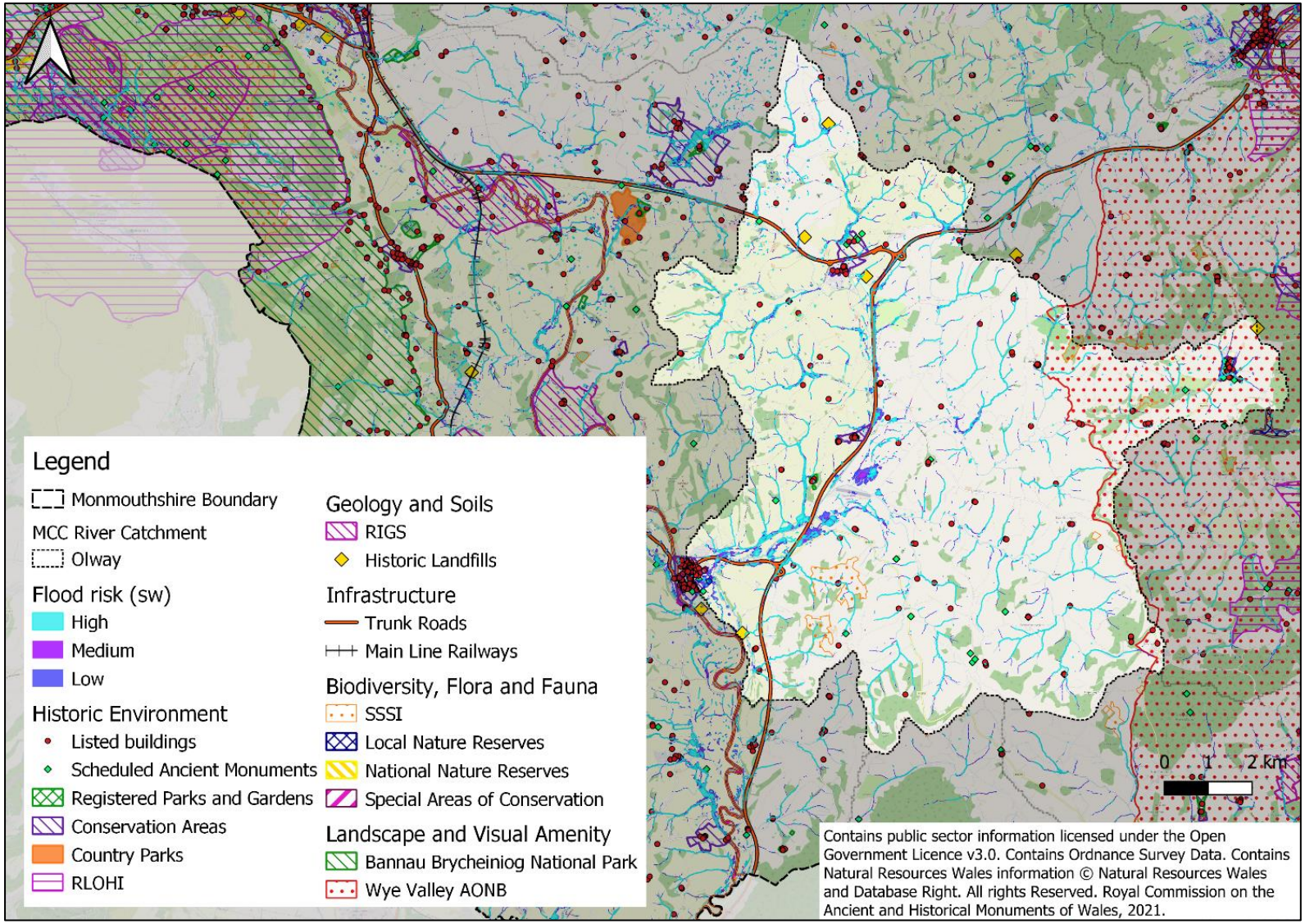
A.4 Mounton Brook



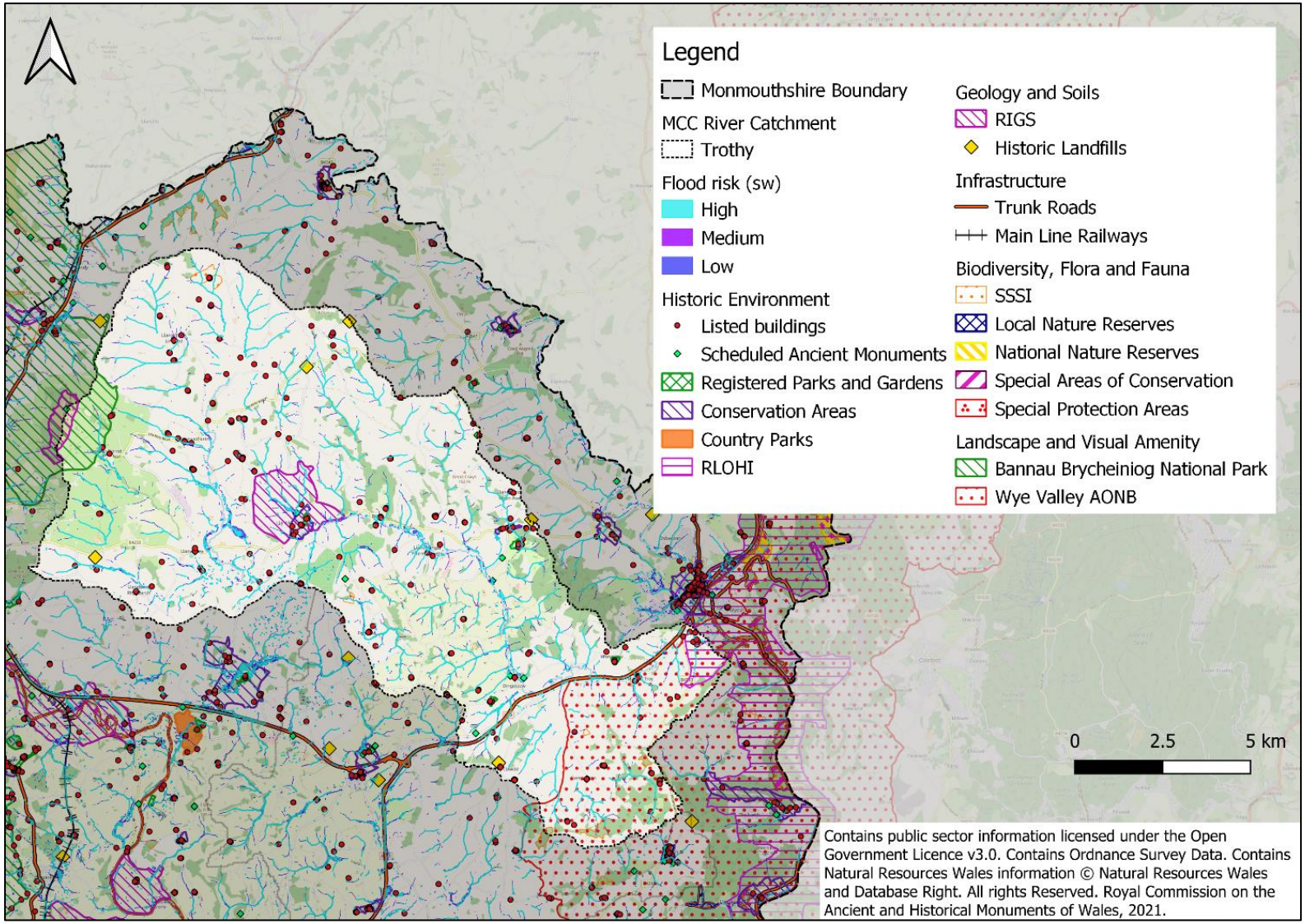
A.5 Nedern Brook and West Pill Reen



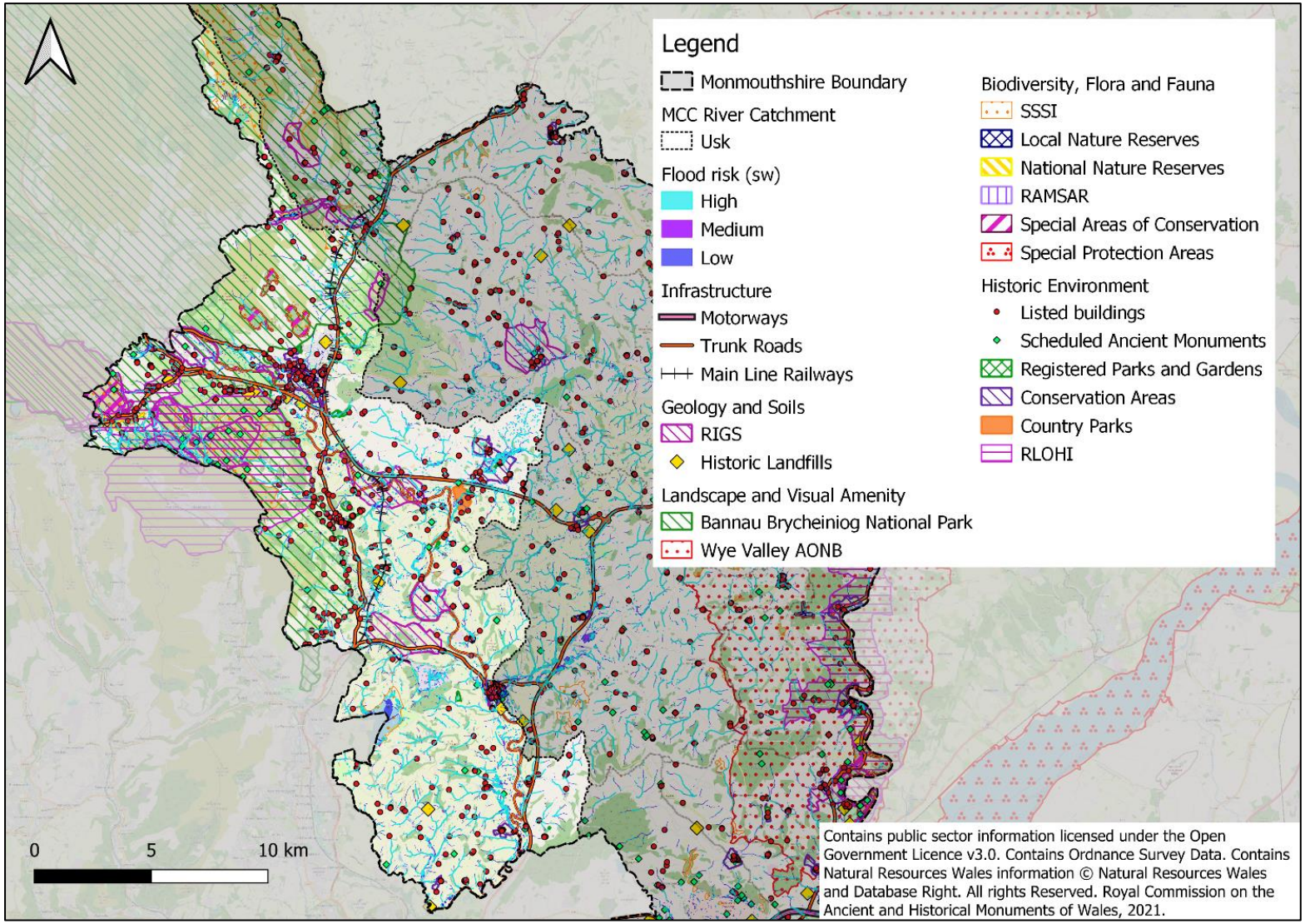
A.6 Olway


Legend
Monmouthshire Boundary
MCC River Catchment
Olway
Flood risk (sw)
High
Medium
Low
Historic Environment
Listed buildings
Scheduled Ancient Monuments
Registered Parks and Gardens
Conservation Areas
Country Parks
RLOHI
Geology and Soils
RIGS
Historic Landfills
Infrastructure
Trunk Roads
Main Line Railways
Biodiversity, Flora and Fauna
SSSI
Local Nature Reserves
National Nature Reserves
Special Areas of Conservation
Landscape and Visual Amenity
Bannau Brycheiniog National Park
Wye Valley AONB
0 1 2 km
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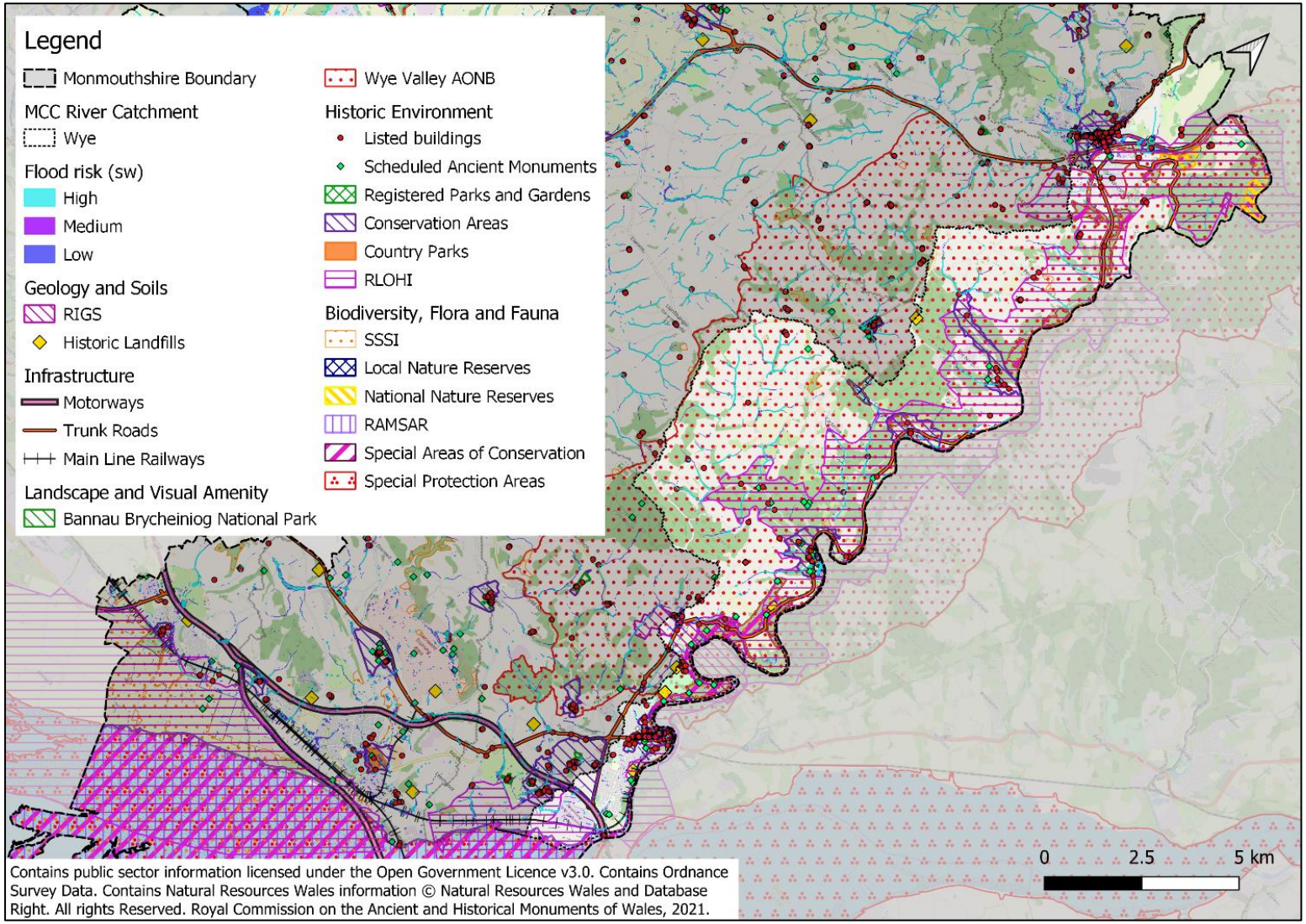
A.7 Trothy


Legend
Monmouthshire Boundary
MCC River Catchment
Trothy
Flood risk (sw)
High
Medium
Low
Historic Environment
Listed buildings
Scheduled Ancient Monuments
Registered Parks and Gardens
Conservation Areas
Country Parks
RLOHI
Geology and Soils
RIGS
Historic Landfills
Infrastructure
Trunk Roads
Main Line Railways
Biodiversity, Flora and Fauna
SSSI
Local Nature Reserves
National Nature Reserves
Special Areas of Conservation
Special Protection Areas
Landscape and Visual Amenity
Bannau Brycheiniog National Park
Wye Valley AONB
0
2.5
5 km
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A.8 Usk


Legend
Monmouthshire Boundary
MCC River Catchment
Usk
Flood risk (sw)
High
Medium
Low
Infrastructure
Motorways
Trunk Roads
Main Line Railways
Geology and Soils
RIGS
Historic Landfills
Landscape and Visual Amenity
Bannau Brycheiniog National Park
Wye Valley AONB
Biodiversity, Flora and Fauna
SSSI
Local Nature Reserves
National Nature Reserves
RAMSAR
Special Areas of Conservation
Special Protection Areas
Historic Environment
Listed buildings
Scheduled Ancient Monuments
Registered Parks and Gardens
Conservation Areas
Country Parks
RLOHI
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5
10 km
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A.9 Wye


Legend
Monmouthshire Boundary
MCC River Catchment
Wye
Flood risk (sw)
High
Medium
Low
Geology and Soils
RIGS
Historic Landfills
Infrastructure
Motorways
Trunk Roads
Main Line Railways
Landscape and Visual Amenity
Bannau Brycheiniog National Park
Wye Valley AONB
Historic Environment
Listed buildings
Scheduled Ancient Monuments
Registered Parks and Gardens
Conservation Areas
Country Parks
RLOHI
Biodiversity, Flora and Fauna
SSSI
Local Nature Reserves
National Nature Reserves
RAMSAR
Special Areas of Conservation
Special Protection Areas
0
2.5
5 km
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B Plans, Policies and Programmes

Source	Key objectives or requirements relevant to the SEA / LFRMS	Implications for the SEA / LFRMS
International		
EU Groundwater Directive - Directive 2006/118/EC	This Directive establishes specific measures as provided for in Article 17(1) and (2) of Directive 2000/60/EC (Water Framework Directive) in order to prevent and control groundwater pollution. This Directive is designed to prevent and combat groundwater pollution.	The SEA should take account of the need to maintain, protect and improve water quality across the LFRMS area.
EU Water Framework Directive - Directive 2000/60/EC	This Directive establishes a framework for the protection of inland surface waters, transitional waters, coastal water, and groundwater. It also encourages the sustainable use of water resources. Key objectives are general protection of the aquatic ecology, specific protection of unique and valuable habitats, protection of drinking water resources, and protection of bathing water.	The SEA should seek to promote the protection and enhancement of all water resources.
European Commission, Nitrates Directive 91/676/EEC, 1991 (transposed into UK legislation through the Nitrate Pollution Prevention Regulations 2015).	The Nitrates Directive is designed to reduce water pollution caused by nitrate from agriculture. The directive requires Defra and the Welsh Assembly Government to identify surface or groundwaters that are, or could be, high in nitrate from agricultural sources. Once a water body is identified as being high in nitrate all land draining to that water is designated a Nitrate Vulnerable Zone. Within these zones, farmers must observe an action programme of measures which include restricting the timing and application of fertilisers and manure and keeping accurate records.	The SEA assessment framework should include water quality.

Source	Key objectives or requirements relevant to the SEA / LFRMS	Implications for the SEA / LFRMS
National		
Ancient Monuments and Archaeological Areas Act (1979)	Under this legislation schedules monuments are protected based on their archaeological or historical interest.	The SEA should consider how the proposed works could negatively impact Schedules Monuments and seek to mitigate or minimise these impacts.
Environment (Wales) Act 2016	The Act provides a framework for managing natural resources in Wales and highlights the need to adopt a new and integrated approach to manage natural resources to achieve long-term sustainability.	The acts aim of halting nature decline is particularly relevant to the Plan which has the potential to impact upon nature either positively or negatively depending upon the options chosen. The integration of 'softer' solutions that look to work with nature where possible could see the study contribute towards nature recovery, such as providing insight as to the potential of natural flood management, green/blue infrastructure SuDS and nature-based solutions.
A Sustainable Wales Better Choices for a Better Future White Paper 2012	This White Paper sets out the Welsh Government's proposals to bring forward legislation to make sustainable development the central organising principle of the Welsh Government and Welsh public service organisations in Wales; and to create an independent sustainable development body for Wales.	The SEA should consider the contents of this paper.
Air Quality Standards (Wales) Regulations 2010 as amended by the Air Quality	The aim of this regulation is to designated zones in which ambient air will be protected by limiting the concentrations of pollutants within them.	The SEA should seek to ensure that the region's air quality is maintained or enhanced, and that emissions of air

Source	Key objectives or requirements relevant to the SEA / LFRMS	Implications for the SEA / LFRMS
Standards (Wales) (Amendment) (EU Exit) Regulations 2019		pollutants are kept to a minimum.
Active Travel (Wales) Act 2013	The Act places duties on local authorities to upkeep and continually improve the facilities and routes for walkers and cyclists in Wales. Local authorities must also produce maps identifying current and future active travel routes in their area, and that new road schemes must make provision for walking and cycling.	The LFRMS should consider the active travel routes and future plans for active travel in the region.
Capacity of the network (drainage and wastewater management plan): action plan (2022)	Plan setting out the Welsh Government's objectives for assessing and improving the capacity of the drainage and sewerage networks in Wales over the long term.	The LFRMS should consider the government's drainage and sewerage objectives and actions.
Clean Air Plan for Wales: Healthy Air, Healthy Wales (2020) (updated 2024)	A ten-year plan which sets out the actions for reducing air quality around four core themes: people, environment, prosperity, and place. A progress report for the Plan was published in 2023 which provided an update on the advancement of each action.	The SEA should consider the impact it may have on air quality.
Climate Change Act (2008)	The Act outlines a five-year cycle of requirements which the UK must adhere to, relating to both climate mitigation and adaptation. These requirements include setting a series of legally binding five-year carbon budgets (restrictions on greenhouse gas emissions) designed to help steer progress towards achievement of the overall net zero target.	To comply with UK legislation, the Strategy's SEA objectives should consider how to minimise greenhouse gas emissions.

Source	Key objectives or requirements relevant to the SEA / LFRMS	Implications for the SEA / LFRMS
Conservation of Habitats and Species (Amendment) (EU Exit) Regulations 2019	To ensure the Conservation (Natural Habitats, etc.) Regulations (Northern Ireland) 1995 (as amended) were operable after the end of the EU transition period, changes were made by the Conservation (Natural Habitats, etc.)	The impacts on biodiversity and protected species and sites must be considered as part of the SEA.
Contaminated Land (Wales) Regulations 2006	These Regulations, which apply to Wales only, also set out provisions relating to the identification and remediation of contaminated land under Part 2A of the Environmental Protection Act 1990.	The SEA should include objectives relating to the identification of possible sources, pathways, and receptors of contamination.
Countryside and Rights of Way Act 2000 (Commencement in Wales 2005)	The Act regulates public rights of way (PRoW) and open access land and ensures access to them.	The plan should consider open access land as well as the routes and use patterns of the rights of way network in Monmouthshire.
Water Act (2014)	The aim of the Act was to reform the water industry to make it more innovative and responsive to customers and to increase the resilience of water supplies to natural hazards such as droughts and floods. The Act was intended to introduce competition into the market and bring benefits to businesses and the economy.	The SEA should take account of emerging neighbouring plans where appropriate.
UK Post-2010 Biodiversity Framework (2012)	Government strategy presenting five goals for conserving biodiversity during climate change. The precautionary principle underlies all the principles.	The SEA must consider the impact on biodiversity whilst also considering the potential for future climate change.
Environment Act (1995)	The Environment Act 1995 led to the creation of several government agencies, including: The Environment Agency, The Scottish Environment Protection Agency (SEPA) and The National Park authorities. The Act also brought in requirements for the government to	The SEA must promote the sustainable management of natural resources.

Source	Key objectives or requirements relevant to the SEA / LFRMS	Implications for the SEA / LFRMS
	prepare strategies on air quality, national waste, and hedgerow protection.	
Environment Act (2021)	The Environment Act has been implemented with the intention of protecting and enhancing the environment for future generations.	The acts aim of halting nature decline is particularly relevant to the Plan which has the potential to impact upon nature either positively or negatively depending upon the options chosen. The integration of 'softer' solutions that look to work with nature where possible could see the study contribute towards nature recovery, such as providing insight as to the potential of natural flood management, green/blue infrastructure SuDS and nature-based solutions.
Equality Act 2010 (Wales) Regulations 2011	The Equality Act established equality duties for all public sector bodies which aim to integrate consideration of the advancement of equality into the day-to-day business of all bodies subject to the duty.	The SEA should ensure equality is considered.

Source	Key objectives or requirements relevant to the SEA / LFRMS	Implications for the SEA / LFRMS
Floods and Water (Amendments) (England and Wales) (EU Exit) Regulations 2019	These regulations aim to ensure that, following the withdrawal of the UK from the EU, legislation concerning floods and water continues to operate correctly. The Flood and Water Management Act 2010 (Schedule 3) came into effect in Wales in January 2019 and requires new developments in Wales to include SuDS which comply with Welsh National Statutory SuDS Standards. This means new developments must get approval for their drainage from a SuDS Approval Body (SAB) prior to construction. Although these predominately apply to new developments, SuDS are encouraged in existing developments to address local flood risk and sewer capacity issues.	The SEA should seek to ensure that flood risk in the region is not adversely affected. The LFRMS should include measures to encourage SuDS in their exisiting assets as well as provide SuDS guidance for the planning authority.
Flood Risk Regulations (2009)	The Flood Risk Regulations 2009 implement the EU Flood Directive in Wales. They provide a framework for managing flood risk over a 6-year cycle, and require: production of a Preliminary Flood Risk Assessment (PFRA); identification of potential significant risk, referred to flood risk areas (FRAs); mapping of flood hazard and risk; and Flood Risk Management Plans, setting out measures and actions to reduce the risk. The Regulations require that each of the four elements above to be reviewed and updated where necessary, at minimum every six years.	The LFRMS needs to take local flood management strategy and the production of flood materials into consideration.

Source	Key objectives or requirements relevant to the SEA / LFRMS	Implications for the SEA / LFRMS
Future Wales: The National Plan 2040	A national framework for the development plan to address key national priorities such as climate resilience, sustaining the economy, improving health and well-being, and developing strong ecosystems.	The SEA must seek to ensure that objectives relating to sustainable development, sustainable resource use and protecting the natural environment, are considered when assessing the potential impacts of the LFRMS.
Health and Social Care (Quality and Engagement) (Wales) Act 2020	The Act makes provision for improving the duty of care and quality of the health service in Wales for current and future generations.	The SEA should consider the health and wellbeing needs of the Monmouthshire residents, and ensure negative impacts are mitigated.
Historic Environment (Wales) Act 2023	The Act makes provision for the protection and sustainable management of the historic environment. It introduced measures which offer more protection to listed buildings, establish historic environment records for local authority areas, and establishes an Advisory Body for the Welsh Historic Environment.	The SEA / LFRMS should consider its impact on the historic environment.
Improving effluent quality and river quality: action plan 2022	The Plan sets out actions, and the relevant lead organisation, for implementing that action in order to deliver evidence-based catchment solutions for improved water quality.	The SEA / LFRMS should seek to ensure that these actions are considered.
Improving our river water quality (2022)	The guidance sets out the plans and goals for Welsh waterbodies achieving good water status under the WFD and the actions needed to reduce the impact of DCWW assets on the environment. For example, removing barriers to fish, such as sewer pipes which cross rivers.	The SEA should consider the priorities for improving river water quality.
Land Drainage Act (1991) (as amended)	The Land Drainage Act 1991 requires that a watercourse be maintained by its owner in such a condition that the free flow of water is not impeded. The riparian owner must accept the natural flow from upstream but need not carry out work to cater for increased flows resulting from some types of works carried out	The SEA / LFRMS should seek to ensure that these legislative principles are reflected.

Source	Key objectives or requirements relevant to the SEA / LFRMS	Implications for the SEA / LFRMS
	upstream, for example a new housing development.	
Local Air Quality Management in Wales (2017)	Guidance produced by the Welsh Government for local authorities to adopt the five ways of working set out in the Well-Being of Future Generations (Wales) Act 2015 when carrying out Local Air Quality Management.	The SEA should consider the impact it may have on air quality.
National Strategy for Flood and Coastal Erosion Risk Management in Wales (2020)	Strategy that sets out the principles for flood risk management, the aims and objectives to reduce the risk of flooding to people, and which organisations are responsible for its implementation	The SEA should seek to ensure that flood risk in the region is not adversely affected. The SEA assessment framework should include flood risk.
Nature Recovery Action Plan 2020-21 (2020)	The NRAP was originally published in 2015 setting out the commitments to reversing Wales' biodiversity loss. The Action Plan was refreshed in 2020-21 and sets out five themes for action to recover and enhance biodiversity and nature in Wales.	The SEA could impact upon the themes of the recovery plan. This impact could be either positive or negative. Important opportunities to create or improve natural spaces should be taken where possible.
Natural Environment and Rural Communities (NERC) Act (2006) (Commencement) (Wales) Order 2006	The Act establishes an independent body – Natural Resources Wales formally The Environment Agency – responsible for conserving, enhancing, and managing Wales's natural environment for the benefit of current and future generations. The Act makes provision in respect of biodiversity, pesticides harmful to wildlife and the protection of birds, and in respect of invasive non-native species. It alters enforcement powers in connection with wildlife protection and extends time limits for prosecuting certain wildlife offences.	The SEA should include objective relating to increased access to rural areas and to the minimisation of impacts to the environment.

Source	Key objectives or requirements relevant to the SEA / LFRMS	Implications for the SEA / LFRMS
Our Manifesto for Rivers in Wales (2023)	Manifesto published by Dŵr Cymru Welsh Water outlining the plans for investing in river water quality improvement and actions for achieving these improvements.	The SEA should consider the impacts on clean and plentiful water, and ensure environmental outcomes are in line with DWCC's actions for improvement.
Planning (Listed Buildings and Conservation Area) Act (1990)	The Act provides protection to buildings and areas of special architectural or historic interest, the designation of conservation areas and the planning roles related to these.	The SEA objectives should seek to mitigate to minimise impacts to listed buildings.
Planning Policy Wales (2018) (Updated 2021) and supporting Technical Advice Notes	Planning Policy Wales (PPW) sets out the land use planning policies of the Welsh Government. It is supplemented by a series of Technical Advice Notes (TANs), Welsh Government Circulars, and policy clarification letters, which together with PPW provide the Development Plan for making planning decisions in Wales.	The LFRMS should ensure any outcomes will accord with the Welsh Government's development plan.
Prosperity for All: A Climate Conscious Wales 2020-2025 (2019)	Sets out the commitments the Welsh Government is making to respond to climate change through a 5-year action plan targeting the area's most at risk from climate change.	To comply with Welsh Government commitments, the Strategy's SEA objectives should consider how to minimise greenhouse gas emissions.
Public Health Wales Act 2017	The Act makes provision for addressing several public health concerns and produce social condition which encourages good health and avoids harm.	To comply with Welsh legislation, the Strategy's SEA objectives should consider how to minimise on public health.
Salmon and Freshwater Fisheries Act 1975 - the Eels (England and Wales) Regs 2009	A law passed by the government to protect salmon and trout from commencing poaching, to protect migration routes, to prevent wilful vandalism and neglect of fisheries, ensure correct licencing and water authority approval.	The policy should consider its potential impact on salmon trout fishers and include mitigation measures where necessary.

Source	Key objectives or requirements relevant to the SEA / LFRMS	Implications for the SEA / LFRMS
Securing the Future - the UK Government Sustainable Development Strategy (2005)	This strategy for sustainable development aims to enable all people to satisfy their basic needs and enjoy a better quality of life without compromising the quality of life of future generations. Also, this strategy places a focus on protecting natural resources and enhancing the environment.	The SEA must seek to ensure that objectives relating to sustainable development, sustainable resource use and protecting the natural environment, are considered when assessing the potential impacts of the LFRMS.
Wales State of Natural Resources Report (2020)	Report which assesses Wales's sustainable management of natural resources and sets out a range of opportunities for action.	The SEA should seek to maintain and enhance the quality of natural resources in the region.
Water Strategy for Wales (2015)	Sets out how water resources are to be managed in Wales, the key challenges faced and the themes for delivering improvements.	The SEA should seek to ensure that the themes included in the strategy are also reflected in the SEA objectives; particularly around water quality in the region, the quality of aquatic ecology, drinking water quality, resource use, energy use and greenhouse gas emissions, and adaptation to climate change.
Wellbeing of Future Generations (Wales) Act 2015	The Act requires public bodies in Wales to consider the long-term impact of their decisions, to work better with people, communities, and each other, and to help prevent recurring problems such as poverty, health inequalities and climate change	The SEA should consider the health and wellbeing needs of the future Monmouthshire residents and population, and ensure they are provided for.
Welsh Government Net Zero Strategic Plan (2022)	Plan sets out how Wales will respond to climate change. It sets out 54 initiatives with associated targets, which will be reviewed in 2025 and 2030, that seek to achieve net zero in Wales by 2030.	The SEA should consider the actions to reduce emissions before the 2030 deadline of net zero and ensure the strategy does not exacerbate air quality.
The Wales Transport Strategy (2021)	The Wales Transport Strategy sets out the Welsh Government's ambitions for the next 20 years and also short-term priorities for	The SEA / LFRMS should seek to ensure the objectives for maintaining the

Source	Key objectives or requirements relevant to the SEA / LFRMS	Implications for the SEA / LFRMS
	the next 5 years to improve transport in Wales, how people move around, and transport infrastructure.	valuable highway assets are considered.
Welsh Water 2050 (2017) (updated 2022)	The plan sets out the long-term strategy for providing a resilient and sustainable water service for future generations through the development of 18 strategic responses to predicted trends and risks to the water industry in Wales. The 5-year review and update highlighted strategic responses which required more focus or acceleration, for example, the challenge of discolouration from deposits accumulating in old cast iron mains pipes, which are then released into drinking water.	The SEA should consider the priorities for managing water resources in Monmouthshire.
Working Together to Reach Net Zero: All Wales Plan (2022)	An all-Wales plan covering the period of 2021 to 2025. It sets out pledges the Welsh Government has made to reduce their carbon footprint and actions to achieve net zero.	The SEA should consider the actions to reduce emissions and ensure the strategy does not increase Wales' net carbon footprint.
Wildlife and Countryside Act 1981 (as amended)	The Act is the principal mechanism for providing legislative protection of wildlife in Great Britain. Species listed in Schedule 5 of the Act are protected from disturbance, injury, intentional destruction or sale. Other provisions outlaw certain methods of taking or killing listed species. This Act is brought up to date regularly to ensure the most endangered animals are on the schedule. The Act also improved protection for the most important wildlife habitats.	Some aspects of the LFRMS may have effects on habitats and species. The SEA should seek to maintain or enhance the quality of habitats and biodiversity and take regard of protected species and habitats.

Source	Key objectives or requirements relevant to the SEA / LFRMS	Implications for the SEA / LFRMS
Regional		
Future Beacons: The Management Plan for the Bannau Brycheiniog National Park 2022 - 2027	Set out how the purposes and duty of the National Park will be met within the geographic area of the Plan. The Plan is produced by the National Park Authority in consultation with a range of stakeholders with the aim of defining a shared vision for the area.	The SEA should consider the vision and actions of the National Park.
Greater Gwent State of Nature Report (2020)	Report which provides a snapshot of the biodiversity trends across Greater Gwent with specific focus on 100 species found within Greater Gwent.	The SEA should consider mitigation strategies to minimise any possible negative impacts on biodiversity, in particular priority habitats and species.
Gwent Wellbeing Plan (2023)	Regional Public Service Board five-year plan outlining how the PSB will work together to tackle the social, economic, environmental, and cultural issues affecting Gwent.	The SEA should seek to consider the wellbeing objectives of the wider Gwent region.
Severn Estuary Shoreline Management Plan 2 (2017)	Plan which sets out the actions for managing the shoreline, who is responsible for the actions and when the actions should be undertaken.	The SEA should consider the priorities for managing the Severn Estuary shoreline.
Severn River Basin District Flood Risk Management Plan (2015)	Plan which promotes a sustainable approach for managing flood risk and describe the scale and extent of flooding and sets policies for managing flood risk within the catchments.	The SEA should consider the priorities for managing the Welsh part of the Severn River basin catchment.
South East Wales Strategic Flood Consequences Assessment (2022)	A desk-based study collating existing information to undertake a broad assessment of potential flood risks across the entire study area from all sources of flooding. The study identifies areas at potential high risk from flooding as well as providing details of historical flood events and any details of any flood risk management structures or procedures present.	The LFRMS should consider historic flood risk and the recommended guidance in relation to flood response mitigation and planning.

Source	Key objectives or requirements relevant to the SEA / LFRMS	Implications for the SEA / LFRMS
Usk Management Catchment Summary (2016)	The management catchment summary provides information on the overall status of waterbodies in the catchment	The SEA should seek to ensure that the aims for improving the catchment are considered when assessing the potential impacts of the LFRMS.
Welsh part of the Severn River Basin Management Plan (2022)	Management plan that outlines the significant water management issues in the river basin district. In descending order, the main reasons for the rivers not achieving good status are physical modifications, pollution from rural areas, pollution from towns, cities and transport, pollution from wastewater and changes to the natural flow and levels of water.	The SEA should consider the priorities for managing the Welsh part of the Severn River basin catchment.
Wye Catchment Partnership Plan (2020)	Plan produced through the bringing together of 50 relevant organisations in order to delivery collaborative improvements in water quality, water quantity and biodiversity throughout the Wye catchment.	The SEA should seek to ensure that the aims for improving the catchment are considered when assessing the potential impacts of the LFRMS.
Wye Valley Area of Outstanding Natural Beauty (AONB) Management Plan	The plan describe show best to conserve and enhance Wye Valley and sets out the threats and pressures on the AONB and the vision for the AONB, as well as the policies and action for management of the AONB to achieve the vision.	The SEA should consider the vision and actions of the National Landscape.
Local		
Monmouthshire Community and Corporate Plan 2022-2028 (2023)	Local government strategy for tackling income inequalities, providing better and accessible services, and identifying opportunities to meet key challenges in the area such as delivering sustainable transport and reducing homelessness.	The LFRMS should ensure it does not conflict with the purpose and objectives of Monmouthshire's Corporate Plan.
Monmouthshire County Council Climate Emergency Strategy and Action Plan (2024)	The plan sets out ten objectives and related actions which the council will take to deliver a net reduction in carbon emissions by 2030.	The SEA should consider the actions to reduce emissions before the 2030 deadline of net zero and ensure the strategy does no exacerbate air quality.

Source	Key objectives or requirements relevant to the SEA / LFRMS	Implications for the SEA / LFRMS
Monmouthshire County Council Contaminated Land Inspection Strategy (2017)	Local government strategy for identifying and removing unacceptable risk to human health and the environment by seeking to ensure contaminated land is made suitable for its current use.	The LFRMS should seek to ensure that contaminated land is maintained in line with statutory guidance.
Monmouthshire Countryside Access Improvement Plan 2020 - 2030 (2020)	The Plan sets out objectives for the county's rights of way network, countryside sites and wider public access for the ten-year period 2020 to 2030.	The plan should consider the routes and use patterns of the rights of way network in Monmouthshire.
Monmouthshire Draft Infrastructure Plan (2013)	Plan which sets out the requirements, phasing, and costs and funding of infrastructure in Monmouthshire. It is the first stage of providing support documents for the local planning policies on infrastructure and developer contributions.	The SEA should seek to ensure that objectives relating to economic growth are considered when assessing the potential impacts of the LFRMS.
Green Infrastructure Strategy (2024)	First published in 2019, the Strategy sets out objectives and priorities with the goal of achieving high quality green spaces and links which benefit both people and wildlife in the county. The 2024 Green Infrastructure Strategy reviews the 2019 strategy to reflect changes in policy and also reflects progress in delivery of green infrastructure projects over the last 5 years.	The LFRMS and SEA should consider green infrastructure planning and access to green space in Monmouthshire.
Green Infrastructure Supplementary Planning Guidance (2015)	Guidance for those involved in the planning process to implement the GI strategy.	The LFRMS and SEA should consider green infrastructure planning and access to green space in Monmouthshire.
Monmouthshire's Local Biodiversity Action Plan	Plan which identifies the wildlife conservation priorities for the county and sets objectives and targets for the conservation, protection, and enhancement of these wildlife priorities. This goes beyond habitats and species to include public awareness and the management of information and data	The SEA should consider mitigation strategies to minimise any possible negative impacts on biodiversity.

Source	Key objectives or requirements relevant to the SEA / LFRMS	Implications for the SEA / LFRMS
Monmouthshire Economy, Employment & Skills Strategy 2023	Sets out the objectives for delivering the key-priority themes in Monmouthshire: • Place: – A vibrant, greener Monmouthshire • People: - A fairer, more successful Monmouthshire • Enterprise: - A thriving, ambitious Monmouthshire • Infrastructure: A well connected Monmouthshire attracting business investment	The SEA and LFRMS should seek to protect key infrastructure and business in the county from risk of flooding.
Monmouthshire's Local Development Plan 2011 - 2021 (adopted 2014)	The LDP sets out the Council's vision and objectives for the development and use of land in Monmouthshire, together with the policies and proposals to implement them over a 10-year period to 2021. The plan area excludes that part of the County contained within the Bannau Brycheiniog National Park. The Replacement Local Development Plan (RLDP) was out for public consultation from December 2022 to January 2023. This is the first statutory consultation stage in the RLDP process which identifies the key issues, challenges, and opportunities for the County, the Vision, and Objectives in response to these, and sets out the Preferred Strategic Site Allocations and Policies to be included in the RLDP.	The LFRMS should ensure it complies with the policies and objectives of MCC's development plan. The LFRMS will ensure it complies with the policies and objectives of the emerging RLDP.
Monmouthshire Our Local Transport Plan 2024 - 2029	The updated LTP sets out the strategic framework for developing the future transport network in Monmouthshire, which considers the local context, supports a healthy and balanced economy, social inclusion and equality and aims reduce the environmental impact of the transport system. It identifies the opportunities and constraints associated with the transport network and policy ambitions to deliver its vision. A key performance indicator of the LTP is the 'Percentage of transport infrastructure at risk of	The LFRMS should not result in increased risk of flooding of highways. The SEA should seek to ensure the objectives for managing Monmouthshire's transport assets are considered.

Source	Key objectives or requirements relevant to the SEA / LFRMS	Implications for the SEA / LFRMS
	flooding' (S22).	
Monmouthshire Motion for Rivers and Ocean Action Plan (2022)	Local government action plan that aims to pull together the work that is going on across many different council services in a co-ordinated way and address areas where the council could be doing more to protect rivers and coast. The plan informs local decision making and sets out actions for managing the council's estuaries, coasts, river catchments, nature recovery, litter, and education and awareness of communities.	The SEA should consider mitigation strategies to minimise any possible negative impacts on rivers and oceans relative to the council area.
Monmouthshire Public Rights of Way BAP (2011)	Plan for managing wildlife and biodiversity when carrying out maintenance and making decisions in relation to the public rights of way network in Monmouthshire.	The SEA should consider mitigation strategies to minimise any possible negative impacts on biodiversity, in particular priority habitats and species.
Monmouthshire Wellbeing Assessment (2022)	The Assessment provides the current wellbeing baseline in Monmouthshire.	The SEA should consider the health and wellbeing needs of the Monmouthshire residents, and ensure negative impacts are mitigated.
Monmouthshire Wellbeing Plan (2018)	The Plan sets out how the public services will work together to address the challenges which are important to local communities in the area. This set out wellbeing goals for the many environmental factors which contribute to wellbeing, such as air quality.	The SEA should consider the health and wellbeing needs of the Monmouthshire residents, and ensure negative impacts are mitigated.

C Statutory Designated Sites in Monmouthshire

Site name	Desi.	Catchment(s)	Qualifying features
Cwm Clydach Woodlands / Coedydd Cwm Clydach	NNR, SSSI, SAC	Usk	Cwm Clydach is of special interest for its stands of beech woodland, intergrading with more open habitats, which together support several rare and scarce vascular plants including whitebeams and soft-leaved sedge and important fungal assemblages containing rare species. The site is of special interest in supporting two localities of national geological importance. The best available sections of the Clydach Beds and the Gilwern Oolite of the Oolite Group occur here. The site is of additional importance for the presence of well-preserved plant remains. It is a key palaeogeographic and stratigraphic locality. Cwm Clydach Woodlands is an example of Asperulo-Fagetum beech forests close to the northern-western limit of the habitat's UK and European range and at relatively high altitude. The main wood is on a steep valley side, comprising a mature canopy of large trees with abundant dead wood. Transitions occur to more acidic beech woodland. Rare and characteristic plant species at the site include the whitebeam, mountain sedge, yellow bird's-nest and bird's-nest orchid.
Gilwern Hill (Gilwern and Pwll Du Quarries Part I)	SSSI	Usk	An area of limestone grassland and old quarries supporting a characteristic limestone grassland community. There are several species that are rare in the county, e.g., autumn gentian Gentianella amarella and brittle bladder fern Cystopteris fragilis. The steeper slopes support ash Fraxinus excelsior woodland over a rich ground flora.
Mynydd Llangatwg (Mynydd Llangattock)	SSSI	Usk	Mynydd Llangatwg straddles the Powys / Blaenau Gwent county boundary to the north of the Heads of the Valleys Road between Brynmawr and Ebbw Vale. Most of the site lies on a broad gently sloping Millstone Grit plateau, at an altitude of 500m. Steeper slopes are mostly associated with the Carboniferous Limestone outcrops which form extensive escarpments along the north-east margins. The variety of soils reflect geology and topography. The cave system is one of the five most important hibernation sites in the UK for lesser horseshoe bat Rhinolophus hipposideros, a species which is threatened in a European context. The Agen Allwedd part of the cave system appears to be the most important, with

Site name	Desi.	Catchment(s)	Qualifying features
			over 230 hibernating bats recorded in recent years. Seven other bat species have also been recorded hibernating in the caves.
Siambre Ddu	SSSI	Usk	The site is of special earth science interest as a subsidence doline and is also an important hibernation roost site for lesser horseshoe bat Rhinolophus hipposideros.
Brook Cottage, Llangybi	SSSI	Usk	This site is unique in Britain in that it is the only accessible cave formed at the junction of the Millstone Grit and the Carboniferous Limestone. This site is unique in Britain in that it is the only accessible cave formed at the junction of the Millstone Grit and the Carboniferous Limestone.
Cilwrgi Quarry	SSSI	Usk	Cilwrgi Quarry exposes an important section through the Usk Limestone which has been of great value in helping to reconstruct the sequence of events which occurred during the middle to late Silurian, some 420 million years ago.
Cwm Mill Section, Mardy	SSSI	Usk	Cwm Mill Section is situated on gently undulating land on the edge of the village of Mardy to the North of Abergavenny. The stream flows from the east where it emerges from under the A465, the main road between Abergavenny and Hereford, and the adjacent railway line to join the River Gavenny in the west. The rock outcrops form part of the bed and banks of the stream.
Cwm-Ton, Glascoed	SSSI	Usk	This is an important geological site providing excellent exposures of Silurian rocks, formed about 410 million years ago. The rocks exposed consist mainly of limestones, representing the upper part of the Usk Limestone, overlain by siltstones.
Golden Hill Quarry, Devauden	SSSI	Nedder Brook & Pill Reen	The volcanic neck exposed in Golden Hill Quarry is the most southerly major occurrence of mantle derived xenoliths in Britain. The neck, of probable Lower Carboniferous age, is composed of vent agglomerate and massive monchiquitic basanite. Both rock types contain abundant mantle xenoliths and megacrysts.

Site name	Desi.	Catchment(s)	Qualifying features
Llanfihangel Moraine	SSSI	Usk	A large arcuate moraine at Llanfihangel Crucorney marks the terminus of the Late Devensian ice sheet in South Wales. It runs west from Llanfihangel Crucorney for about 1.5 km and rises up to 20 m high above the valley floor. Over much of South Wales clear evidence for the terminal limits of the Late Devensian ice sheet is lacking, so that the Llanfihangel Crucorney moraine provides important information on this problem.
Llanover Quarry	SSSI	Usk	Llanover Quarry has long been recognised as an important source of fossil plant material, much of which has been the subject of detailed studies on the land plants which flourished some 380 million years ago.
Severn Estuary (Wales)	SPA, SAC, Ramsar	Adjacent to the coastline of catchments Mill Reen, Nedern Brook & West Pill Reen, and Mounton Brook	The Severn Estuary is one of the largest estuaries in Britain and has the second largest tidal range in the world. It supports a number of internationally important wintering bird populations and other migratory species. It contains the Annex I habitats: estuaries, mudflats and sandflats not covered by seawater at low tide, and Atlantic salt meadows. It also supports Sea lamprey, River lamprey and Twaite shad which are important Annex II species.
Cleddon Bog	LNR, SSSI	Wye	The bog is a biologically designated SSSI which is one of the best sites for recording butterflies and moths in eastern Wales. The site's interfaces between boggy heathland and woodland, with patches of bilberry and heather grow under an open canopy of rowan and other deciduous trees, means that it is home to a variety of important lepidoptera species for Wales such as the Bilberry Pug and welsh wave moths. White-line Snout, a UK BAP species, is present at the site.

Site name	Desi.	Catchment(s)	Qualifying features
Coed-y-Cerrig	LNR, NNR, SAC, SSSI	Usk	Coed y Cerrig is a good example of alluvial forest in southern Wales. The valley-bottom woodland has a canopy dominated by alder with ash Fraxinus, and a rich understorey that includes guelder-rose and bird cherry. The ground flora is characterised by abundant large sedges, and a wide diversity of wet woodland species. The woodland is continuous with diverse ash-elm and oak woodland on the valley sides. The Coed-y-Cerrig reserve has a variety of wet and dry woodland habitats, making it rich in wildlife. Its moist valley floor is covered by an unusual type of alder woodland rich in fungi in the autumn.
Penhow Woodlands	NNR, SSSI	Mill Reen	Penhow Woodlands National Nature Reserve covers three areas of ancient semi-natural woodland. Only one of them, at Coed Wen, is open to the public. The woods are dominated by ash, small-leaved lime, wych elm and gean, with an understorey of hazel. The site is coppiced In order to keep a reasonably open canopy allowing plenty of light onto the woodland floor, to benefit plants which grow beneath the trees. The woods grow on the tops and slopes of the limestone hills in the vicinity of Newport. This type of habitat is increasingly rare in the UK, as are the plants which grow within it.
Lady Park Wood	NNR	Wye	The reserve is considered to be one of the most important sites for woodland conservation in the United Kingdom and lies on the southern side of a gorge formed by the winding River Wye. Located halfway between Monmouth and Ross-on-Wye, it is part of the long stretch of woodland which fringes the lower part of the Wye Valley and then joins the Forest of Dean. The nearest community is Symonds Yat. The wood is in the Wye Valley Area of Outstanding Natural Beauty. It is part of the Upper Wye Gorge Site of Special Scientific Interest (SSSI) and the River Wye Special Area of Conservation (SAC).
Fiddler's Elbow	NNR, SSSI	Wye	This woodland nature reserve is designated as a Site of Special Scientific Interest (SSSI) for its biological characteristics, containing a wide variety of flora such as local and rare tree species English Oak, Cornish Oak with small leaved lime, and also bluebell wood. Fauna such as Dormice and Roe Deer are also present.

Site name	Desi.	Catchment(s)	Qualifying features
Wye Valley Woodlands / Coetiroedd Dyffryn Gwy (Wales)	SAC	Wye	The woods of the lower Wye Valley on the border of south Wales and England form one of the most important areas for woodland conservation in the UK. Wye Valley Woodlands contains the Annex 1 habitats: Asperulo-Fagetum beech forests, Tilio-Acerion forests of slopes, screes and ravines, and Taxus baccata woods of the British Isles.
Wye Valley and Forest of Dean Bat Sites / Safleoedd Ystlumod Dyffryn Gwy a Fforest y Ddena (Wales)	SAC	Wye, Olway, Mounton Brook,	This complex of sites on the border between England and Wales contains by far the greatest concentration of lesser horseshoe bat Rhinolophus hipposideros in the UK, totalling about 26% of the national population, and greater horseshoe bat Rhinolophus ferrumequinum in the northern part of its range, with about 6% of the UK population.
Usk Bat Sites / Safleodd Ystlumod Wysg	SAC	Usk, Honddu	The Usk Valley area in south-east Wales contains one of the largest maternity roosts for lesser horseshoe bat Rhinolophus hipposideros as well as several important hibernacula in caves in the area. The area contains up to 5% of the UK population, though counts in hibernation sites suggest this may be an underestimate.
Sugar Loaf Woodlands	SAC, SSSI		Sugar Loaf Woodlands are the largest example of old sessile oak woods near the south-eastern fringe of the habitat's range in the UK and Europe. The relatively dry situation restricts the development of the Atlantic flora associated with the habitat, but the main floristic components of sessile oak Quercus petraea canopy, acidic ground flora (typically of bilberry Vaccinium myrtillus and wavy hair-grass Deschampsia flexuosa) and extensive fern and bryophyte cover are in place. The woodland is grazed, but regenerates within gaps and at the fringes, where transitions to upland grassland and heath communities occur.

Site name	Desi.	Catchment(s)	Qualifying features
River Wye (Wales) / Afon Gwy (Gwy Isaf)	SAC, SSSI	Wye	The Wye, on the border of England and Wales, is a large river representative of Annex 1 habitat: water courses of plain to montane levels with the Ranunculion fluitantis and Callitricho-Batrachion vegetation. It has a geologically mixed catchment, including shales and sandstones, and there is a clear transition between the upland reaches, with characteristic bryophyte-dominated vegetation, and the lower reaches, with extensive Ranunculus beds. The river channel is largely unmodified and includes some excellent gorges, as well as significant areas of associated woodland. It also includes several Annex II species.
Cwm Clydach Woodlands / Coedydd Cwm Clydach	SAC	Usk	Cwm Clydach Woodlands is an example of Asperulo-Fagetum beech forests close to the northern-western limit of the habitat's UK and European range and at relatively high altitude. The main wood is on a steep valley side, comprising a mature canopy of large trees with abundant dead wood. Transitions occur to more acidic beech woodland. Rare and characteristic plant species at the site include the whitebeam, mountain sedge, yellow bird's-nest and bird's-nest orchid.
River Usk / Afon Wysg	SAC	Usk	The River Usk is designated for the several Annex II species located there including Sea lamprey, Brook lamprey, River lamprey, Twaite shad, Atlantic salmon, Bullhead, and Otter.
Cwrt y Bela a Springdale	SSSI	Olway	Cwrt y Bela a Springdale is of special interest for its exceptionally large area of speciesrich neutral grassland and for a population of chaffweed Centunculus minimus.
Afon Wysg (Isafonydd) / River Usk (Tributaries)	SSSI	Honddu; Usk	The Usk is of special interest as a fine example of a river running over sandstones and for its associated plant and animal communities. Its character spans a wide range of types from an upland, base-poor stream to a large lowland river with extensive tidal reaches. Its overall diversity is a product of its underlying geology, soil type, adjacent land-use and fluvio-geomorphological regime.
Barbadoes Hill Meadows	SSSI	Wye	Barbadoes Hill Meadows is of special interest for its species-rich neutral grassland. The site also supports a population of the greater butterfly orchid Platanthera chlorantha, an uncommon and declining grassland plant.

Site name	Desi.	Catchment(s)	Qualifying features
Black Mountains	SSSI	Honddu; Usk	An extensive area of upland moorland and associated habitats lying on rocks of the Old Red Sandstone series and rising to over 610 metres (2,000 feet). As such it represents the most south-easterly area of upland habitat in southern Britain and in this context is of particular importance for nature conservation.
Blackcliff - Wyndcliff	SSSI	Wye	The woodlands of the lower Wye valley form one of the most important areas for woodland nature conservation in Britain, comparable with the Caledonian pinewoods, the oceanic oakwoods of western Britain, the New Forest and the mixed coppices of East Anglia. Unlike most other regions, semi-natural woodland is abundant and virtually continuous along the gorge.
Blaentrothy Meadows (Caeau Blaentroddi)	SSSI	Trothy	The site straddles the steep east and west facing slopes of the headwaters of the River Trothy. Soils are clayey brown earths of the Bromyard Association which have developed on the underlying Devonian rocks. The meadows support one of the largest remaining areas of unimproved neutral grassland in Gwent. At least two grassland sub-communities and several plant species with a restricted distribution in Gwent are present.
Blorenge	SSSI	Usk	The southern part of this extensive upland site is comprised of sub-montane heath with large areas of Calluna - Empetrum - Vaccinium vitis-idaea, a community which is of local distribution in South Wales. In the north there are exposures of Carboniferous Limestone bearing a grassland rich in calcicole species including hairy violet Viola hirta, lesser wild thyme Thymus drucei, purging flax Linum catharticum and salad burnet Poterium sanguisorba. Additional habitats include acidic and basic scree and oligotrophic and dystrophic open water bodies.
Brockwells Meadows	SSSI	Nedern Brook & West Pill Reen	The best example in the county of species rich ancient pasture on lime rich soils overlying Carboniferous Limestone and Triassic rocks. The sward includes several herbaceous plant species which are now of limited distribution in the county. These include autumn lady's tresses Spiranthes spiralis, large wild thyme Thymus pulegioides and green winged orchid Orchis morio. An additional interest is the diverse macro-invertebrate fauna which includes the rare robber fly Asilus crabroniformis and the great green bush cricket Tettigonia viridissima.

Site name	Desi.	Catchment(s)	Qualifying features
Bushy Close	SSSI	Mounton Brook	A small relic of a woodland type which is widespread on Jurassic clays in England. Oak Quercus robur standards and hazel Corylus avellana coppice occur over a characteristic ground flora.
Caeau Fferm	SSSI	Usk	Caeau Fferm is of special interest for its extensive stands of dry mesotrophic grassland and its associated mixture of other habitat types. Uncommon species recorded at the site include adder's-tongue Ophioglossum vulgatum, meadow saffron Colchicum autumnale and large thyme, which here, is close to the western limit of its geographical range.
Caer Llan Wood	SSSI	Trothy	The woodlands of the lower Wye Valley form one of the most important areas for woodland nature conservation in Britain, comparable with the Caledonian pinewoods, the oceanic oakwoods of western Britain, the New Forest and the mixed coppices of East Anglia. Unlike most other regions, semi-natural woodland is abundant and virtually continuous along the gorge.
Cleddon Shoots Woodland	SSSI	Wye	The woods are a mixture of many types, some of which are very localised, e.g., the lime-sessile oak stands on limestone; beech stands on both acid and alkaline soils in which lime, elm, oak and other species share dominance. Furthermore, these woods sit in a matrix of unimproved grassland and other semi-natural habitats which, together with the woods, make the Wye Valley one of the most diverse, rich and attractive areas of southern Britain.
Cobbler's Plain Meadows, Devauden	SSSI	Olway	Cobbler's Plain Meadows are situated to the north of the village of Devauden at an altitude of between 120-190 metres. The underlying geology is lower Old Red Sandstone and the soils are classified as brown earths of the Milford and Eardiston 1 associations. The meadows are located on a steep western facing slope and are generally freely drained with local minor flushing. The site supports the largest areas in Gwent of a particular unimproved neutral grassland community type as well as plant species which are becoming scarce in the county and nationally.

Site name	Desi.	Catchment(s)	Qualifying features
Coed-y-Person	SSSI	Usk	A large area of ancient semi-natural woodland on the steep north facing lower slopes of the Blorenge mountain. The lower edge is formed mainly by the Monmouthshire and Brecon canal except that in places the canal passes through the wood cutting off a small area of the lower slopes.
Coombe Valley Woods	SSSI	Nedern Brook & West Pill Reen	This complex of woods lies in a narrow steep-sided valley of the Cas Troggy brook on strongly calcareous soils overlying dolomotized Carboniferous Limestone. The ancient semi-natural high forest and old coppice-with-standards contain important examples of calcareous woodland types with a diversity of canopy trees including beech Fagus sylvatica, small leaved lime Tilia cordata, oak Quercus robur, ash Fraxinus excelsior, field maple Acer campestre and wych elm Ulmus glabra.
Croes Robert Wood	SSSI	Trothy	Croes Robert Wood is an area of relict coppiced woodland with flushed acid soils on moderately steep slopes at the northern edge of the Trellech Plateau. Wych elm Ulmus glabra, ash Fraxinus excelsior, birch Betula pendula and cherry Prunus avium as both coppice and occasional standards predominate the upper slopes with more extensive areas of alder Alnus glutinosa coppice below. The wood also has an interesting bryophyte flora.
Cwm Llanwenarth Meadows	SSSI	Usk	The site is comprised of two unimproved meadows on the flanking slopes of a small mountain stream and associated wetland areas. Soils are slowly permeable fine loamy clays of the Wilcocks Series with a well-developed peaty surface horizon giving way to waterlogged peat in lower lying areas. The underlying geology is comprised of superficial deposits of glacial sand and gravel over Old Red Sandstone. A diverse range of plant communities is represented at this site with mesotrophic grassland on the upper slopes characterised by meadow fescue Festuca pratensis, rough stalked meadow grass Poa trivialis, yorkshire fog Rolcus lanatus and lesser knapweed Centaurea nigra, this gives way to a matrix of species rich acid grassland and fen meadow communities in the valley bottom. T

Site name	Desi.	Catchment(s)	Qualifying features
Dinham Meadows	SSSI	Nedern Brook & West Pill Reen	A series of five grassland areas which are part of the same management unit and have been traditionally managed as hay meadows and pasture since the 1930s. Together they constitute the largest area of unimproved grassland in the county. Four are managed for hay and the fifth, located in an area of very thin soils and rock exposures, supports only a sparse cover. Soil types range from deep coarse loams with slight seasonal waterlogging through fine loams of intermediate depths with a moderate calcareous influence to bare rock of Carboniferous Limestone. These areas are also important for the diverse assemblage of invertebrates characteristic of grassland habitats.
Foxwood	SSSI	Honddu	Foxwood is of special interest for the population of the lesser horseshoe bat Rhinolophus hipposideros that it supports. The site includes a cave system used for roosting as well as wooded foraging habitat.
Gaer House Woods	SSSI	Monnow	The largest area of ancient semi-natural alder Alnus glutinosa woodland of this type in the county, situated alongside tributary streams of the River Monnow. Other abundant canopy species include ash Fraxinus excelsior and elm Ulmus glabra. Understorey species include hawthorn Crataegus monogyna, holly Ilex aquifolium, goat-willow Salix caprea and hazel Corylus avellana which is codominant with alder in some areas. The ground flora is characteristic of this plateau type alder woodland with meadow-sweet Filipendula ulmaria, opposite-leaved golden saxifrage Chrysosplenium oppositifolium and woodsorrel Oxalis acetosella.
Gaer Wood, Llangoven	SSSI	Olway	Gaer Wood is an area of relict mixed woodland with a number of mainly flushed acid woodland types and transitions, several of which are of limited distribution in the county. The dominant tree species are wych elm Ulmus glabra, field maple Acer campestre and ash Fraxinus excelsior with local areas of beech Fagus sylvatica.

Site name	Desi.	Catchment(s)	Qualifying features
Graig Wood	SSSI	Wye	Graig Wood is an area of relict coppice with standards woodland with a range of woodland types some of which are rare in the county. Ash Fraxinus excelsior and wych elm Ulmus glabra dominate much of the wood but there are areas with lime Tilia cordata, beech Fagus sylvatica and alder Alnus glutinosa. There is a rich bryophyte flora associated with flushed areas and streams.
Gwent Levels - Magor and Undy	SSSI	Nedern Brook & West Pill Reen	Gwent Levels are an example of one of the most extensive areas of reclaimed wet pasture in Great Britain which includes the Somerset Levels, Romney Marsh and the Pevensey Levels, and is the largest area of its kind in Wales. Together these Levels systems constitute a national series of sites each with its own special features. The Magor and Undy area are the most easterly of the Gwent Levels sites supporting a total of 43 nationally rare and notable invertebrate species such as the soldier fly, the snail killing fly and the water beetle. This area also supports several rare and notable aquatic plant species
Gwent Levels - Redwick and Llandevenny	SSSI	Mill Reen	The Redwick and Llandevenny area supports rich assemblages of invertebrate species including Chalcis sispes a parasite of the Stratiomys fly larvae, the beetle Scirtes orbicularis and the drone fly Pharhelophilus consimilis. The area also contains a number of nationally rare plant species including the rare Myriophyllum verticillatum located in peaty ditches in the northern part of the site and the brackish water crowfoot associated with the ditches bordering the sea wall.
Harper's Grove-Lord's Grove	SSSI	Wye	Harper's Grove – Lord's Grove is a large area of predominantly relict mixed coppice and mixed coppice with standards of woodland on the steep west - south-west facing slopes of the River Wye gorge south of Monmouth. There are a large number of woodland types with extensive areas of oak Quercus robur and Q petraea, small leaved lime Tilia cordata and beech Fagus sylvatica. The site is notable for a stand of hornbeam Carpinus betulus which appears to be the only truly natural stand in the county and is a considerable distance from its main area of distribution. Large leaved lime Tilia platyphyllos also occurs in Lord's Grove.

Site name	Desi.	Catchment(s)	Qualifying features
Livox Wood	SSSI	Wye	Livox Wood is a relict mixed coppice with occasional standards on very steep north-north west facing slopes of the River Wye gorge. There is a zonation of woodland type with increasing soil depth, moisture and base status down the slope. Sessile oak Quercus patraea and hybrids dominate the top of the slope with alder Alnus glutinosa, ash Fraxinus excelsior and wych elm Ulmus glabra on the lower slopes. There is an interesting ground flora particularly on the flushed lower slopes including species that are rare or local in the county such as giant bellflower Campanula latifolia, toothwort Lathraea squamaria and broad leaved sedge Carex strigosa.
Llandegfedd Reservoir	SSSI	Usk	This reservoir is the largest inland open water habitat in the County and since its formation in 1963 has developed into one of the three regionally important overwintering wildfowl refuges in Wales. The site is particularly important for the overall numbers and variety of wintering wildfowl, with large numbers of wigeon, pochard and mallard. Other notable species include goosander, teal and goldeneye. The area around the reservoir includes grassland, important for feeding and roosting wildfowl, woodland and scrub.
Llangovan Church	SSSI	Olway	Llangovan Church is of special interest as a summer roost for the lesser horseshoe bat Rhinolophus hipposideros. The site comprises a stone-built Norman church and surrounding churchyard, situated on the east facing slope of a valley side in Llangovan, Monmouthshire. The bats roost in the apex of the main church and in a small roof space to the south side of the tower, but also have access to the main body of the church. A purpose built gap in the church porch allows access on a direct flight path. The site regularly supports a breeding roost of at least 100 adults as well as flighted juveniles.
Llwyn y Celyn	SSSI	Mounton Brook	This site, which occurs alongside the Mounton Brook, supports examples of fairly calcareous spring mire and swamp plant communities which are uncommon in Gwent.

Site name	Desi.	Catchment(s)	Qualifying features
Wetland			The underlying geology consists of Brownstones of the Lower Old Red Sandstone. Soils alongside the Mounton Brook are alluvial in origin with peaty surface horizons on the wetter areas. A complex network of springs issuing from the base of the slopes helps to maintain high water levels on land adjoining the stream.
Rectory Meadow - Rogiet	SSSI	Nedern Brook &West Pill Reen	The only extant and recorded native site of Meadow Clary Salvia pratensis in Wales. This rare species is confined principally to a few sites in Oxfordshire and Gloucestershire and is here at the western edge of its range. The site is on deep clay soil overlying Carboniferous Limestone strata and is located close to the existing Burness Castle Quarry Site of Special Scientific Interest.
Lower Ground, Penrhos	SSSI	Trothy	Lower Ground supports a neutral unimproved grassland community and an unimproved mire community. The site supports a number of locally rare species including petty whin Genista anglica, southern marshorchid Dactylorhiza praetermissa and flea sedge Carex pulicaris. Additional diversity is provided by small areas of alder carr, dense and scattered scrub, dense bracken and bank-side vegetation.
Lower Hael Wood	SSSI	Wye	Lower Hael Wood is an excellent example of a diverse and well-structured mixed coppice with standards system including a wide range of woodland types on the steep east – north east facing slope of the River Wye gorge. Beech Fagus sylvatica, lime Tilia cordata, wych elm Ulmus glabra, ash Fraxinus excelsior and oak Quercus robur and Q petraea are the dominant canopy trees with a rich ground flora particularly on the flushed lower slopes.
Lower Nex Meadows, Devauden	SSSI	Mounton Brook	Lower Nex Meadows are situated to the south of the village of Devauden at an altitude of 210 metres. The underlying geology consists of Brownstones of the Old Red Sandstone and the soils are classified as brown earths of the Oglethorpe Association. The meadows slope gently to the south west and are freely drained. The site supports a traditionally managed

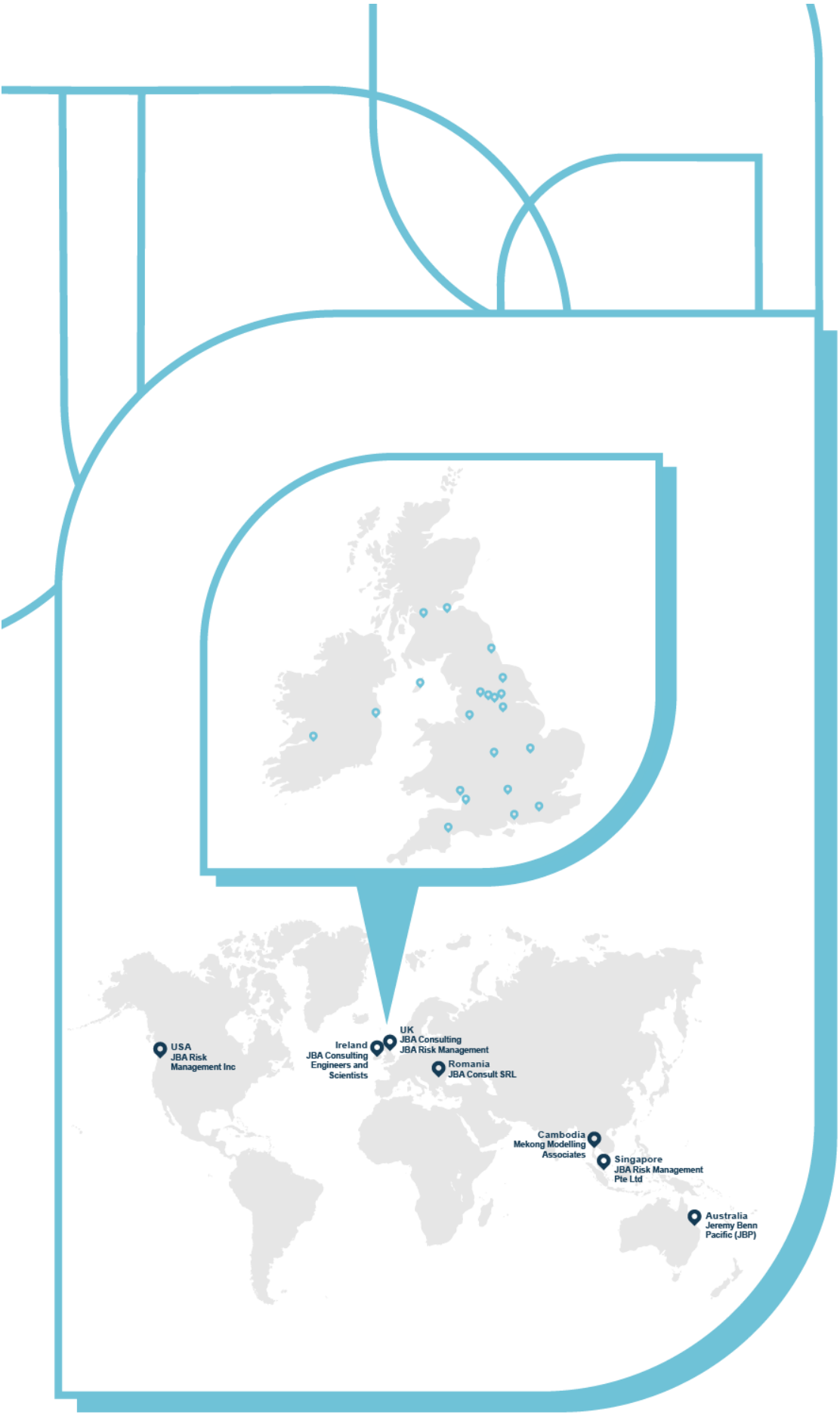
Site name	Desi.	Catchment(s)	Qualifying features
			unimproved neutral grassland community with a restricted distribution in Gwent. The vegetation is uniform and is best described as the Lathyrus pratensis sub-community of the Centaurea nigra – Cynosurus cristatus type of neutral grassland. This site supports the largest area known in Gwent of this vegetation type. A particularly noticeable feature of the meadows is the widespread abundance of oxeye daisy Leucanthemum vulgare, a reliable indicator of nutrient poor soils.
Maes-yr-Uchaf Wood	SSSI	Trothy	Maes-Yr-Uchaf Wood is an area of relict mixed woodland on the Trellech Plateau with an unusual combination of woodland types of local occurrence in the county. The dominant canopy species are field maple Acer campestre, alder Alnus glutinosa and ash Fraxinus excelsior. There are a number of good indicators of ancient woodland in the ground flora, including wood-sorrel Oxalis acetosella, dog's mercury Mercurialis perennis and herb paris Paris quadrifolia. Streams and boundary banks and ditches are additional features of interest.
Magor Marsh	SSSI	Mill Reen	The largest remnant of the formerly extensive fenlands near the Gwent coast. It lies on estuarine alluvium but receives run-off from an area of Carboniferous Limestone. The site supports a variety of reed Phragmites australis, sedge Carex spp. and submerged and emergent aquatic plants. There are areas of wet meadow and both willow Salix spp. and alder Alnus glutinosa carr with an intersecting system of drainage ditches – or reens and ponds. It is an important breeding ground for water and marsh birds.
Mwyngloddfa Mynydd-Bach	SSSI	Mounton Brook	Mwyngloddfa Mynydd-bach is of special interest for its hibernaculum of the lesser horseshoe bat Rhinolophus hipposideros. The site consists of a disused mine adit cut through Old Red Sandstone rocks. The single entrance faces north-east. The entrance is in a narrow strip of woodland to the north of the Carpenter's Arms Public House at Mynydd-bach. The horizontal adit passes under the B4235 Usk to Chepstow Road to the south west and continues into the hillside along a straight line, for a total length of about 70 metres.

Site name	Desi.	Catchment(s)	Qualifying features
Newton Court Stable Block	SSSI	Wye	The Newton Court Stable Block site which is of special interest for its breeding colony of the greater horseshoe bat Rhinolophus ferrumequinum is located on a south-east facing bluff above the town of Monmouth, overlooking the River Wye and immediately adjacent to the Wye Valley Area of Outstanding Natural Beauty.
Nedern Brook Wetlands, Caldicot	SSSI	Nedern Brook & West Pill Reen	The area is subject to seasonal flooding from the Nedern Brook so that as much as a third to half of the total area can be flooded between November and April in most years. Productive meadows which are regularly flooded are now very rare in Wales. This area is an important site for breeding birds, particularly waders, and was identified as a site of regional importance in a national survey of breeding waders of wet meadows carried out in 1982. It is of regional importance for breeding redshank, while other notable breeding species include lapwing, mute swan, shelduck, yellow wagtail and reedbunting. The site is also important for other wintering species of wildfowl and waders.
Park House Wood	SSSI	Wye	Park House Wood is the best example of sessile oak Quercus petraea coppice on acid soils in the county and is the largest area of this type in the Wye Valley. Quartz Conglomerate exposures, seral scrub stages and a rich bryophyte and lichen flora are additional features.
Penarth Brook Woodlands	SSSI	Olway	Penarth Brook Woodland is an area of woodland on the steep valley slopes of Penarth Brook with a wide range of soil types. The beech Fagus sylvatica with pedunculate oak Quercus robur on the acid soils of the upper slopes is a woodland type of restricted distribution in the county. The ash Fraxinus excelsior and wych elm Ulmus glabra dominated lower slopes have strong flushed areas with an interesting ground flora including alternate-leaved golden saxifrage Chrysosplenium alternifolium, narrow-leaved bitter-cress Cardamine impatiens and smooth sedge Carex laevigata. A small stream, cliffs and boulders are additional habitats within the wood.
Penpergwm Pond	SSSI	Usk	A pond situated in the Usk valley with hydrological links with the River Usk. It is the best example of a natural mesotrophic water body in the county with a diverse emergent flora and a number of national and county rarities including orange foxtail Alopercurus aequalis, lesser marshwort Apium inundatum, water purslane Lythrum portula and bladder sedge Carex

Site name	Desi.	Catchment(s)	Qualifying features
			vesicaria.
Pentwyn Farm Grasslands, Penallt	SSSI	Wye	Pentwyn Farm Grasslands are situated on the edge of the Penallt village, 4 km south-east of Monmouth. The grasslands lie at an altitude of 120-200 m and have varying aspects (most of the site slopes moderately to the south but two of the fields face north and south-east respectively). The underlying geology is Lower Red Sandstone, and the soils are classified as brown earths of the Milford and Eardiston I associations. This site supports one of the largest areas of a traditionally managed, unimproved neutral grassland in Gwent, of a community type that is declining in the British Isles.
Pierce, Alcove And Piercefield Woods	SSSI	Wye	Pierce, Alcove and Piercefield Woods is an area of mixed semi-natural woodland mostly of beech Fagus sylvatica /yew Taxus baccata /lime Tilia cordata with a relict coppice structure with some standards on steep slopes facing east. An interesting transition from acid to calcareous woodland types occur in Pierce Woods. There are a number of rare or local species of plants including largeleaved lime Tilia platyphyllos and several species of whitebeam Sorbus spp. Hornbeam Carpinus betulus and Sorbus aria are at the end of their range here. The cliffs support the only heronry in the lower Wye Valley and the caves are an important roost for several bat species.
Plantation Farm and the Gethley	SSSI	Mounton Brook	Plantation Farm and the Gethley SSSI is of special interest for its species-rich neutral grassland vegetation. It supports one of the largest remaining areas of unimproved neutral grassland in Monmouthshire. This grassland is characteristic of traditional low-input management regimes and has become increasingly rare in recent decades due to agricultural intensification.
Priory Wood	SSSI	Usk	The best remaining example of ancient semi-natural woodland on the Silurian rocks of the Usk Inlier. Woodland types range from oak Quercus robur and Q. petraea and birch Betula pendula and B. pubescens in the west to ash Fraxinus excelsior/wych elm Ulmus glabra dominated woodland with a rich ground flora in the east.

Site name	Desi.	Catchment(s)	Qualifying features
River Usk (Lower Usk) / Afon Wysg (Wysg Isaf)	SSSI	Usk	The River Usk (Lower Usk) is a rare example of a large mesotrophic lowland river which has not been subject to significant modification by man. Of particular significance to the river's morphology and biology are the extensive deposits of fluvio-glacial and alluvial material in the Usk valley between Abergavenny and Newport. The Lower Usk has developed a wide floodplain with a complex and active system of meanders, cut-off and back channels which contribute to the biological interest and diversity of the site.
River Usk (Upper Usk) / Afon Wysg (Wysg Uchaf)	SSSI	Usk	The River Usk (Upper Usk) is a fine example of an upland river flowing in part over hard sandstones, creating steeply graded sections with rocks, cascades, boulders and cliff-bound banks. In other areas, on a broad flood plain, it cuts through extensive deposits of fluvio-glacial and alluvial material, creating a complex and active system of meanders, cut-off and back channels which contribute to the biological interest and diversity of the site.
Strawberry Cottage Wood	SSSI	Honddu	Hanging sessile oak Quercus petraea wood over an Old Red Sandstone bluff on the southern edge of the Black Mountains. It has unusually well grown oaks Quercus petraea and some Q robur, locally abundant birch Betula pendula and occasional lime Tilia cordata and beech Fagus sylvatica.
Upper Wye Gorge	SSSI	Wye	The site lies on the banks of the River Wye where it has cut a spectacular meandering gorge through Old Red Sandstone and Carboniferous Limestone in the vicinity of Symonds yat. It consists of one of the most extensive blocks of semi -natural broadleaved woodland in the whole of the Wye Valley. Other habitats represented include woodland streams, small areas of limestone grassland and limestone rock outcrops. The site is also important for' Pleistocene mammal remains. The woodlands have a range of soil types which are generally alkaline in character although in places more acidic surface layers have developed. They variety of rocks and soil types has resulted in a very diverse broadleaved woodland with ten different types of woodland having been identified with a correspondingly varied ground flora. Several caves on the north side of the river contain Pleistocene deposits which are rich in mammal remains. Merlin's Cave, a moderately large cave, has yielded remains of lemmings

Site name	Desi.	Catchment(s)	Qualifying features
			and pika (a lagomorph), whilst King Arthur's Cave is of great importance for its sequence of mammal faunas from successive horizons.
Wye Valley Lesser Horseshoe Bat Site	SSSI	Mounton Brook	This is a composite bat site located in and around the valleys of the lower River Wye and its tributaries, Gwent. The site comprises 4 summer nursery roosts of the lesser horseshoe bat Rhinolophus hipposideros at Penallt Old Church, The Priory, Llandogo, Itton Court Stud and Tregeiriog Farm. Individually, these roosts are important in a national context as nursery sites, and collectively they form part of the most important population centre for the species in the UK. The lesser horseshoe bat is an internationally endangered species listed on Annex II (a) of the EC Directive on the Conservation of Natural Habitats of Wild Fauna and Flora (the Habitats and Species Directive).



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Monmouthshire Council Local Flood Risk Management Strategy

Habitats Regulations Assessment

January 2024

Prepared for:
Monmouthshire Council

www.jbaconsulting.com

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Abbreviations

DPD	Development Planning Document
EC	European Community
EN	English Nature
FCERM	Flood and Coastal Erosion Risk Management (R&D programme)
FRMP	Flood Risk Management Plan
JNCC	Joint Nature Conservation Committee
LFRMS	Local Flood Risk Management Strategy
LLFA	Lead Local Flood Authority
LRF	Local Resilience Forum
MCC	Mesoscale Convective Complex
NPPF	National Planning Policy Framework
Ramsar	The intergovernmental Convention on Wetlands, signed in Ramsar, Iran, in 1971
SAC	Special Area of Conservation, protected under the EU Habitats Directive
SEA	Strategic Environmental Assessment
SPA	Special Protection Area for birds, protected under the EU Habitats Directive
WFD	Water Framework Directive

Executive Summary

The Welsh Government's National Strategy for Flood and Coastal Erosion Risk Management (FCERM) in Wales (National Strategy) sets out that over 245,000 properties across Wales are at risk of flooding from rivers, the sea and surface water, with almost 400 properties also at risk from coastal erosion. The National Strategy explains that, as the climate changes, we can expect those risks to increase, with more frequent and severe floods, rising sea levels and faster rates of erosion of the coast.

Storm events such as those of October 2019, February and December 2020 demonstrated how vulnerable some communities within Monmouthshire are to flooding, with that risk likely to increase with the onset of climate change. Storm Dennis (February 2020) alone resulted in flooding to almost 200 homes and 50 business across Monmouthshire. These events emphasise the need for Monmouthshire County Council (MCC) to have in place robust strategic priorities for managing local flood risk to help improve community resilience and adaptation to climate change.

Under the Flood and Water Management Act 2010 (FWMA), MCC has been established as the Lead Local Flood Authority (LLFA) for its administrative area. This Act requires all 22 LLFAs in Wales to produce, develop, maintain, apply and monitor a Local Flood Risk Management Strategy (Local Strategy) for their administrative area.

Different Risk Management Authorities (RMAs) in Wales are responsible for different sources of flood risk. As a LLFA, MCC are responsible for "local flood risk" which is defined as flood risk from:

- Surface water runoff
- Groundwater; and
- Ordinary watercourses (generally smaller watercourses)

This report details the Screening Stage of the Habitats Regulations Assessment of the Local Flood Risk Management Strategy (LFRMS) that has been developed by Monmouthshire Council. It is intended to identify, describe, and assess the likely significant effects of implementing the strategy on European designated sites (Special Areas of Conservation (SAC'S)) and Special Protection Areas (SPA's)) and also Ramsar sites within and around Monmouthshire district.

The screening Assessment for the Local Flood Risk Management Scheme concluded that no significant impacts as a result of The Monmouthshire LFRMS will occur at this stage of the scheme, and therefore in-combination assessment is not required. As the scheme progresses to OBC, further screening assessment of the proposed works is require

1 Introduction

1.1 Introduction

This report details the Screening Stage of the Habitats Regulations Assessment of the Local Flood Risk Management Strategy (LFRMS) that has been developed by Monmouthshire County Council. It is intended to identify, describe and assess the likely significant effects of implementing the strategy on European designated sites (Special Areas of Conservation (SACs) and Special Protection Areas (SPAs)) and also Ramsar sites within and around Monmouthshire.

1.1.1 The Local Flood Risk Management Strategy

The Flood and Water Management Act 2010 determined the need for flood risk to be managed within the framework of National Strategies for England and Wales and within Local Strategies for each Local Flood Authority Area.

This Local Strategy focuses on these local sources of flood risk within Monmouthshire but acknowledges and considers other sources of flood risk (including main rivers, sea, and sewers) and associated responsible RMAs.

The National Strategy sets out the legislative context to FCERM activities in Wales. In certain cases, Local Authorities are also required to produce Flood Risk Management Plans (FRMP), under the 2009 Flood Risk Regulations.

1.2 Habitats Regulations Assessment

1.2.1 Legislative Context

The Conservation of Habitats and Species Regulations 2017 (as amended by the Conservation of Habitats and Species (amendment) (EU Exit) Regulations 2019), also known as the 'Habitats Regulations', provide legal protection to habitats and species of national importance. The regulations also secure an ecological network of protected sites, consisting of SACs and SPAs. Government guidance also requires that Ramsar sites (which support internationally important wetland habitats and are listed under the Convention on Wetlands of International Importance [Ramsar Convention]) are given the same level of protection as SACs and SPAs.

Prior to the UK's withdrawal from the EU, SACs were designated and protected under domestic legislation transposed from European Directive 92/43/EEC on the Conservation of Natural Habitats and Wild Flora and Fauna (Habitats Directive), and SPAs under European Directive 2009/147/EC on the Conservation of Wild Birds (Birds Directive). Together these sites formed a European-wide Natura 2000 network of protected sites.

Since 31 December 2020, SACs and SPAs within the UK no longer fall within the Natura 2000 network, and instead form a National Site Network. SPAs and SACs continue to be referred to collectively as ‘European sites’ within the context of the Habitats Regulations, reflecting their international importance for the conservation of biodiversity.

SACs and SPAs within the National Site Network are also still designated for habitats listed on Annex I and for species listed on Annex II of the Habitats Directive, and criteria listed under the Birds Directive, and it is these Annex I habitats, Annex II species and Birds Directive Criteria against which assessments under the Habitats Regulations are still made.

It is a requirement of Regulation 105 of the Habitats Regulations that where a plan is likely to have a significant effect on a European site, either alone or in-combination with other plans or projects, and where it is not directly connected with or necessary to the management of the site "the plan-making authority for that plan must, before the plan is given effect, make an appropriate assessment of the implications for the site in view of that site's conservation objectives".

Therefore, for all plans that are not wholly directly connected with, or necessary to, the conservation management of the site’s qualifying features, a formal Screening for any Likely Significant Effects (either alone or in-combination with other plans or projects) on a European site is required. This Screening Assessment is based on available ecological information on the designated site(s), other plans, projects, and policies relevant to the area and details of the proposed development/policy.

If the Screening Assessment concludes that the plan is likely to have a significant effect on the conservation objectives of the site(s), or that such an effect cannot be ruled out (adopting a precautionary approach) an Appropriate Assessment must be carried out. An Appropriate Assessment involves an assessment of the potential effects of the plan on the conservation objectives of the site(s). If significant effects are identified, avoidance measures or mitigation to reduce impacts can be applied.

If it cannot be concluded that the plan will not adversely impact upon the integrity of the site(s), the development will not be able to proceed without further conditions and/or assessment. The plan will need to prove that all alternatives have been considered and that there are imperative reasons of overriding public interest (IROPI) that outweigh the potentially damaging impacts that the plan may have before it can proceed. In this case compensatory measures will be required.

Planning documents, such as the Monmouthshire LFRMS, are required to undergo HRA if there is the potential for significant impacts and they are not directly connected with or necessary to the management of a European site. As the Plan is not connected with or necessary to the management of SACs, SPAs or Ramsar sites, it is necessary to undertake a HRA of the Plan.

2 HRA Methodology

2.1 Introduction

It is accepted best-practice for the HRA of strategic planning documents to be run as an iterative process alongside the plan development, with the emerging policies, sites or options continually assessed for their possible effects on European sites and modified or abandoned (as necessary) to ensure that the subsequently adopted plan is not likely to result in significant effects on any European sites, either alone or 'in-combination' with other plans. This is undertaken in consultation with Natural England and other appropriate consultees.

2.2 HRA Process

The HRA will follow a four-stage process, based on that detailed in the Department for Communities and Local Government (DCLG) guidance Planning for the Protection of European sites: Appropriate Assessment (2006) and subsequent Government Guidance on the Use of Habitats Regulations Assessment (2019). These stages are described in Table 1.

Other guidance documents have been used to help inform the methodology of this assessment, including:

- Assessment of Plans and Projects Significantly Affecting Natura 2000 Sites: Methodological Guidance on the Provisions of Article 6(3) and (4) of the Habitats Directive 92/43/EEC (European Commission 2002)
- The Habitats Regulations Assessment Handbook (DTA Publications, 2023).
- Managing Natura 2000 sites: The provisions of Article 6 of the 'Habitats' Directive 92/43/EEC (European Communities, 2018)
- Guidance document on Article 6(4) of the 'Habitats Directive' 92/43/EEC (European Communities, 2007)
- Managing Natura 2000 sites: The provisions of Article 6 of the 'Habitats' Directive 92/43/EEC (European Communities, 2018)
- Guidance document on Article 6(4) of the 'Habitats Directive' 92/43/EEC (European Communities,2007)
- The National Planning Policy Framework (NPPF) and National Planning Practice Guidance (NPPG)
- The Planning Inspectorate PINS Note 05/ 2018: Consideration of avoidance and reduction measures in Habitats Regulations Assessment: People over Wind, Peter Sweetman, v Coillte Torana (The Planning Inspectorate, 2018)
- UK Government Guidance on the use of Habitats Regulations Assessment (July 2019) [https://www.gov.uk/guidance/appropriate-assessment]

Table 2-1 The Habitats Regulations Assessment Handbook (DTA Publications, 2023).

Stage / Task	Description
HRA Stage 1: Screening	This process identifies the likely impacts upon a European site of a project or plan, either alone or in-combination with other projects or plans and determines whether these impacts are likely to be significant. If no likely significant effect is determined, the project or plan can proceed. If a likely significant effect is identified, Stage 2 is commenced. Following the People over Wind & Sweetman v Coillte Teoranta Case C-323/17, the assessment does not consider protective, avoidance or mitigation measures for Stage 1 Screening. These measures are carried forward and considered as part of Stage 2. However, any changes to early drafts of a plan, for example the removal of a policy with likely significant effects, are considered as pre-screening decisions. The HRA formal Screening is undertaken prior to the adoption of the Plan. Therefore, any changes on earlier iterations of the draft plan are in effect changes to the essential features or characteristics of the plan itself and are therefore (usually) not considered to be avoidance measures requiring consideration at Stage 2.

Stage / Task	Description
HRA Stage 2: Appropriate Assessment	This assessment determines whether a project or plan would have an adverse impact on the integrity of a European site, either alone or in-combination with other projects or plans. This assessment is confined to the effects on the important habitats and species for which the site is designated (i.e. the qualifying interests of the site). Appropriate Assessments, in line with CJEU: Case C-461/17 Holohan v An Bord Pleanála, must also consider impacts upon habitats and species within or outside of a site boundary if they support a qualifying feature and could impact upon the conservation objectives of the site. If no adverse impact is determined, the project or plan can proceed. If an adverse impact is identified, Stage 3 is commenced.
HRA Stage 3: Assessment where no alternatives and adverse impacts remain (Mitigation and Alternatives)	Where a plan or project has been found to have adverse impacts on the integrity of a European site, potential avoidance/mitigation measures or alternative options should be identified. If suitable avoidance/mitigation or alternative options are identified, that result in there being no adverse effects from the project or plan on European sites, the project or plan can proceed. If no suitable avoidance/mitigation or alternative options are identified, as a rule the project or plan should not proceed. However, in exceptional circumstances, if there is an 'imperative reason of overriding public interest' for the implementation of the project or plan, consideration can be given to proceeding in the absence of alternative solutions. In this case, compensatory measures must have to be put in place to offset negative impacts (Stage 4).
HRA Stage 4: Compensatory measures	Stage 4 comprises an assessment of the compensatory measures where, in light of an assessment of imperative reasons of overriding public interest, it is deemed that the project should proceed.

2.3 HRA Stage 1: Screening Methodology

The principles of 'screening' are applied to a plan or its components (i.e., policies and site allocations) to allow the assessment stage to focus on those aspects that are most likely to have potentially significant or adverse effects on European sites, as well as shape the emerging strategy. Screening aims to determine whether the plan will have any 'likely significant effects' on any European site as a result of its implementation. It is intended to be a coarse filter for identifying effects (positive and negative) that may occur, to allow the assessment stage to focus on the most important aspects. A plan should be considered 'likely' to have an effect if it is not possible (on the basis of objective information) to exclude the likelihood that the plan could have significant effects on any European site, either alone or in-combination with other plans or projects; an effect will be 'significant' if it could undermine the site's conservation objectives.

Screening can be used to 'screen-out' European sites and plan components from further assessment, if it is possible to determine that significant effects are unlikely (e.g., if sites or interest features are clearly not vulnerable (exposed and/or sensitive) to the outcomes of a plan due to the absence of any reasonable impact pathways).

In order to undertake screening of the LFRMS, it is necessary to:

- Identify the European sites within and outside the plan area likely to be affected, reasons for their designation and their conservation objectives.
- Describe the plan/strategy and their aims and objectives and also those of other plans or projects that in-combination have the potential to impact upon the European sites.
- Identify the potential effects on the European sites.
- Assess the significance of these potential effects on the European sites.

2.3.1 The Precautionary Principle

If there is uncertainty, and it is not possible, based on the information available, to confidently determine no significant effects on a site then the precautionary principle will be applied, and the plan will be subject to an appropriate assessment (HRA Stage 2).

2.3.2 Consultation

It is a requirement of the Habitat Regulations to consult the appropriate nature conservation statutory body (i.e. Natural Resources Wales/Natural England). No formal consultation with Natural Resources Wales/Natural England has been undertaken at this stage.

2.3.3 Mitigation, Avoidance and Protective Measures

Following the People over Wind & Sweetman v Coillte Teoranta Case C-323/17, the assessment does not consider protective, avoidance or mitigation measures for stage 1 Screening. These measures are carried forward and considered as part of the stage 2 Appropriate Assessment.

2.4 HRA Stage 2: Appropriate Assessment Methodology

2.5 Appropriate Assessment and Mitigation – HRA Stages 2 and 3

For those European sites screened into the HRA, it is necessary to undertake an Appropriate Assessment to explore the potential adverse effects on their integrity and develop measures to avoid these effects entirely, or if not possible, to mitigate the impacts sufficiently that effects on the European sites are rendered effectively insignificant.

The stages involved in the Appropriate Assessment are to:

- Explore the reasons for the European designation of the "screened in" European sites.
- Explore the environmental conditions required to maintain the integrity of the "scoped in" European sites and become familiar with the current trends in these environmental processes.
- Gain a full understanding of the Monmouthshire LFRMS and consider each within the context of the environmental processes – would the policies lead to an impact on any identified process?
- Decide whether the identified impact will lead to an adverse effect on the integrity of the European site.
- In reference to ECJ case C-462/17 (Nov 18) Holohan v An Bord Pleanala, the Appropriate Assessment needs to include all typical habitats and species present within and outside of the boundaries of the European site if they are necessary for the conservation of the habitats and species listed for the protected area.
- Identify other plans that might affect these European sites in combination with the Monmouthshire LFRMS and decide whether there are any adverse effects that might not result from the strategy in isolation but will do so in-combination.
- Develop measures to avoid the effect entirely, or if not possible, to mitigate the impact sufficiently such that its effect on the European site is rendered effectively insignificant.

In evaluating significance, JBA Consulting has relied on its professional judgement, which will be further reinforced through consultation with Natural Resources Wales/Natural England, through the development of the Monmouthshire LFRMS and its associated appraisal processes.

3 European Sites

3.1 Introduction

As discussed in section 1.2, European sites collectively form the National Site Network. The objectives of the National Site Network are to:

a. maintain at, or where appropriate restore habitats and species listed in Annexes I and II of the Habitats Directive to a favourable conservation status in their natural range (so far as it lies in the United Kingdom's territory, and so far, as is proportionate).
b. contribute to ensuring, in their area of distribution, the survival and reproduction of wild birds listed in Annex I to the new Wild Birds Directive which naturally occur in the United Kingdom's territory and regularly occurring migratory species of birds not listed in that Annex which naturally occur in the United Kingdom's territory, and so securing compliance with the overarching aims of the Wild Birds Directive.

The National Site Network consists of:

- SACs - these are designated to protect those habitat types and species that are most in need of conservation (excluding birds).
- SPAs - these are designated to protect rare and vulnerable birds, and also regularly occurring migratory species.

Although not included in the legislation, as a matter of policy, Ramsar sites in England and Wales are protected in the same way as European sites, and therefore considered in the HRA process. The vast majority are also classified as SPAs and Sites of Special Scientific Interest (SSSIs). All SPAs and terrestrial SACs in England and Wales are also designated as SSSIs under the Wildlife and Countryside Act (1981) as amended.

For simplicity in this report, SACs, SPAs and Ramsar sites are collectively referred to as European sites.

3.2 European Sites in and Around Monmouthshire District

Best practice guidance suggests that sites occurring within a wider area of approximately 10km to 15km from the boundary of the area directly affected by a plan should be identified and assessed, in addition to those sites located within the plan area (Therivel, 2009). However, it is important to consider the possibility of impacts for any European site that might be affected, whatever its location, given the activities included in the plan and their range of influence. This may extend some distance from the area within the immediate influence of a plan.

There are four SACs and one SPA located within Monmouth District. A further two SACs, one SPA and one Ramsar are located within the 10km and/or 15km buffer surrounding Monmouthshire and have been deemed to be within the influence of Monmouthshire LFRMS. These sites are listed in Table 4-1 and shown in Figure 4-1.

Data on the European site interest features, their distribution, and their sensitivity to potential effects associated with the Monmouthshire LFRMS were obtained from various sources and reports, including the Joint Nature Conservation Committee (JNCC) and Natural Resources Wales and Natural England websites (citations, boundaries, management plans, site improvement plans etc). Detailed information on these sites, including their qualifying features and conservation objectives are provided in Table 4-2.

Table 3-1 European Designations in and around Monmouthshire District.

Designation	Within Monmouthshire District	Within the 10km and/or 15km buffer to Monmouth District and deemed to be within the influence of the LFRMS
SAC	Severn Estuary Wye Valley Woodlands Wye Valley & Forest of Dean Bat sites River Wye	Downton Gorge / Avon Woodlands River Clun
SPA	Severn Estuary	-
Ramsar	Severn Estuary	Walmore Common

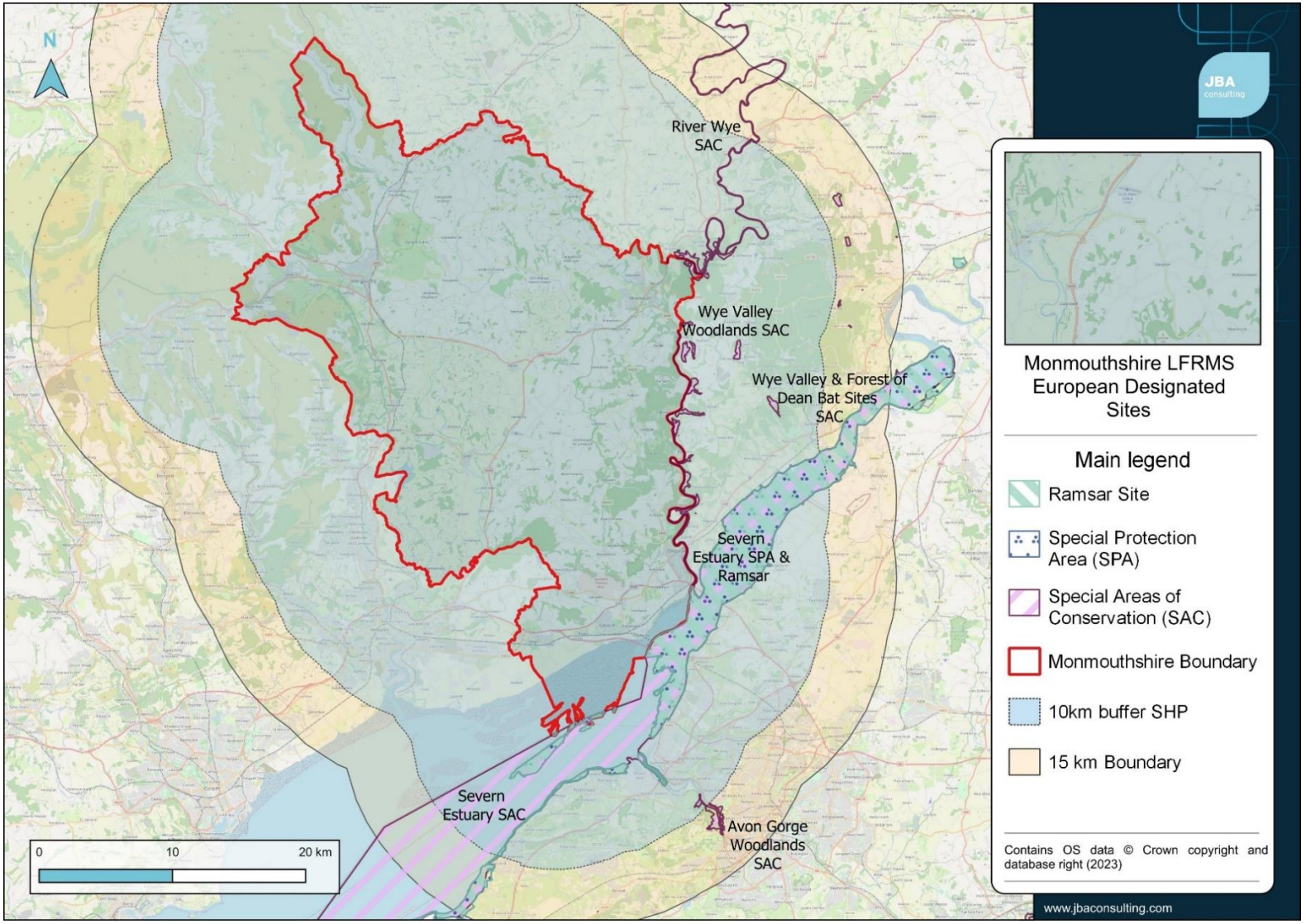


Figure 3—1: European Sites within a 10km and 15km boundary of the Monmouthshire LFRMS

Table 3-2: Details of European Sites within and adjacent to Monmouthshire County. Information from JNCC and Natural Resources Wales/Natural England

European Site	Qualifying Feature (Broad Habitat/Species Groupings)	Qualifying Feature	Conservation Objectives	Site Vulnerability
Severn Estuary SAC UK0013030	Estuarine and intertidal habitats Submerged marine habitats Anadromous fish	**Annex I Habitats** 1130 Estuaries 1140 Mudflats and sandflats not covered by seawater at low tide 1330 Atlantic salt meadows (Glauco-Puccinellietalia maritimae) 1110 Sandbanks which are slightly covered by sea water all the time 1170 Reefs **Annex II Species** 1095 Sea Lamprey *Petromyzon marinus* 1099 River Lamprey *Lampetra fluviatilis* 1103 Twaite shad *Alosa fallax*	Ensure that the integrity of the site is maintained or restored as appropriate, and ensure that the site contributes to achieving the aims of the Wild Birds Directive, by maintaining or restoring: • The extent and distribution of qualifying natural habitats and habitats of qualifying species • The structure and function (including typical species) of qualifying habitats • The supporting processes on which qualifying natural	The site is vulnerable to: • Public access/disturbance • Physical modification • Impacts of development • Coastal squeeze • Change in land management • Changes in species distributions • Water pollution • Air pollution: impact of atmospheric nitrogen deposition • Marine consents and permits: minerals and waste • Fisheries: recreational marine and estuarine • Fisheries: commercial marine and estuarine • Invasive species • Marine litter

European Site	Qualifying Feature (Broad Habitat/Species Groupings)	Qualifying Feature	Conservation Objectives	Site Vulnerability
			habitats and the habitats of qualifying species rely • The populations of each of the qualifying features and the distribution of the qualifying features within the site	• Marine pollution incidents
Wye Valley Woodlands SAC UK0012727	Dry woodlands Mammals of wooded habitats	**Annex I Habitats** 9130 *Asperulo-Fagetum* beech forest 9180 *Tilio-Acerion* forests of slopes, screens and ravines 91J0 *Taxus baccata* woods of the British Isles **Annex II Species** 1303 Lesser Horseshoe bat *Rhinolophus hipposideros*	Subject to natural change, to maintain or restore: • The extent and distribution of qualifying natural habitats and habitats of qualifying species. • The structure and function (including typical species) of	The site is vulnerable to: • Deer • Forestry and woodland management • Invasive species • Habitat connectivity • Species decline • Air pollution: impact of nitrogen deposition • Disease • Public access/disturbance

European Site	Qualifying Feature (Broad Habitat/Species Groupings)	Qualifying Feature	Conservation Objectives	Site Vulnerability
			qualifying natural habitats. • The structure and function of the habitats of qualifying species. • The supporting processes on which qualifying natural habitats and habitats of qualifying species rely. • The populations of qualifying species. • The distribution of qualifying species within the site.	

European Site	Qualifying Feature (Broad Habitat/Species Groupings)	Qualifying Feature	Conservation Objectives	Site Vulnerability
Wye Valley & Forest of Dean Bat Sites SAC UK0014794	Mammals of wooded habitats	**Annex II Species:** 1303 Lesser Horseshoe bat *Rhinolophus hipposideros* 1304 Greater Horseshoe bat *Rhinolophus ferrumequinum*	Subject to natural change, to maintain or restore: • The extent and distribution of the habitats of qualifying species. • The structure and function of the habitats of qualifying species. • The supporting processes on which the habitats of qualifying species rely. • The populations of qualifying species. • The distribution of qualifying species within the site.	The site is vulnerable to: • Physical modification • Public access/disturbance Factors affecting the sites ecological character: • Habitat connectivity

European Site	Qualifying Feature (Broad Habitat/Species Groupings)	Qualifying Feature	Conservation Objectives	Site Vulnerability
River Wye SAC UK0012642	Riverine habitats and running water Bogs and wet habitats (sensitive to acidification) Anadromous fish Non-migratory fish and invertebrates of rivers Mammals of riverine habitats	Annex I Habitats: 3260 Water courses of plain to montane levels with the Ranunculion fluitantis and Callitricho-Batrachion vegetation 7140 Transition mires and quaking bogs Annex II Species: 1092 White-clawed (or Atlantic stream) Crayfish *Austropotamobius pallipes* 1095 Sea lamprey *Petromyzon marinus* 1096 Brook lamprey *Lampetra planeri* 1099 River lamprey *Lampetra fluviatilis* 1103 Twaite shad *Alosa fallax* 1106 Atlantic salmon *Salmo salar* 1163 Bullhead *Cottus gobio* 1355 Otter *Luta lutra* 1102 Allis Shad *Alosa*	Subject to natural change, to maintain or restore: • The extent and distribution of qualifying natural habitats and habitats of qualifying species. • The structure and function (including typical species) of qualifying natural habitats. • The structure and function of the habitats of qualifying species. • The supporting processes on which qualifying natural habitats and habitats of qualifying species rely.	The site is vulnerable to: • Water pollution • Physical modification • Invasive species • Hydrological changes • Forestry and woodland management • Fisheries: freshwater • Fisheries: fish stocking • Water abstraction • Public access/disturbance • Air pollution: impact of atmospheric nitrogen deposition • Inappropriate scrub control • Undergrazing • Transportation and service corridors

European Site	Qualifying Feature (Broad Habitat/Species Groupings)	Qualifying Feature	Conservation Objectives	Site Vulnerability
		alosa	• The populations of qualifying species. • The distribution of qualifying species within the site.	
Downton Gorge SAC UK0012735	Dry woodlands	9180 *Tilio-Acerion* forests of slopes, screes and ravines	Subject to natural change, to maintain or restore: • The extent and distribution of qualifying natural habitats and habitats of qualifying species. • The structure and function (including typical species) of qualifying natural habitats. • The structure and function of the	The site is vulnerable to: • Deer • Game management: pheasant rearing • Forestry and woodland management • Disease • Invasive species • Habitat fragmentation • Air pollution: impact of atmospheric nitrogen deposition

European Site	Qualifying Feature (Broad Habitat/Species Groupings)	Qualifying Feature	Conservation Objectives	Site Vulnerability
			habitats of qualifying species. • The supporting processes on which qualifying natural habitats and habitats of qualifying species rely. • The populations of qualifying species. • The distribution of qualifying species within the site.	

European Site	Qualifying Feature (Broad Habitat/Species Groupings)	Qualifying Feature	Conservation Objectives	Site Vulnerability
River Clun SAC UK0030250	Non-migratory fish and invertebrates of rivers	Annex II species: 1092 Freshwater Pearl Mussel *Margaritifera margaritifera*	Subject to natural change, to maintain or restore: • The extent and distribution of the habitats of qualifying species. • The structure and function of the habitats of qualifying species. • The supporting processes on which the habitats of qualifying species rely. • The populations of qualifying species. • The distribution of qualifying species within the site.	The site is vulnerable to: • Siltation • Water pollution • Low breeding success/poor recruitment • Disease • Physical modification • Invasive species • Change in land management
Severn Estuary SPA UK9015022	Birds of lowland freshwaters and their margins	Article 4 of Directive (2009/147/EC) A037 *Cygnus columbianus bewickii*;	Subject to natural change, to maintain or restore:	The site is vulnerable to: • Public access/disturbance

European Site	Qualifying Feature (Broad Habitat/Species Groupings)	Qualifying Feature	Conservation Objectives	Site Vulnerability
	Birds of coastal habitats Birds of estuarine habitats	Bewick's swan (Non-breeding) A048 *Tadorna tadorna*; Common shelduck (Non-breeding) A051 *Anas strepera*; Gadwall (Non-breeding) A149 *Calidris alpina alpina;* Dunlin (Non-breeding) A162 *Tringa totanus*; Common redshank (Non-breeding) A394 *Anser albifrons albifrons*; Greater white-fronted goose (Non-breeding) Waterbird assemblage	• The extent and distribution of the habitats of the qualifying features. • The structure and function of the habitats of the qualifying features. • The supporting processes on which the habitats of the qualifying features rely. • The population of each of the qualifying features. • The distribution of the qualifying features within the site.	• Physical modification • Impacts of development • Coastal squeeze • Change in land management • Changes in species distributions • Water pollution • Air pollution: impact of atmospheric nitrogen deposition • Marine consents and permits: minerals and waste • Fisheries: recreational marine and estuarine • Fisheries: commercial marine and estuarine • Invasive species • Marine litter • Marine pollution incidents

European Site	Qualifying Feature (Broad Habitat/Species Groupings)	Qualifying Feature	Conservation Objectives	Site Vulnerability
Walmore Common SPA UK9007051	Birds of lowland wet grasslands	Article 4 of Directive (2009/147/EC) A037 *Cygnus columbianus bewickii*; Bewick's swan (Non-breeding)	Subject to natural change, to maintain or restore: • The extent and distribution of the habitats of the qualifying features. • The structure and function of the habitats of the qualifying features. • The supporting processes on which the habitats of the qualifying features rely. • The population of each of the qualifying features. • The distribution of the qualifying features within the site.	The site is vulnerable to: • Hydrological changes • Changes in species distribution • Change in land management • Offsite habitat availability/ management • Public access/disturbance • Energy production
Severn Estuary	Estuarine and	Ramsar criterion 1:	No information	Factors affecting the sites

European Site	Qualifying Feature (Broad Habitat/Species Groupings)	Qualifying Feature	Conservation Objectives	Site Vulnerability
Ramsar	intertidal habitats Submerged marine habitats Anadromous fish Birds of lowland freshwaters and their margins Birds of coastal habitats Birds of estuarine habitats	Due to immense tidal range, this affects both the physical environment and biological communities including the Annex I features present. Ramsar criterion 3: Due to unusual estuarine communities, reduced diversity, and high productivity. Ramsar criterion 4: Important for the run of migratory fish between sea and river via estuary. Species include Salmon *Salmo salar*, Sea Trout *Salmo trutta*, Sea Lamprey *Petromyzon marinus*, River Lamprey *Lampetra fluviatilis*, Allis Shad *Alosa alosa*, Twaite Shad *Alosa fallax,* and Eel *Anguilla anguilla.* Ramsar criterion 5:	available	ecological character: • Dredging • Erosion • Recreational/ tourism disturbance

European Site	Qualifying Feature (Broad Habitat/Species Groupings)	Qualifying Feature	Conservation Objectives	Site Vulnerability
		Waterfowl assemblages of international importance. Ramsar criterion 6: Species/populations occurring at levels of international importance. Ramsar criterion 8: Extremely diverse range of fish species in the whole estuarine.		

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3.3 Potential Hazards to European Sites

3.3.1 Introduction

Any strategy to manage flooding and the associated infrastructure upon which this strategy relies, can potentially have adverse impacts on the habitats and species for which European sites are designated. These impacts can be direct, such as habitat loss, fragmentation, or degradation, or indirect such as disturbance or pollution from construction, transportation etc.

This section identifies the potential hazards to European sites within and adjacent to Monmouthshire and then goes on to identify the types of hazards to which the qualifying features that are present within the sites are particularly sensitive.

3.3.2 Hazards to Sites

The European sites within and adjacent to Monmouthshire district include rivers and estuaries, and woodlands within the river valley. Potential hazards to the interest features are identified in Table 4-3 and Table 4-4 below.

Table 3-3: Potential Hazards to the European Sites within and adjacent to the district.

Potential Hazard		Description
1	Change in water levels	Flooding, or altered water levels, may have adverse impacts on water dependent habitats and species. Additionally, changes to ground-water may adversely impact on these habitats.
2	Changes in hydrological regime	These are changes to existing hydrological processes (e.g. changes to flow rates) that may alter the present characteristics of the European sites.
3	Changes in water quality	Activities which may impact upon water quality, such as accidental pollution spills as a result of construction of flood defences that may adversely affect wetland and coastal habitats as well as species,such as Annex II species, Sea lamprey *Petromyzon marinus and River Lamprey Lampetra fluviatilis.*
4	Changes to surface water flooding	Activities which may result in a reduction or increase in the frequency and extent of surface water flooding which may affect riverine, floodplain and other habitats.
5	Competition from invasive non-native species	Flooding may cause introduction or spread of invasive non-native species, particularly plants, which could result in changes to community composition and even to the complete loss of native communities.
6	Disturbance	Human activity (construction or other) can adversely impact on the qualifying features of the site directly (physical disturbance) or indirectly (visual or noise).
7	Habitat fragmentation	This is where flood events, or flood risk management measures such as defence construction, or alterations in coastal processes.

Potential Hazard		Description
8	Habitat loss	This is a loss of habitat within the designated boundaries of a European site, for example as a result of defence construction.
9	Habitat/community simplification	Changes to environmental conditions that result in a reduction and fragmentation of habitats, reducing biodiversity.
10	Turbidity and siltation	Increases in turbidity within water environments can impact upon aquatic plants, fish and wildfowl due to sedimentation and reduction in penetrable light. This may arise from construction activities or changed flooding/hydrological regimes.

3.3.3 Qualifying Features and Sensitivity to Hazards

Table 4-4 below, shows the qualifying features of the European sites within and adjacent to Monmouthshire LFRMS and identifies the hazards to which they are sensitive (see Table 4-3). It must be noted that during the assessment of the potential impacts of the Monmouthshire LFRMS on a European site, all of the potential hazards will be considered.

Table 3-4: Sensitivity of Qualifying Features to Potential Hazards

	Potential Hazards											
	Habitat loss	Habitat fragmentation	Changes in physical regime	Physical damage	Habitat/ community simplification	Disturbance (noise/ visual)	Competition from invasive non-native species	Changes in water levels or table	Changes in water quality	Changes to surface water flooding	Turbidity and siltation	Pollution
SAC/Ramsar Habitat Groups												
Fens and wet habitats	✓		✓	✓	✓		✓	✓	✓	✓	✓	✓
Bogs and wet habitats	✓		✓	✓	✓		✓	✓	✓	✓	✓	✓
Dry woodlands and scrub	✓			✓	✓		✓			✓		✓
Dry grassland	✓			✓	✓		✓			✓		✓
Dry heathland habitats	✓			✓	✓		✓			✓		✓
Coastal habitats	✓	✓	✓	✓	✓		✓	✓	✓		✓	✓
Coastal habitats (sensitive to abstraction)	✓		✓	✓	✓		✓	✓	✓		✓	✓
Estuarine and intertidal habitats	✓		✓	✓	✓		✓	✓	✓		✓	✓

	Potential Hazards											
	Habitat loss	Habitat fragmentation	Changes in physical regime	Physical damage	Habitat/ community simplification	Disturbance (noise/ visual)	Competition from invasive non-native species	Changes in water levels or table	Changes in water quality	Changes to surface water flooding	Turbidity and siltation	Pollution
SAC/Ramsar Species Groups												
Vascular plants of aquatic habitats	✓	✓	✓	✓	✓		✓	✓	✓	✓	✓	✓
Vascular plants, lower plants and invertebrates of wet habitats	✓	✓	✓	✓	✓		✓	✓	✓	✓	✓	✓
Anadromous fish	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Non-migratory fish and invertebrates of rivers	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Mammals of riverine habitats	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Amphibia	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
SPA/Ramsar Bird Species Groups												
Birds of lowland wet grasslands	✓	✓	✓	✓	✓	✓		✓	✓	✓	✓	✓
Birds of lowland freshwaters and their margins	✓	✓	✓	✓	✓	✓		✓	✓	✓	✓	✓
Birds of farmland	✓	✓	✓	✓	✓	✓				✓		✓
Birds of coastal habitats	✓	✓	✓	✓	✓	✓		✓	✓	✓	✓	✓
Birds of estuarine habitats	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓

4 Screening Assessment

4.1 Introduction

Table 4-1 considers the objectives and measures of the Monmouthshire LFRMS and identifies whether they are likely to have significant effects on the integrity of the European Sites, either alone or in-combination with other plans and/or projects.

4.2 Assessment of likely significant effects

Table 4-1: Assessment of likely significant effects

LFRMS Objective	LFRMS Action	Potential Interest Feature Affected	Designated Sites Which include Interest Feature Affected	Potential Effect on European Sites	Likelihood of Significant In-Combination Effect
Objective 1: Reduce the risk and impact of flooding to people and property.	Provide an early warning system to allow residents time to move to a safe area. Encourage the residents to produce their own Flood Plan to reduce danger to themselves and damage to their property and its contents and provide advice and guidance on protection and resilience measures.	N/A	N/A	This action is a collation of flooding information and production of an emergency plan. This is a general statement for flooding procedures in areas locally vulnerable to flooding, thus leads to no impacts on the European Sites. ***No effect at all.***	No in-combination assessment required; zero effect alone or in-combination. ***No effect at all.***

LFRMS Objective	LFRMS Action	Potential Interest Feature Affected	Designated Sites Which include Interest Feature Affected	Potential Effect on European Sites	Likelihood of Significant In-Combination Effect
Objective 2: Reduce disruption to critical infrastructure and essential services resulting from flooding.	Monmouthshire County Council supports the response planning structure as adopted by the Gwent Local Resilience Forum (Gwent LRF) and ensures roles and responsibilities as agreed in joint plans are reflected in local authority emergency plans.	N/A	N/A	This action is to ensure the roles and responsibilities of emergency plans/responses are clearly set out. This leads to no effect on the European Sites. ***No effect at all.***	No in-combination assessment required; zero effect alone or in-combination. ***No effect at all.***

LFRMS Objective	LFRMS Action	Potential Interest Feature Affected	Designated Sites Which include Interest Feature Affected	Potential Effect on European Sites	Likelihood of Significant In-Combination Effect
Objective 3: Ensure a risk based and sustainable approach to investment and delivery of flood risk management activities	Providing habitats for wildlife and opportunities for biodiversity enhancement. New habitat can provide educational, recreational and community wellbeing benefits and supports the provision of new green infrastructure.	N/A	N/A	This is a general objective for the Monmouthshire LFRMS with no reference to location, type of work thus cannot impact any specific European Sites. ***No effect at all.***	No likely significant affects. ***No effect at all.***

LFRMS Objective	LFRMS Action	Potential Interest Feature Affected	Designated Sites Which include Interest Feature Affected	Potential Effect on European Sites	Likelihood of Significant In-Combination Effect
	Suggesting how water services infrastructure can contribute to sustainable development in terms of increased water efficiency and reduced water consumption in new developments. There are obligations on the Planning process to consider sustainability. Dŵr Cymru/Welsh Water input will also be required as part of the dialogue between all parties.	N/A	N/A	This is a general objective / compliance with Dŵr Cymru/Welsh Water input for the Monmouthshire LFRMS with no reference to location, type of work thus cannot impact any specific European Sites. ***No significant negative Impacts.***	No in-combination assessment required; zero effect alone or in-combination. ***No effect at all.***
Objective 4: Ensure flood resilience at	Identifying the impact of development	N/A	N/A	This objective aims to protect sites designated for	No in-combination assessment required; zero

LFRMS Objective	LFRMS Action	Potential Interest Feature Affected	Designated Sites Which include Interest Feature Affected	Potential Effect on European Sites	Likelihood of Significant In-Combination Effect
environmentally significant and sensitive sites of national, regional and local importance is maintained and enhanced where possible.	relating to water quality, nature conservation areas and protected species, then suggesting possible avoidance, mitigation or compensation measures where required. The SEA as part of the LFRM Strategy covers this.			nature conservation from the harmful effects of flooding through maintaining and enhancing flood resilience. This will not result in adverse effects on European sites. ***No effect at all.***	effect alone or in-combination. ***No effect at all.***

LFRMS Objective	LFRMS Action	Potential Interest Feature Affected	Designated Sites Which include Interest Feature Affected	Potential Effect on European Sites	Likelihood of Significant In-Combination Effect
Objective 5: Support the Water Framework Directive by preventing deterioration of watercourses and improve water quality	Reducing pollutant concentration in stormwater, thus protecting the quality of the receiving water body. Encourage natural groundwater recharge to minimise the impact on aquifers and river base flows in the receiving catchment.	N/A	N/A	This is a positive implementation of management to reduce risk of pollution and support the WFD. No adverse effects anticipated on the European Sites. ***No effect at all.***	No in-combination assessment required; zero effect alone or in-combination. ***No effect at all***.
Objective 6: Continue to improve understanding of flood risk and the impact of climate change within Monmouthshire	Strengthen policy on other sources of flooding through the emerging Local Plan for Monmouthshire.	N/A	N/A	This is a general statement of policy to improve understanding of flood risk, with no reference to location, type of work or timeframe, so in itself cannot	No in-combination assessment required; zero effect alone or in-combination. ***No effect at all.***

LFRMS Objective	LFRMS Action	Potential Interest Feature Affected	Designated Sites Which include Interest Feature Affected	Potential Effect on European Sites	Likelihood of Significant In-Combination Effect
				lead to any impacts on any European Sites. ***No effect at all.***	
Objective 7: Raise awareness of flood risk amongst individuals and communities and support them to prepare for, respond to and recover from flood events	Compile and update all local models to ensure compatibility with local communities.	N/A	N/A	This action is a data collection, updating and mapping measure with no potential to impact on European sites. ***No effect at all.***	No in-combination assessment required; zero effect alone or in-combination. ***No effect at all.***
Objective 8: Work collaboratively with other Risk Management Authorities and organisations to effectively manage flood risk	N/A	N/A	N/A	This is a general statement of policy with regards to collaborative working, with no reference to location, type of work or timeframe, so in itself cannot lead to any impacts on any	No in-combination assessment required; zero effect alone or in-combination. ***No effect at all.***

LFRMS Objective	LFRMS Action	Potential Interest Feature Affected	Designated Sites Which include Interest Feature Affected	Potential Effect on European Sites	Likelihood of Significant In-Combination Effect
				European Sites. ***No effect at all.***	

4.3 Summary of the assessment of likely significant effects

Table 4-1 outlines the objectives and measures of the Monmouthshire LFRMS. These objectives are all high-level actions and aspirations that do not lead to activities which could have an effect on European Sites and as no effects have been identified alone, or in-combination.

5 Other Relevant Plans and Projects that might act In-combination.

Table 5-1 lists the relevant plans and projects that have been identified as having the potential to result in adverse effects on European sites in-combination with the Monmouthshire LFRMS. A search was made of the local planning authority and National Infrastructure Planning websites, in addition to a search of Natural England's website for Nature Improvement Areas.

Table 5-1: Relevant Plans and Projects within Monmouthshire.

Plan/Project	Potential In-combination Effects
Tidal Lagoon Cardiff by Tidal Lagoon Power (https://infrastructure.planninginspectorate.gov.uk/)	The Tidal Lagoon Cardiff is a project proposed to generate a station that has the capacity to produce 1800 and 2800 Mega Watts (MW). It is proposed to be located on the northern shore of the Severn Estuary, with landfall of the lagoon breakwater walls proposed at Cardiff Docks in the west and near to the mouth of the River Usk in the east (on the west bank of the River). The Project spans the southern edges of the Wentlooge Levels, an area of agricultural land reclaimed from the sea, together with low-lying estuarine alluvial wetland and intertidal mudflats. The breakwater walls encompass an area of approximately 70km2 of the seabed and foreshore. No adverse in-combination effects with the LFRMS are expected as all proposed development, schemes and plans which are stated within the Development Plan Documents (DPD) under the Framework will require assessment under the Habitat Regulations if they pose any risk to European Sites within or adjacent to the boundary. Therefore, any development facilitated by or that becomes feasible because of measures within the LFRMS will also be subject to the HRA process to ensure no adverse impacts arise. **No likely significant effect in combination with relevant Monmouthshire LFRMS Strategic Measures identified.**

6 Screening Statement and Conclusions

The Monmouthshire LFRMS sets out the overall objectives to manage flooding within Monmouthshire District. The Screening Assessment process did not identify any effects arising from the Monmouthshire LFRMS proposed objectives on the European Sites. This is largely due to the high-level nature and general aspirations of the LFRMS as well as the dual purpose of achieving environmental protection and gain.

6.1 Other Relevant Plans and Projects that might act In-combination.

The screening assessment has assessed that there will be no likely significant effects as a result of The Monmouthshire LFRMS. The screening stage (section 5) determined no in-combination effects will result from the Tidal Lagoon located in Cardiff. As the LFRMS is currently at high-level the HRA process will require further assessment as the scheme progresses and the programme of works is finalised.

References

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DTA Publications (2023) The Habitats Regulations Assessment Handbook [online] Available at: https://www.dtapublications.co.uk/ [Accessed 30.11.2023]

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Environment Agency (2013) Habitats and Species Protected under the Habitats Regulations. Document number: 1399_12. Environment Agency, Bristol, UK.

European Commission (2002). Assessment of Plans and Projects Significantly Affecting Natura 2000 Sites: Methodological Guidance on the Provisions of Article 6(3) and (4) of the Habitats Directive 92/43/EEC

Natural England (2018). Natural England's approach to advising competent authorities on the assessment of road traffic emissions under the Habitats Regulations. [Online] Available at: http://publications.naturalengland.org.uk/publication/4720542048845824. [Accessed: 30.11.2023].

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Therivel, R. (2009) Appropriate assessment of plans in England. Environmental Impact Assessment Review, 29(4), 261-272. UK Government Guidance on the use of Habitats Regulations Assessment (July 2019) [https://www.gov.uk/guidance/appropriate-assessment]

Linked documents

https://sac.jncc.gov.uk/site/UK0013030

https://www.irekibai.eu/en/sea-lamprey/

https://sac.jncc.gov.uk/site/UK0012727

https://sac.jncc.gov.uk/site/UK0014794

https://sac.jncc.gov.uk/site/UK0012642

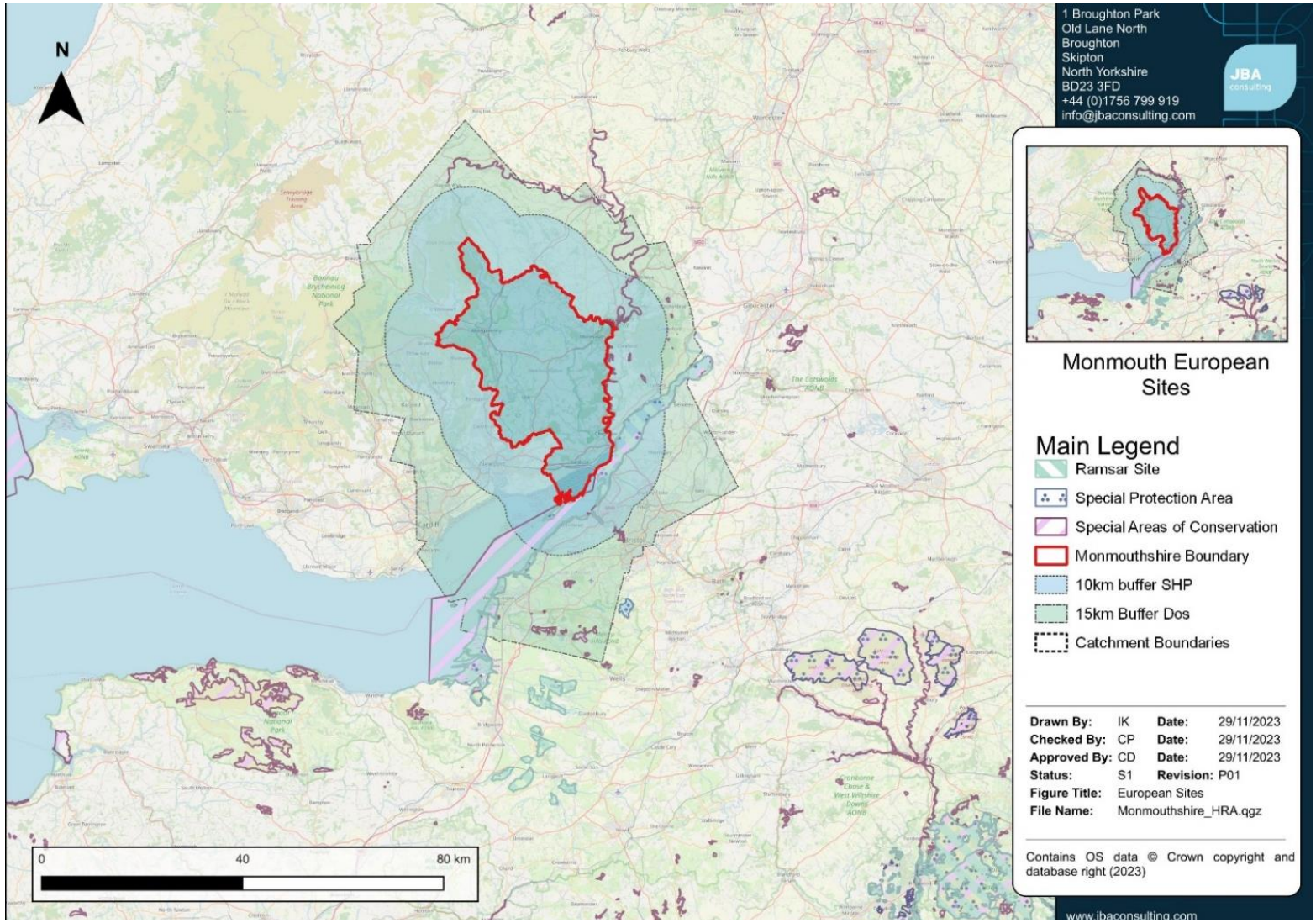
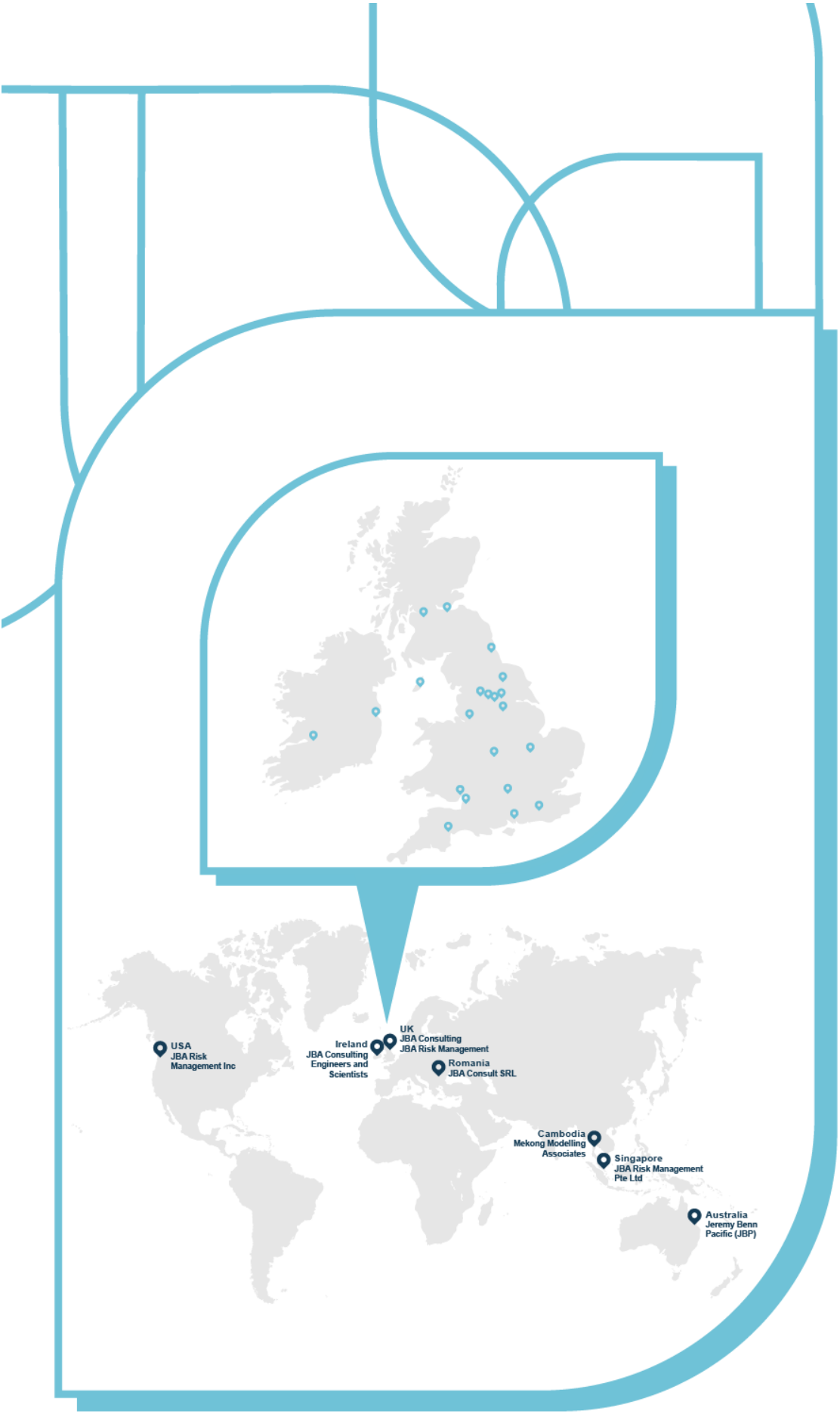


Figure 6—1: Monmouthshire European Designated Sites map.



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Integrated Impact Assessment document

(incorporating Equalities, Future Generations, Welsh Language and Socio Economic Duty)

Name of the Officer: Ross Price **Phone no: 01633 644718** **E-mail: rossprice@monmouthshire.gov.uk**	**Please give a brief description of the aims of the proposal** **To agree the content of the draft revised Local Flood Risk Management Strategy prior to going to public consultation.**
Name of Service area: **Highways and Flood Management**	**Date** **10th July 2025**

1. **Are your proposals going to affect any people or groups of people with protected characteristics?** Please explain the impact, the evidence you have used and any action you are taking below.

Protected Characteristics	Describe any positive impacts your proposal has on the protected characteristic	Describe any negative impacts your proposal has on the protected characteristic	What has been/will be done to mitigate any negative impacts or better contribute to positive impacts?
Age	The revised Local Flood Risk Management Strategy and Local Action Plan are expected to deliver positive outcomes for people of all age groups by addressing the most significant flood risks facing communities in Monmouthshire. Attention is given to older adults and young people, who may be more vulnerable to the physical and emotional impacts of flooding and may face greater challenges in responding to such events. The strategy also considers the long-term implications of climate change, ensuring that the needs of future generations are integrated into local flood risk planning and resilience-building efforts.	None at the time of writing.	Not applicable.

Protected Characteristics	Describe any positive impacts your proposal has on the protected characteristic	Describe any negative impacts your proposal has on the protected characteristic	What has been/will be done to mitigate any negative impacts or better contribute to positive impacts?
Disability	Members of the public with health conditions, physical impairments, or chronic illnesses are often more vulnerable to the impacts of flooding. These individuals may face difficulties in taking preventative measures or may be unable to evacuate or reach safety during a flood event. The proposals outlined in the Local Strategy are designed to benefit these at-risk groups by reducing flood risk and enhancing community preparedness, thereby supporting safer and more inclusive outcomes for all.	None at the time of writing.	Not applicable.
Gender reassignment	There will be positive impacts on all protected characteristics who are at risk from flooding.	None at the time of writing.	Not applicable.
Marriage or civil partnership	There will be positive impacts on all protected characteristics who are at risk from flooding.	None at the time of writing.	Not applicable.
Pregnancy or maternity	There will be positive impacts on all protected characteristics who are at risk from flooding.	None at the time of writing.	Not applicable.
Race	There will be positive impacts on all protected characteristics who are at risk from flooding.	None at the time of writing.	Not applicable.
Religion or Belief	There will be positive impacts on all protected characteristics who are at risk from flooding.	None at the time of writing.	Not applicable.
Sex	There will be positive impacts on all protected characteristics who are at risk from flooding.	None at the time of writing.	Not applicable.

Protected Characteristics	Describe any positive impacts your proposal has on the protected characteristic	Describe any negative impacts your proposal has on the protected characteristic	What has been/will be done to mitigate any negative impacts or better contribute to positive impacts?
Sexual Orientation	There will be positive impacts on all protected characteristics who are at risk from flooding.	None at the time of writing.	Not applicable.

2. The Socio-economic Duty and Social Justice

The Socio-economic Duty requires public bodies to have due regard to the need to reduce inequalities of outcome which result from socio-economic disadvantage when taking key decisions This duty aligns with our commitment as an authority to Social Justice.

	Describe any positive impacts your proposal has in respect of people suffering socio economic disadvantage	Describe any negative impacts your proposal has in respect of people suffering socio economic disadvantage.	What has been/will be done to mitigate any negative impacts or better contribute to positive impacts?
Socio-economic Duty and Social Justice	Individuals from lower socio-economic backgrounds often face greater challenges in responding to and recovering from flood events. Limited financial resources can delay emergency responses, prolong recovery, and reduce access to protective measures such as comprehensive home insurance that includes flood coverage. This proposal is expected to have a particularly positive impact on this vulnerable group by reducing their exposure to flood risk, thereby enhancing their resilience and reducing long-term socio-economic disparities associated with flood impacts.	None at the time of writing.	Not applicable.

3. Policy making and the Welsh language.

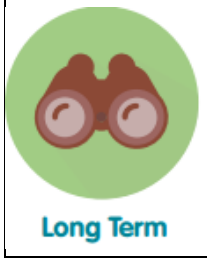
How does your proposal impact on the following aspects of the Council's Welsh Language Standards:	Describe the positive impacts of this proposal	Describe the negative impacts of this proposal	What has been/will be done to mitigate any negative impacts or better contribute to positive impacts
Policy Making Effects on the use of the Welsh language, Promoting Welsh language Treating the Welsh language no less favourably	The strategy focuses on managing flood risk from local sources and does not have a direct impact on the Welsh language. However, there will be an indirect, potentially positive impact through the use of bilingual communication. Web pages, public notices, flood warnings, and other informational materials will be provided in both Welsh and English, supporting accessibility and inclusivity for Welsh-speaking communities.	None at the time of writing	Not applicable
Operational Recruitment & Training of workforce	Not applicable	None at the time of writing	Not applicable
Service delivery Use of Welsh language in service delivery Promoting use of the language	All flood risk management related material will be published bilingually.	None at the time of writing	Not applicable

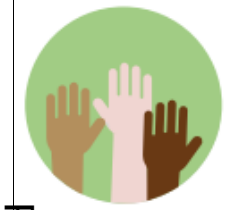
4. Does your proposal deliver any of the well-being goals below? Please explain the impact (positive and negative) you expect, together with suggestions of how to mitigate negative impacts or better contribute to the goal. There's no need to put something in every box if it is not relevant!

Well Being Goal	Does the proposal contribute to this goal? Describe the positive and negative impacts.	What actions have been/will be taken to mitigate any negative impacts or better contribute to positive impacts?
A prosperous Wales Efficient use of resources, skilled, educated people, generates wealth, provides jobs	The implementation of the Objectives, Measures, and Actions set out in the Local Strategy will support the prosperity of communities across Monmouthshire by reducing flood risk and delivering associated economic benefits.	None
A resilient Wales Maintain and enhance biodiversity and land, river and coastal ecosystems that support resilience and can adapt to change (e.g. climate change)	The actions outlined in the Flood Action Plan aim to build more resilient communities across Monmouthshire by reducing flood risk and enhancing preparedness. In addition, the plan seeks to protect and enrich local biodiversity and restore the natural landscape, ensuring long-term environmental sustainability and ecological health.	None
A healthier Wales People's physical and mental wellbeing is maximized and health impacts are understood	The implementation of the Local Strategy in Monmouthshire will provide greater support to local communities by reducing flood risk. This reduction will not only protect homes and infrastructure but also contribute significantly to the physical and mental well-being of residents. By alleviating the stress and anxiety associated with the threat of flooding, the strategy will promote a healthier, more resilient population.	None
A Wales of cohesive communities Communities are attractive, viable, safe and well connected	The Local Strategy encourages active community engagement by empowering residents to become more self-sufficient and better informed about flood risks. This proactive approach not only enhances individual preparedness but also strengthens community resilience, supporting long-term prosperity and well-being across Monmouthshire.	None
A globally responsible Wales Taking account of impact on global well-being when considering local	The Local Strategy takes into account the impacts of climate change and carbon emissions, addressing these challenges through the actions outlined in the Flood Action Plan. By integrating environmental considerations	None

Well Being Goal	Does the proposal contribute to this goal? Describe the positive and negative impacts.	What actions have been/will be taken to mitigate any negative impacts or better contribute to positive impacts?
social, economic and environmental wellbeing	into flood risk management, the strategy supports a more sustainable and climate-resilient future for Monmouthshire and further afield.	
A Wales of vibrant culture and thriving Welsh language Culture, heritage and Welsh language are promoted and protected. People are encouraged to do sport, art and recreation	The Local Strategy supports the Welsh Language through the use of bilingual communication. Web pages, public notices, flood warnings, and other informational materials will be provided in both Welsh and English, supporting accessibility and inclusivity for Welsh-speaking communities.	None
A more equal Wales People can fulfil their potential no matter what their background or circumstances	The implementation of the Local Strategy is designed to support people from all backgrounds, ensuring that everyone—regardless of age, ability, or circumstance—benefits equally. By promoting inclusivity and fairness, the strategy helps build stronger, more cohesive communities across Monmouthshire.	None

5. How has your proposal embedded and prioritised the sustainable governance principles in its development?

Sustainable Development Principle	Does your proposal demonstrate you have met this principle? If yes, describe how. If not explain why.	Are there any additional actions to be taken to mitigate any negative impacts or better contribute to positive impacts?
 Balancing short term need with long term and planning for the future	The Local Strategy sets out Measures and Actions to be implemented over the Short (1–3 years), Medium (3–6 years), and Long Term (6+ years), ensuring that local sources of flood risk are effectively managed both now and into the future.	None

Sustainable Development Principle	Does your proposal demonstrate you have met this principle? If yes, describe how. If not explain why.	Are there any additional actions to be taken to mitigate any negative impacts or better contribute to positive impacts?
 Working together with other partners to deliver objectives	The Local Strategy promotes collaboration with other Risk Management Authorities, non-government organisations, local communities groups, and the general public, all working together toward the shared goal of reducing local flood risk.	None
 Involving those with an interest and seeking their views	The production of the Local Strategy included a pre-consultation public survey, which collated people's awareness, understanding and concerns of flood risk. This helped to shape the draft Local Strategy, which will be subject to a 6 week public consultation period. Once implemented, we will work with elected members, community & town councils, communities groups etc. to deliver the objectives of the Local Strategy.	None
 Putting resources into preventing problems occurring or getting worse	The adoption of the Local Strategy will include a commitment to provide sufficient resources to deliver its objectives.	None
 Considering impact on all wellbeing goals together and on other bodies	The Local Strategy supports the objectives of Welsh Government's National Strategy for Flood and Coastal Erosion Risk Management in Wales, as well as other relevant plans and strategies produced by other Risk Management Authorities, all of which support the well-being goals.	None

6. Council has agreed the need to consider the impact its decisions has on the following important responsibilities: Corporate Parenting and Safeguarding. Are your proposals going to affect any of these responsibilities?

	Describe any positive impacts your proposal has	Describe any negative impacts your proposal has	What will you do/ have you done to mitigate any negative impacts or better contribute to positive impacts?
Safeguarding	There are no safeguarding implications.	None	Not applicable
Corporate Parenting	There are no corporate parenting implications.	None	Not applicable

7. What evidence and data has informed the development of your proposal?

The Flood and Water Management Act 2010 (FWMA) requires Monmouthshire County Council, as a Lead Local Flood Authority, to produce, develop, maintain, apply and monitor a Local Flood Risk Management Strategy. The Local Strategy focuses on local sources of flood risk, namely surface water runoff, Groundwater and ordinary watercourses within Monmouthshire, but acknowledges and considers other sources of flood risk (including main rivers, sea, and sewers) and associated responsible RMAs.

The content of the Local Strategy has been informed by the objectives and content of Welsh Government's National and Strategy for Flood and Coastal Erosion Risk Management in Wales.

Keys sources of information include:

- MCC's Local Flood Risk Management Strategy 2013
- MCC's Local Flood Risk Management Plan 2016
- Pre-consultation Online public survey (2023) which collated people's awareness, understanding and concerns of flood risk in Monmouthshire
- NRW's Communities at Risk Register (CaRR)
- NRW's Flood Risk Assessment Wales (FRAW) dataset
- JBA's Groundwater flood map (licensed specifically for this Local Strategy)
- Numerous environmental datasets from DataMapWales.

Additional sources of information include MCC's flood and drainage asset database, historic flood and land drainage records, Section 19 Flood Reports, as well as local knowledge from communities and MCC staff.

8. SUMMARY: As a result of completing this form, what are the main positive and negative impacts of your proposal, how have they informed/changed the development of the proposal so far and what will you be doing in future?

The draft revised Local Flood Risk Management Strategy ensures that Monmouthshire County Council fulfills its statutory duty under the Flood and Water Management Act 2010 to produce, develop, maintain, apply, and monitor a Local Flood Risk Management Strategy. This Strategy will make a significant positive contribution to the management of local sources of flood risk. It provides clear direction to Monmouthshire County Council, elected members, community groups, other Risk Management Authorities, external organisations, and the general public. It outlines current and future flood risks, identifies those responsible for managing them, and sets out the financial, resource, and timeframe requirements necessary to achieve the Strategy's objectives.

9. ACTIONS: As a result of completing this form are there any further actions you will be undertaking? Please detail them below, if applicable.

What are you going to do	When are you going to do it?	Who is responsible

10. VERSION CONTROL: The Equality and Future Generations Evaluation should be used at the earliest stage, such as informally within your service, and then further developed throughout the decision making process. It is important to keep a record of this process to demonstrate how you have considered and built in equality and future generations considerations wherever possible.

Version No.	Decision making stage	Date considered	Brief description of any amendments made following consideration
1	Place Scrutiny Committee	10th July 2025	

monmouthshire
sir fynwy

SUBJECT:	**MONMOUTHSHIRE CAR PARKING REVIEW**
MEETING:	**PLACE SCRUTINY**
DATE:	**10 JULY 2025**
DIVISION/WARDS AFFECTED:	**ALL**

1. PURPOSE:

1.1. The purpose of this report is to facilitate scrutiny of the Monmouthshire car parking review carried out by AtkinsRealis, and to invite the Committee to endorse the strategic objectives and the proposed MCC actions in response to the report's recommendations.

2. RECOMMENDATIONS:

2.1. That the Place Scrutiny committee considers the parking review carried out by AtkinsRealis, and endorses the following recommendations which are proposed to made to Cabinet:

2.1.1. That Cabinet agrees the strategic objectives for the Council's parking strategy as set out in paragraphs 3.7 and 3.8.

2.1.2. That Cabinet agrees the proposed MCC actions in response to the recommendations made in the Monmouthshire car parking review, as set out in table 1.

3. KEY ISSUES:

3.1. Monmouthshire County Council provides a range of facilities and services across the county to support on and off-street parking. This includes 38 car parks, which comprise a mix of short stay pay and display, long stay pay and display, free of charge, and season permit only. In the pay and display car parks, users have three options for paying for their stay: cash, card or payment via the PayByPhone app. Season permits are available for long stay car parks for nearby residents who qualify.

3.2. The Council's civil enforcement team provides management and enforcement functions in MCC car parks. In addition, since 2019 the Council has been responsible for parking enforcement on the majority of the highway network across the county. Parking

enforcement on trunk roads currently remains the responsibility of the Welsh Government, with enforcement carried out by the police.

3.3. Responsibility for enforcement of pavement parking currently rests with the police. It is expected that this will be transferred to local authorities in late 2025 or early 2026.

3.4. AtkinsRealis were commissioned in 2024 to carry out an evidence-based review of Monmouthshire's parking services. The brief included:

- Analysis of car park usage patterns and pay and display sales trends
- Recommendations for improved/amended charging schedules
- Assessment of civil enforcement functions and capacity
- Impact of potential additional enforcement functions including pavement parking
- Review of potential technologies to support parking and and enforcement functions
- Benchmarking against neighbouring local authorities.

3.5. The AtkinsRealis review followed a parking strategy commissioned from Capita in 2020, which set out the Council's policy framework for managing parking across a variety of aspects including parking tariffs, enforcement and parking standards.

3.6. The AtkinsRealis report is provided at Appendix 1 and the Capita report at Appendix 2

3.7. The 2020 Capita study set out eight proposed strategic objectives for the Council's parking strategy, which have been carried through to the AtkinsRealis report. It is recommended that those are now formally adopted to guide the provision of parking and enforcement services and facilities in Monmouthshire. The proposed objectives are to:

- Support the local economy
- Provide access to key services and facilities for groups of individuals with different sets of requirements
- Encourage sustainable travel modes and help reduce reliance on the private vehicle
- Meet residents' parking needs
- Improve journey time reliability for road users
- Make Monmouthshire a safer place
- Enhance the built and natural environment
- Reduce competition between towns in the wider region

3.8. A further strategic objective for the Council's parking strategy is now also proposed, recognising the importance of revenue generated by parking in meeting the costs of providing parking facilities and services and related provision:

- Maintain a revenue stream to support the ongoing provision of parking services and enforcement, as well as wider highway and transport services.

3.9. The AtkinsRealis parking review makes a number of recommendations, based on data analysis, literature review, and the consultants' specialist knowledge. The review notes

that further work (including additional data gathering, options appraisal, and consultation with relevant stakeholders) would be required before taking forward any of these recommendations.

3.10. The recommendations are set out in table 1 below, along with proposed actions for MCC in response to each of the recommendations.

3.11. Business groups were briefed on the emerging parking review via Monmouthshire's business resilience forum and have expressed a wish for further engagement in the development of the Council's parking strategy. It is proposed that further engagement with relevant stakeholders, including but not limited to business groups, town councils and local placemaking partnership groups, will be a key element in taking forward the actions set out in table 1, to ensure that any changes take into account local circumstances and need.

Table 1: AtkinsRealis Monmouthshire Car Parking Review: recommendations and proposed MCC actions

	AtkinsRealis recommendation	Summary explanation	Proposed MCC actions
Parking charges			
1	Existing charging structure remains	No change to existing position on interim basis.	Agree in interim pending outcome of recommendation 3
2	Retain season ticket/permit tariff structure	No change to existing position on interim basis.	Agree in interim pending outcome of recommendation 3
3	Undertake a future review of parking charge variations and charge inconsistencies	Review identifies lack of consistency in existing parking charges, as well as changes in local context and need since existing charging structure was introduced in 2014. However, data required to make specific recommendations on this is not currently available. Review process would begin with data collection as per recommendation 4, and along with other steps as per section 8.1.1 of AtkinsRealis report.	Take forward, beginning with next steps recommended in section 8.1.1 of AtkinsRealis report, and in consultation with local stakeholders (see paragraph 3.11). Review to consider pay and display, season tickets and residential permits.
4	Comprehensive Data Collection Programme	Collection of data to understand existing use of car parks and inform review of parking charges	Take forward to inform review of parking charges as per recommendation 3
Technology			
5	Live information and wayfinding on capacity of car parks	Installation of sensors and cameras in car parks to monitor real-time occupancy could be implemented to direct people to car parks with available space. This may be implemented in	Explore impact and costs as part of wider assessment of potential for technology to support parking and enforcement functions.

		certain towns / car parks with higher occupancy levels.	
6	Expansion of Smart Town Technology	Use of Smart Town and other technologies to support parking functions.	Take forward as part of wider assessment of potential for technology to support parking and enforcement functions
Enforcement			
7	Review of Civil Enforcement Officer (CEO) Operations	Detailed and comprehensive assessment of civil enforcement capacity vs existing and future service demand.	Take forward to ensure that CEO capacity reflects service demand
Parking provision			
8	Review of Overall Parking Provision and Stay Duration Strategy	Assess balance and distribution of short-stay and long-stay car parks to ensure meet current needs.	Take forward as part of review of parking charge structure as per recommendation 3
9	Reallocation of Spaces for Specific User Groups	Recommendation to meet best practice standards: • 3-6% of spaces for Blue Badge holders • 10-20% for electric vehicle charging • 5-10% for parent and toddler parking	Assess impact and cost of recommended reallocation and consult stakeholders prior to decision

4. EQUALITY AND FUTURE GENERATIONS EVALUATION (INCLUDES SOCIAL JUSTICE, SAFEGUARDING AND CORPORATE PARENTING):

4.1. There are no direct impacts arising from the parking review. Potential impacts arising from the recommendations set out in table 1, if agreed, will be considered as they are taken forward.

5. OPTIONS APPRAISAL

5.1. The table below provides an options appraisal in relation to the parking review.

Options	Benefits	Risks
Do nothing – continue with delivery of parking and enforcement functions with no change.	• No additional investment required in developing or implementing new ways of working. • Avoids risk that some changes may be unpopular with some stakeholders.	• Existing gaps in data on use of car parks will remain. • Does not address issues identified in review in relation to inconsistency in parking charges. • Risk that without review, enforcement capacity does not meet demand. • Missed opportunity to use new technologies to support parking and enforcement functions.
Explore alternative strategic objectives and/or develop alternative recommendations for changes to delivery	• Allows for further engagement with stakeholders in developing proposals.	• Would incur additional cost and delay implementation of change if required. • Not clear that further exploration of potential objectives and options for service change would reach significantly different conclusions.
Adopt strategic objectives and take forward actions in response to AtkinsRealis recommendations as set out in this report.	• Responds to evidence-led recommendations of report commissioned. • Opportunity to improve understanding of car park usage and consider identified issues in relation to parking charges.	• Further work required to take forward most recommendations – likely to incur some additional cost. • If future review of parking charges recommends changes to charging structure, this may be

	• Opportunity to review enforcement capacity in relation to demand. • Opportunity to explore potential for new technologies to support parking and enforcement functions	unpopular with some stakeholders.

6. EVALUATION CRITERIA

6.1. Detailed evaluation criteria will be developed as part of the process of taking forward actions as recommended in table 1 above. It is likely that these will include:

- Impact on parking revenue
- Compliance with relevant laws and regulations for on and off street parking
- Customer satisfaction with MCC parking and enforcement services
- Return on investment in technologies to support parking and enforcement functions

7. REASONS:

7.1. The car parking review and associated recommendations are required in order to ensure that the Council continues to deliver high quality parking and enforcement functions which meet the needs and expectations of communities and stakeholders.

8. RESOURCE IMPLICATIONS:

8.1. Table 1 above sets out proposed actions for MCC in response to the recommendations in the AtkinRealis review. Some of these will require further investment, both in the short term in developing proposals for change and in the long term in implementing any agreed change.

8.2. In particular, the proposed actions in responses to AtkinsRealis's recommendations include a review of enforcement capacity against demand, and exploration of the potential for technology to support parking and enforcement functions. If taken forward, the implementation of any change arising from these actions may require investment, for example in additional enforcement capacity or to implement recommended technologies. However in the long term this investment may result in an increase in revenue, for example through improved compliance with parking charges in pay and display car parks.

8.3. It is not possible at this stage to quantify the level of investment required to take forward these actions. Appropriate authorisation will be sought before incurring further expenditure in relation to these actions.

9. CONSULTEES:

9.1. Business groups were briefed on the emerging parking review via Monmouthshire's business resilience forum as noted above. Business groups and other local stakeholders including town councils and local placemaking partnership groups will be consulted further as part of the process of taking forward the actions recommended in this report, particularly in relation to the review of parking charges.

9.2. In addition the following have consulted:

- Cabinet
- SLT

10. BACKGROUND PAPERS:

10.1. Relevant papers are attached as appendices as follows:

Appendix 1: AtkinsRealis, Monmouthshire Car Park Review (2025)
Appendix 2: Capita, Monmouthshire Parking Strategy (2020)

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AtkinsRéalis

Car Park Review

Monmouthshire County Council

June 2025

MONMOUTHSHIRE CAR PARK REVIEW

Notice

This document and its contents have been prepared and are intended solely as information for Monmouthshire County Council and use in relation to Monmouthshire Car Park Review

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1. Introduction

Monmouthshire County Council (MCC) are looking to review and update their previous Parking Strategy (2020-2030), undertaken in April 2020. As such, AtkinsRéalis have been commissioned to carry out an evidence led review of the existing operation and management of car parks under MCC control. Subsequently, recommendations for change will be considered in respect of updating the extant MCC Parking Strategy to ensure a forward thinking approach is developed to achieve an effective parking management regime.

AtkinsRéalis have completed a review of the Monmouthshire County Council Parking Strategy 2020-2030 looking at the recommendations that affect car parks. In total 44 car parks have been examined, located in Abergavenny, Caldicot, Chepstow, Monmouth, Usk, Gilwern, Goytre, Magor, Rogiet, Raglan and Tintern. These car parks range from long stay and short stay to leisure centre and visitor attraction car parks. Payable car parks are located in Monmouthshire's main towns including Abergavenny, Chepstow and Monmouth.

The existing charging regime for the MCC provision of parking in each town and village across Monmouthshire, both free / chargeable and short / long stay has been in place for over 10 years ever since the MCC Cabinet decision in September 2014. However, the price charged for car parking and permits within the regime has been set and agreed annually as part of the MCC budget review.

1.1 Background

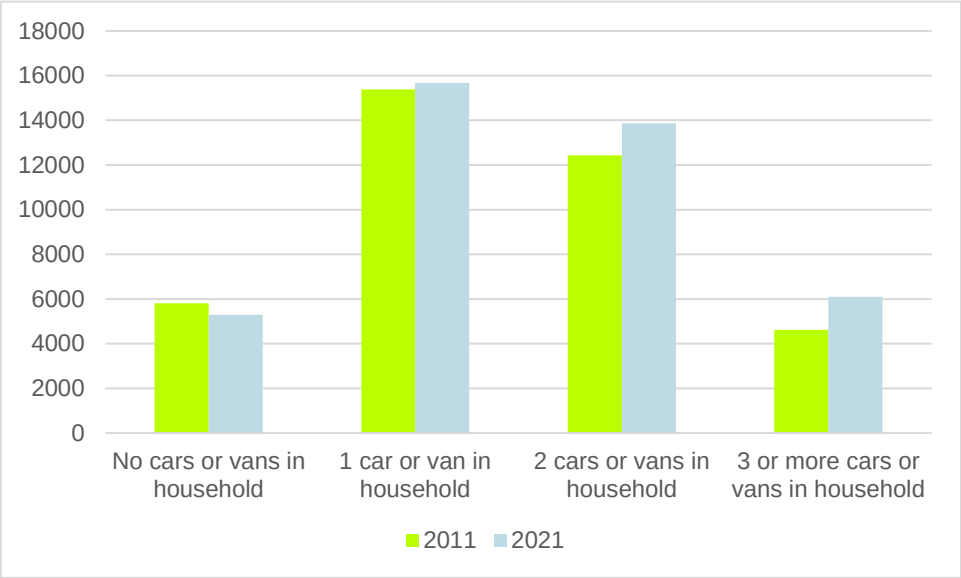
Monmouthshire is a rural county in south-east Wales, bordering England to the east and providing a gateway to Bannau Brycheiniog (Brecon Beacons) National Park to the north. Monmouthshire attracted 2.3 million visitors in 2023, who contributed significantly to the economy of the county[1]. The county's popularity among tourists, coupled with a sparse public transport network, supports the suggestion that MCCs car parks are essential to support local residents who use these car parks for daily activities, shopping, and commuting, as well as the visitor economy.

1.1.1 Car Ownership in Monmouthshire

Table 1-1 shows that the number of cars/vans per household has increased in Monmouthshire between 2011 and 2021. There was a decrease of 9% in the number of households with no cars of vans between 2011 and 2021, an increase of 2% in the number of households with 1 car or van, 12% increase of those with 2 cars of vans and 32% increase of those with 3 or more cars or vans.

[1] Destination Intelligence - Visit Monmouthshire

Table 1-1 - Car or Van Availability in Monmouthshire, 2011 to 2021 Comparison



(Source: Nomis and Office for National Statistics)

1.1.2 Monmouthshire County Council Parking Strategy 2020-2030

The existing Monmouthshire County Council Parking Strategy 2020-2030 was developed in April 2020, but was not formally adopted due to the impact of the Pandemic which disrupted travel patterns which have subsequently returned to a 'new normal'. The vision for parking recommended by the strategy is outlined below.

- Support the local economy (e.g. making it easier for people to visit towns in the County);
- Provide access to key services and facilities for groups of individuals with different sets of requirements (e.g. by providing appropriate Blue Badge parking provision);
- Encourage sustainable travel modes and help reduce reliance on the private vehicle (e.g. provision cycle storage and setting tariffs at appropriate levels);
- Meet residents' parking needs (e.g. reviewing Resident Parking Permits);
- Improve journey time reliability for road users (e.g. by designing and managing on-street and off-street parking to reduce traffic conflict and delays);
- Make Monmouthshire a safer place (e.g. by ensuring that parking is 'safer by design');
- Enhance the built and natural environment (e.g. reducing the amount of land required for parking and by improving the streetscape through civil parking enforcement); and
- Reduce competition between towns in the wider region (e.g. by setting car parking charges and standards that are consistent with surrounding local authorities).

This vision leads to the following overarching objective for the review of the parking provision in Monmouthshire:-

To support the economy by ensuring appropriately priced parking is available for all visitors, residents and commuters including Blue Badge holders and those using public Electric Vehicle charging points. Monmouthshire will provide safety and parking features to encourage modal shift.

Any recommendations proposed will be evidence led, where possible, or vision led to help support the overarching review objective, with appropriate refinement to support specific localised issues observed or concerns raised.

The 2020 Strategy made 16 recommendations of which 9 specifically relate to car parking provision and parking enforcement. The relevant recommendations from the 2020-2030 Parking Strategy that have been reviewed in 2024 are summarised below:-

R1 – Data Collection and Management

Undertake comprehensive data collection every three years to effectively review tariffs, maintenance, supply and enforcement of both on and off-street parking across Monmouthshire.

R2 - Technology

Explore a variety of technological improvements that will enhance the parking 'experience' for users; and advance the Council's capability to effectively and efficiently manage all Council owned parking facilities.

Explore the introduction of technology.

Review whether the contactless and cash systems are effectively meeting the needs of users of parking facilities across Monmouthshire.

R2a – Technology – Electric Vehicle Charging

The Council is committed to providing electric vehicle charging facilities in accordance with the Council's Climate Emergency Strategy. The Council will explore the introduction of charging points and tariffs.

R3 – Parking Tariff

On an ongoing basis review parking tariffs.

R4 – Tourist Parking Facilities

Evaluate the availability of coach parking, and tariffs, through consultation with tourist attractions and coach providers.

R5 – Short and Long Stay Provision

Encourage long-stay parking outside of the 'core' of town centres, market towns and villages throughout Monmouthshire through tariffs and/or availability of long-stay spaces.

Prioritise short-stay parking in 'core' areas through tariffs and availability of short-stay spaces.

Review and where necessary, re-allocate parking provision to meet demand or to encourage modal shift such as removing parking for private motorised transport for bicycle parking.

R6 – On-street parking

The Council will continue to review the provision of on-street parking through exploring the reallocation of spaces to sustainable forms of transport or for leisure uses in accordance with the town centre regeneration strategies.

A review will be undertaken into charging for on-street parking in-line with off-street parking and residential permit areas.

R7 – Residential Parking Permit

Investigate, where appropriate, resident parking permit schemes or resident parking zones in consultation with residents affected by on-street parking problems, to ensure a consistent approach to issuing permit parking.

R8 – Blue Badge Parking

Ensure parking standards for disabled motorists (Blue Badge holders) is provided in line with recognised national guidance (as a minimum) and the Council's Parking Standards to ensure spaces are efficiently and effectively utilised.

On an ongoing basis explore the introduction and implementation of disabled parking tariffs.

R12 – Parking Enforcement

To ensure the Council enforce parking restrictions effectively and efficiently under its civil parking enforcement regime,

1.1.3 2024 Technical Review Data Sources

Since 2020 there has been a significant period of local and national lockdown due to Covid 19 restrictions which prevented unrestricted travel. Consequently, this 2024 data review will collate and analyse the evidence to progress the 2020 recommendations and where required, enhancement or refine the 2020 recommendations as appropriate. Any additional recommendations identified from the evidence will highlight advantages and disadvantages for their consideration for implementation. The 2024 review has been developed through a series of workstreams and discussions which include:-:

- An analysis of car parking data including ticket transactions and occupancy data;
- A review of relevant MCC and Welsh policies;
- Benchmarking of MCC's existing parking regime against similar and neighbouring local authorities;
- A review of parking payment equipment;
- A review of the approach to electric vehicle charging provision;
- A review of the management of enforcement;
- A review of the car parking fee structure;
- A review of MCC's parking estate and consideration of the potential for asset transfer based on existing utilisation; and
- An investigation of how behavioural change analysis could be used to influence changes in parking behaviour.

Data Analysis – Occupancy

MCC provided data collected by Severnside Transportation Data Collection for 34 car parks covering a one-week period in January, March and June of 2022, as well as September/October of 2024. Data for 2024 covered a one-week period in either September or October, and included data for additional visitor attraction and leisure centre car parks, which were not previously surveyed in 2022. A total of 44 car parks were surveyed in 2024 using fixed video cameras to captured vehicle access/egress movements over a week and the data analysed. Data at three additional sites[2] was analysed, but excluded from further review due to anomalies identified in the data.

The data collected by Severnside Transportation Data Collection detailed the number of cars accessing and egressing each car park within each 15-minute interval surveyed, along with the corresponding hourly totals. AtkinsRéalis have utilised these hourly totals to calculate parking accumulation in each car park at each hour of the day.

Data Analysis – Transactions

MCC provided data for tickets purchased at (payable) council-owned car parks through both physical machines and digital tickets purchased via the PayByPhone app. Data for tickets purchased at physical machines covered the period from February to November 2024, and data for digital tickets covered the period from January to November 2024. The transaction analysis therefore focused on the 10-month period from February to November 2024 to capture the full transactions for each month.

The ticket machine data provided the total monthly revenue for each ticket type. However, the PayByPhone data revenue from each type of ticket sale was calculated by multiplying the ticket price by the number of tickets sold. The analysis was carried out in two stages from February to March and from April to November, making sure to capture the price changes before and after April 2024.

Benchmarking

Research into authorities of a similar character and/or bordering Monmouthshire was undertaken to examine their car parking strategies and tariff structure. This information was obtained from the relevant council's website in December 2024 and confirmed, where possible, on site. Where the parking strategy for particular local authorities was not in the public domain other relevant information was noted from each Council's website.

[2] Sports Ground in Monmouth (private car park), Severn Tunnel Junction in Rogiet (TfW car park) and Jubilee Way in Caldicot (Jubilee Way site video camera locations captured movement into/out of both the private land adjacent to the council-owned car park and the car park itself without being able to identify the car park utilisation).

Enforcement

Information regarding enforcement of car parking in Monmouthshire was provided by MCC for activities currently carried out by their staff. Investigation of concerns and issues regarding civil enforcement in Monmouthshire was carried out through discussion with Councillors, Business Forum and MCC Officers.

2. Baseline Position

This section presents an overview of the baseline information for MCC owned car parks in a series of maps that show the detail of

a) the maximum available capacity of parking spaces by town and individual car park

b) the type of car park (paid, free, leisure centre, etc.) overlaid on a map showing the Welsh Index of Multiple Deprivation (WIMD) for each area. These also include the free supermarket car park locations, where appropriate, which are not manged by MCC.

c) the availability of Electric Vehicle (EV) charging facilities in car parks.

A summary of the occupancy and transaction analysis is then presented for each of the MCC managed car parks, with the full detailed analysis attached in Appendix A.

2.1 Car Park Capacity

Figure 2-1 and Table 2-1 excludes leisure centre, visitor attraction and season permit only spaces. It should be noted that Abergavenny has the most spaces (1381 of which 297 free).

Table 2-1 - Total number of spaces by town[3]

Place	Number of free spaces	Number of payable spaces	Total number of spaces
Abergavenny	297[4]	858	**1381**
Caldicot	175		**175**
Chepstow	98	502	**600**
Gilwern	24		**24**
Goytre	22		**22**
Magor	92		**92**
Monmouth	477	202	**679**
Raglan		54	**54**
Rogiet		244	**244**
Usk	254		**254**

[3] This does not include leisure centre, visitor attraction or season permit only spaces.
[4] Abergavenny's only free car park – Byefield Lane, is chargeable on Tuesdays.

Figure 2-1 - Total number of spaces by place

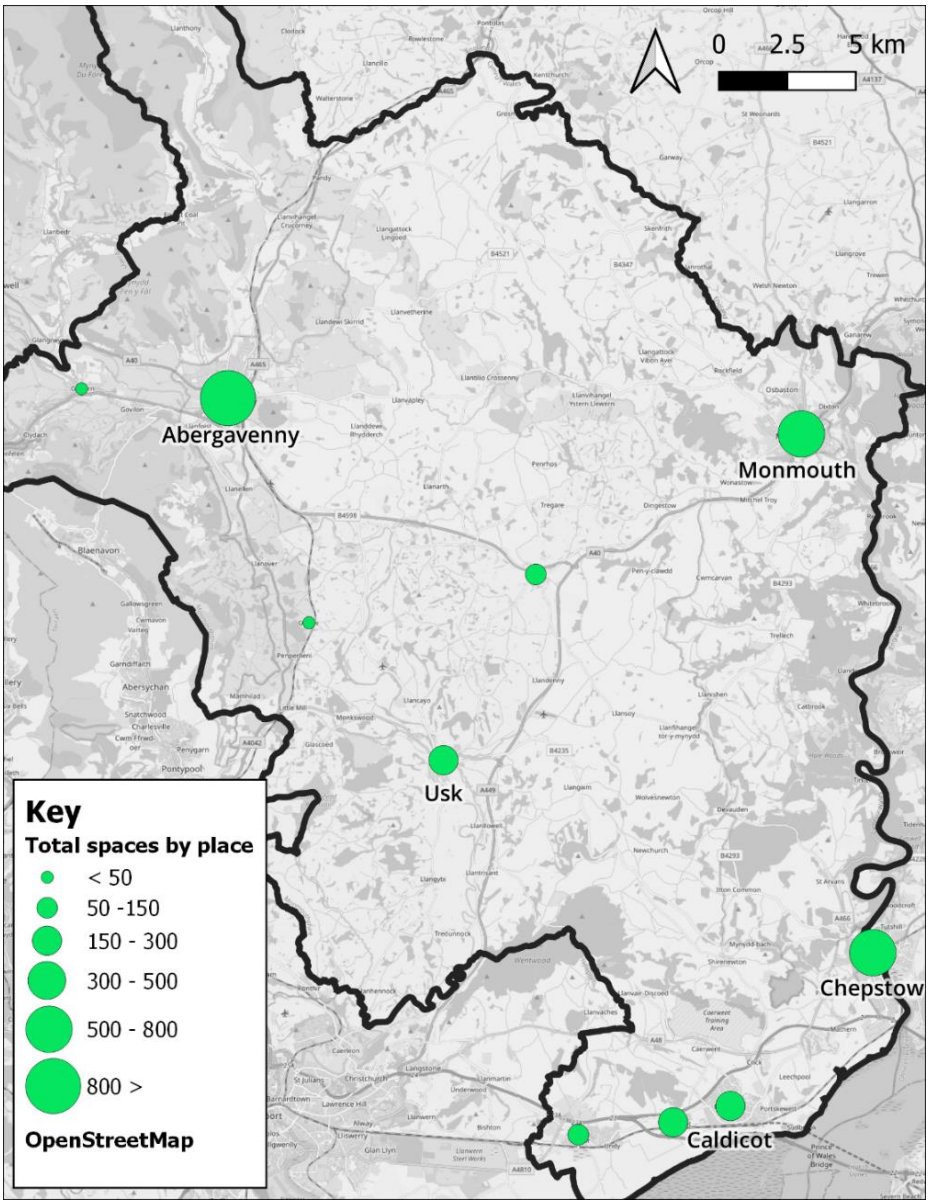


Figure 2-2 to Figure 2-6 show the capacity of individual car parks in each of Monmouthshire's main towns, showing the total number of spaces by car park, including leisure centre, visitor attraction and season permit only spaces.

Figure 2-2 - Abergavenny car park capacity

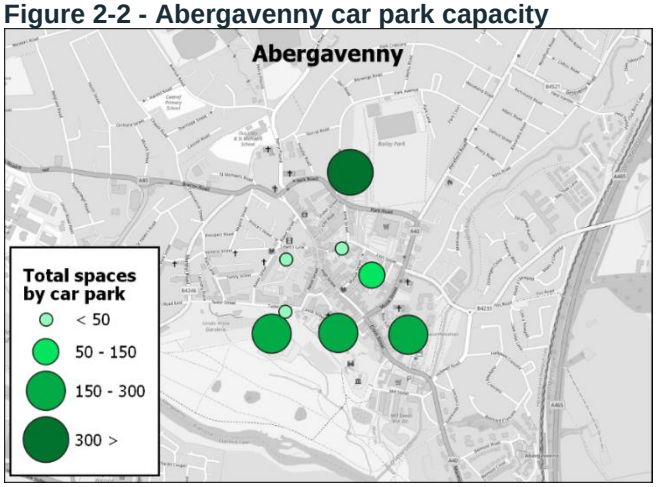


Figure 2-3 - Monmouth car park capacity

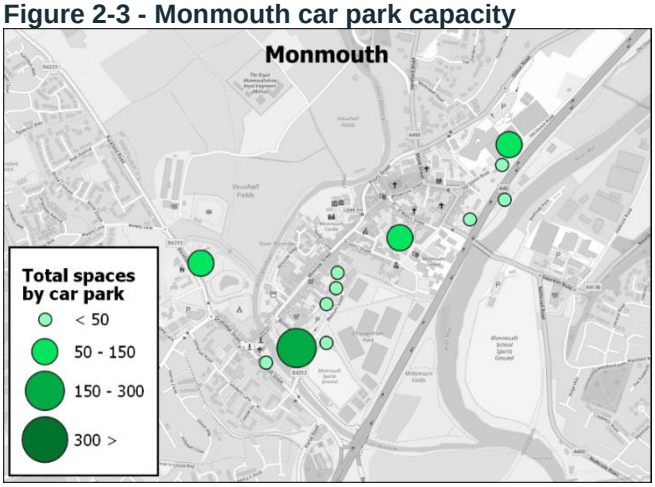


Figure 2-4 - Usk car park capacity

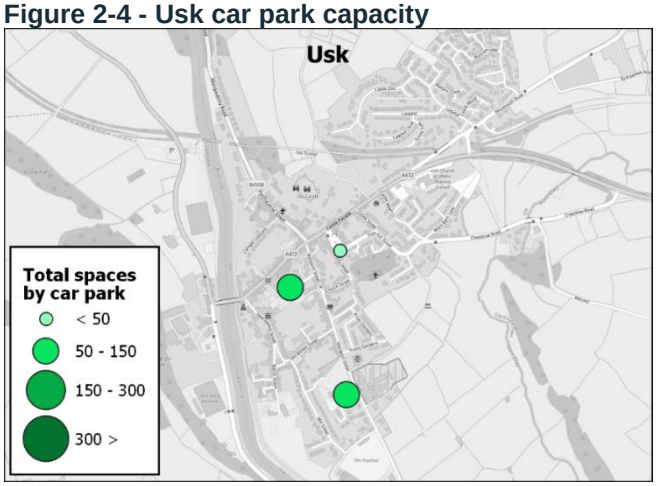


Figure 2-5 - Chepstow car park capacity

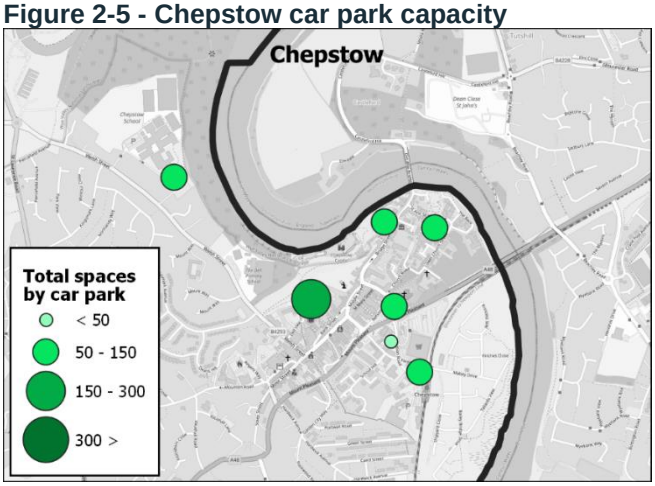
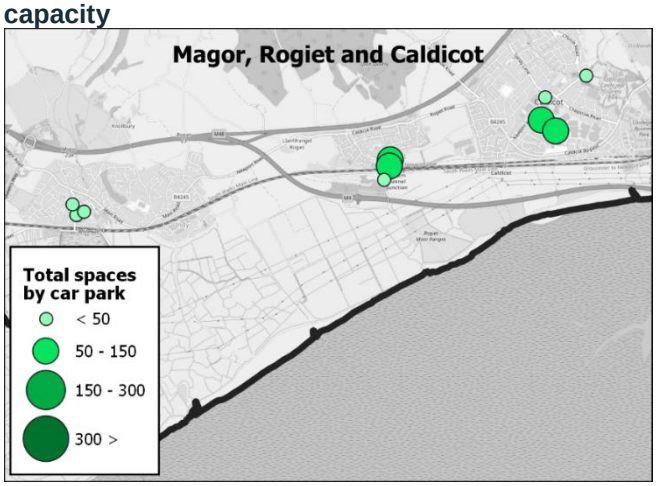


Figure 2-6 - Magor, Rogiet and Caldicot car park capacity



2.2 Cost of Parking

Figure 2-7 to Figure 2-12 present the cost of parking in Monmouthshire overlayed on a map showing overall WIMD 2019 data to show areas where there are some higher deprivation rates in relation to parking charges and possible availability of income to pay those charges. It can be seen that in Abergavenny (Figure 2-8) only 1 out of its 8 car parks is free of charge (Byefield Lane – excluding Tuesday Market days), despite there being a pocket of deprivation within the town. Usk only has free car parks, despite being within the 50% least deprived area. Also shown on these figures are town centre supermarket car parks which are free to customers with the associated allowed parking time limits.

Figure 2-7 - Monmouthshire cost of parking and WIMD 2019 data (overall domain)

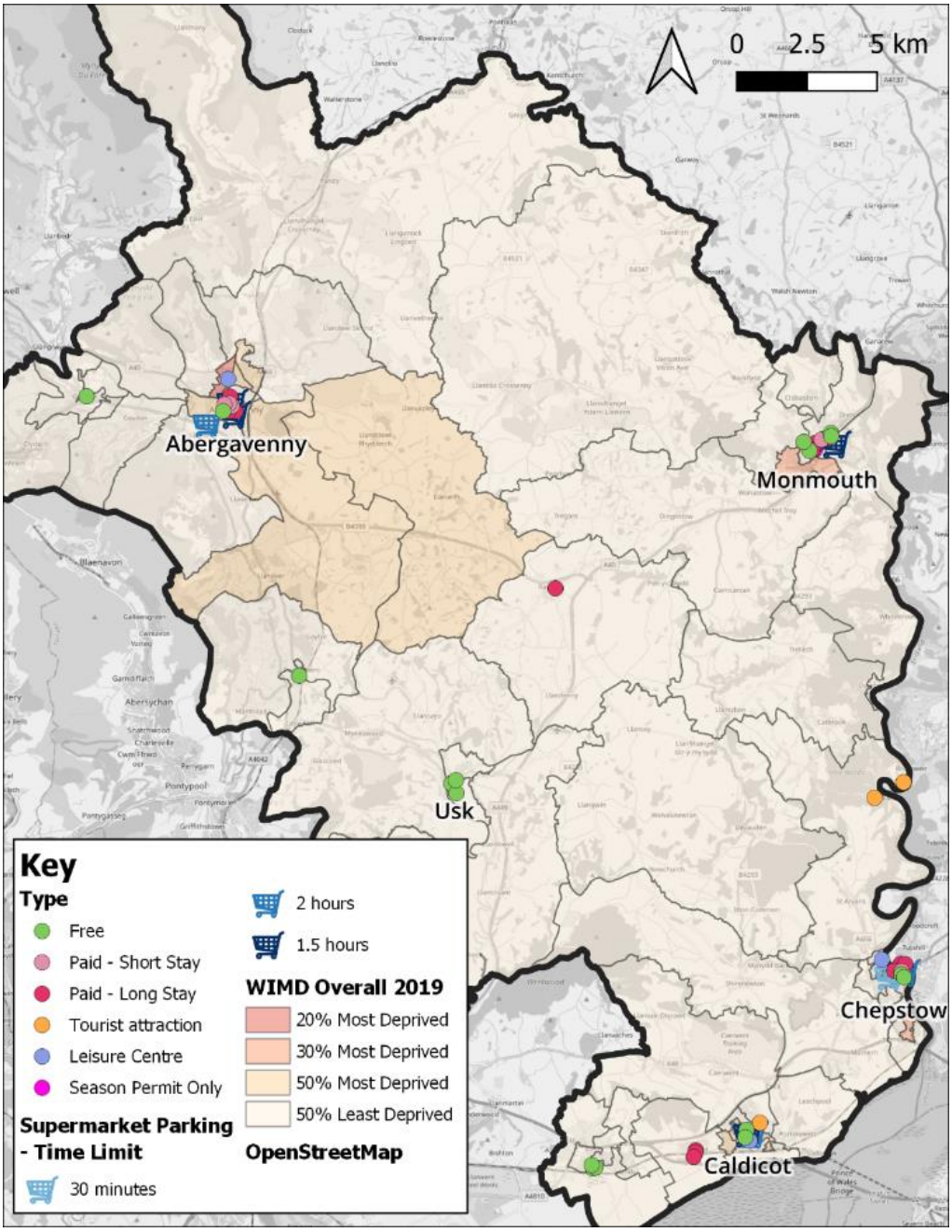


Figure 2-8 - Abergavenny cost of parking and WIMD data (Byefield Lane shown as 'Free')

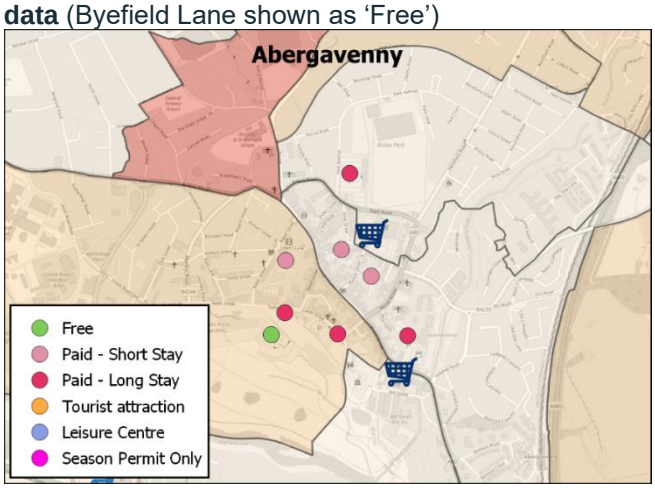


Figure 2-9 - Monmouth cost of parking and WIMD data

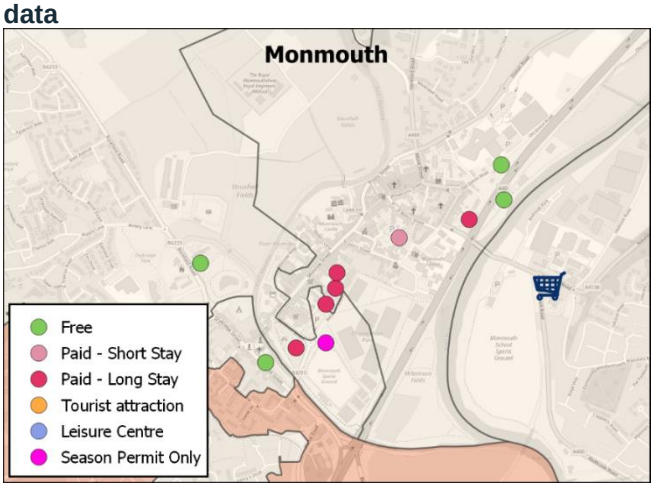


Figure 2-10 - Usk cost of parking and WIMD data

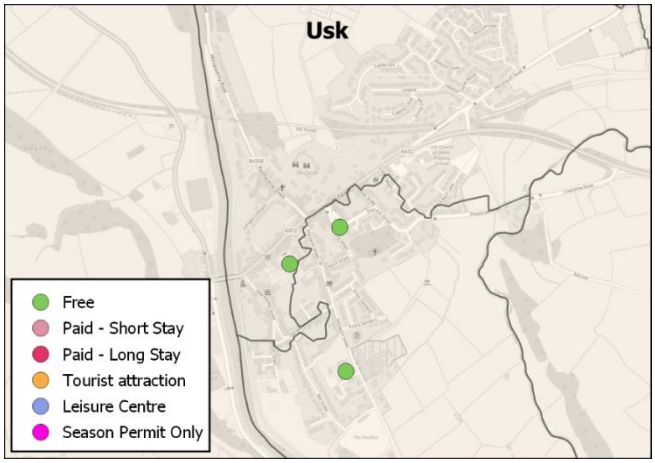


Figure 2-11 - Chepstow cost of parking and WIMD data

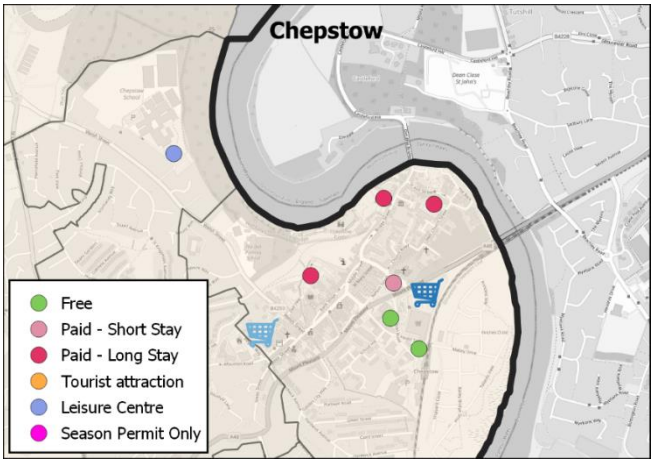
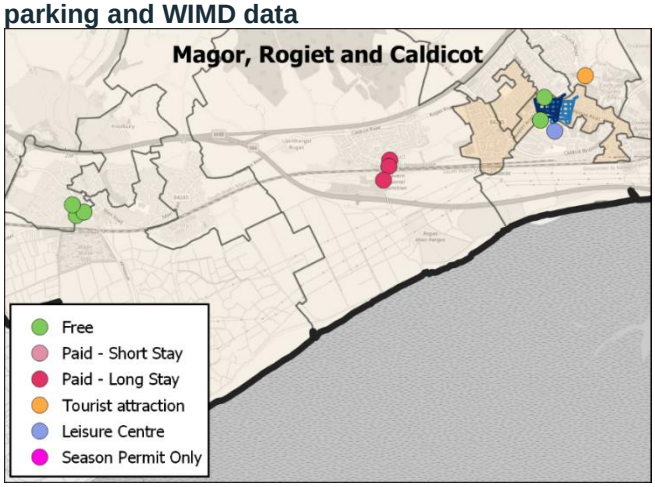


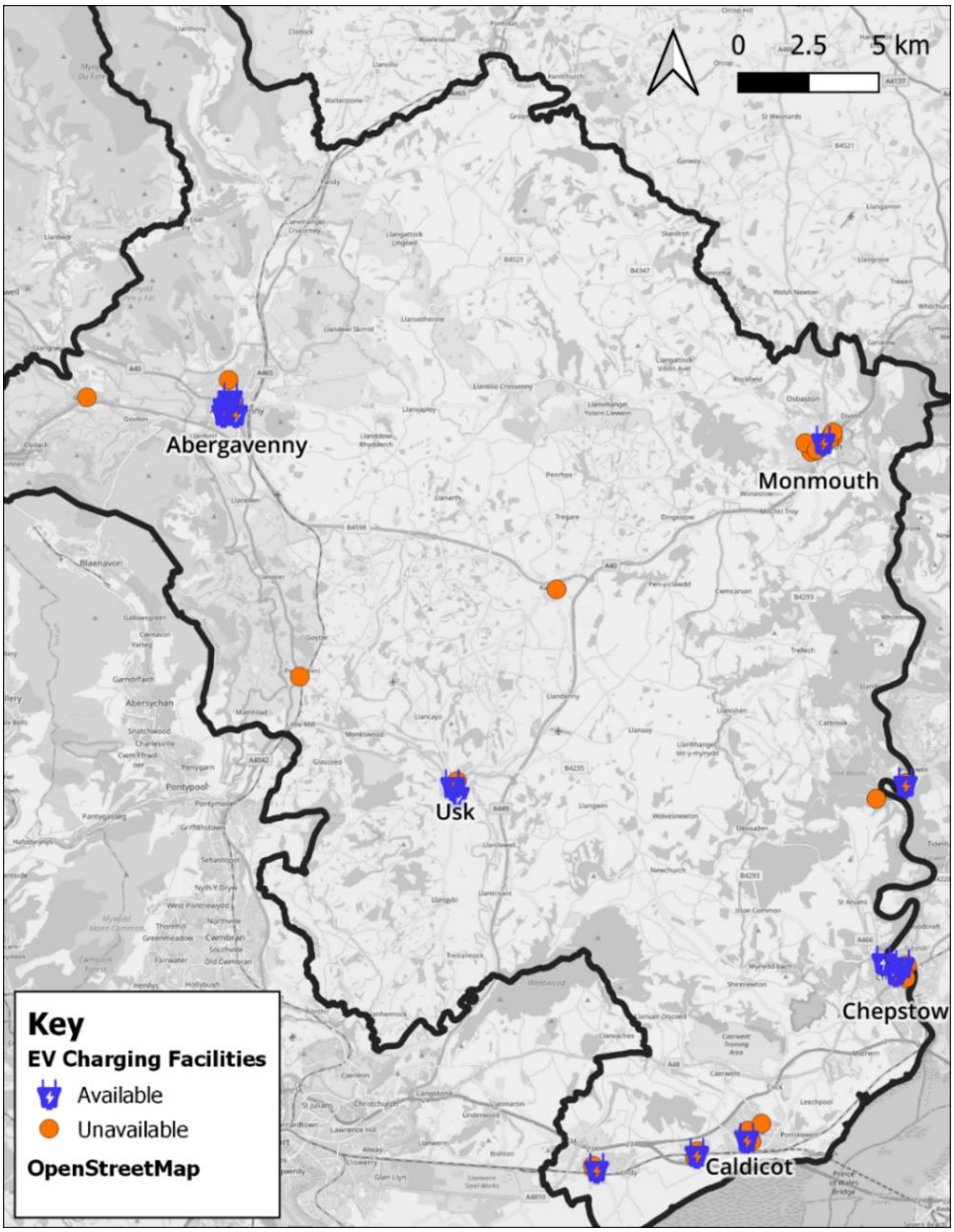
Figure 2-12 - Magor, Rogiet and Caldicot cost of parking and WIMD data



2.3 EV Charging Availability

Figure 2-13 to Figure 2-17 present the availability of EV charging facilities in Monmouthshire within Council owned and managed car park. Each of the main towns; Abergavenny, Monmouth, Usk, Chepstow and Caldicot all have EV charging options available for public use in some of their car parks.

Figure 2-13 - Monmouthshire EV charging availability[5]



[5] Source: Electric Vehicle Charge Points - Monmouthshire

Figure 2-14 - Abergavenny EV charging availability

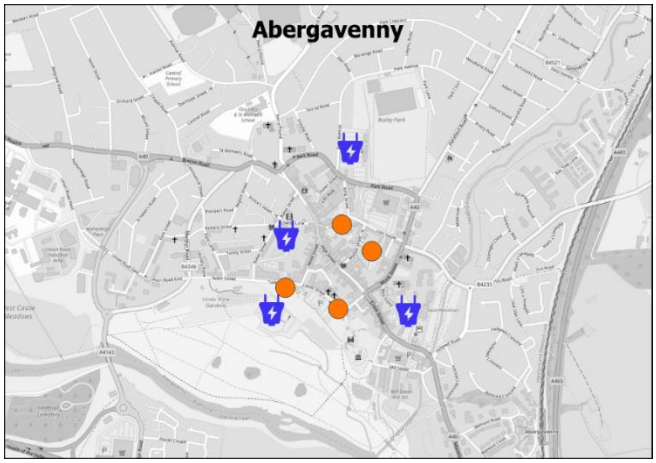


Figure 2-15 - Monmouth EV charging availability

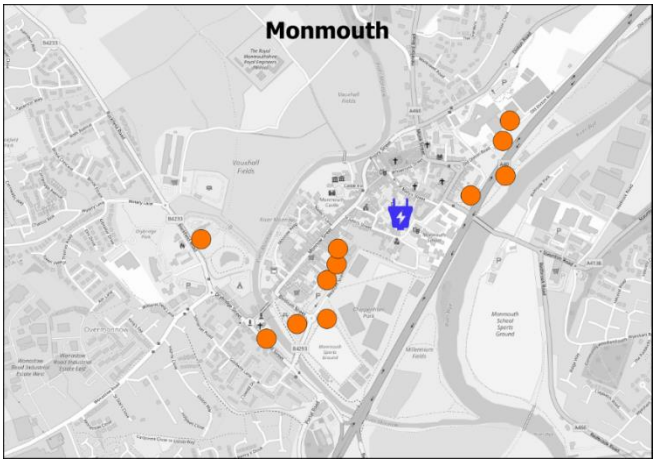


Figure 2-16 - Usk EV charging availability

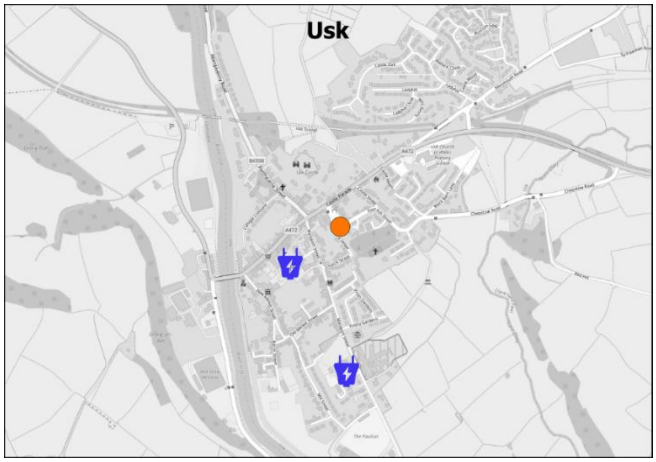


Figure 2-17 - Chepstow EV charging availability

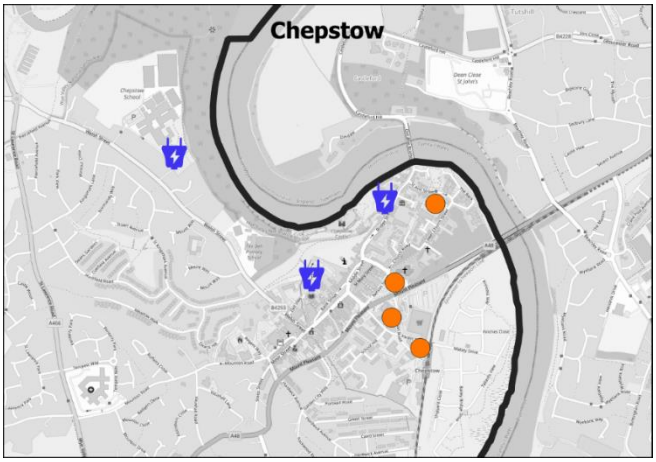
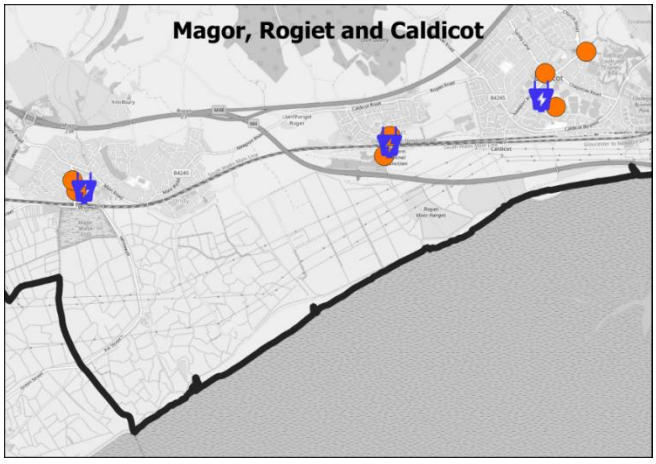


Figure 2-18 - Magor, Rogiet and Caldicot EV charging availability



2.4 Occupancy Analysis

Data was provided by MCC (collected by Severnside Transportation Data Collection) which detailed the number of cars accessing and egressing each car park and the corresponding hourly totals. The data available for analysis is not continuous, but covers a number of 'snap-shot' data collection weeks in different years which may not be fully representative of the annual picture. However, the total number of vehicles in a car park at each hour was determined from this data by summing the number of cars accessing and deducting the number egressing each car park to provide a reasonable measure of the likely occupancy levels. The percentage (%) occupancy of each car park, where the limited data was available, was then determined by dividing the total number of vehicles in a car park, with the total number of spaces[6].

The highest percentage occupancy for weekdays, Saturdays and Sundays in both 2022 and 2024, as well as the time of day that the occupancy reaches its peak(s) has been presented Appendix A, alongside detailed graphs for car park and week where data was available. These highest occupancy percentages are used to determine the average peak occupancies for each car park by year. Where data was available, the occupancy levels along with the car park type and total number of spaces are shown in Table 2-2.

Using the data currently available, we have been able to gain a broad understanding of car park occupancy levels, identifying general usage patterns and peak periods. While this provides a useful starting point, a more detailed and systematic data collection process would be beneficial. Enhanced data granularity would support more accurate analysis, enabling a clearer and more robust picture of occupancy trends to inform future planning and operational decisions.

The full analytical methodology is provided within Appendix A.

Table 2-2 - Average Peak Occupancy

Place	Name	Type	Total Spaces	Average Peak Occupancy	
				2022	2024
Abergavenny	Brewery Yard	Short Stay Pay and Display	91	63%	78%
	Bus Station	Long Stay Pay and Display	160	89%	100%
	Byefield Lane	Other - Pay and Display on Tuesday	297	113%	107%
	Castle Street	Long Stay Pay and Display	226	98%	89%
	Fairfield	Long Stay Pay and Display	482	63%	63%
	Tiverton Place	Short Stay Pay and Display	65	90%	102%
	Trinity Terrace	Short Stay Pay and Display	38	75%	64%
	Tudor Street	Long Stay Pay and Display	22	-	78%
	Abergavenny Leisure Centre	Leisure Centre	48[7]	-	-

[6] Including disabled, EV and parent and child spaces.
[7] Uncertainty around total number of spaces at time of survey

Place	Name	Type	Total Spaces	Average Peak Occupancy	
				2022	2024
Caldicot	Jubilee Way	Free	57	89%	-
	Woodstock Way	Free	118	17%	38%
	Caldicot Leisure Centre	Leisure Centre	70	-	109%
	Caldicot Castle (Small car park off Church Road)	Visitor attraction	18	-	-
	Caldicot Castle (Main car park)	Visitor attraction	65	-	81%
Chepstow	Castle Dell	Long Stay Pay and Display	101	44%	43%
	Drill Hall	Other - Long Stay Pay and Display	83	36%	18%
	Nelson Street	Short Stay Pay and Display	92	72%	74%
	Station Road	Free	43	47%	59%
	Welsh Street	Long Stay Pay and Display	226	61%	73%
	The Station Car Park	Free	55	83%	78%
	Chepstow Leisure Centre	Leisure Centre		-	77%
Monmouth	Chippenham	Long Stay Pay and Display	35	113%	126%
	Cornwall House[8]	Long Stay Pay and Display	46	39%	53%
	Glendower Street	Short Stay Pay and Display	134	60%	43%
	Monnow Street	Long Stay Pay and Display	41	59%	41%
	Cattle Market	Long Stay Pay and Display	188	77%	86%
	Cinderhill Street	Free	41	44%	57%
	Old Dixton Road	Free	32	65%	47%
	Rockfield Road	Free	109	72%	80%
	Rowing Club	Free	20	-	230%
	Sports Ground	Season Permit Only	9	-	-
	Wyebridge Street[9]	Long Stay Pay and Display	33	-	39%

[8] Note that Cornwall House offered free parking over July/August to assist with school pupils attending exams and offset the disruption caused by Welsh Water works in Monmouth Town

[9] Note that Wyebridge Street offered free parking over July/August to assist with school pupils attending exams and offset the disruption caused by Welsh Water works in Monmouth Town

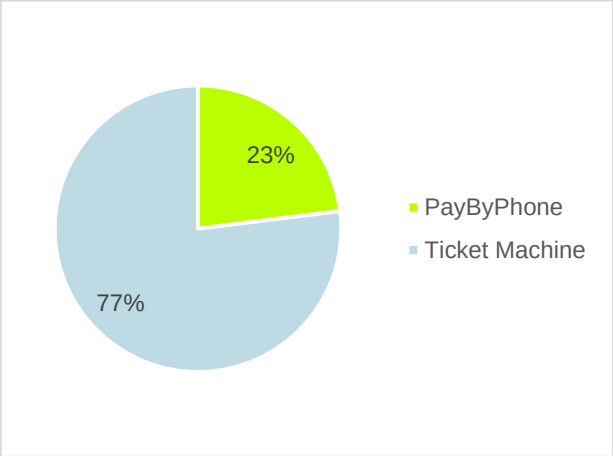
Place	Name	Type	Total Spaces	Average Peak Occupancy	
				2022	2024
	Monmouth Leisure Centre	Leisure Centre	76	-	112%
Usk	Maryport Street North	Free	153	97%	91%
	Maryport Street South	Free	86	70%	74%
	Twyn Square	Free	15	-	47%
Gilwern	Main Road	Free	24	-	32%
Goytre	Goytre Village	Free	22	-	36%
Magor	Magor Square	Free	34	77%	85%
	Sycamore Terrace	Free	32	-	71%
	Withy Close	Free	26	-	58%
Rogiet	Playing Fields	Other - Long Stay Pay and Display	70	-	53%
	Severn Tunnel Junction	Other - Long Stay Pay and Display	144	-	-
	Country Park	Other - Long Stay Pay and Display	30	-	-
Raglan	Chepstow Road	Long Stay Pay and Display	54	52%	51%
Tintern	Wireworks	Visitor attraction	34	-	47%
	Old Station (including overflow)	Visitor attraction	46	-	75%

It should be noted that the castle was closed during the November/December survey period, leading to significantly less visitors in the ‘visitor attraction’ car park.

2.5 Transaction Analysis

Transaction data was received separately from MCC for tickets purchased at physical ticket machines in MCC car parks and digital tickets purchased via the PayByPhone app. The split between tickets purchased via the ticket machines and the PayByPhone app is presented in Figure 2-19. However, this graph has only included ticket types which were available to purchase at both ticket machines and using the PayByPhone app.

Figure 2-19 - Method of Purchase



Graphs detailing the total ticket sales and total ticket revenue for short stay, long stay and 'other' car parks are provided in Appendix A. While the physical ticket machine data provided the monthly revenue for each ticket type, the PayByPhone all did not. Therefore, the revenue from each type of ticket sale was calculated by multiplying the ticket price by the number of tickets sold, whilst making sure to capture the price changes before and after April 2024.

Table 2-3 provides a summary of the general ticket types available at short stay and long stay MCC car parks, the percentage of the total ticket sales, and the percentage of the total revenue from ticket sales that these made up.

Table 2-3 - Ticket Type Percentage of Sales/Revenue

Car Park Type	Ticket Type	% of Total Ticket Sales	% of Total Revenue from Ticket Sales
Short Stay	2 hour	67%	60%
	3 hour	19%	20%
	4 hour	15%	20%
Long Stay	2 hour	55%	42%
	3 hour	23%	21%
	4 hour	15%	18%
	All day	8%	19%

3. Estate Review and Asset Transfer

This section considers the utilisation of car parks based on the detailed data analysis provided within Appendix A and the full Estate Review and Asset Transfer analysis provided within Appendix B. The data has been analysed for both total ticket sales and total revenue from the ticket sale records for each month for the chargeable car parks.

3.1 Underutilised Car Parks

The following car parks have an average peak occupancy of under 40% and these are car parks where there may be opportunities to intensify use, in particular to relieve pressure on other car parks nearby. It is worth noting that some of these car parks only have occupancy data available in one year and therefore they would require further analysis before any final decisions are made.

The car parks with an average peak occupancy less than 40%, where there are options to use other car parks, are:

- Drill Hall, Chepstow
- Woodstock Way, Caldicot
- Wyebridge Street, Monmouth

Despite having an average peak occupancy of 35% in November/December 2024, Caldicot Castle and Country Park car park has been excluded from this list as the castle itself was closed during the survey period[10] leading to much reduced footfall. A survey conducted during the high season when the castle is open (summer holidays for example) would capture a more accurate the true utilisation of the car park, which provides an important function to the County's visitor economy. In addition, it should also be noted that, Main Road in Gilwern and Goytre Village in Goytre are the only car parks in these two villages and therefore have also been excluded from the above list.

For underutilised car parks asset transfer could also be explored. However, no car parks have been identified that have an average peak occupancy of under 15% where this could be a consideration based on engineering judgement, so no asset transfer is recommended at this time. However, the reallocation of some space within underutilised car parks could be explored for use by other sustainable modes, such as car clubs, bike storage and public transport etc.

3.2 Overutilised Car Parks

These are car parks which could potentially be explored to be expanded, although there would be significant challenges to this, and therefore signage to nearby car parks could be improved as a first step to provide a better distribution of parking demand to other nearby and less utilised car parks. It is worth noting that some of these car parks only had occupancy data available in one year, and there should be further analysis before any final decisions are made. It should also be noted that occupancy levels over 100% will sometimes reflect cars entering the car park and waiting for spaces to become available and/or cars parking outside of the formal marked bays.

The car parks identified as overutilised are:

- Chippenham, Monmouth
- Monmouth Leisure Centre, Monmouth
- Caldicot Leisure Centre, Caldicot

[10] Open from 26th March to 3rd November in 2024 (Caldicot Castle Pre-Visit Information.pdf)

- Byefield Lane, Abergavenny
- Tiverton Place, Abergavenny
- Bus Station, Abergavenny

The Rowing Club site in Monmouthshire has not been highlighted here, despite an average occupancy rate recorded as 230%. This occupancy rate has been observed when cars are utilising all the available space which exceeds the number of marked parking bays. MCC Officers have confirmed this is a regularly observed occurrence without causing any significant issues, but additional marked spaces could be considered although it is noted that the area is prone to flooding and as such it would be increase the risk of complaints to MCC if additional formal parking bays were marked out for use.

Monmouth and Caldicot Leisure Centre car parks have been identified to have an average peak occupancy rate over capacity. To ease this congestion, it is recommended that MCC ensures that leisure centre car parks are clearly marked for customer use only..

3.3 Next steps

Of the eleven car parks presented as either under or over utilised, five were either missing 2022 data, or the available data was identified to be incorrect. Therefore, these should be re-surveyed prior to any final decisions being made.

Pilot schemes for initiatives like strategic or dynamic pricing with improved signage could be developed to manage over and underutilised car parks. Prior to any rollout to the targeted car parks a full assessment of the impacts on revenue, customer (shoppers, residents, commuters and local businesses) should be carried out. In addition to engagement with stakeholders mostly likely to be impacted.

3.4 Summary of Estate Review and Asset Transfer

This section has identified both underutilised and overutilised car parks across MCC's parking estate, highlighting opportunities for improved efficiency and better distribution of parking demand. While no car parks currently meet a threshold for asset transfer, there is scope to explore alternative uses for space within underutilised sites, such as sustainable transport initiatives. For overutilised car parks, particularly those near leisure centres, measures to prioritise customer use could be considered. Additionally, to alleviate pressure on high-demand sites and improve traffic flow, the introduction of live capacity information and wayfinding could be explored. Given the variation in usage and charging across the estate, further data collection and stakeholder engagement could also be undertaken to review the consistency and rationale of current parking charges. Further data collection and stakeholder engagement will be essential before implementing any changes.

4. Policy and Benchmarking

A literature review of policy, parking strategies (where available) and parking charge regimes has been used to inform a benchmarking exercise against other areas, including neighbouring local authorities, and local authorities of a similar character to Monmouthshire. This is provided in full within Appendix B and is summarised below for the 11 local authorities identified, including:

- Torfaen;
- Newport;
- Blaenau Gwent;
- Herefordshire;
- Powys;
- Forest of Dean District Council, Gloucestershire;
- Neath Port Talbot;
- Carmarthenshire;
- Ceredigion;
- Gwynedd; and
- Shropshire.

4.1 Policy Overview

This section provides an overview of key national policies in Wales, with relevance to car parking. The full review of relevant policy and a summary of 'Transport in Rural Areas: Local Authority Toolkit' developed by the Department for Transport is included in a supporting Technical Note in Appendix B.

Llwybr Newydd: the Wales Transport Strategy 2021[11]

The Wales Transport Strategy (WTS) is the core document for all decision making in respect of transport initiatives in Wales. The strategy calls for a transport system fit for future generations which integrates with the Well-being of Future Generations (2015) Act. In reference to parking, the WTS identifies the need to tackle illegal pavement parking, encourage behavioural change of individuals from private cars to more sustainable transport modes, expanding EV charging facilities and developing parking areas than can serve multiple purposes, such as including spaces for bicycles and EVs.

WTS also sets out transport responsibilities in Wales, detailing that local authorities, like MCC will lead on transport policy/planning for roads, streets and parking.

Under the WTS's roads, streets and parking mini-plans, set out by Welsh Government (WG) to be achieved by 2040, all transport initiative will have made a significant positive contribution to each of the four well-being ambitions, including people and communities, the environment, economy and places and culture and the Welsh language. Notably, ensuring the optimum location of parking and effective parking management will have a positive impact on economy and places.

[11] Llwybr Newydd A New Wales Transport Strategy 2021: full strategy

National Transport Delivery Plan 2022-2027 (Wales)[12]

The National Transport Delivery Plan calls for local authorities in Wales to address pavement parking, consider shifts away from private car use, deliver EV charging facilities (with the support of WG) and develop policies on parking for all vehicle types to drive mode shift to more sustainable transport.

Notable programmes, projects and interventions in relation to parking, set out in the National Transport Delivery Plan include the continuation of developing parking policies that are in support equality and modal shift (timescale 2022-2025).

Electric Vehicle Charging Strategy for Wales[13]

Notable points from the Electrical Vehicle Charging Strategy include:

- **Integration of Charging Infrastructure**: Local authorities are encouraged to incorporate electric vehicle (EV) charging points in parking areas, supporting the transition to EVs and ensuring accessibility for users.
- **Sustainable Transport Goals**: The strategy aligns with broader goals of decarbonisation and sustainable transport.
- **Public and Private Sector Collaboration**: Local authorities are key partners in implementing the strategy, working with the Welsh Government and the private sector to enhance charging infrastructure.
- **Regulatory and Planning Levers**: Local authorities will use planning guidance and regulations to facilitate the installation of EV charging points, ensuring they meet local needs and standards.
- **Localised Benefits**: The strategy aims to deliver local social, environmental, and economic benefits, which can be integrated into local parking reviews to support community well-being and economic growth.

4.2 Parking Charges overview

An overview of the parking charges for neighbouring local authorities has been provided within Table 4-1. The information summarised in the table is based on publicly available information taken from each Authority's website during December 2024. This table focuses particularly on ticket types which are also available in Monmouthshire as well as the commonly available 1-hour ticket, which is not available under MCC's current tariff structure. The full benchmarking table is provided within Appendix B.

It should be noted that Torfaen and Blaenau Gwent County Borough Councils, which additionally border Monmouthshire, have no fee charges for their council-owned car parks.

[12] National Transport Delivery Plan 2022 to 2027
[13] Electric vehicle charging strategy for Wales: action plan | GOV.WALES

Table 4-1 - Comparison of Charges against Neighbouring Authorities

	MCC	Newport	Herefordshire					Powys
Location	General tariff structure (some car parks follow different structures)	General tariff structure	Hereford	Leominster	Ledbury	Ross-on-Wye	Knighton	County-wide tariff structure
Charging hours	Charges apply Mon - Sat: 8am to 6pm Sunday: Free 2 hours, £1.30 for remainder of day	Charges apply Mon - Sun: 8am to 8pm (and some 24 hour car parks)	Charges apply Mon - Sat: 8am to 8pm in Hereford, and until 6pm elsewhere Sunday: Reduced tariffs for 2+ hours in Hereford, and free elsewhere Charges shown are the highest per type/town					
Free council-owned car park	✓	✓	✓					✓
1 hour			Zone 1: £1.80 Zone 2: £1.60 Zone 3: £1.00	Zone 1: £1.20 Zone 2: £1.00 Zone 3: £1.00	Zone 1: £1.40 Zone 2: £0.70 Zone 3: £1.00	Zone 1: £1.40 Zone 2: £1.20 Zone 3: £1.00	£0.70	Short Stay: £1.40
2 hours	£2.00		Zone 1: £3.60 Zone 2: £3.20 Zone 3: £2.00	Zone 1: £2.40 Zone 2: £2.00 Zone 3: £2.00	Zone 1: £2.80 Zone 2: £1.90 Zone 3: £2.50	Zone 1: £2.80 Zone 2: £2.40 Zone 3: £2.00	£1.40	Short Stay: £2.50 Long Stay: £2.50

Location	General tariff structure (some car parks follow different structures)	General tariff structure	Hereford	Leominster	Ledbury	Ross-on-Wye	Knighton	General tariff structure
3 hours	£2.40	£2.80	Zone 1: £5.40 Zone 2: £4.80 Zone 3: £3.00	Zone 2: £2.70	Zone 1: £4.20 Zone 2: £3.10	Zone 1: £4.20 Zone 2: £3.60	£2.10	
4 hours	£3.00		Zone 1: £7.20 Zone 2: £6.40 Zone 3: £4.00	Zone 2: £3.60	Zone 1: £5.60	Zone 2: £4.80		Long Stay: £3.25
All day/24 hours	£6.20	£6.70	Zone 1: £16.20 Zone 2: £8.00 Zone 3: £5.00	Zone 2: £4.50 Zone 3: £3.00	Zone 1: £7 Zone 2: £4.30 Zone 3: £2.50	Zone 2: £6.00 Zone 3: £2.50	£2.80	Long Stay £4.00

4.3 Summary of Policy and Benchmarking

This section has reviewed relevant national policy and benchmarked Monmouthshire County Council's (MCC) parking approach against neighbouring and comparable local authorities. The findings underscore a growing national emphasis on sustainable transport, the integration of electric vehicle (EV) charging infrastructure, and the need for adaptable, multi-functional parking provision that supports broader mobility goals.

Benchmarking indicates that MCC's current charging structure remains broadly competitive, particularly given the popularity of the 2-hour ticket and the absence of significant underutilisation across the estate. However, to ensure that parking continues to support the economic vitality of town centres, while also funding the essential management and maintenance of the parking estate, a strategic review of parking charges is warranted.

Such a review should assess whether current tariffs remain fit for purpose in light of evolving travel behaviours, inflationary pressures, and the increasing costs associated with maintaining a high-quality parking offer. It should also consider how income from parking can be more effectively aligned with the delivery of sustainable transport objectives, including the rollout of EV infrastructure and improved user experience.

In the short term, retaining the existing tariff structure may be appropriate. However, to ensure long-term resilience and transparency, MCC should explore a more coherent and consistent approach to charge variations across locations. This would support both operational efficiency and public understanding, while reinforcing the role of parking as a strategic tool in shaping sustainable, economically vibrant communities.

5. Equipment

This section provides an overview of the different revenue collection mechanisms and EV charging equipment that can be deployed. It summarises and highlights the key information presented within Appendix D.

5.1 Payment Mechanisms

A literature review has been completed that provides an insight into the different methods of parking payment mechanisms and the technology available and utilised within Wales, alongside costs (where available), opportunities, potential risks and possible suppliers. In summary, commonly used payment mechanisms in Wales include:

- Pay and display;
- Payment by app;
- Pay on foot and pay on exit;
- Free parking within a time limit (ticketed); and
- Pre-purchased vouchers.

MCC owned car parks currently offer pay and display and payment by app (using the PayByPhone app).

The benefits of pay and display mechanisms are that they are well-established and generally well understood by the public, however they do require parking enforcement officers to validate tickets and maintain equipment.

Parking apps like PayByPhone offer the benefit of customer convenience, and as we continue into the digital age, it reduces the reliance on cash. There is however a risk regarding poor mobile data coverage restricting usage, people not having smartphones (a reducing frequency), and instances where fraudulent QR codes directing users to scam websites have been applied over the correct instructions.

A full overview of the opportunities and risks for each payment mechanism is detailed in Appendix D. The current blended approach that MCC to allow car parking tickets to be purchased, cash, card or PayByPhone, remains a sound option and no changes are recommended.

5.2 Electric Vehicle Charging

EVs have been becoming more popular in Monmouthshire and Wales, with the number of electric vehicles registered in Monmouthshire growing by around 50% in 2023[14]. As of March 2023, there were over 4,500 low-emission vehicles registered at addresses in Monmouthshire.

In total, there are 3525 spaces in MCC owned car parks (Table 2-1), of which there are only 46 publicly available EV charging spaces, accounting for approximately 1% of all spaces. The locations of these spaces are shown in Figures 2.13 to 2.18.

[14] Number of electric cars in Monmouthshire rose by more than 50% last year | monmouthshirebeacon.co.uk

In order to continue to promote EV uptake in Monmouthshire, in line with the climate emergency declared by MCC in 2019 and the Local Transport Plan (2024-2029) which includes interventions designed to deliver the vision for EVs, the following steps are recommended:

- Continue engagement with businesses, including retail, workplaces, tourism attractions, fleet managers and other stakeholders to understand barriers, encourage adoption and promote synergies.
- Engage with Distribution Network Operators (DNOs) to ensure there is sufficient grid capacity available for the deployment of proposed chargers.
- Activities to promote EV adoption and address misinformation that is spreading with regards to EVs. This includes perceptions on safety risk, range anxiety, charging availability as well as improved awareness of the technology to assist the public to become more comfortable with this new technology.

5.3 Summary of Equipment

This section has reviewed the current payment mechanisms and EV charging provision across MCC's car parks. The existing blended approach (offering payment by cash, card, and PayByPhone) is considered appropriate at this time, balancing the familiarity and accessibility of traditional pay-and-display systems with the convenience and efficiency of digital options.

To future-proof MCC's parking offer and enhance operational effectiveness, a review of implementing alternative payment methods could be undertaken. This should include an assessment of more advanced systems such as pay-on-exit or barrier-controlled solutions, which could not only improve the user experience but also strengthen enforcement by reducing instances of non-compliance and enabling more accurate monitoring of parking durations.

In parallel, and in line with MCC's declared climate emergency and Local Transport Plan, further expansion of EV charging infrastructure should be explored. Enhancing the availability and visibility of EV charging points across the estate would support the growing uptake of electric vehicles, contribute to national decarbonisation targets, and reinforce MCC's commitment to sustainable transport.

6. Enforcement

The enforcement team in MCC includes six full time staff working 37-hour weeks and they are currently paired together to travel to either Chepstow, Monmouth and/or Abergavenny on a randomised daily basis which has been confirmed following a review of their work timetable records. Shift patterns may vary and are dependent on location and day, with more detail provided on this within Appendix E.

Appendix E.1 sets out the current proactive and reactive tasks undertaken by MCC enforcement officers, as well as other information regarding timetabling, occurrence and approximate number of hours per week spent on these tasks.

Where activities are not currently carried out by the MCC Enforcement Team (CEO's) these have also been included for information, as these are activities that could be likely to come into scope following the ongoing Welsh Government review of Local Authority responsibilities. These additional tasks could include Pavement Parking and PSPO orders, but these are now scheduled for finalisation in late 2025/26, following delays while clarification is sought of which duties could, and then would, transfer from the Police or Trunk Road Agents to Local Authority Enforcement Teams.

MCC is partnered with 6 other local authorities as part of the South Wales Parking Group (SWPG) to jointly process Penalty Charge Notifications (PCNs). There are no recommendations to change the working relationship with the SWPG, as this is currently working well for the enforcement team at Monmouthshire; it enables the officers to ensure their time is allocated to patrolling throughout Monmouthshire, either on-street or in car parks, rather than being office based completing the administrative side of the PCN process. It also ensures that there is an independent assessment of PCNs issued.

The enforcement team also address concerns and issues raised by members of the public directly with MCC. More detail on this is provided within Appendix E. In summary, these issues relate to a lack of free parking, a desire for a short amount of time to be free in payable car parks, complaints regarding payment methods (PayByPhone and ticket machines) for both ease of use and functionality as well as car parks being misused by students and workers. Although many are general comments, there are also specific complaints aimed at certain car parks.

The future requirements for parking enforcement in Wales, which do not already sit within local authority CEO responsibilities, and which are currently the responsibility of the police and / or the Trunk Road Traffic Officers, employed by Welsh Government are still under discussion. The 2023 consultation response from the Welsh Government identifying the proposed changes was delayed to 2024 and has now been further delayed to 2025. Any changes in responsibility would require accompanying legislative changes by Welsh Government. The need to provide moving camera enforcement from a vehicle could be linked to these proposed changes but is not currently a requirement for MCC. The initial outlay for this would be significant, unless an existing MCC owned vehicle can be adapted with the necessary enforcement equipment (camera). It may also be necessary to update the back-office administrative actions to enable the PCN notices raised from this activity to be issued. Enforcement cars are more effective for supporting the enforcement of on-street parking restrictions across large and often remote areas.

As previously mentioned, the introduction of barrier-controlled access and egress to car parks—using Automatic Number Plate Recognition (ANPR) and payment machines—could be considered as a future option. This approach may become increasingly relevant if the Welsh Government places additional enforcement responsibilities on MCC's Civil Enforcement Officers (CEOs), as it could help free up their time to focus on these expanded duties.

Such systems can often be implemented on a cost-neutral basis through partnerships with private parking enforcement companies. However, it is important to note that any existing parking revenue from sites where this model is adopted would typically be retained by the private operator, resulting in a loss of direct income to MCC.

6.1 Summary of Enforcement

This section has outlined the current enforcement operations across MCC's car parks, including proactive and reactive duties, staffing arrangements, and partnership working through the South Wales Parking Group. The existing enforcement model enables coverage across key towns and supports administrative efficiency through regional collaboration. While no immediate changes are proposed, future responsibilities (such as pavement parking enforcement) may be transferred to local authorities, potentially requiring additional resources or operational adjustments. In anticipation of this, options such as ANPR-based enforcement and barriered access systems could be explored to support capacity and efficiency. Additionally, feedback from the public regarding misuse of car parks and payment methods highlights the importance of ongoing monitoring and engagement. A broader review of parking charge consistency and stakeholder perspectives could also support enforcement by ensuring clarity and fairness across MCC.

To strengthen the effectiveness of parking management, further work is needed to better understand the relationship between enforcement activity, compliance levels, and the overall performance of parking controls. At present, there is insufficient data to draw firm conclusions about how enforcement influences user behaviour or the extent to which it supports compliance and effective control. A more detailed and systematic approach to data collection and analysis would help to fill this gap, enabling the development of more targeted, proportionate, and evidence-based enforcement strategies. This would ensure fair access, reduce misuse, and enhance the efficiency and responsiveness of MCC's parking services.

7. Fee Structure

This section details the general structure of parking charges in (chargeable) MCC owned car parks. For the most part, car parks are either short or long stay, with a general tariff structure for 2-hour, 3-hour and 4-hour tickets, alongside all day and multiple day charges for the long stay car parks. Short and long stay car parks also have a set Sunday charge where the first 2 hours are free, with a small charge being payable for the remainder of the day.

Table 7-1 details these charges, as well as those for 'other' car parks, which do not follow this general structure..

Table 7-1 - Ticket Prices

Car Park Type		Ticket Type	Ticket Price		
			Pre April 2024	Post April 2024	Post April 2025
Short Stay		2 hour	£1.80	£2.00	£2.20
		3 hour	£2.20	£2.40	£2.60
		4 hour	£2.80	£3.00	£3.30
		Sunday first 2 hours free		-	
		Sunday remainder day	£1.00	£1.30	£1.40
Long Stay		2 hour	£1.80	£2.00	£2.20
		3 hour	£2.20	£2.40	£2.60
		4 hour	£2.80	£3.00	£3.30
		Sunday first 2 hours free	-		
		Sunday remainder day	£1.00	£1.30	£1.40
		All day	£5.60	£6.20	£6.80
		5 day	£21.00	£23.00	£25.00
		6 day	£25.00	£27.50	£30.00
Other	Byefield Lane	Tues all day	£5.60	£6.20	£6.80
	Drill Hall	Mon - Sat all day	£1.80	£2.00	£2.20
		Sunday first 2 hours free		-	
		Sunday remainder day	£1.00	£1.30	£1.40
	Country Park	First 3 hours free		-	
		Remainder of day	£5.00	£5.50	£6.00

Permits

In addition to the above fees, permits are available at a discounted price which can be allocated to a specific car park or residential area and these are priced (2024 price base) as follows

Resident Permits.

- Resident permit cost: £76.00 per annum, but restricted. Only 1 permit allocated per household.

Car Parks Season Permits.

- Long Stay car park Season Permit cost: £545.00 per annum, £275.00 per 6 months, £143 per 3 months.
- Short Stay car park Season Permit Cost: £682.00 per annum, £347.00 per 6 months, £176.00 per 3 months.

7.1 Summary of Parking Charges

This section outlines the current structure of parking charges across MCC owned car parks. Car parks are generally designated as either short stay or long stay, with a consistent tariff structure offering 2-hour, 3-hour, and 4-hour tickets. Long stay car parks additionally provide all-day and multi-day options (5-day and 6-day tickets). Both short and long stay car parks apply a Sunday tariff, offering the first two hours free followed by a nominal charge for the remainder of the day.

Despite the distinction between short and long stay designations, the pricing and duration structures are currently identical for both types, which may limit the effectiveness of demand management and user choice. Additionally, a small number of car parks operate under alternative pricing models, and discounted permits are available for residents and regular users.

It is recommendation that to better align parking provision with user needs and town centre objectives, a further review of the pricing and duration structure is recommended. This should explore opportunities to:

- Differentiate short stay and long stay tariffs more clearly to encourage turnover in high-demand areas while supporting longer visits where appropriate.
- Assess whether current durations meet the needs of different user groups (e.g. shoppers, commuters, visitors).
- Evaluate the impact of Sunday charges on town centre footfall and business activity.
- Consider harmonising or rationalising pricing across “other” car parks to improve transparency and consistency.

8. Recommendations

Following the data analysis for the usage of the Car Parks in MCC, supplemented by the literature review and specialist knowledge, a number of options have been considered which could help improve and support the Parking Strategy for MCC and its fee charging structure. As MCC enters the midpoint of the unpublished 2020-2030 Parking Strategy, a series of considerations and additional actions for improvement have been developed to help improve the existing Car Parking Strategy. Each of these has been assessed against a range of criteria that have been developed to help inform the decision-making process. The criteria are:

- Strength of the evidence for a change/retention of the existing based on the data analysis
- The strategic fit to the Wales Transport Strategy (WTS) ambitions ***An accessible, sustainable and efficient transport system;***
- The strategic fit to the MCC Transport Strategy ***We want to develop a future facing integrated transport network that meets the transport needs of our communities in a sustainable way. Our network must address the climate emergency, be attractive to residents and visitors, and responsive to changing technology;***
- Likely positive acceptability to the public;
- Deliverability of the change by MCC; and
- Cost of implementing the proposed change to MCC.

Which will help support the Welsh Government's three priorities as set out in the WTS:

- to bring services to people in order to reduce the need to travel;
- to allow people and goods to move easily from to door by accessible, sustainable and efficient transport services and infrastructure; and
- to encourage people to make the change to more sustainable transport.

Key to any changes will be the need to collect robust data at locations that will enable decisions for change to be clearly supported by the evidence. From the data analysis that has been carried out there is no clear rational to change the level of provision of free or chargeable car parks across Monmouthshire as all locations have free car parking provision.

A list of options to change were considered and scored against the identified criteria utilising a 3-point scale (where -1 is negative, 0 neutral and 1 positive). The combined score across all 5 criteria has then been used to enable positive scoring schemes to be taken forward as recommendations for MCC to consider progressing further to trial and / or implementation. The full list of positive scoring schemes has been presented within Appendix F, including detailed scores, actions for implementation, justification for change, the advantages and disadvantages of the recommended change and the timescales for possible implementation. These have also been broken down in to two themes, Parking Charges and Use of Technology, and are summarised in Table 8-1 and Table 8-3.

It should be noted that none of the recommendations have been packaged together at this stage as further stakeholder engagement would be needed to refined the options before implementation, and in some cases, if there are a number of proposals which would be contradictory only one option could be progressed.

In addition to the four specific recommendations detailed in Table 8-1 and Table 8-3 a number of more generic small-scale options which could also be considered to improve the general operation of all MCC carparks have been included:

- Maintain a blended approach to ticket purchasing – cash, credit card and PayByPhone, ensuring information is clear in each car park location.

- Consider formalising currently used ‘ad-hoc and overflows spaces’ in carparks and surrounding areas, through the introduction of white lines to mark ‘formal’ bays.
- Clearer signage to direct occasional visitors and commuters towards the less utilised car parks.

Recommendations presented within this section are not intended to be implemented as a single package. Instead, they are presented as a selection of options, some of which may be more relevant or feasible than others depending on priorities and available resources. They are intended to be considered individually or in combination, allowing decision makers to adopt the desired approach based on evolving needs and stakeholder input.

The recommendations are structured around two key sub-themes: Parking Charges and Use of Technology where additional research or stakeholder engagement may be required to fully evaluate their feasibility and potential impact next steps have been proposed.

8.1 Parking Charges

The recommendations for the Parking Charges are detailed in Table 8-1 with actions for implementation, justification for change, the advantages and disadvantages of the recommended change and the timescales for possible implementation.

Recommendations for Parking Charges in MCC are as follows:

Recommendation 1: Existing charging structure remains

Recommendation 2: Retain season ticket/permit tariff structure

Recommendation 3: Undertake a future review of parking charge variations and charge inconsistencies

Justification for change as well as the advantages and disadvantages for undertaking a future review of parking charge variations and charge inconsistencies have been provided separately within this subsection.

Table 8-1 - Recommendations: Parking Charges

Recommendation	Implementation	Justification	Advantages	Disadvantages	Possible Time Scale
Existing charging structure remains	No change	Transaction data highlights that the 2-hour ticket is the most popular choice in all car parks where it is offered. Occupancy data shows there are no car parks which are greatly underutilised, thus supporting keeping the existing pricing structure in place.	Stability: provides consistency for users already familiar with the current system Low cost: in comparison to implementing other recommendations	Limited improvement: does not address any existing public perceptions raised that free parking for initial hour or 2 hours would increase footfall and parking behaviour	Short Term
Retain season ticket/permit tariff structure	No change	This is a cost effective solution with minimal disruption. No issues regarding season ticket/permit tariff structures have been identified.	Stability: provides consistency for users already familiar with the current system Low cost: in comparison to implementing other recommendations	Limited improvement: does not address any existing issues or inefficiencies in the current system	Short Term

8.1.1 Next Steps to undertake data collection and stakeholder engagement to review possible parking charge variations and inconsistencies

There is currently a lack of consistency in parking charges across MCC, with some towns applying charges while others do not (Usk, for example, where there are no payable spaces), and varying tariff structures in place as presented within Section 2. The existing parking regime is based on a review conducted in 2014, which acknowledged the local context and needs of each town in Monmouthshire. However, ten years on, these factors have likely changed substantially, particularly due to the rise of home-working and increased environmental considerations. Additionally, the current variations in parking charges can cause frustration among residents, visitors, and businesses, potentially leading to inequalities between Monmouthshire's towns.

At present, there is insufficient data available to support a detailed recommendation regarding changes to the existing parking charge structure. While the current arrangements reflect historical decisions, the lack of robust, up-to-date evidence limits the ability to assess how well these structures serve current needs. Recognising the challenges posed by inconsistent charging; such as confusion, perceived unfairness, and potential impacts on town centre vitality; it is suggested that a more detailed review be undertaken. This should aim to assess the potential benefits and most suitable approach to a harmonised pricing structure, taking into account local context, user behaviour, and stakeholder perspectives.

It is therefore recommended that the issue be explored in greater depth as part of a dedicated investigation which should aim to better understand the origins and impacts of the current arrangement and consider the potential benefits of a more coherent and transparent parking strategy.

To support a more up-to-date, informed, and strategic approach to parking charges across MCC, a future review may be undertaken with the following areas of focus:

Data Collection and Analysis

▫ Conduct additional and targeted data collection on the usage patterns of currently free car parks, including capturing how long vehicles remain parked.

▫ Parking data may be analysed alongside indicators such as footfall, retail activity, and business feedback to assess the broader economic impact of current charging arrangements.

Stakeholder Engagement

▫ Engage with local businesses, residents, and councils to gather insights on how current parking arrangements and / or a change in these would affect them.

▫ Facilitate workshops or surveys to understand local priorities and ensure that any proposed changes to parking charges are responsive to community needs.

Policy and Strategic Considerations

▫ Explore the feasibility and implications of introducing a more consistent, equitable, and transparent charging structure across the authority.

▫ Consider how any changes could be phased in, communicated, and monitored to ensure a smooth transition and measurable outcomes.

As a recommendation for further review / research, this has not been scored against the identified criteria, however its justification, advantages and disadvantages are summarised in Table 8-2.

Table 8-2 - Analysis of recommendation to undertake a future review of parking charge variations and charge inconsistencies

Justification	Advantages	Disadvantages
▪ To provide an up-to-date rationale with transparency and data driven decisions about future parking tariffs within Monmouthshire. ▪ Inconsistent provision: Some towns only have free parking (Caldicot and Usk for example) whereas in others, some car parks are free and others payable. This may cause frustration among residents and businesses if, for example, free car parks within towns with a mixed provision, are full. ▪ Changing local context and needs: Over the past 10+ years, the retail landscape of town centres has changed drastically given the rise of online shopping, with town centre footfall generally decreasing across Wales. Post Covid-19 recovery has also changed how people travel and shop locally in addition to an increase in the number of people working from home. ▪ Revenue: A more consistent approach with payable car parks in all towns could increase MCC's parking revenue and ensures revenue from income is not perceived among 'payable' towns having to provide revenue to 'free' parking within other towns	▪ A transparent rationale can reduce frustration among residents and businesses. ▪ Data-driven decision making can provide support for local economies by implementing a fairer tariff across all towns.	▪ If a future review were to recommend changes in the tariff structure, especially increases or new charges in previously free areas, it may face opposition. ▪ Stakeholders may have conflicting views and could highlight tensions between economic, environmental and social priorities. ▪ Conducting a thorough review into each individual town to better understand needs would require time and extensive data collection.

8.2 Use of Technology

The recommendation for the Use of Technology is detailed in Table 8-3 with actions for implementation, justification for change, the advantages and disadvantages of the recommended change and the timescales for possible implementation.

Recommendations for Use of Technology in MCC is as follows:

Recommendation 4: Live information and wayfinding on capacity of car parks

Table 8-3 - Recommendations: Use of Technology

Recommendation	Implementation	Justification	Advantages	Disadvantages	Possible Time Scale
Live information and wayfinding on capacity of car parks	The installation of sensors and cameras in car parks to monitor real-time occupancy could be implemented to direct people to car parks with available space. This may be implemented in certain towns / car parks with higher occupancy levels.	This recommendation would maximise the efficiency for drivers, reducing the time spent searching for parking and improving traffic flow. It could be of particular use in towns where car parks are reaching capacity, but nearby ones are underutilised.	Enhanced user experience: makes parking more convenient for users Improved use of underutilised car parks	Implementation costs: high initial investment required for technology and system set ups Maintenance: ongoing costs for maintaining technology Technical issues: risk of system failures	Long Term

The use of technology to help wayfinding would help drivers locate underutilised Car Parks and reduce traffic circulation while searching for spaces. In addition, with appropriate active smart technology in place, wayfinding could be used to change driver behaviour and direct commuters to edge of town car parks and visitors to the more central ones to encourage their dwell time in the town centres. However, this would need to be done in conjunction with an altered car pricing structure and retuning policy to ensure the desire change is achieved.

Although not currently recommended for further action a long-term technology-based solution for managing car parking could be to link all Council monitoring technology to form a Smart Town – a Smart Town is an urban area that uses different types of electronic methods and sensors to collect data and uses the information analysed to gain insight into the use of assets, resources and services in order to use the collected information to improve operations and services with a long term goal to improve prosperity across the smart town. The six-stage process progresses from identifying a problem; through exploring solutions; planning and procurement; installation of equipment and software; collecting, analysing and sharing data; and finally continuously monitoring and evaluating the scheme. Introducing Smart Town technology into MCC's management of the car park spaces and on-street parking would need a comprehensive review of the monitoring technology that MCC has available across all departments to ensure that the systems could be linked and would be likely to include installation of ANPR monitoring of car parks and parking sensors for all parking spaces both within car parks and on-street and real-time signage to be installed for all car parks.

8.3 Next Steps to consider in the short term

Initial Next Steps and Recommendations

To address the current challenges around inconsistent charging, limited data, and evolving enforcement responsibilities, the following initial steps are recommended. These actions are intended to support a more strategic, equitable, and future-ready approach to parking management across Monmouthshire:

Reallocation of Spaces for Specific User Groups

Reallocation of spaces should be considered in all car parks with over 100 spaces, aiming to meet good practice standards by 2030. This includes providing:

- 3%–6% of spaces for Blue Badge holders,
- 10%–20% for electric vehicle (EV) charging,
- 5%–10% for parent and toddler parking.

These spaces should be located to minimise walking distances for those with mobility impairments, with higher provision in car parks closer to town centres. This supports inclusive access and aligns with evolving user needs.

Comprehensive Data Collection Programme

A robust data collection effort is essential to inform future decisions, particularly around the review of free parking provision and the potential for a harmonised charging structure. This should include:

- 16-hour (06:00–22:00) parking beat surveys and / or 24/7 video surveys to analyse vehicle dwell times, parking accumulation, and duration of stay.
- Mapping of all special parking allocations (motorcycles, Blue Badge, EV, parent and toddler).
- Mobile phone signal strength assessments in all car parks to ensure reliable use of parking apps.
- A cross-departmental inventory of existing and planned smart technologies to assess readiness for a potential Smart Towns rollout.

These efforts will address current data gaps and support evidence-based policy development.

Review of Civil Enforcement Officer (CEO) Operations

A review of current CEO operations including staffing levels, enforcement beats, vacancies and duties, is necessary to assess the adequacy of enforcement capacity. This is particularly important in light of:

- Potential expansion of paid parking areas,
- Anticipated new responsibilities (e.g. pavement parking enforcement),
- Expected Welsh Government consultation in late 2025 on expanding local enforcement duties.

Any increase in enforcement scope may require additional CEO hours or recruitment to maintain effective monitoring and compliance.

Expansion of Smart Town Technology

Consideration should be given to the wider deployment of Smart Town technologies across Monmouthshire. This would enable:

- Real-time monitoring and management of parking assets,
- Development of a dynamic pricing strategy for both car parks and on-street parking, if adopted as a long-term goal.

This approach would support more responsive and efficient parking management, improve user experience, and provide a foundation for future innovation.

Review of Overall Parking Provision and Stay Duration Strategy

As part of the wider review, it is recommended that MCC undertakes a strategic assessment of the overall parking provision, with particular attention to the balance and distribution of short-stay and long-stay car parks. This should include:

- Analysis of duration of stay patterns across all car parks to determine whether current designations (short-stay vs. long-stay) align with actual usage and demand.
- Assessment of car park locations in relation to town centres, key destinations, and public transport links, to ensure that short-stay parking is prioritised in more central, high-demand areas, while long-stay parking is directed to peripheral or less congested locations.
- Consideration of pricing structures that support this approach, encouraging turnover in central areas and promoting sustainable travel options for longer stays.
- Evaluation of signage and user information, to ensure that the purpose and intended use of each car park is clearly communicated to users.

This review will help ensure that the parking offer is not only efficient and user-friendly but also supports wider goals such as town centre vitality, accessibility, and environmental sustainability.

APPENDICES

Appendix A. Baseline Position (Data Analysis)

TECHNICAL NOTE

Monmouthshire Car Park Review

SUBJECT	PROJECT NO.	DATE
Data Analysis	5230879	May 2025

AUTHOR	DISTRIBUTION	REPRESENTING
HH	Monmouthshire County Council	AtkinsRéalis

Document history

Revision	Purpose description	Originated	Checked	Reviewed	Authorised	Date
1.0	Draft	HH	CLC	MS		November 2024
1.1	Updated Draft	HH	CLC	CLC	CLC	December 2024
2.0	Final	HH	CLC	SL	CLC	May 2025

Client signoff

Client	Monmouthshire County Council		
Project	Monmouthshire Car Park Review	**Project No.**	5230879
Client signature / date			

TECHNICAL NOTE

1. Introduction

This Technical Note presents background information and data analysis completed for the Monmouthshire County Council (MCC) owned and managed car parks in Monmouthshire; including free, pay-and-display, leisure centre and visitor attraction car parks.

Maps have been used to present baseline information for all the car parks, detailing their capacity (by town and individual car park), the type of car park (paid, free, leisure centre, etc.), overlaid on a map showing the Welsh Index of Multiple Deprivation (WIMD), and the availability of Electric Vehicle (EV) charging facilities

Findings from the 2024 transaction data from February to November is presented. This details the split of transactions made by the PayByPhone app, in comparison to physical ticket machines within MCC car parks. The transactions also show the total tickets sold and total revenue subsequently generated by each car park.

The findings of the video survey data analysis, conducted by Severnside Transportation Data Collection on behalf of MCC, is then presented. Using this data, AtkinsRéalis calculated the variation of occupancy levels within each car park throughout the day and seasons. All types of council-owned car parks have been explored, and whilst there are some gaps within the data there is sufficient information to draw conclusions on the current parking behaviour in Monmouthshire. Each car park is either covered by 2022 or 2024 data and in each case for more than one day in those years.

The findings are presented in summary in Section 2:

- Table 3-2 - outlines the Occupancy Summary, detailing the peak percentages on Weekdays, Saturday and Sundays for January, March and June of 2022, and September/October of 2024.
- Table 3-3 and Table 3-4 presents the car parks with the highest and lowest average percentage occupancies over Weekdays and Saturdays.

Section 4 presents the Detailed Data Analysis, with graphs for each car park by month and year.

In total 46 carparks have been analysed, located in Abergavenny, Caldicot, Chepstow, Monmouth, Usk, Gilwern, Goytre, Magor, Rogiet, Raglan and Tintern, with outcome recommendations to be considered on a case-by-case basis in the final MCC Parking Review Report.

1.1 Car Park Capacity

Figure 1-1 and Table 1-1 presents the total number of spaces by location in Monmouthshire, including both free and payable spaces. Figure 1-1 and Table 1-1 excludes leisure centre, visitor attraction and season permit only spaces. It should be noted that Abergavenny has the most spaces (1,381 of which 297 are free).

Figure 1-2 to Figure 1-6 present the capacity of individual car parks in Monmouthshire, showing the total number of spaces by car park, including leisure centre, visitor attraction and season permit only spaces.

Figure 1-1 - Monmouthshire car park spaces by place

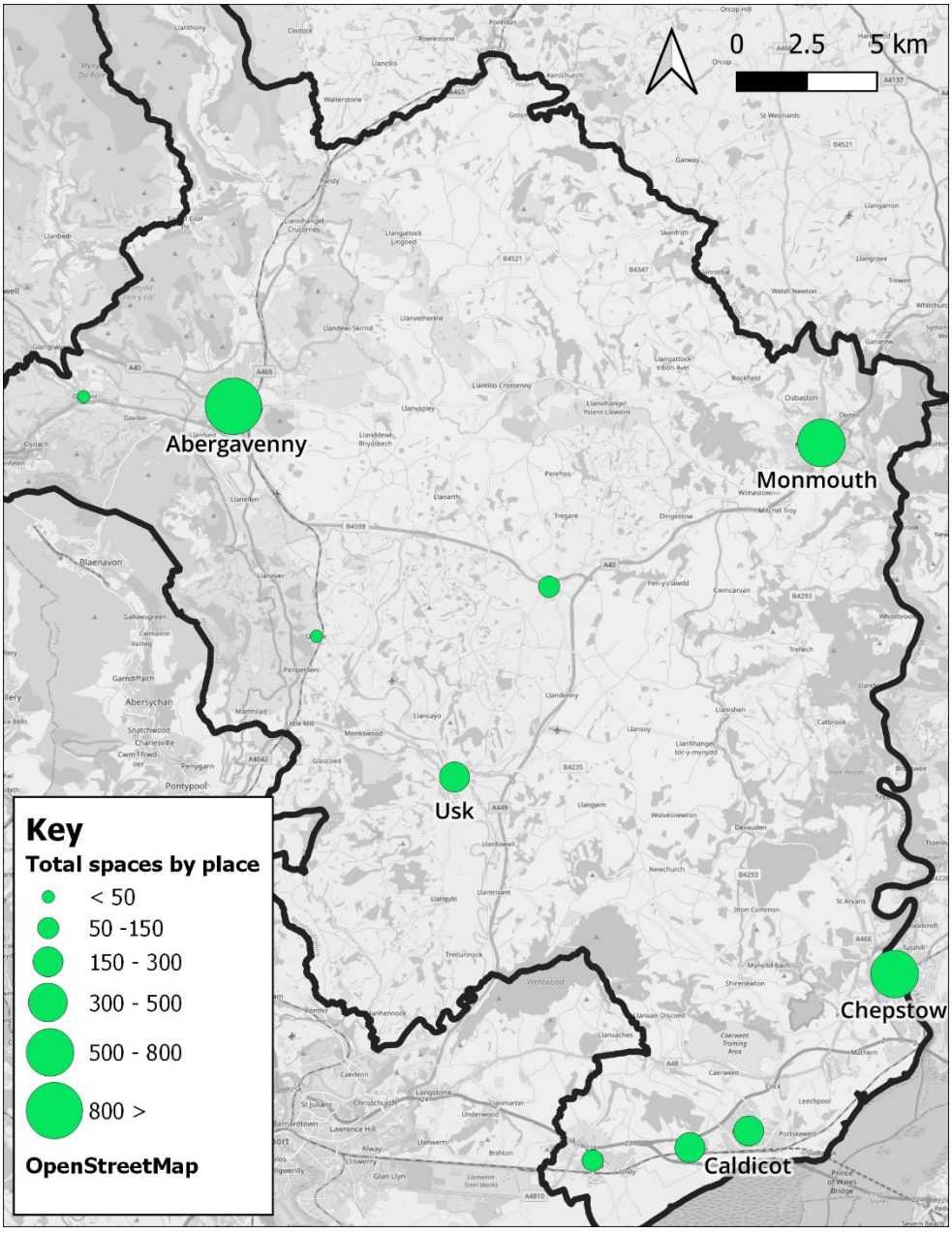


Table 1-1 - Total number of spaces by town[1]

Place	Number of free spaces	Number of payable spaces	Total number of spaces
Abergavenny	297[2]	858	**1381**
Caldicot	175		**175**
Chepstow	98	502	**600**
Gilwern	24		**24**
Goytre	22		**22**
Magor	92		**92**
Monmouth	477	202	**679**
Raglan		54	**54**
Rogiet		244	**244**
Usk	254		**254**

[1] This does not include leisure centre, visitor attraction or season permit only spaces.
[2] Abergavenny's only free car park – Byefield Lane, is chargeable on Tuesdays.

Figure 1-2 - Abergavenny car park capacity

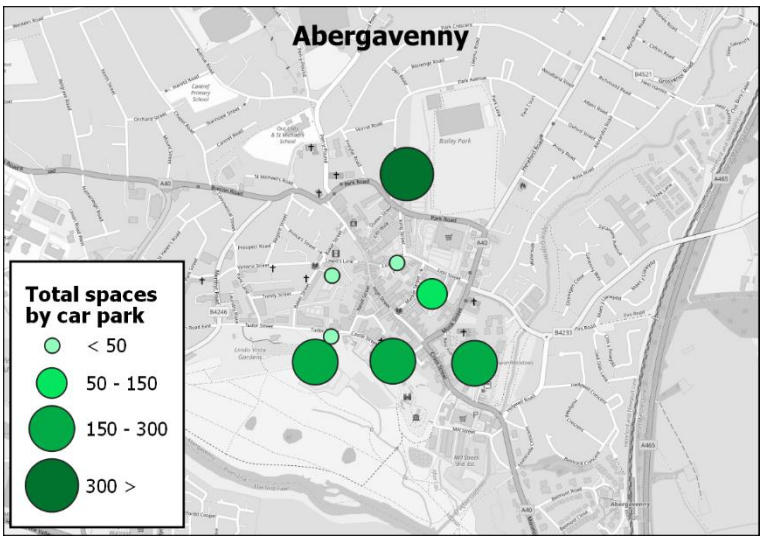


Figure 1-3 - Monmouth car park capacity

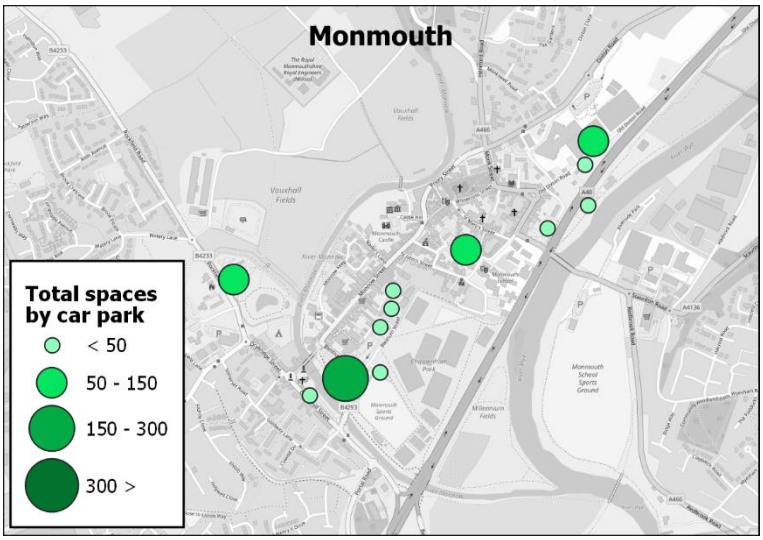


Figure 1-4 - Usk car park capacity

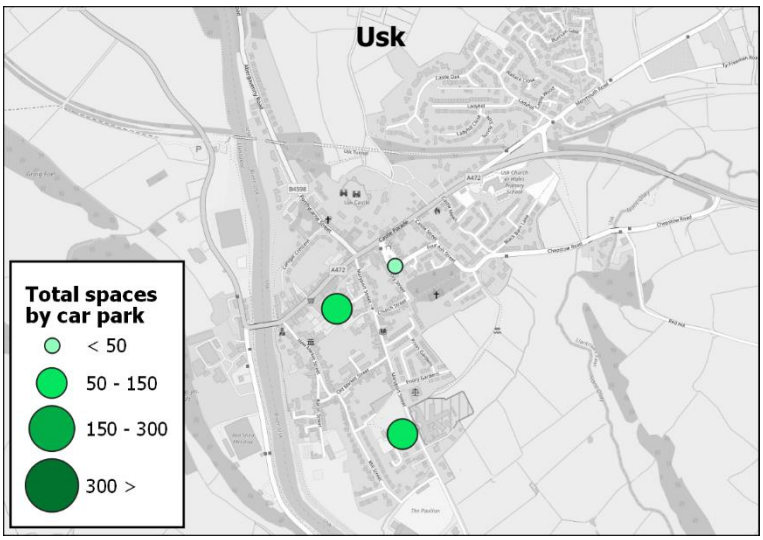


Figure 1-5 - Chepstow car park capacity

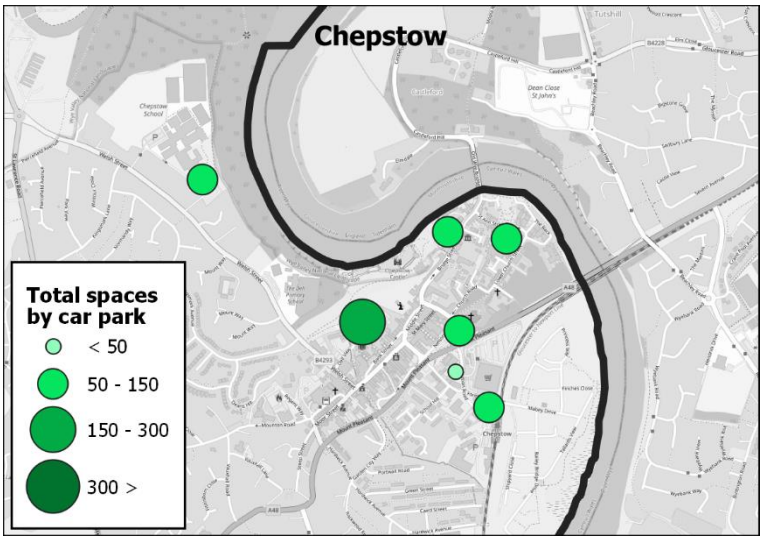
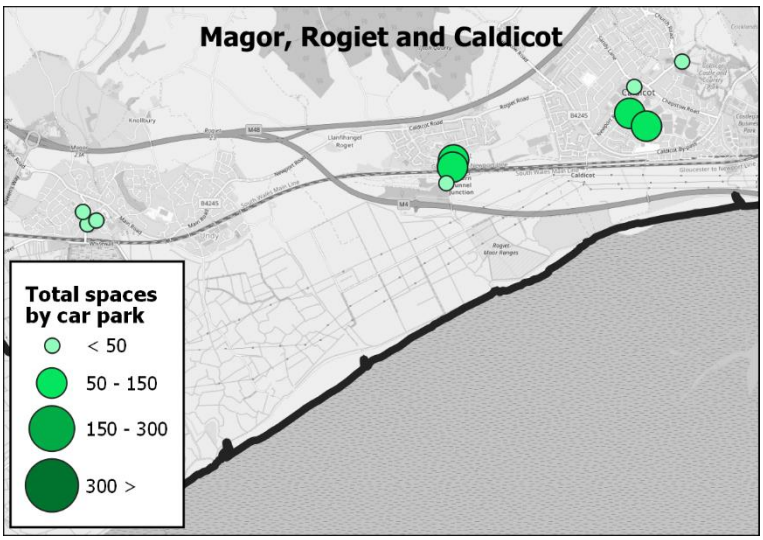


Figure 1-6 - Magor, Rogiet and Caldicot car park capacity



1.2 Cost of Parking

Figure 1-7 to Figure 1-12 present the cost of parking in Monmouthshire, by type. This has been overlayed on a map showing WIMD 2019 data (overall) to show areas where there are some higher deprivation rates. It is worth noting that Abergavenny (Figure 1-8) has 1 out of its 8 car parks free of charge (Byefield Lane – excluding Tuesday), despite there being a pocket of deprivation within the town. Whereas Usk only has free car parks, despite being within the 50% least deprived area. Also shown on these figures are town centre supermarket car parks with the time limits for parking that customers are allowed. Despite these car parks being reserved for customer use, there is anecdotal evidence that they are often used by members of the public when visiting town centres without making use of the supermarket.

Figure 1-7 - Monmouthshire cost of parking and WIMD 2019 data (overall domain)

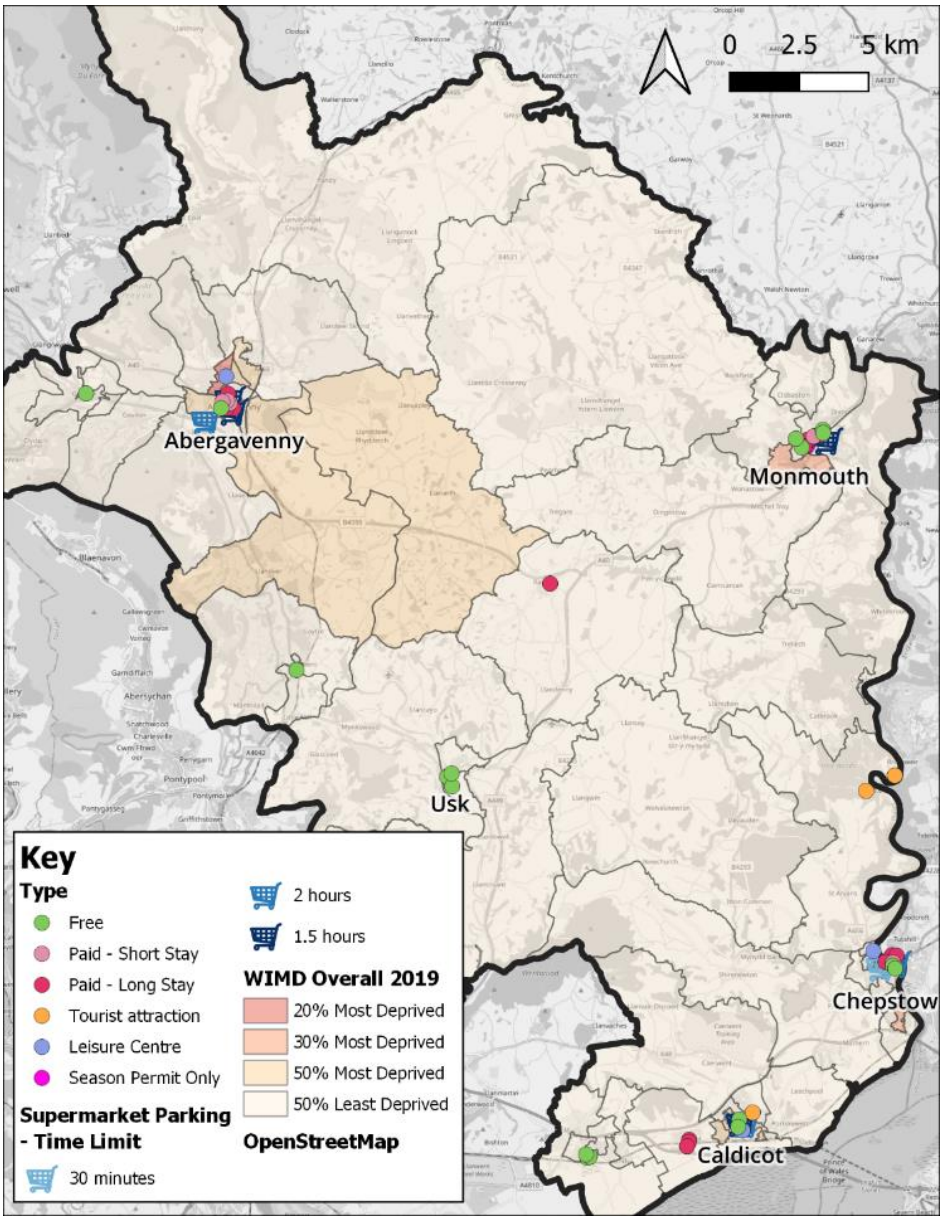
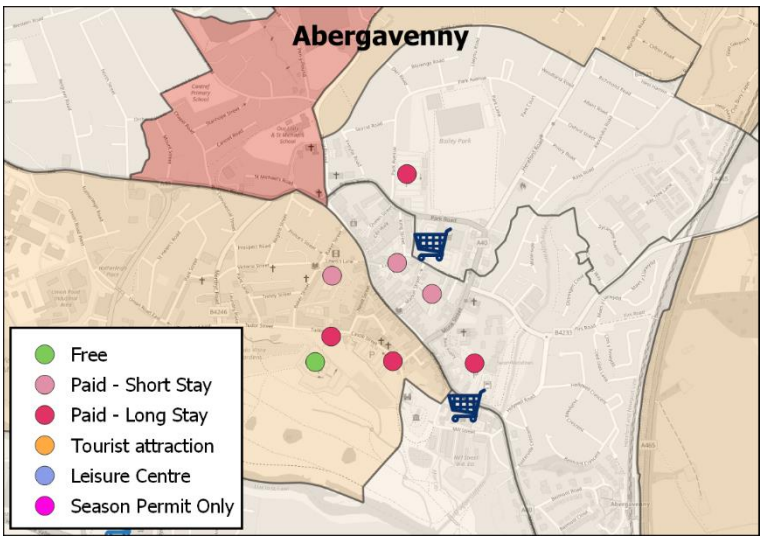
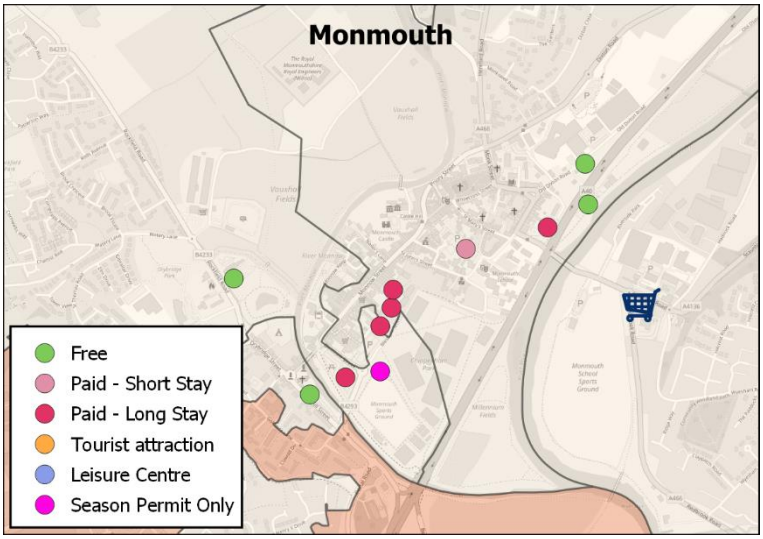


Figure 1-8 - Abergavenny cost of parking and WIMD data[3]



(for full key see Figure 1-7)

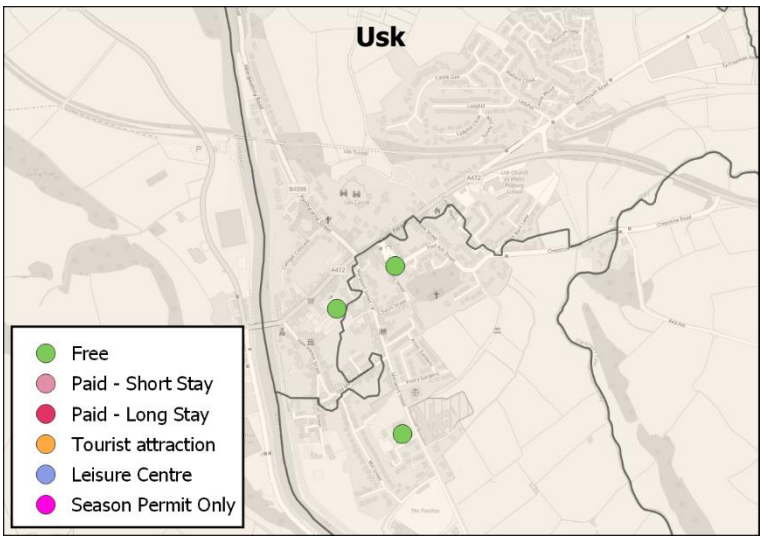
Figure 1-9 - Monmouth cost of parking and WIMD data



(for full key see Figure 1-7)

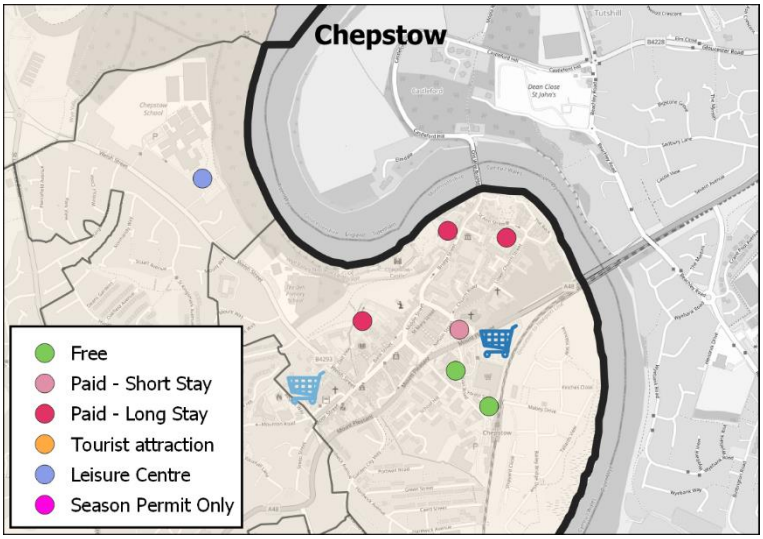
[3] Byefield Lane (Abergavenny) is chargeable on Tuesdays. This car park has been shown as 'free' within the figure 1.8.

Figure 1-10 - Usk cost of parking and WIMD data



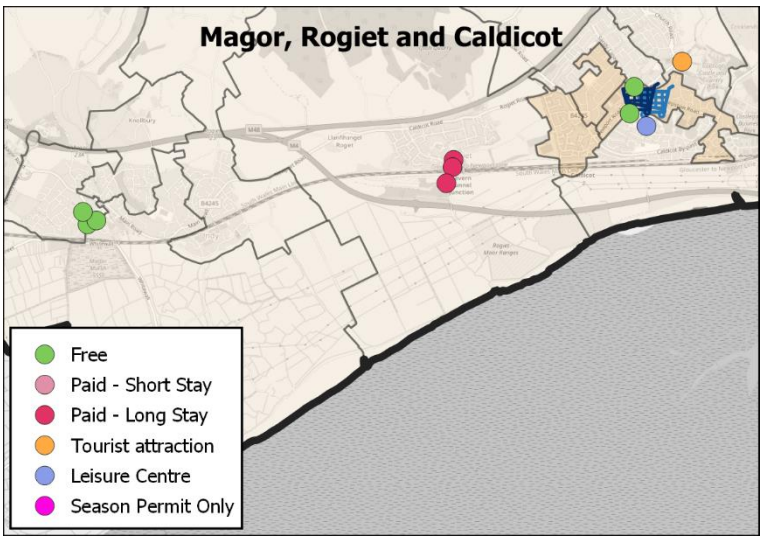
(for full key see Figure 1-7)

Figure 1-11 - Chepstow cost of parking and WIMD data



(for full key see Figure 1-7)

Figure 1-12 - Magor, Rogiet and Caldicot cost of parking and WIMD data

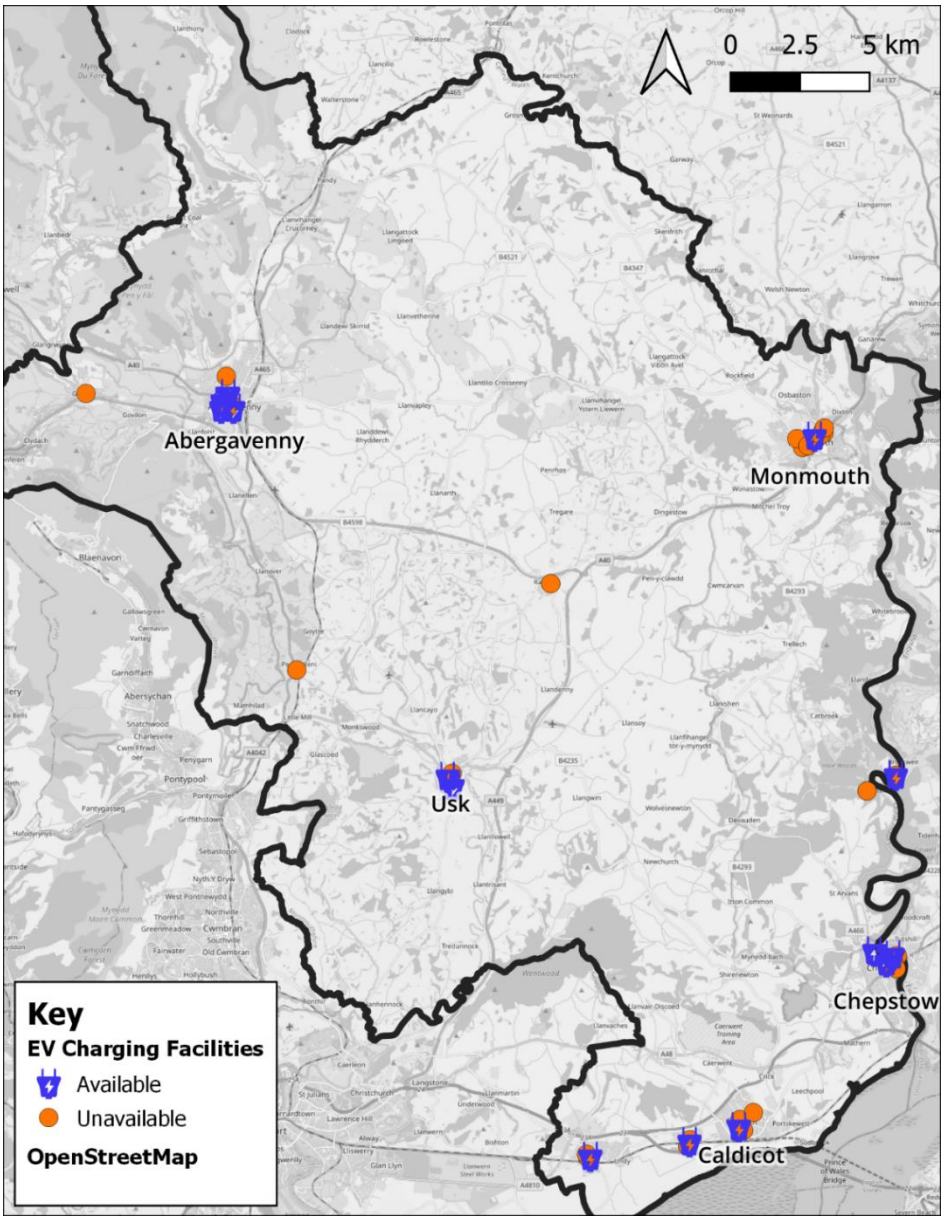


(for full key see Figure 1-7)

1.3 EV Charging Availability

Figure 1-13 to Figure 1-17 present the availability of EV charging facilities in Monmouthshire (within Council owned and managed car parks). Each of the main towns; Abergavenny, Monmouth, Usk, Chepstow and Caldicot, have some EV charging options available for public use.

Figure 1-13 - Monmouthshire EV charging availability[4]



[4] Source: Electric Vehicle Charge Points - Monmouthshire

Figure 1-14 - Abergavenny EV charging availability

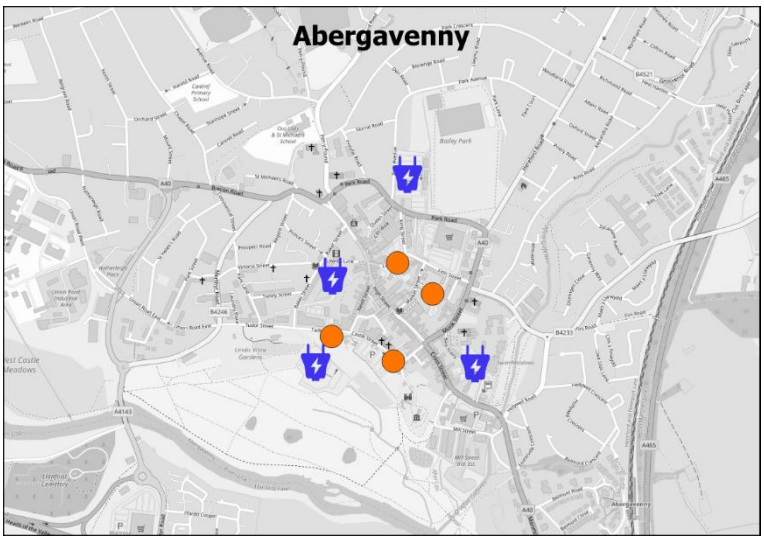


Figure 1-15 - Monmouth EV charging availability

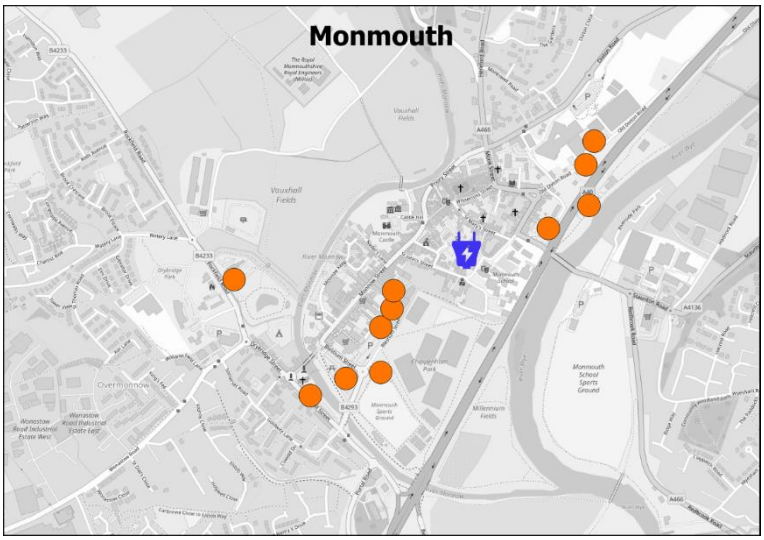


Figure 1-16 - Usk EV charging availability

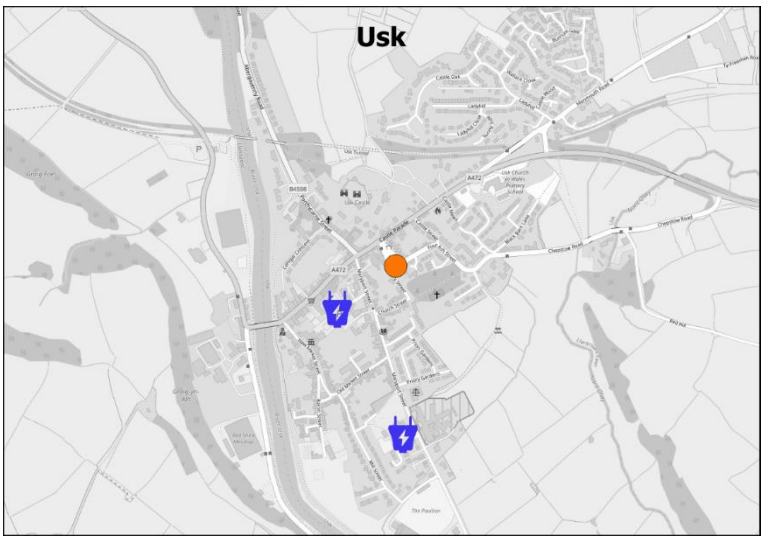


Figure 1-17 - Chepstow EV charging availability

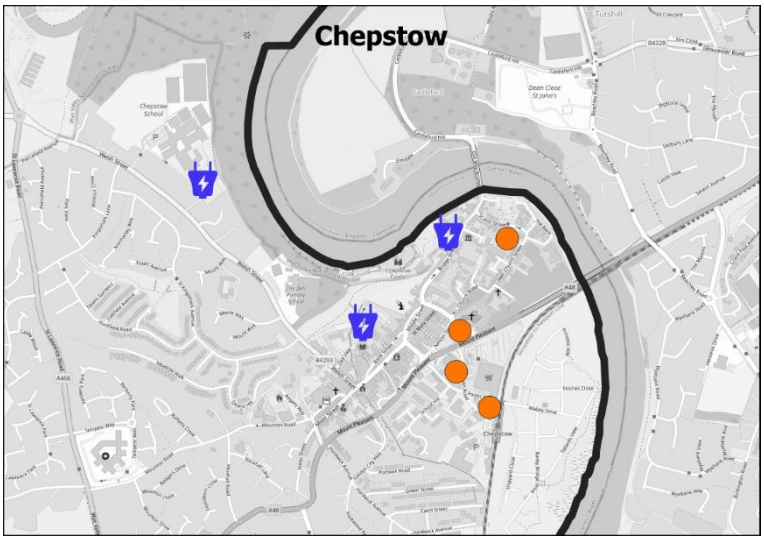
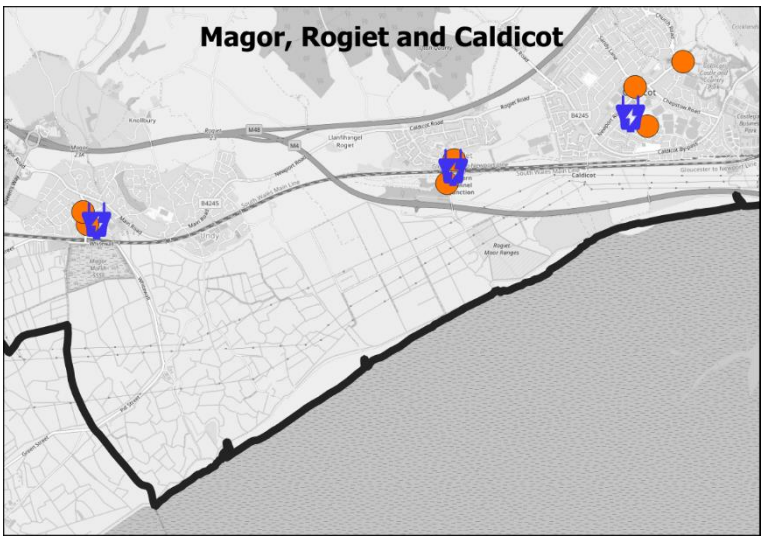


Figure 1-18 - Magor, Rogiet and Caldicot EV charging availability



2. Transaction Analysis

This section details the analysis of the transaction data received from MCC. Data for tickets purchased at physical ticket machines in MCC car parks and digital tickets purchased via the PayByPhone app was received separately. PayByPhone data covered January to November 2024, and ticket machine data covered February to November 2024; data presented within this section has therefore displayed the total ticket sales and total revenue from ticket sales for a 10 month period (February to November 2024).

While the ticket machine data provided the total monthly revenue for each ticket type, the PayByPhone data did not. Therefore, the revenue from each type of ticket sale was calculated by multiplying the ticket price by the number of tickets sold, whilst making sure to capture the price changes before and after April 2024. The prices for each ticket type are detailed in Table 2-1.

Table 2-1 - Ticket Prices

Car Park Type		Ticket Type	Ticket Price	
			Pre April 2024	Post April 2024
Short Stay		2 hour	£1.80	£2.00
		3 hour	£2.20	£2.40
		4 hour	£2.80	£3.00
		Sunday first 2 hours free	-	
		Sunday remainder day	£1.00	£1.30
Long Stay		2 hour	£1.80	£2.00
		3 hour	£2.20	£2.40
		4 hour	£2.80	£3.00
		Sunday first 2 hours free	-	
		Sunday remainder day	£1.00	£1.30
		All day	£5.60	£6.20
		5 day	£21.00	£23.00
		6 day	£25.00	£27.50
Other	Byefield Lane	Tues all day	£5.60	£6.20
	Drill Hall	Mon - Sat all day	£1.80	£2.00
		Sunday first 2 hours free	-	
		Sunday remainder day	£1.00	£1.30
	Country Park	First 3 hours free	-	
		Remainder of day	£5.00	£5.50

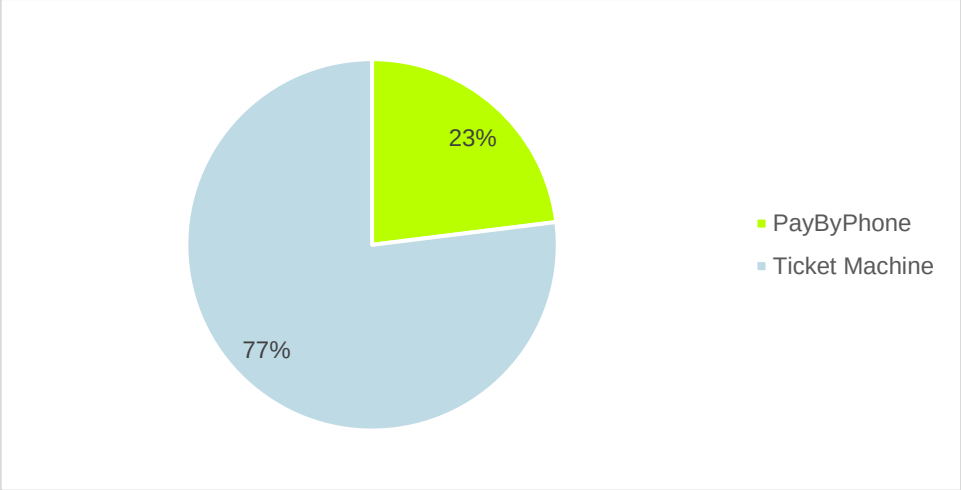
Playing Fields	Mon - Fri all day	£2.20	
Severn Tunnel Junction	All day/24 hour	£3.00	£3.30

The PayByPhone data revealed that there were some purchases of tickets not under the general structure of short and long stay car parks (2 day/3 day etc). For consistency with the ticket machine data where these ticket types were not available for purchase, these sales have not been presented in this data analysis Technical Note.

2.1 Method of Ticket Purchase

The split between tickets purchased via ticket machines and the PayByPhone app is presented in Figure 2-1. This has only included ticket types which were available to purchase at both ticket machines and using the PayByPhone app.

Figure 2-1 - Method of Purchase



2.2 Total Ticket Sales and Total Ticket Revenue

Figure 2-2 to Figure 2-11 present the detailed transaction analysis, showing the total ticket sales and total revenue from ticket sales from February to November 2024.

For short and long stay car parks (where the ticket type was available), the 2-hour ticket made up 52% of the total ticket sales, and 45% of the total revenue from ticket sales[5]. Figure 2-2 presents the percentage that 2, 3, 4-hour and all-day tickets make up of the total sales and total revenue in short stay and long stay car parks.

[5] Including 2, 3, 4 hour, all day, Sunday first 2 hours free, Sunday remainder of day and 5/6 day tickets.

Table 2-2 - Ticket Type Percentage of Sales/Revenue

Car Park Type	Ticket Type	% of Total Ticket Sales	% of Total Revenue from Ticket Sales
Short Stay	2 hour	67%	60%
	3 hour	19%	20%
	4 hour	15%	20%
Long Stay	2 hour	55%	42%
	3 hour	23%	21%
	4 hour	15%	18%
	All day	8%	19%

2.3 Short Stay Car Parks

Figure 2-2 - Total Ticket Sales: Short Stay

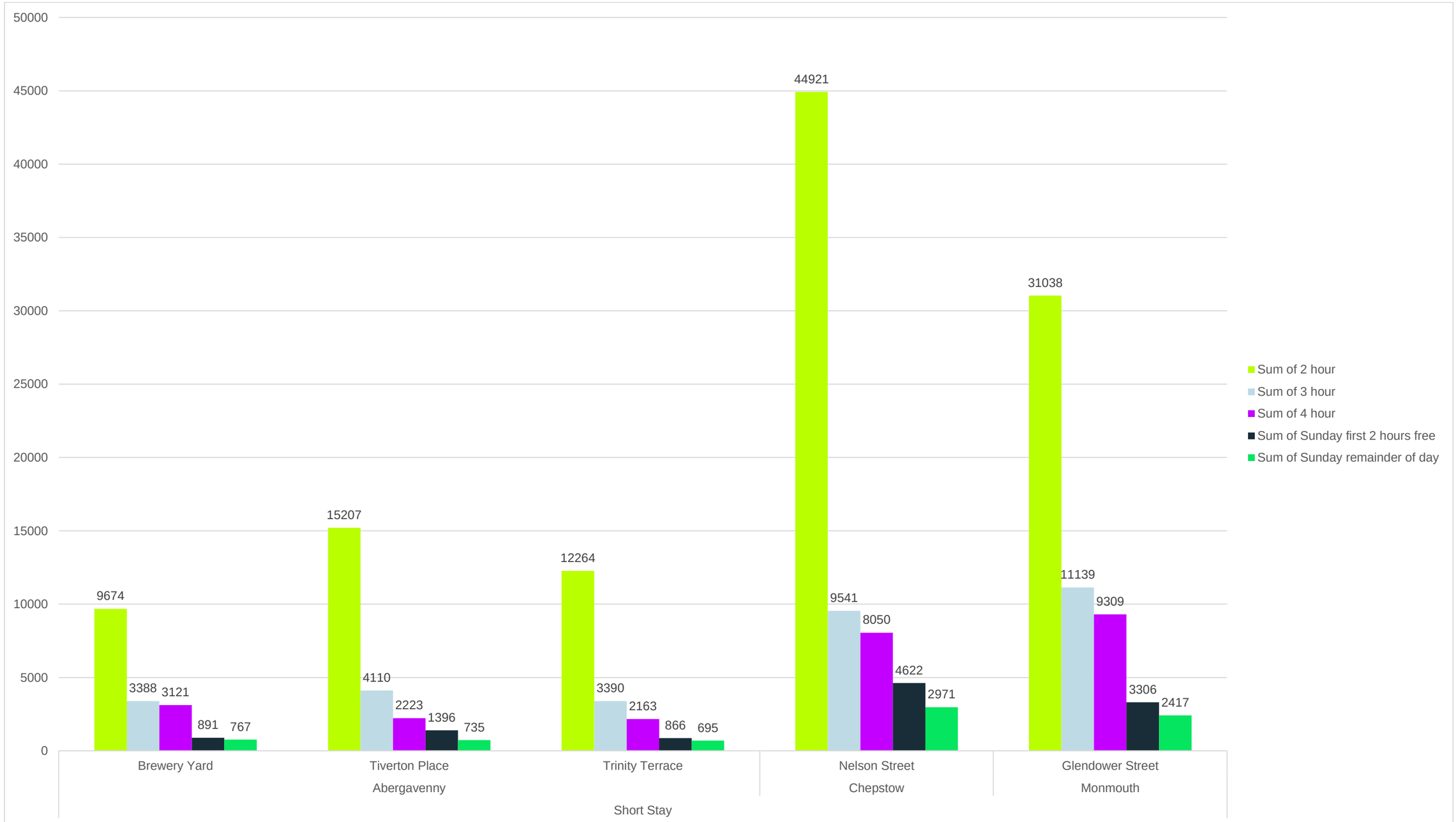
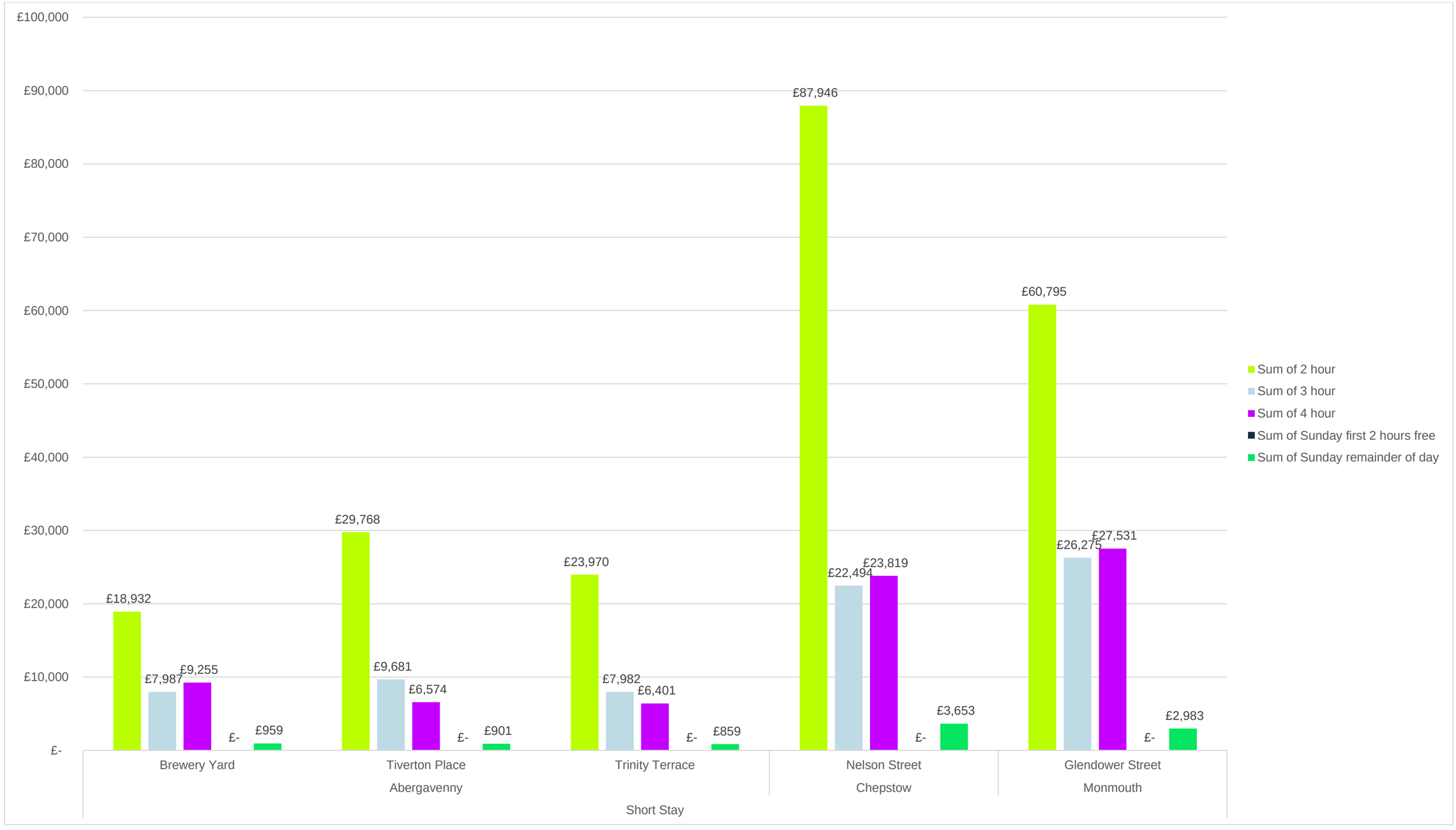


Figure 2-3 - Total Revenue from Ticket Sales: Short Stay



2.4 Long Stay Car Parks

Figure 2-4 - Total Ticket Sales: Long Stay

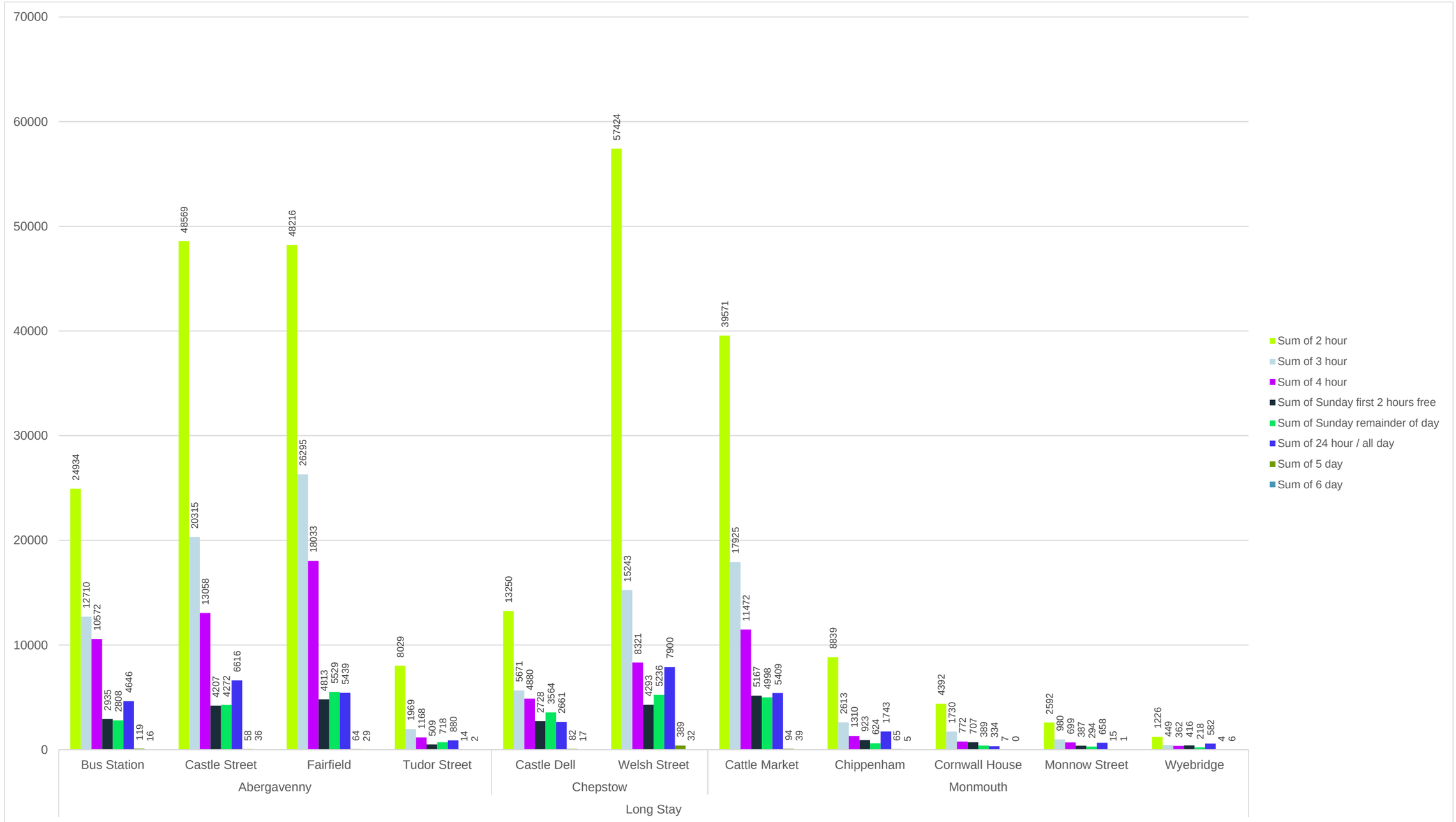
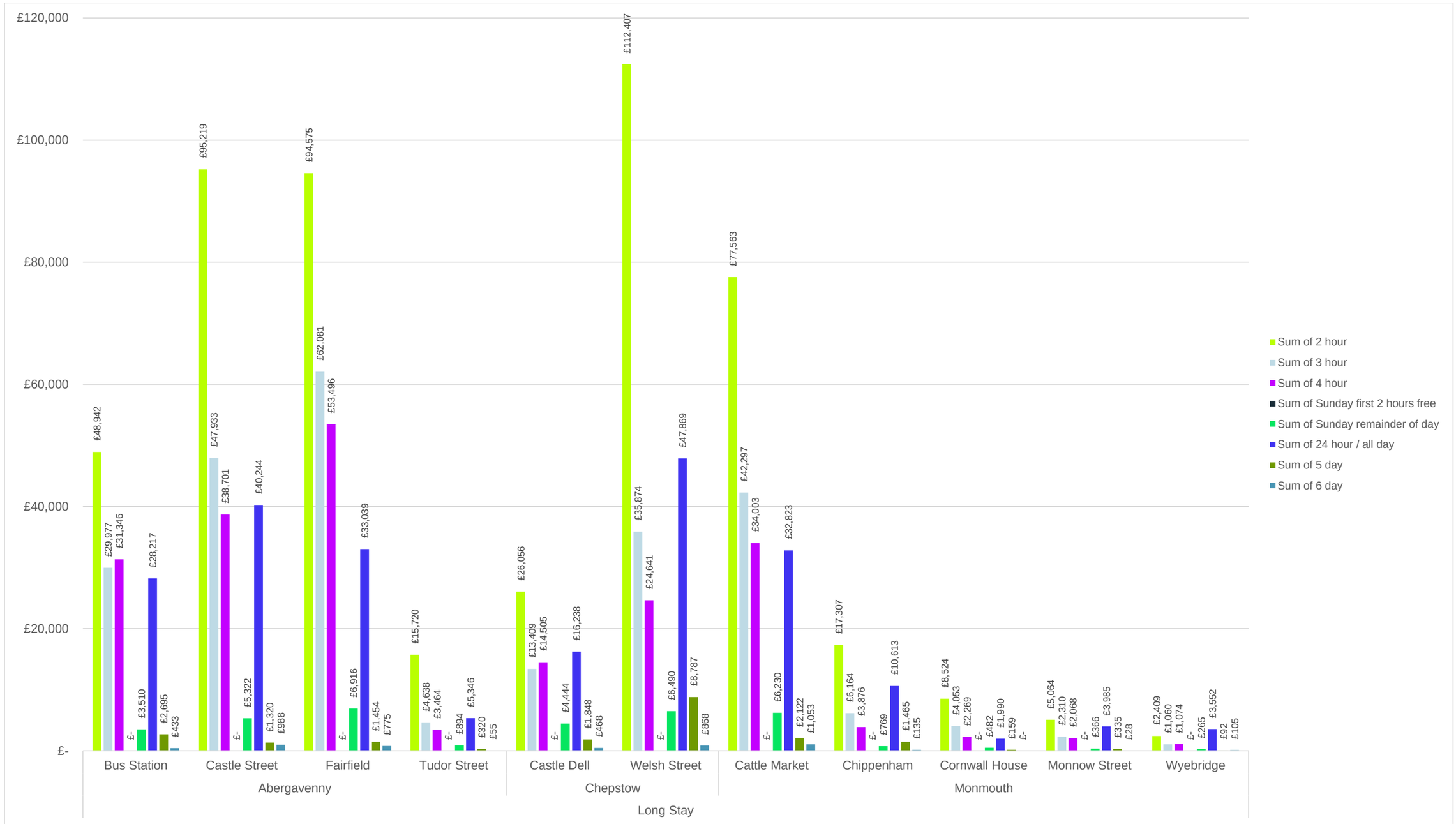


Figure 2-5 - Total Revenue from Ticket Sales: Long Stay



2.5 Other Car Parks

2.5.1 Abergavenny – Byefield Lane

Figure 2-6 - Total Ticket Sales: Byefield Lane, Abergavenny

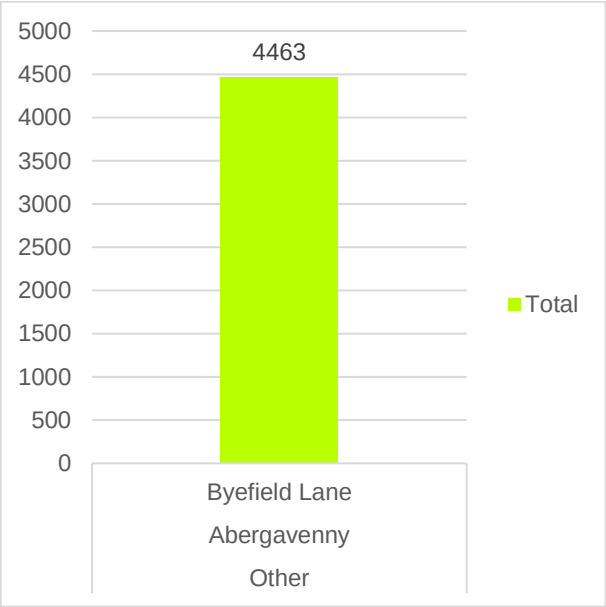
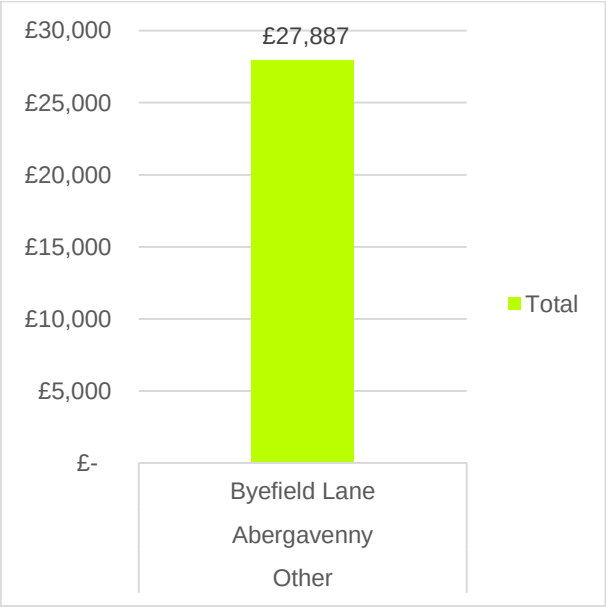


Figure 2-7 - Total Revenue from Ticket Sales: Byefield Lane, Abergavenny



2.5.2 Chepstow – Drill Hall

Figure 2-8 - Total Ticket Sales: Drill Hall, Chepstow

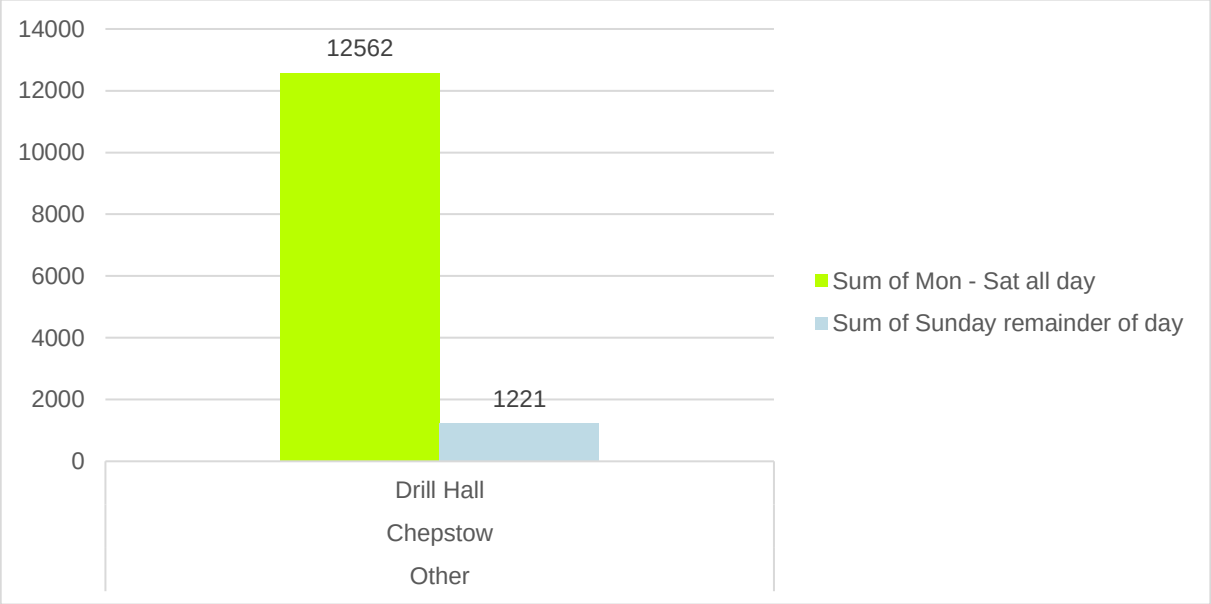
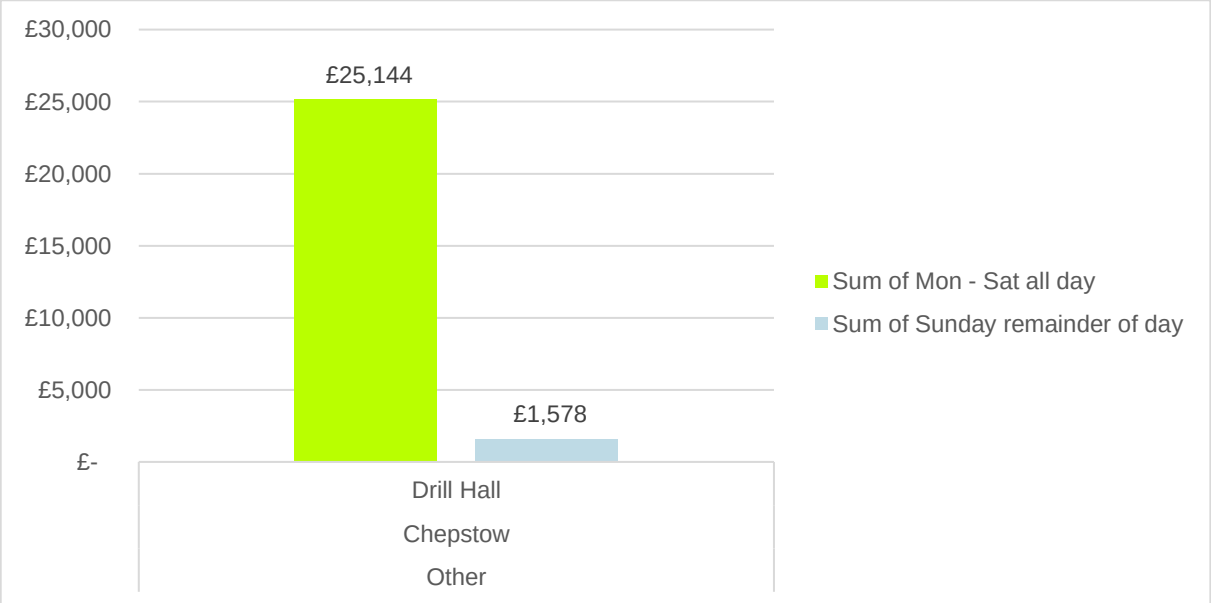


Figure 2-9 - Total Revenue from Ticket Sales: Drill Hall, Chepstow



2.5.3 Rogiet

Figure 2-10 - Total Ticket Sales: Other Car Parks in Rogiet

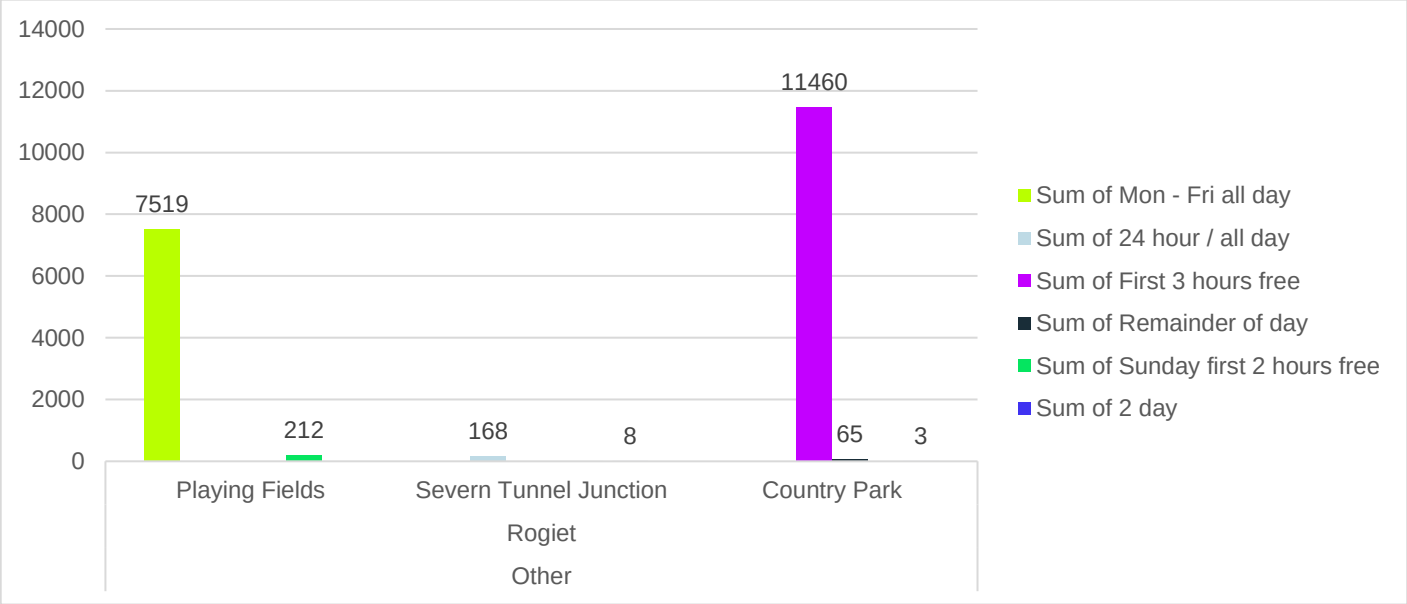
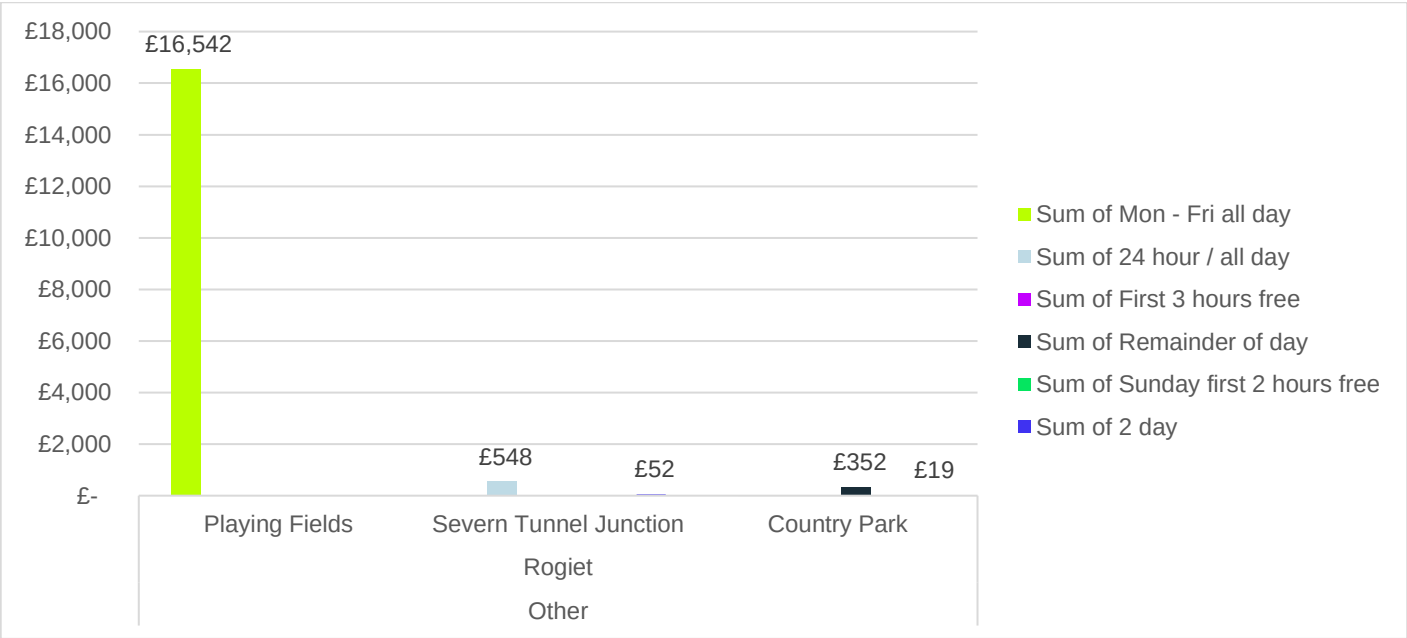


Figure 2-11 - Total Revenue from Ticket Sales: Other Car Parks in Rogiet



3. Occupancy Analysis

This section details the analysis of the Car Park data received from MCC. This data covered one-week periods in January, March and June of 2022, as well as September/October of 2024. Data for 2024 covered a one-week period in September or October and included data visitor attraction and leisure centre car parks, which were not previously surveyed in 2022. The extended 2024 period of data collection, in October, was due to some film equipment failures which necessitated refilming of some sites, and it should be noted that data for Caldicot Castle and Country Park (main car park) was collected over a week in November/December 2024.

The data provided to AtkinsRéalis by MCC and was collected by Severnside Transportation Data Collection and detailed the number of cars accessing and egressing each car park within each 15-minute interval surveyed, along with the corresponding hourly totals. AtkinsRéalis have utilised these hourly totals to calculate the number of vehicles in a car park at each hour of the day. The following formula was then applied to determine % occupancy:

$$\%\ \text{occupancy} = \frac{\text{Number of vehicles in car park}}{\text{Total number of spaces}^{6}}$$

Table 3-1 details the type of each car park (payable or not) and the availability of EV charging facilities. Within the analysis some data was determined to be erroneous, due to significant anomalies which were not possible to correct manually, and some car parks had missing data which is detailed below. In Table 3-2 and within the detailed car park analysis (Section 3.2) the data was analysed and included if only a select few days of data were impacted and the impact on the results was deemed not to be significant.

Table 3-1 - Car Park Details

Place	Name	Type	EV Availability	Total Spaces	Additional Information
Abergavenny	Brewery Yard	Short Stay Pay and Display		91	
	Bus Station	Long Stay Pay and Display	Available	160	
	Byefield Lane	Free	Available	297	Pay and Display on Tuesday (all day charge)
	Castle Street	Long Stay Pay and Display		226	
	Fairfield	Long Stay Pay and Display	Available	482	

[6] Including disabled, EV and parent and Child spaces

Place	Name	Type	EV Availability	Total Spaces	Additional Information
	Tiverton Place	Short Stay Pay and Display		65	
	Trinity Terrace	Short Stay Pay and Display	Available	38	
	Tudor Street	Long Stay Pay and Display		22	
	Abergavenny Leisure Centre	Leisure Centre		48	Total number of spaces changing on a weekly basis, based on the work programme of the school
Caldicot	Jubilee Way	Free		57	Access road at the back of this car park where some people park - this could reflect occupancy over capacity
	Woodstock Way	Free	Available	118	
	Caldicot Leisure Centre	Leisure Centre		70	
	Caldicot Castle (Small car park off Church Road	Visitor Attraction		18	Used for school drop off/pick up
	Caldicot Castle and Country Park (Main Car Park)	Visitor Attraction		65	
Chepstow	Castle Dell	Long Stay Pay and Display	Available	101	
	Drill Hall	Long Stay Pay and Display		83	
	Nelson Street	Short Stay Pay and Display		92	
	Station Road	Free		43	
	Welsh Street	Long Stay Pay and Display	Available	226	

Place	Name	Type	EV Availability	Total Spaces	Additional Information
	The Station Car Park	Free		55	
	Chepstow Leisure Centre	Leisure Centre	Available	123	
Monmouth	Chippenham	Long Stay Pay and Display		35	
	Cornwall House	Long Stay Pay and Display		46	
	Glendower Street	Short Stay Pay and Display	Available	134	
	Monnow Street	Long Stay Pay and Display		41	
	Cattle Market	Long Stay Pay and Display		188	
	Cinderhill Street	Free		41	
	Old Dixton Road	Free		32	
	Rockfield Road	Free		109	
	Rowing Club	Free		20	
	Sports Ground	Season Permit Only		9	
	Wyebridge Street	Long Stay Pay and Display		33	
	Monmouth Leisure Centre	Leisure Centre		76	
Usk	Maryport Street North	Free	Available	153	
	Maryport Street South	Free	Available	86	
	Twyn Square	Free		15	
Gilwern	Main Road	Free	Available	24	

Place	Name	Type	EV Availability	Total Spaces	Additional Information
Goytre	Goytre Village	Free	Available	22	
Magor	Magor Square	Free		34	
	Sycamore Terrace	Free	Available	32	
	Withy Close	Free		26	
Rogiet	Playing Fields	Long Stay Pay and Display		70	
	Severn Tunnel Junction	Long Stay Pay and Display	Available	144	
	Country Park	Long Stay Pay and Display		30	
Raglan	Chepstow Road	Long Stay Pay and Display		54	
Tintern	Wireworks	Visitor Attraction		34	
	Old Station	Visitor Attraction	Available	16	Seasonal difference - overflow car park (extra 30 spaces open from 31st April to October). This Overflow car park was assumed to be open for the analysis of October data.
	Old Station (including overflow	Visitor Attraction		46	

3.1 Occupancy Overview

Table 3-2 summarises the data analysis, detailing the highest percentage occupancy for weekdays, Saturdays and Sundays in both 2022 and 2024, and the time of day that occupancy reaches its peak(s). The car parks in this table have been colour coded based on their type, which clarifies some variations in occupancy percentages which show in excess of 100%:

- Green = Free
- Pink = Paid
- Blue = Leisure Centre or Visitor Attraction

NB: Sports Ground, Monmouth is a season permit only car park and has been left without colour.

TECHNICAL NOTE

Table 3-2 - Highest Percentage Occupancy Summary

	Name	2022 Peak																				2024 Peak						
		Weekday									Saturday						Sunday						Weekday			Saturday		Sunday	
		January			March			June			January		March		June		January		March		June		September/October						
		%	Time	Day	%	Time	Day	%	Time	Day	%	Time	%	Time	%	Time	%	Time	%	Time	%	Time	%	Time	Day	%	Time	%	Time
Abergavenny	Brewery Yard	77%	11:00	Wed	63%	18:00	Thurs	*Assumed incorrect data*			57%	13:00	55%	13:00	*Assumed incorrect data*		21%	09:00	24%	13:00	*Assumed incorrect data*		76%	13:00	Fri	79%	11:00	36%	10:00
	Bus Station	74%	11:00	Tues	82%	11:00	Tues	101%	12:00	Thurs	94%	13:00	107%	12:00	74%	12:00	48%	12:00	58%	10:00 & 11:00	36%	11:00 & 13:00	81%	11:00	Thurs	119%	12:00	35%	11:00
	Byefield Lane	109%	10:00	Wed	115%	10:00 & 11:00	Wed	118%	12:00	Wed	113%	11:00	108%	11:00	113%	11:00	6%	09:00	41%	14:00	43%	13:00	110%	10:00 & 12:00	Wed	103%	11:00 & 14:00	28%	14:00
	Castle Street	98%	11:00	Tues	129%	12:00	Mon	97%	11:00	Tues	85%	12:00	88%	13:00	92%	11:00	26%	10:00 & 11:00	47%	13:00	43%	13:00	82%	11:00	Tues	95%	12:00	24%	12:00
	Fairfield	53%	10:00	Tues	*Assumed incorrect data*			77%	11:00	Tues	63%	14:00	*Assumed incorrect data*		57%	12:00	26%	10:00 - 12:00	*Assumed incorrect data*		20%	13:00	50%	11:00	Tues	75%	13:00	62%	10:00
	Tiverton Place	111%	11:00	Tues	109%	10:00	Tues	102%	09:00 & 11:00	Tues	80%	11:00	68%	10:00	71%	13:00	40%	12:00	*Assumed incorrect data*		29%	11:00	106%	11:00	Tues	97%	13:00	38%	13:00
	Trinity Terrace	82%	11:00 & 12:00	Tues	84%	09:00	Wed	71%	10:00 & 12:00	Thurs	79%	13:00	79%	12:00	53%	13:00	21%	13:00	50%	14:00	39%	17:00	66%	11:00 - 12:00	Fri	61%	12:00	26%	13:00
	Tudor Street	No 2022 data																					82%	09:00 - 12:00 ; 12:00	Tues & Fri	73%	11:00 - 12:00	45%	12:00
	Abergavenny Leisure Centre	No 2022 data																					*Uncertainty around number of spaces prevents accurate calculation of % occupancy*						
Caldicot	Jubilee Way	89%	12:00 ; 10:00 & 11:00	Mon; Tues	102%	13:00	Fri	109%	11:00	Tues	82%	12:00	81%	13:00	72%	10:00	26%	09:00	51%	13:00	*Assumed incorrect data*		*Assumed incorrect data: Survey camera capturing movement in/out private land*						

TECHNICAL NOTE

	Name	2022 Peak																						2024 Peak						
		Weekday									Saturday						Sunday							Weekday			Saturday		Sunday	
		January			March			June			January		March		June		January		March		June			September/October					
		%	Time	Day	%	Time	Day	%	Time	Day	%	Time	%	Time	%	Time	%	Time	%	Time	%	Time	%	Time	Day	%	Time	%	Time
Chepstow	Woodstock Way	31%	11:00	Tues	28%	11:00	Tues	27%	10:00	Wed	7%	13:00	7%	10:00	3%		5%	09:00	*Assumed incorrect data*		*Assumed incorrect data*		27%	09:00 ; 10:00	Mon & Tues	49%	10:00	3%	10:00
	Caldicot Leisure Centre	No 2022 data																					107%	19:00	Mon	110%	09:00	69%	09:00
	Caldicot Castle (Small car park off Church Road)	No 2022 data																					78%	18:00	Wed	83%	11:00	39%	13:00
	Caldicot Castle and Country Park (Main car park)[7]	No 2022 data																					28%	11:00 - 12:00	Mon	42%	12:00	8%	09:00 ; 12:00
	Castle Dell	17%	11:00	Thurs	35%	13:00	Mon	51%	19:00	Fri	62%	12:00	60%	14:00	41%	14:00	25%	12:00	61%	13:00	43%	12:00	43%	12:00	Thurs	No 2024 data			
	Drill Hall	30%	18:00	Wed	54%	19:00	Fri	43%	18:00	Wed	16%	11:00 - 15:00	49%	13:00	22%	19:00	13%	12:00	31%	15:00	34%	13:00	*Assumed incorrect data*			36%	13:00	25%	13:00
	Nelson Street	76%	13:00 ; 12:00	Wed; Thurs	78%	12:00 & 19:00	Fri	77%	19:00	Fri	74%	12:00 & 19:00	58%	13:00	71%	19:00	41%	10:00 & 11:00	51%	13:00	47%	10:00	88%	19:00	Fri	60%	11:00	52%	10:00
	Station Road	60%	10:00	Tues	49%	08:00 & 11:00 ; 08:00 , 10:00 & 11:00	Tues; Wed	65%	10:00 - 12:00	Tues	44%	12:00	21%	06:00 - 11:00	40%	10:00 & 12:00	26%	12:00	19%	13:00	26%	14:00	70%	09:00 ; 12:00 ; 11:00	Tues, Wed & Thurs	47%	10:00 & 13:00	28%	14:00
	Welsh Street	*Assumed incorrect data*			65%	12:00	Fri	73%	11:00	Fri	*Assumed incorrect data*		52%	13:00	52%	11:00	*Assumed incorrect data*		46%	13:00	23%	12:00	79%	11:00	Fri	66%	11:00	30%	13:00

[7] November/December 2024 data

TECHNICAL NOTE

	Name	2022 Peak																				2024 Peak						
		Weekday									Saturday						Sunday							Weekday			Saturday		Sunday	
		January			March			June			January		March		June		January		March		June		September/October						
		%	Time	Day	%	Time	Day	%	Time	Day	%	Time	%	Time	%	Time	%	Time	%	Time	%	Time	%	Time	Day	%	Time	%	Time
	The Station Car Park	96%	10:00 ; 12:00 & 13:00	Tues; Wed	89%	09:00 & 11:00	Thurs	87%	11:00 & 12:00	Mon	82%	11:00	75%	10:00	67%	11:00	9%	10:00 & 11:00	2%	10:00 & 12:00	*Assumed incorrect data*		104%	10:00	Tues	51%	10:00	9%	10:00
	Chepstow Leisure Centre	No 2022 data																					72%	10:00 & 17:00	Wed	81%	10:00	45%	09:00
Monmouth	Chippenham	126%	10:00	Thurs	111%	13:00	Tues	114%	11:00	Tues	111%	11:00	103%	12:00	114%	11:00	80%	08:00	49%	13:00	60%	10:00	126%	12:00	Tues	No 2024 data			
	Cornwall House	*Missing parts of data*			30%	11:00	Thurs	30%	11:00	Fri	37%	12:00	48%	12:00	52%	12:00	28%	09:00	24%	14:00	22%	13:00	52%	11:00	Fri	54%	13:00	76%	11:00
	Glendower Street	75%	18:00	Fri	73%	12:00	Tues	67%	18:00	Fri	54%	12:00	56%	10:00 & 11:00	37%	11:00 & 13:00	26%	09:00	35%	13:00	18%	12:00	51%	19:00	Wed	35%	14:00	22%	11:00
	Monnow Street	34%	10:00 & 11:00 ; 13:00	Mon; Tues	46%	14:00	Fri	*Assumed incorrect data*			88%	13:00	66%	12:00	*Assumed incorrect data*		66%	09:00	15%	13:00	*Assumed incorrect data*		32%	12:00	Fri	49%	14:00	59%	10:00
	Cattle Market	73%	11:00	Fri	76%	12:00	Fri	77%	12:00	Fri	83%	12:00	86%	11:00	65%	11:00 & 12:00	61%	09:00	51%	11:00 & 12:00	53%	13:00	*Assumed incorrect data*			86%	13:00	65%	11:00
	Cinderhill Street	44%	10:00	Tues	51%	12:00 & 13:00	Tues	61%	09:00	Mon	44%	12:00	27%	07:00 - 10:00	34%	10:00	24%	08:00	17%	09:00	15%	09:00	59%	08:00 - 09:00 ; 11:00 ; 08:00 &13:00	Tues, Wed & Thurs	54%	10:00	41%	14:00
	Old Dixton Road	84%	11:00 & 12:00	Tues	59%	10:00 & 11:00	Sat	75%	09:00 & 12:00	Fri	59%	10:00 & 11:00	66%	12:00	47%	10:00	22%	09:00	*Assumed incorrect data*		47%	12:00	*Assumed incorrect data*			47%	11:00	16%	11:00

TECHNICAL NOTE

	Name	2022 Peak																				2024 Peak						
		Weekday									Saturday						Sunday					Weekday			Saturday		Sunday	
		January			March			June			January		March		June		January		March		June		September/October					
		%	Time	Day	%	Time	Day	%	Time	Day	%	Time	%	Time	%	Time	%	Time	%	Time	%	Time	%	Time	Day	%	Time	%	Time
	Rockfield Road	*Assumed incorrect data*			85%	11:00	Fri	74%	10:00	Wed	*Assumed incorrect data*		69%	11:00	61%	11:00	*Assumed incorrect data*		15%	12:00	28%	14:00	86%	11:00	Wed	73%	13:00	43%	11:00
	Rowing Club	*Occupancy greatly exceeds capacity, see page 134*																					*Occupancy greatly exceeds capacity, see page 134*						
	Sports Ground	No 2022 data																					*Incorrect survey site*						
	Wyebridge Street	No 2022 data																					30%	13:00	Mon	48%	14:00	18%	10:00 - 11:00
	Monmouth Leisure Centre	No 2022 data																					*Assumed incorrect data*			112%	10:00	91%	12:00
Usk	Maryport Street North	103%	12:00	Fri	107%	12:00	Thurs	95%	11:00	Tues	91%	11:00	103%	11:00 & 12:00	80%	14:00	31%	10:00 & 11:00	44%	12:00	38%	12:00	92%	12:00	Thurs	90%	13:00	19%	12:00 - 13:00
Usk	Maryport Street South	90%	10:00	Wed	*Car Park Closed*			102%	13:00	Wed	35%	11:00	*Car Park Closed*		51%	10:00	17%	12:00	*Car Park Closed*		27%	14:00 & 15:00	97%	10:00	Mon	51%	09:00	53%	12:00
Usk	Twyn Square	*Assumed incorrect data*																					60%	12:00 - 13:00 ; 15:00	Mon & Thurs	33%	18:00	40%	12:00 - 13:00
Gilwern	Main Road	*Assumed incorrect data*																					38%	17:00 %	Tues	25%	11:00 - 12:00	25%	17:00 - 18:00
Goytre	Goytre Village	*Assumed incorrect data*																					45%	14:00 ; 10:00	Mon % Fri	27%	14:00	9%	09:00 - 10:00

TECHNICAL NOTE

	Name	2022 Peak																				2024 Peak						
		Weekday									Saturday						Sunday					Weekday			Saturday		Sunday	
		January			March			June			January		March		June		January		March		June		September/October					
		%	Time	Day	%	Time	Day	%	Time	Day	%	Time	%	Time	%	Time	%	Time	%	Time	%	Time	%	Time	Day	%	Time	%	Time
Magor	Magor Square	88%	14:00	Wed, Thurs & Fri	91%	13:00	Wed	82%	12:00	Tues	62%	20:00	62%	11:00 & 19:00	76%	11:00	65%	14:00	25%	10:00	41%	09:00	91%	12:00 - 13:00	Fri	79%	14:00	53%	11:00
	Sycamore Terrace	*Assumed incorrect data*																					103%	14:00	Fri	38%	10:00	13%	13:00 - 14:00
	Withy Close	*Assumed incorrect data*																					69%	10:00 - 11:00	Fri	46%	10:00	58%	10:00
Page 587 Rogiet	Playing Fields	*Assumed incorrect data*																					69%	10:00 - 12:00	Tues	36%	14:00 - 15:00	17%	13:00
	Severn Tunnel Junction	No 2022 data																					*Incorrect survey site*						
	Country Park	No 2022 data																					*Assumed incorrect data*						
Raglan	Chepstow Road	39%	Mon	11:00	50%	14:00	Tues & Fri	94%	13:00	Wed	*Assumed incorrect data*		33%	09:00	43%	15:00	*Assumed incorrect data*		13%	11:00 , 12:00 &14:00	7%	10:00 - 12:00	81%	19:00	Wed	20%	11:00	43%	10:00 - 11:00
Tintern	Wireworks	No 2022 data																					32%	13:00	Fri	62%	13:00	62%	12:00
	Old Station	No 2022 data																					*Overflow car park was assumed to be open*						
	Old Station (including overflow																						70%	11:00	Fri	80%	14:00	65%	12:00

3.2 Highest and Lowest Peak Occupancy

To determine the car parks with the highest and lowest average occupancy percentages, the peak occupancy for Weekdays and Saturdays within January, March and June were used for 2022.

For car parks with complete data, the six peak occupancy figures were summed and divided by six to give the Monday to Saturday average.

If data for a specific period, for example a Saturday in March, was missing, the calculation was adjusted by summing the available figures and dividing by the number of available data points.

The peak occupancy for September or October 2024 was calculated using the same method above.

Table 3-3 and Table 3-4 display the average occupancy findings for both 2022 and 2024. It should be noted that if a car park was missing data for the entire period, it has not been included. Car parks with occupancy above capacity may be partially explained by cars being parked outside of set spaces; for example, at the Jubilee Way Car Park (Caldicot) it has been noted that some cars were parked along an access road at the back of the car park.

Table 3-3 - 2022 Average % Occupancy for Weekdays and Saturdays

Place	Name	Type	2022
Monmouth	Chippenham	Long Stay Pay and Display	113%
Abergavenny	Byefield Lane	Free	113%
Abergavenny	Castle Street	Long Stay Pay and Display	98%
Usk	Maryport Street North	Free	97%
Abergavenny	Tiverton Place	Short Stay Pay and Display	90%
Caldicot	Jubilee Way	Free	89%
Abergavenny	Bus Station	Long Stay Pay and Display	89%
Chepstow	The Station Car Park	Free	83%
Magor	Magor Square	Free	77%
Monmouth	Cattle Market	Long Stay Pay and Display	77%
Abergavenny	Trinity Terrace	Short Stay Pay and Display	75%
Chepstow	Nelson Street	Short Stay Pay and Display	72%
Monmouth	Rockfield Road	Free	72%
Usk	Maryport Street South	Free	70%
Monmouth	Old Dixton Road	Free	65%
Abergavenny	Brewery Yard	Short Stay Pay and Display	63%
Abergavenny	Fairfield	Long Stay Pay and Display	63%

Chepstow	Welsh Street	Long Stay Pay and Display	61%
Monmouth	Glendower Street	Short Stay Pay and Display	60%
Monmouth	Monnow Street	Long Stay Pay and Display	59%
Raglan	Chepstow Road	Long Stay Pay and Display	52%
Chepstow	Station Road	Free	47%
Chepstow	Castle Dell	Long Stay Pay and Display	44%
Monmouth	Cinderhill Street	Free	44%
Monmouth	Cornwall House	Long Stay Pay and Display	39%
Chepstow	Drill Hall	Long Stay Pay and Display	36%
Caldicot	Woodstock Way	Free	17%

Table 3-4 - 2024 Average % Occupancy for Weekdays and Saturdays

Place	Name	Type	2024
Monmouth	Rowing Club	Free	230%[8]
Monmouth	Chippenham	Long Stay Pay and Display	126%
Monmouth	Monmouth Leisure Centre	Leisure Centre	112%
Caldicot	Caldicot Leisure Centre	Leisure Centre	109%
Abergavenny	Byefield Lane	Free	107%
Abergavenny	Tiverton Place	Short Stay Pay and Display	102%
Abergavenny	Bus Station	Long Stay Pay and Display	100%
Usk	Maryport Street North	Free	91%
Abergavenny	Castle Street	Long Stay Pay and Display	89%
Monmouth	Cattle Market	Long Stay Pay and Display	86%
Magor	Magor Square	Free	85%
Caldicot	Caldicot Castle (Small car park off Church Road	Visitor Attraction	81%
Monmouth	Rockfield Road	Free	80%
Abergavenny	Brewery Yard	Short Stay Pay and Display	78%
Chepstow	The Station Car Park	Free	78%

[8] Likely due to parking outside of formal bays.

Abergavenny	Tudor Street	Long Stay Pay and Display	78%
Chepstow	Chepstow Leisure Centre	Leisure Centre	77%
Tintern	Old Station (including overflow	Visitor Attraction	75%
Chepstow	Nelson Street	Short Stay Pay and Display	74%
Usk	Maryport Street South	Free	74%
Chepstow	Welsh Street	Long Stay Pay and Display	73%
Magor	Sycamore Terrace	Free	71%
Abergavenny	Trinity Terrace	Short Stay Pay and Display	64%
Abergavenny	Fairfield	Long Stay Pay and Display	63%
Chepstow	Station Road	Free	59%
Magor	Withy Close	Free	58%
Monmouth	Cinderhill Street	Free	57%
Monmouth	Cornwall House	Long Stay Pay and Display	53%
Rogiet	Playing Fields	Long Stay Pay and Display	53%
Raglan	Chepstow Road	Long Stay Pay and Display	51%
Monmouth	Old Dixton Road	Free	47%
Tintern	Wireworks	Visitor Attraction	47%
Usk	Twyn Square	Free	47%
Chepstow	Castle Dell	Long Stay Pay and Display	43%
Monmouth	Glendower Street	Short Stay Pay and Display	43%
Monmouth	Monnow Street	Long Stay Pay and Display	41%
Monmouth	Wyebridge Street	Long Stay Pay and Display	39%
Caldicot	Woodstock Way	Free	38%
Goytre	Goytre Village	Free	36%
Caldicot	Caldicot Castle and Country Park	Visitor Attraction	35%
Gilwern	Main Road	Free	32%
Chepstow	Drill Hall	Long Stay Pay and Display	18%

4. Detailed Occupancy Data Analysis

This section provides the detailed data analysis from where the peak occupancy summary data was drawn. The graphs within this section show the number of cars within each car park for each hour on each day of the week surveyed, and each car parks total amount of spaces. This data has then been used to determine the percentage occupancy at each hour, as outlined by the methodology detailed in Section 3. Where car parks were missing a month/year of data, or it was identified to be incorrect, the graph has been omitted. Anomalies for certain days of data, which were identified to be incorrect, have been noted appropriately throughout the section.

The detailed analysis is split by town, available on the following pages:

4.1 Abergavenny 39

4.2 Caldicot 66

4.3 Chepstow 77

4.4 Monmouth 102

4.5 Usk 140

4.6 Gilwern 151

4.7 Goytre 155

4.8 Magor 159

4.9 Rogiet 171

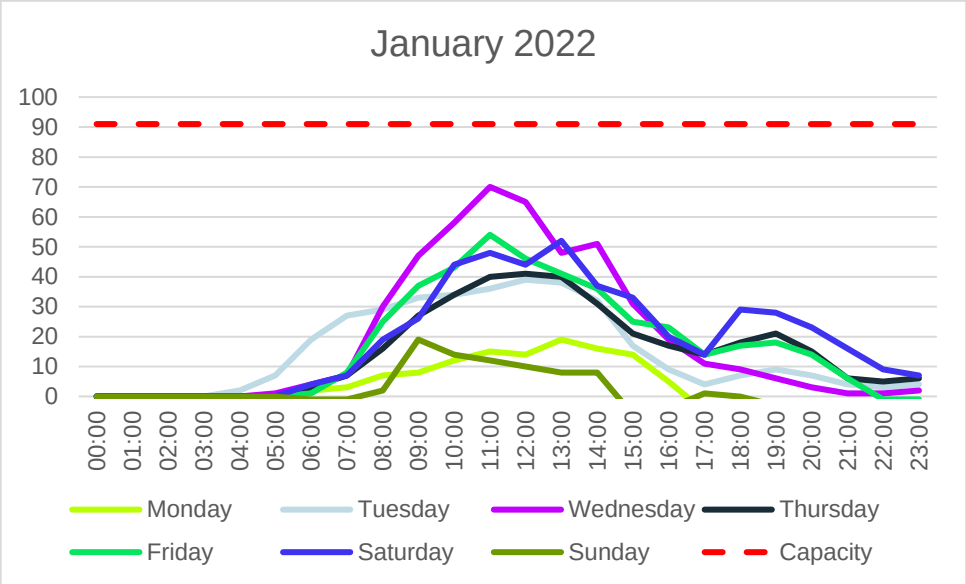
4.10 Raglan 176

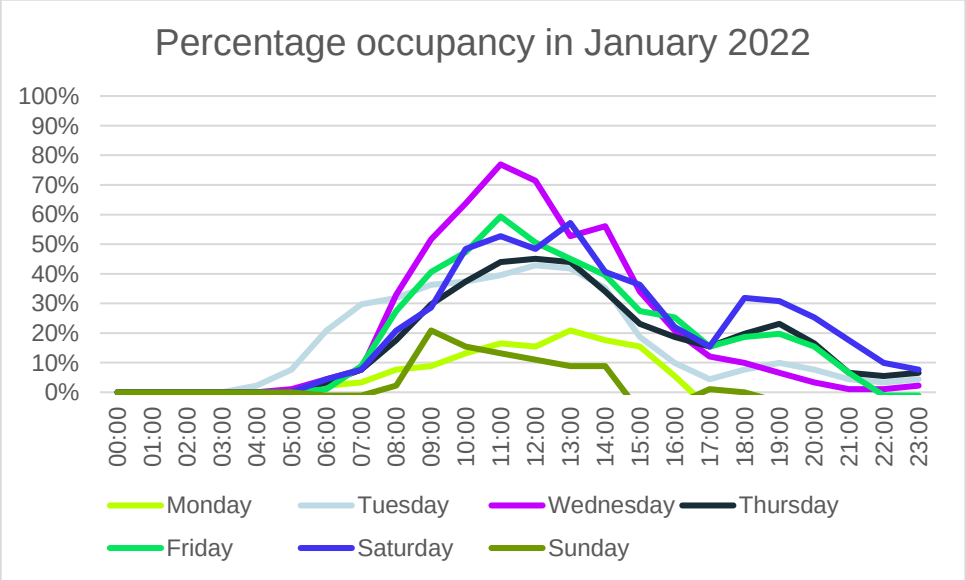
4.11 Tintern 180

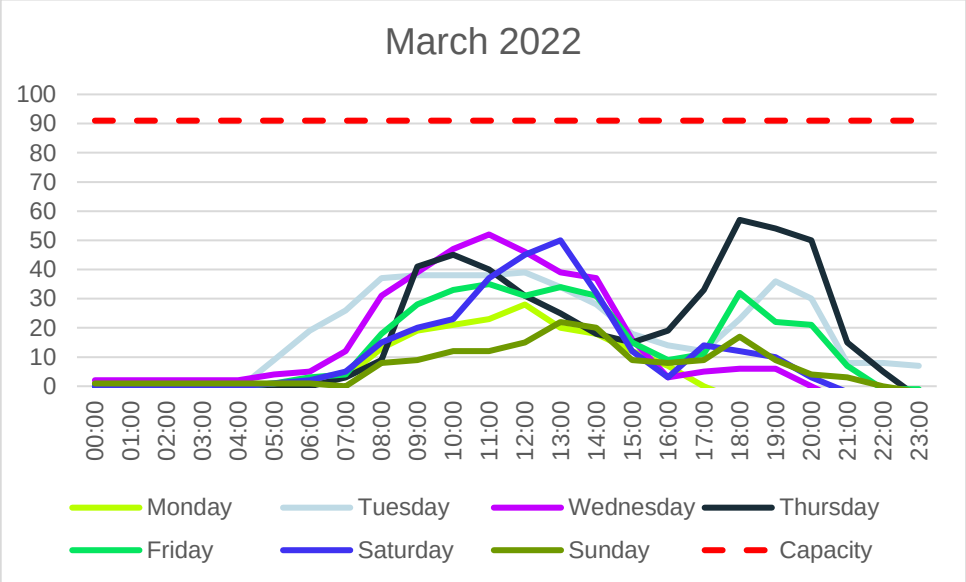
4.1 Abergavenny

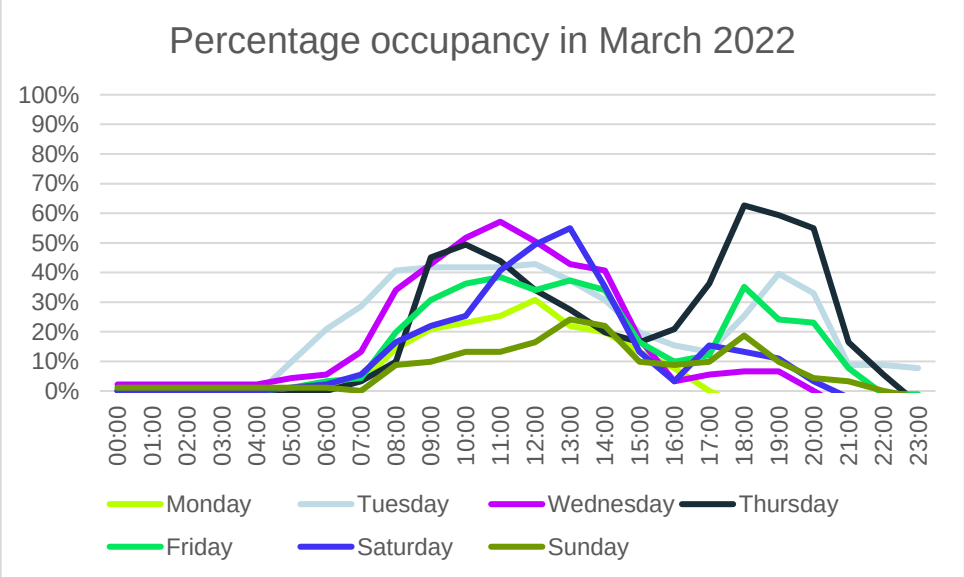
4.1.1 Brewery Yard

2022 Analysis

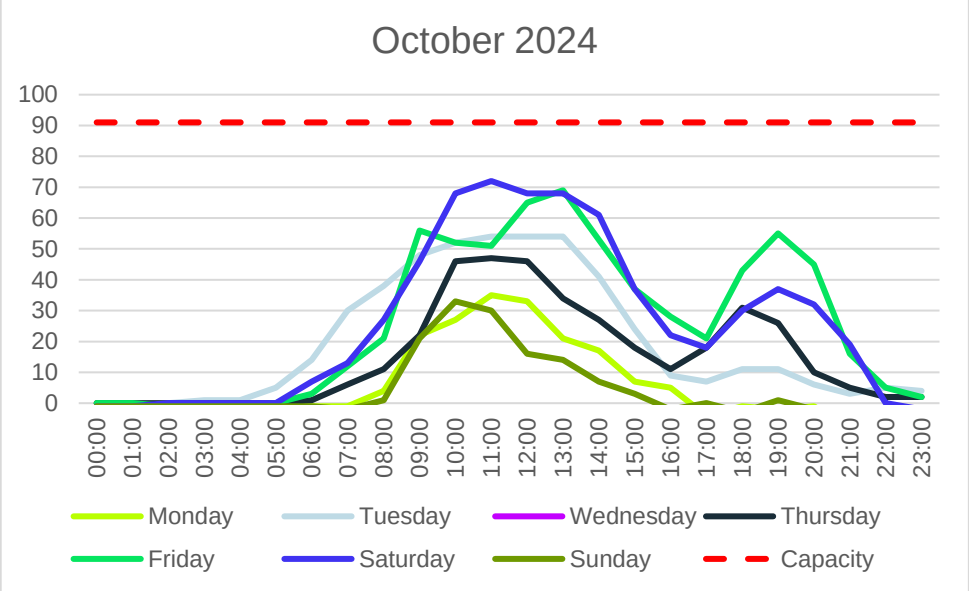


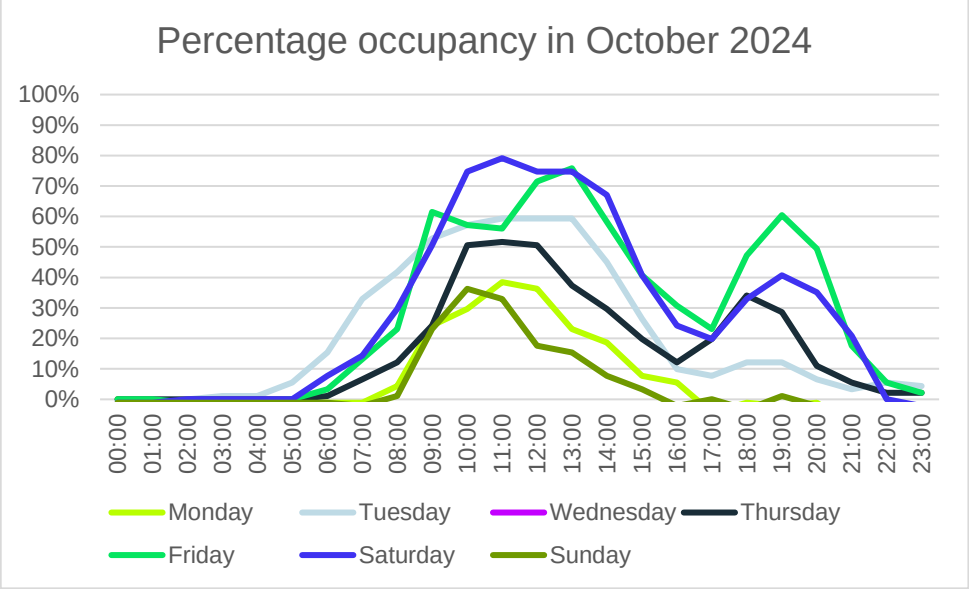



March 2022
100
90
80
70
60
50
40
30
20
10
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00:00
01:00
02:00
03:00
04:00
05:00
06:00
07:00
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Monday
Tuesday
Wednesday
Thursday
Friday
Saturday
Sunday
Capacity


Percentage occupancy in March 2022
100%
90%
80%
70%
60%
50%
40%
30%
20%
10%
0%
00:00
01:00
02:00
03:00
04:00
05:00
06:00
07:00
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Saturday
Sunday

2024 Analysis[9]

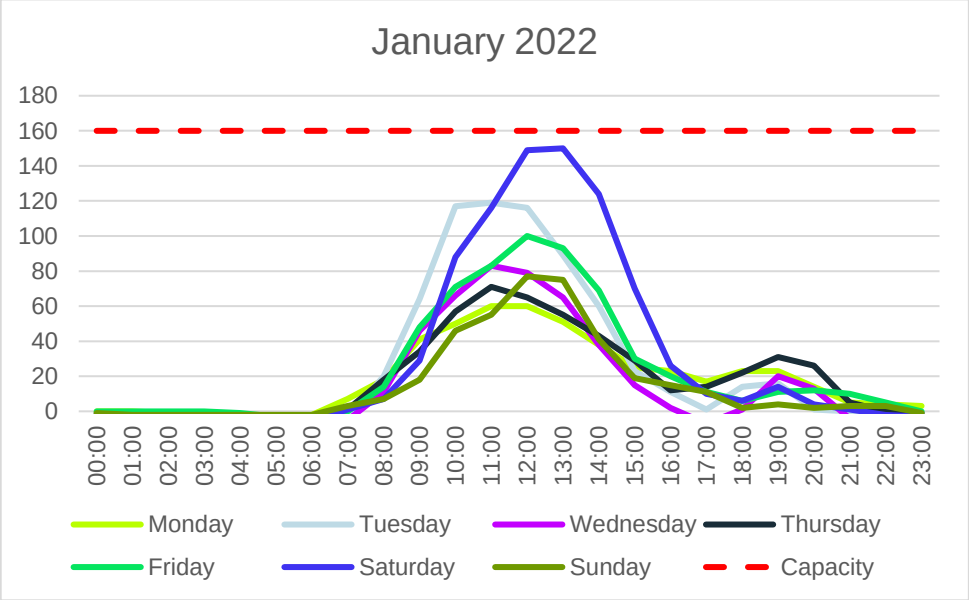


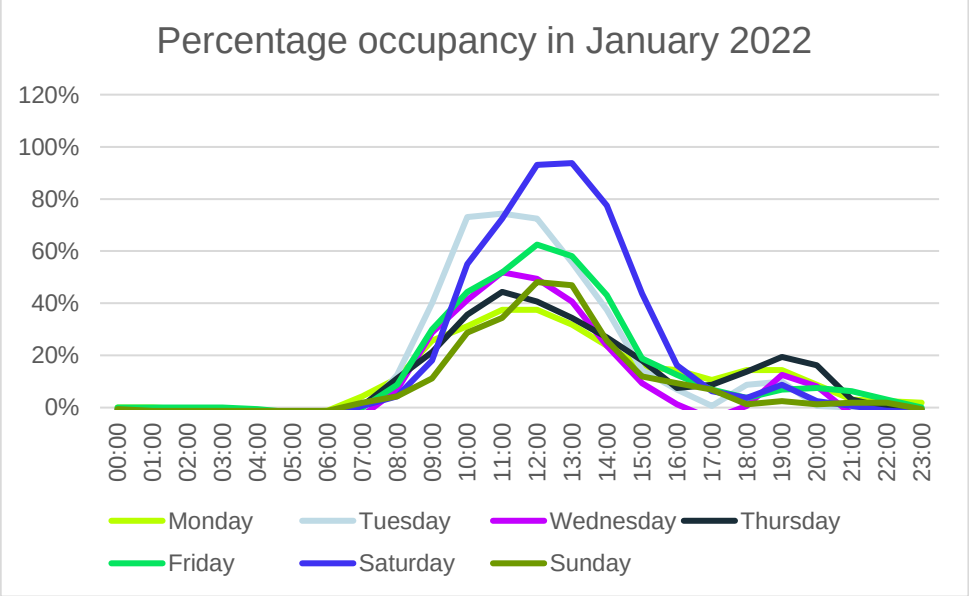


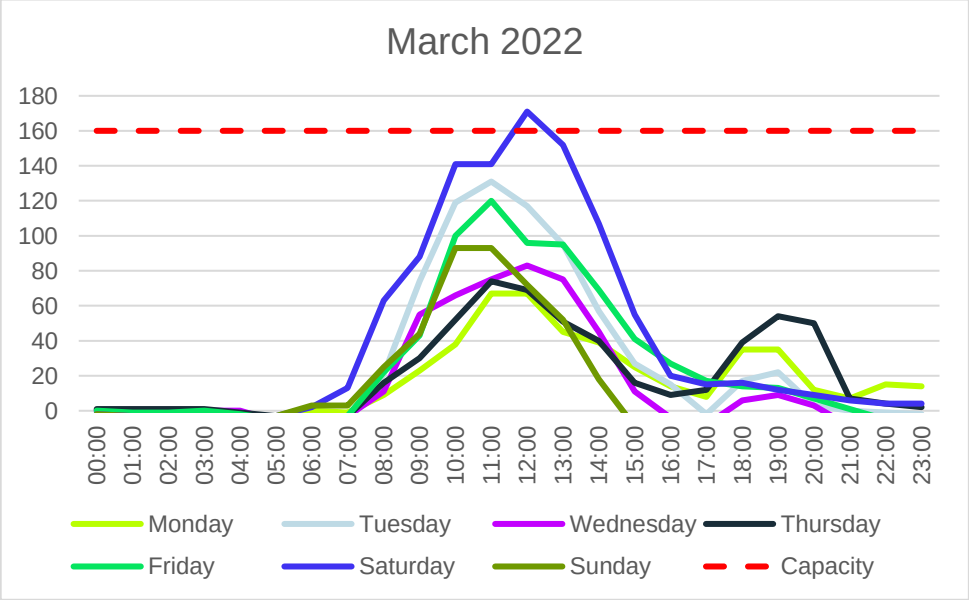
[9] Wednesday data for October was identified to be incorrect and has therefore been removed from the graph.

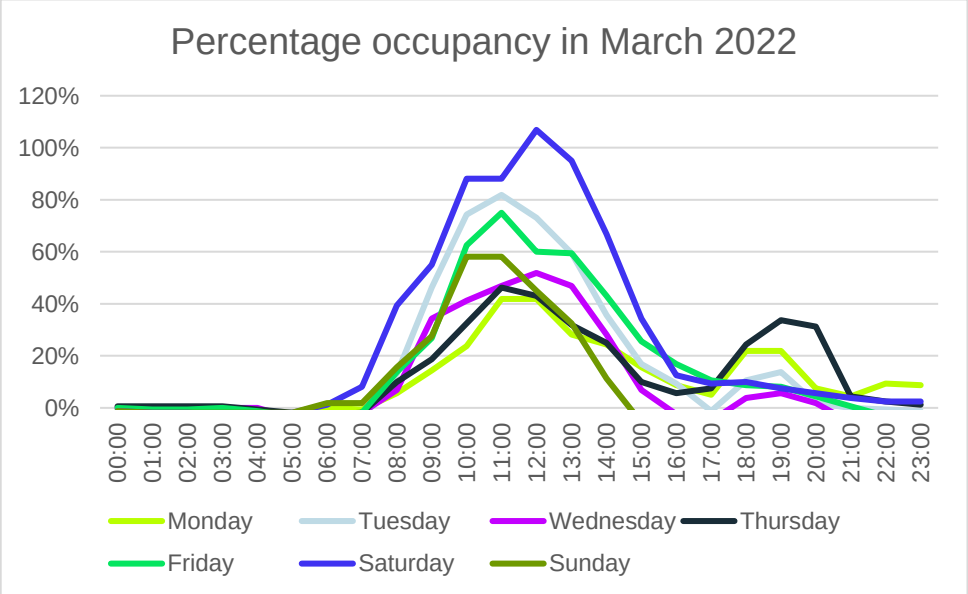
4.1.2 Bus Station

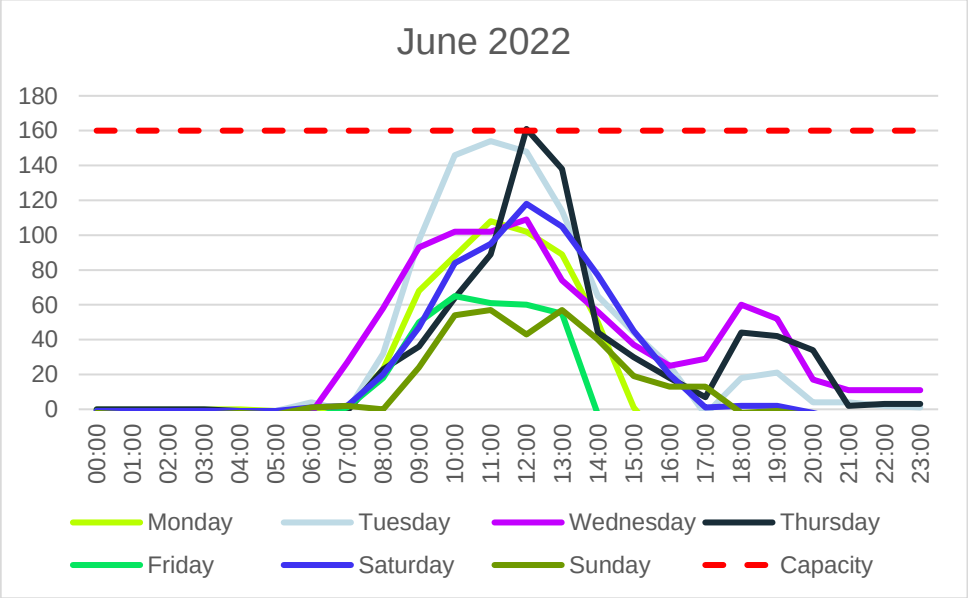
2022 Analysis

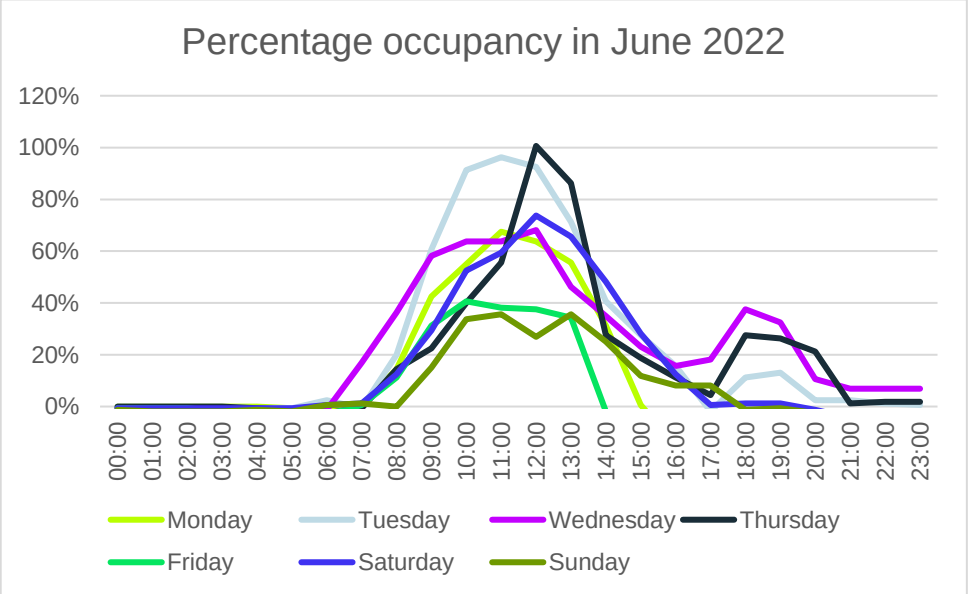




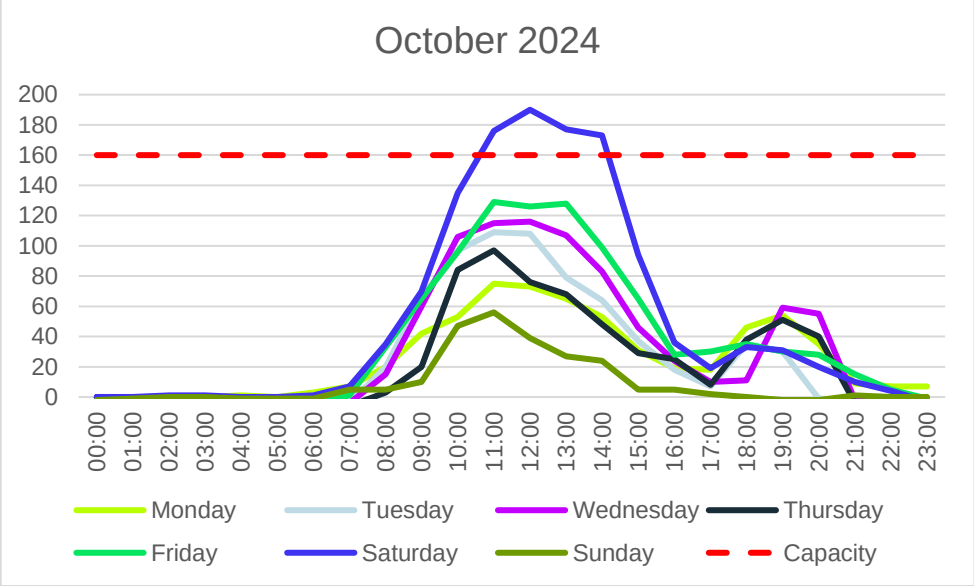

March 2022
180
160
140
120
100
80
60
40
20
0
00:00
01:00
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03:00
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05:00
06:00
07:00
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Saturday
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Capacity

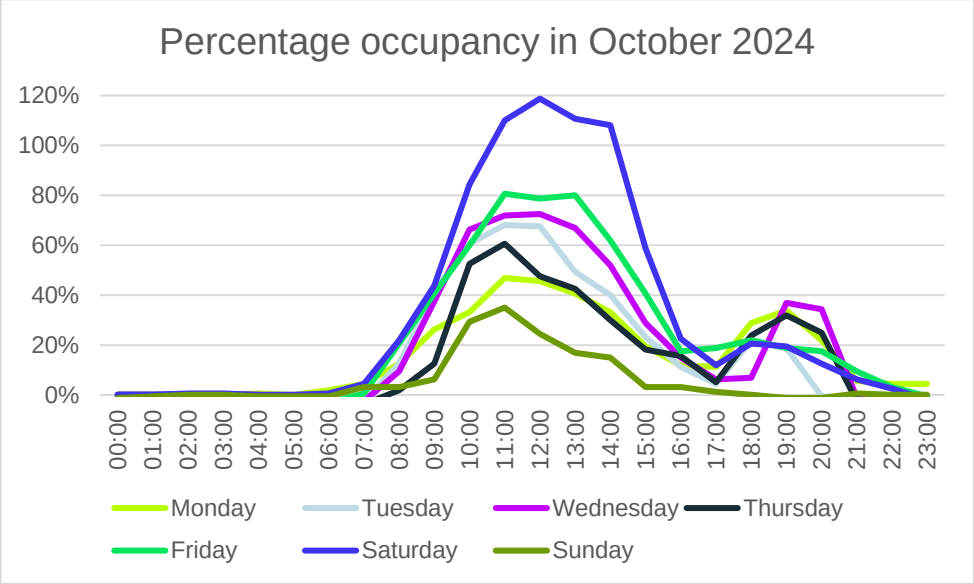

Percentage occupancy in March 2022
120%
100%
80%
60%
40%
20%
0%
00:00
01:00
02:00
03:00
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05:00
06:00
07:00
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17:00
18:00
19:00
20:00
21:00
22:00
23:00
Monday
Tuesday
Wednesday
Thursday
Friday
Saturday
Sunday


June 2022
180
160
140
120
100
80
60
40
20
0
00:00
01:00
02:00
03:00
04:00
05:00
06:00
07:00
08:00
09:00
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20:00
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22:00
23:00
Monday
Tuesday
Wednesday
Thursday
Friday
Saturday
Sunday
Capacity


Percentage occupancy in June 2022
120%
100%
80%
60%
40%
20%
0%
00:00
01:00
02:00
03:00
04:00
05:00
06:00
07:00
08:00
09:00
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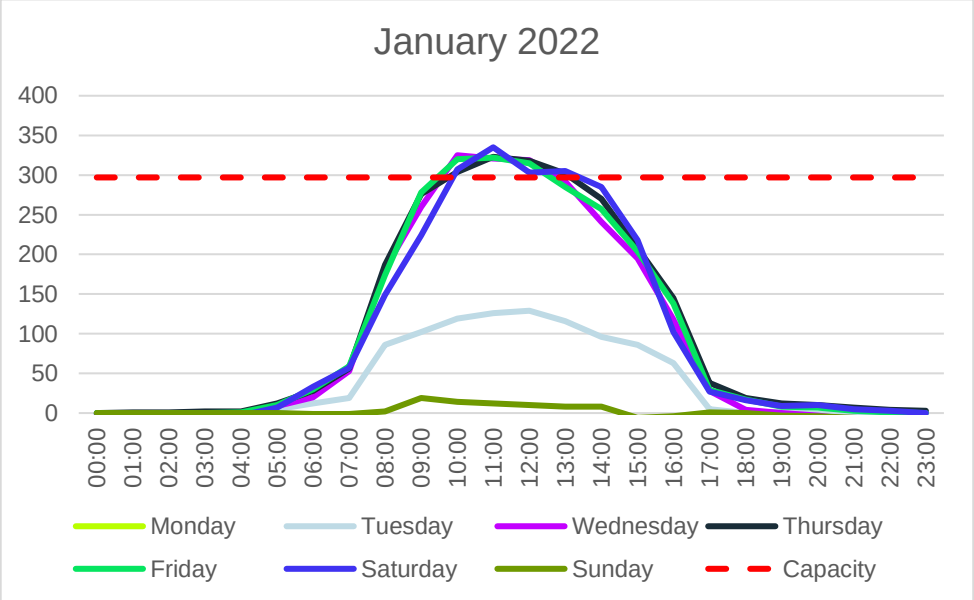
2024 Analysis

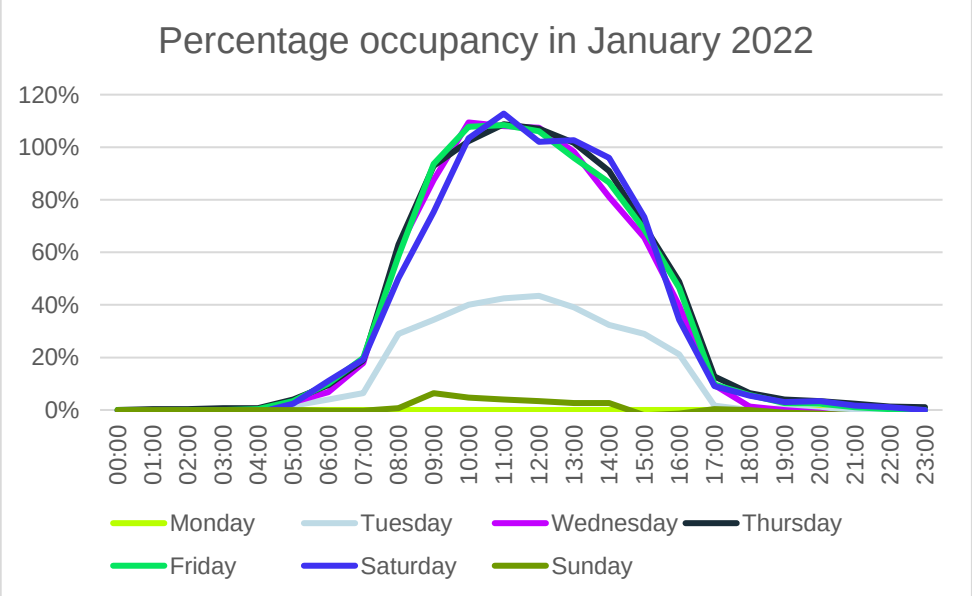


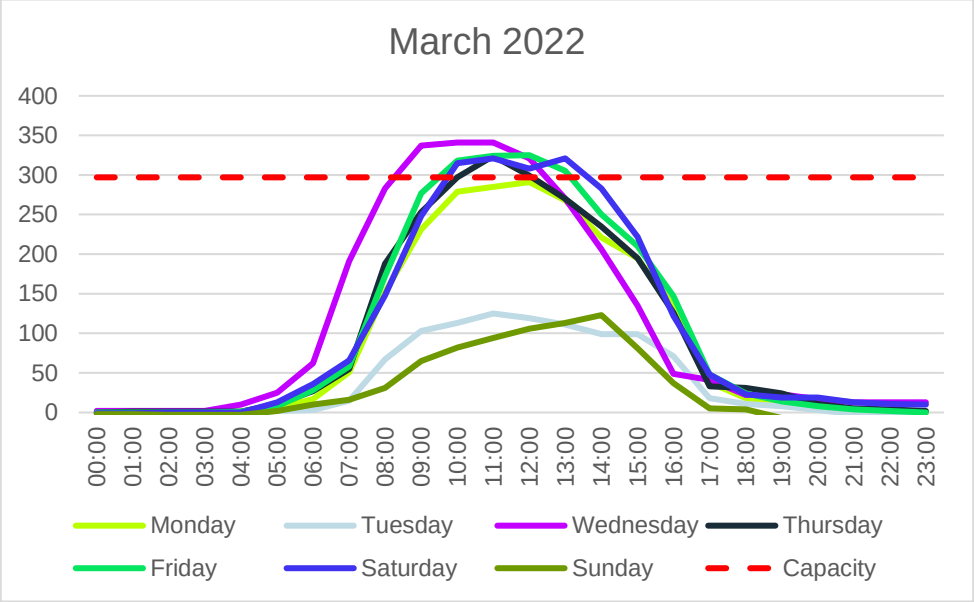


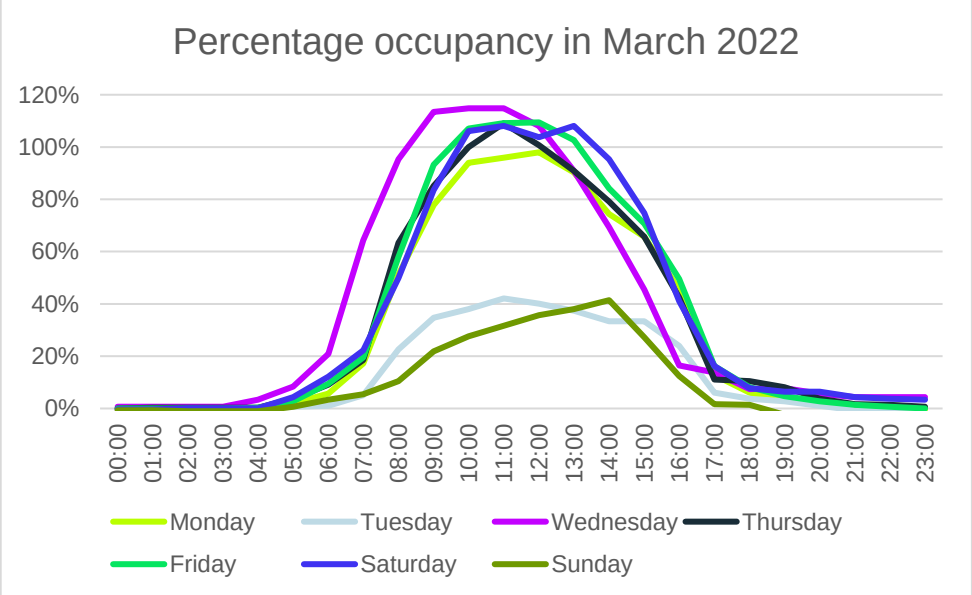
4.1.3 Byefield Lane

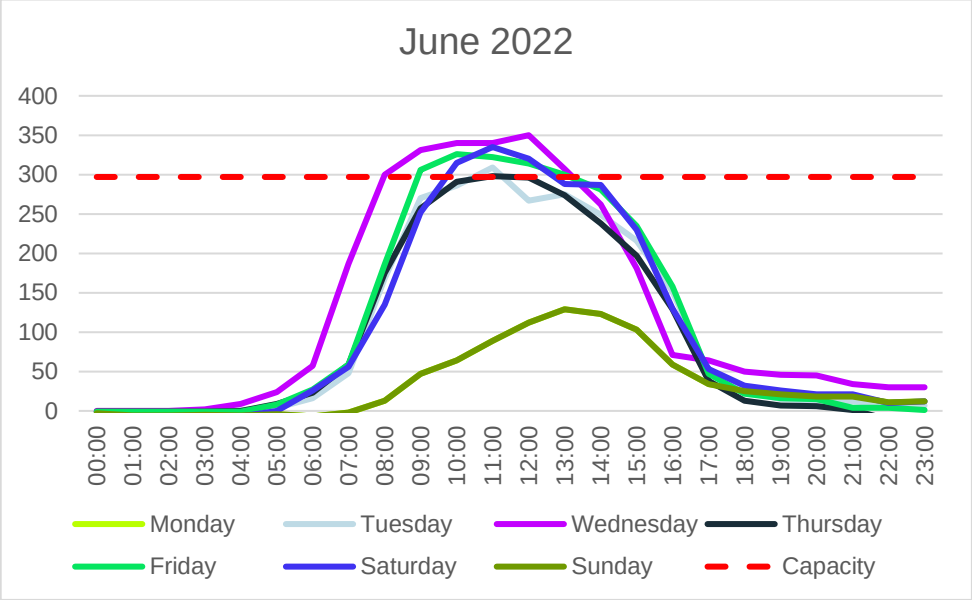
2022 Analysis

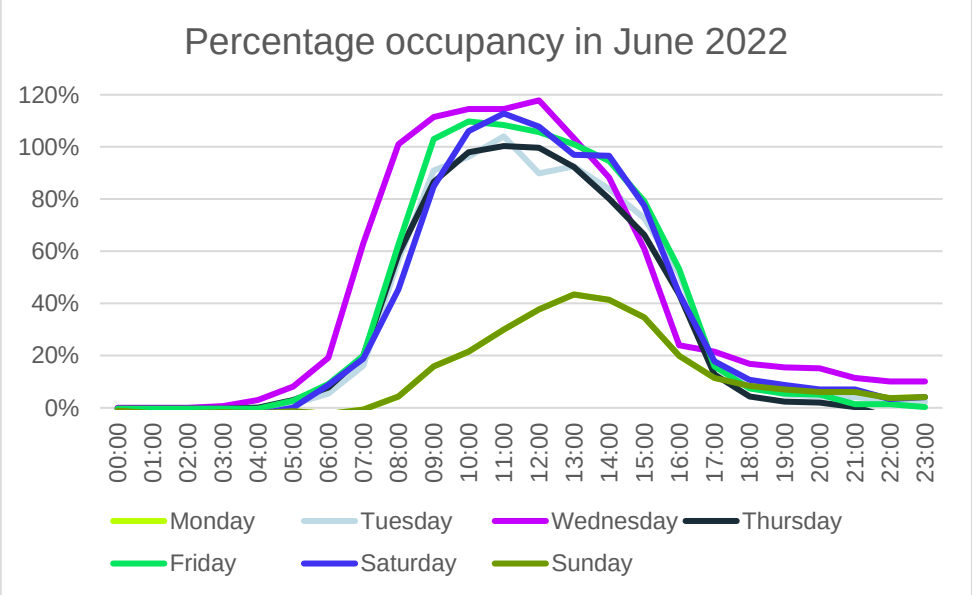




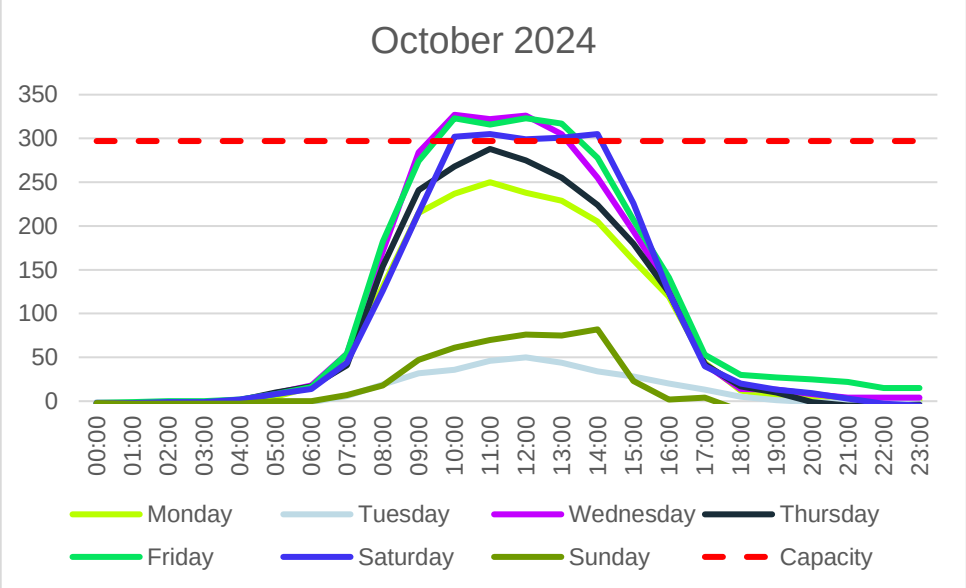

March 2022
400
350
300
250
200
150
100
50
0
00:00
01:00
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05:00
06:00
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Saturday
Sunday
Capacity

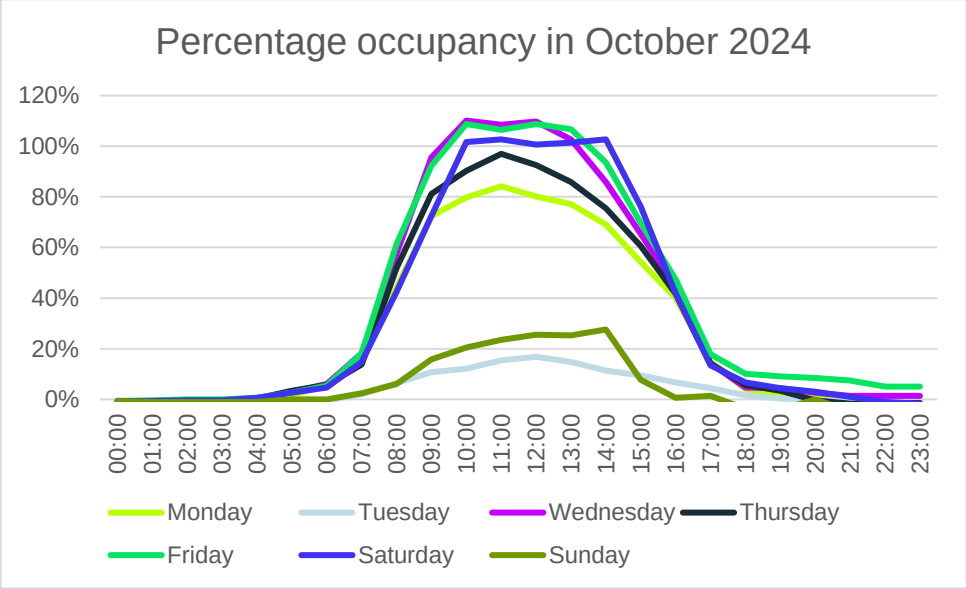

Percentage occupancy in March 2022
120%
100%
80%
60%
40%
20%
0%
00:00
01:00
02:00
03:00
04:00
05:00
06:00
07:00
08:00
09:00
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Monday
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Wednesday
Thursday
Friday
Saturday
Sunday


June 2022
400
350
300
250
200
150
100
50
0
00:00
01:00
02:00
03:00
04:00
05:00
06:00
07:00
08:00
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22:00
23:00
Monday
Tuesday
Wednesday
Thursday
Friday
Saturday
Sunday
Capacity


Percentage occupancy in June 2022
120%
100%
80%
60%
40%
20%
0%
00:00
01:00
02:00
03:00
04:00
05:00
06:00
07:00
08:00
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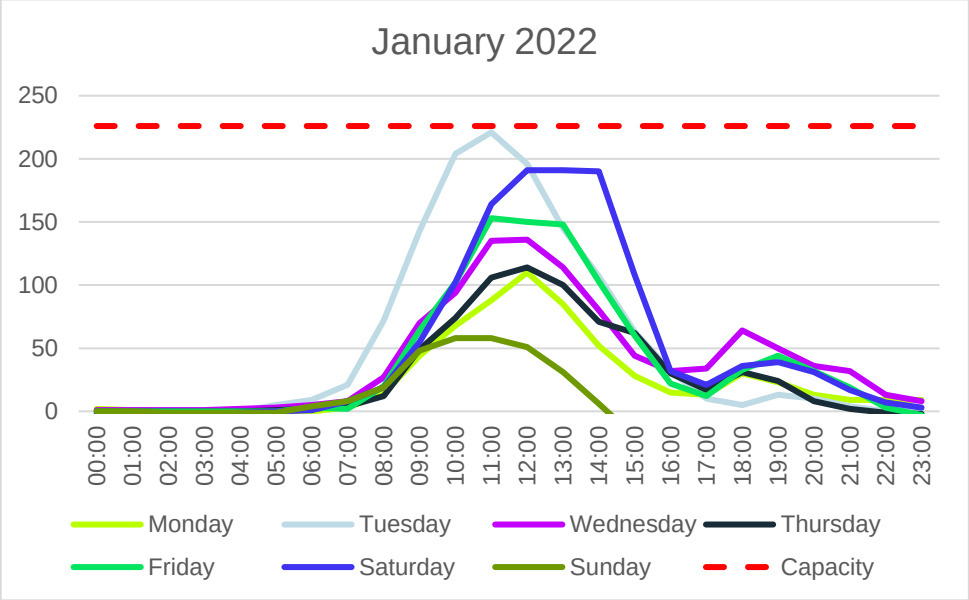
2024 Analysis

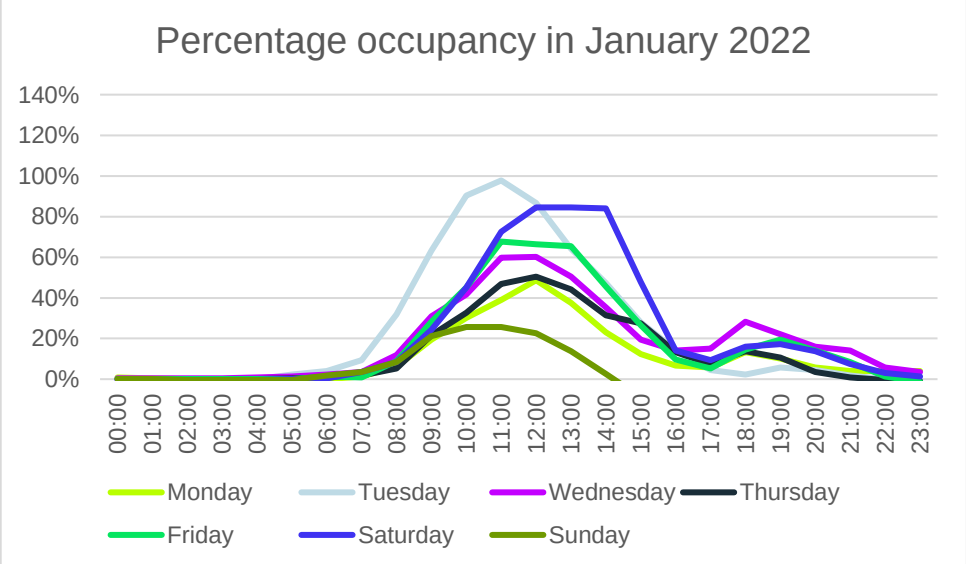


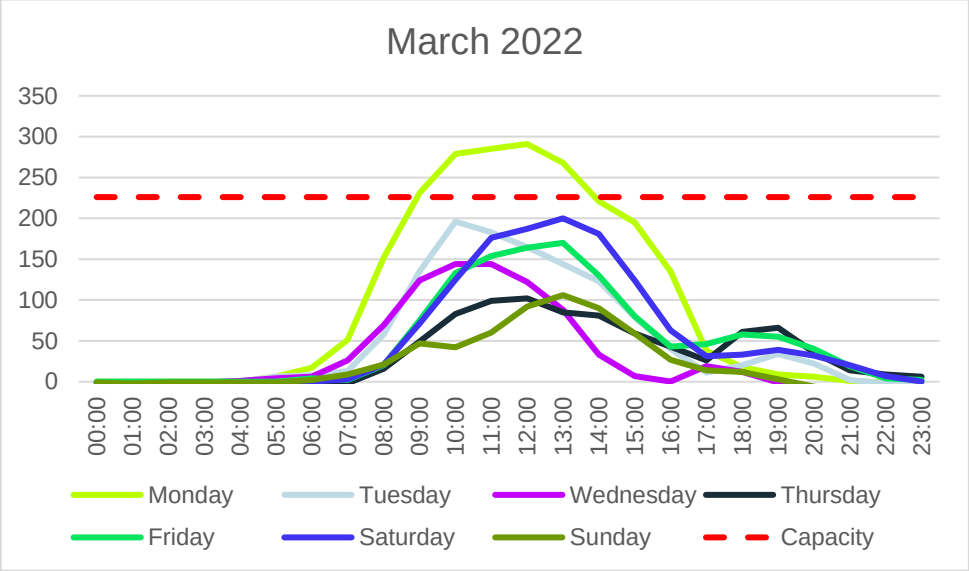


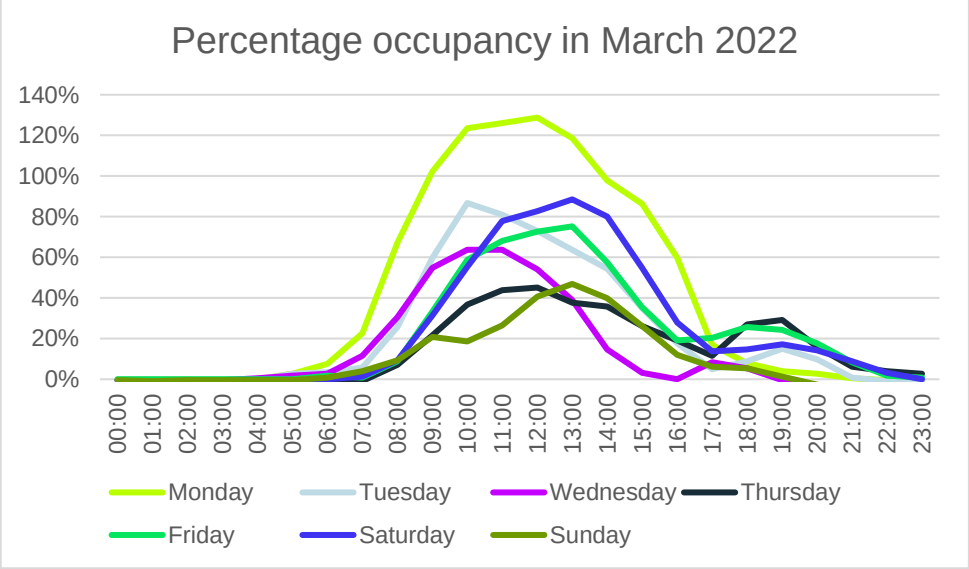
4.1.4 Castle Street

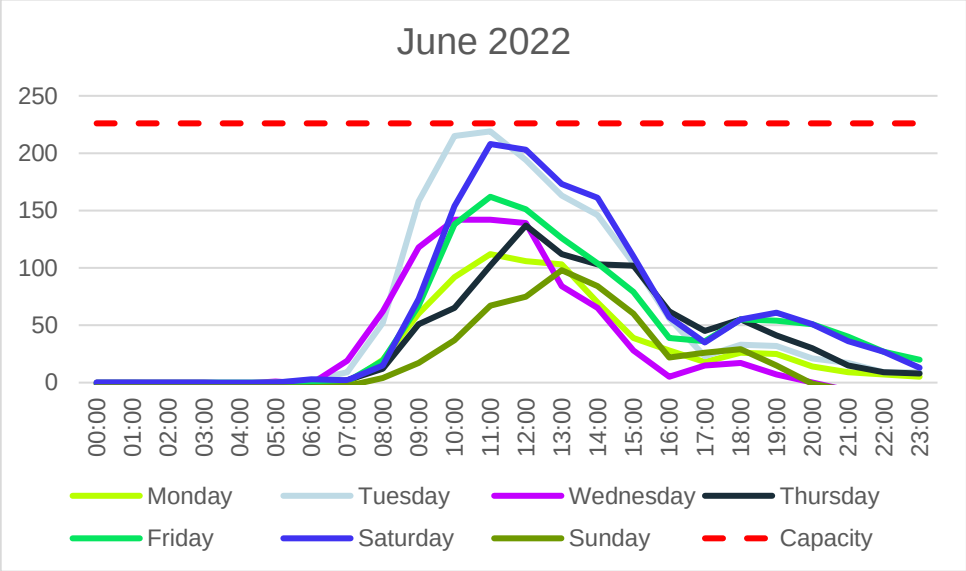
2022 Analysis

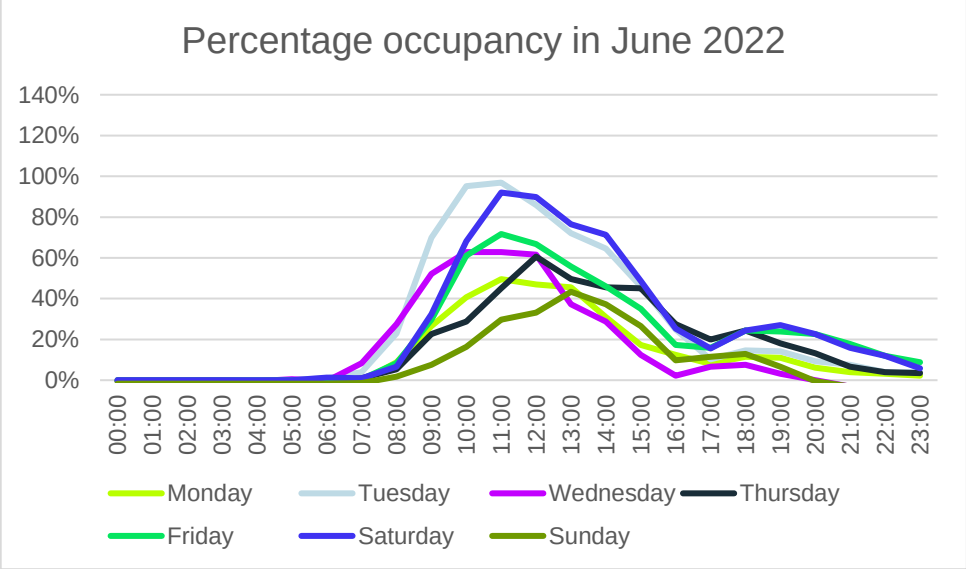




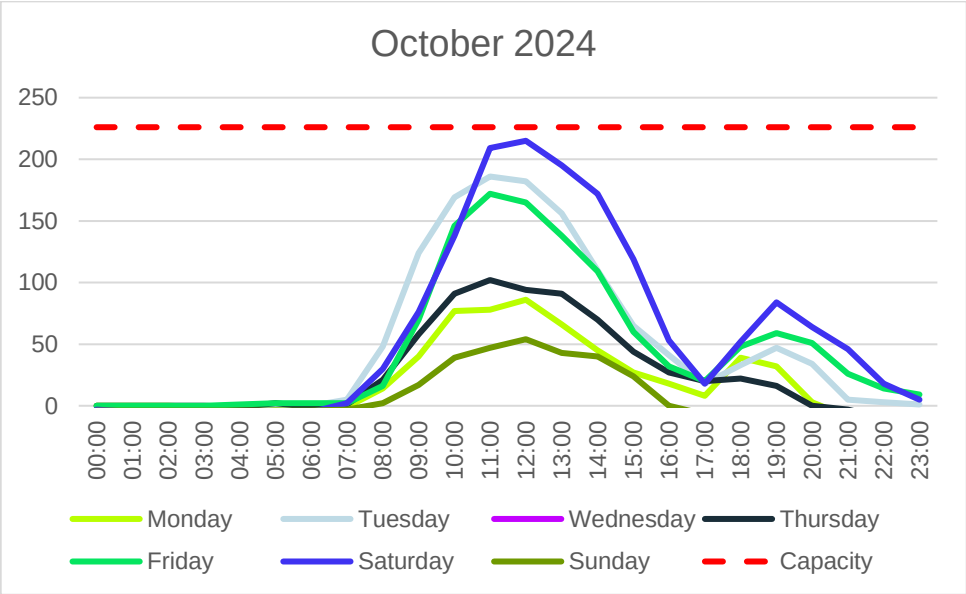

March 2022
350
300
250
200
150
100
50
0
00:00
01:00
02:00
03:00
04:00
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06:00
07:00
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Friday
Saturday
Sunday
Capacity

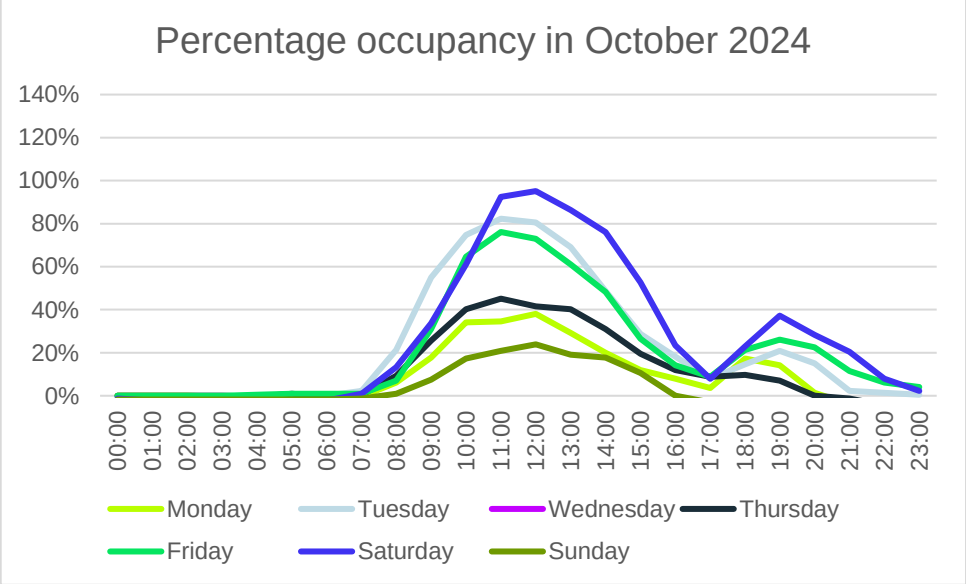

Percentage occupancy in March 2022
140%
120%
100%
80%
60%
40%
20%
0%
00:00
01:00
02:00
03:00
04:00
05:00
06:00
07:00
08:00
09:00
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11:00
12:00
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18:00
19:00
20:00
21:00
22:00
23:00
Monday
Tuesday
Wednesday
Thursday
Friday
Saturday
Sunday


June 2022
250
200
150
100
50
0
00:00
01:00
02:00
03:00
04:00
05:00
06:00
07:00
08:00
09:00
10:00
11:00
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17:00
18:00
19:00
20:00
21:00
22:00
23:00
Monday
Tuesday
Wednesday
Thursday
Friday
Saturday
Sunday
Capacity


Percentage occupancy in June 2022
140%
120%
100%
80%
60%
40%
20%
0%
00:00
01:00
02:00
03:00
04:00
05:00
06:00
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Saturday
Sunday

2024 Analysis[10]

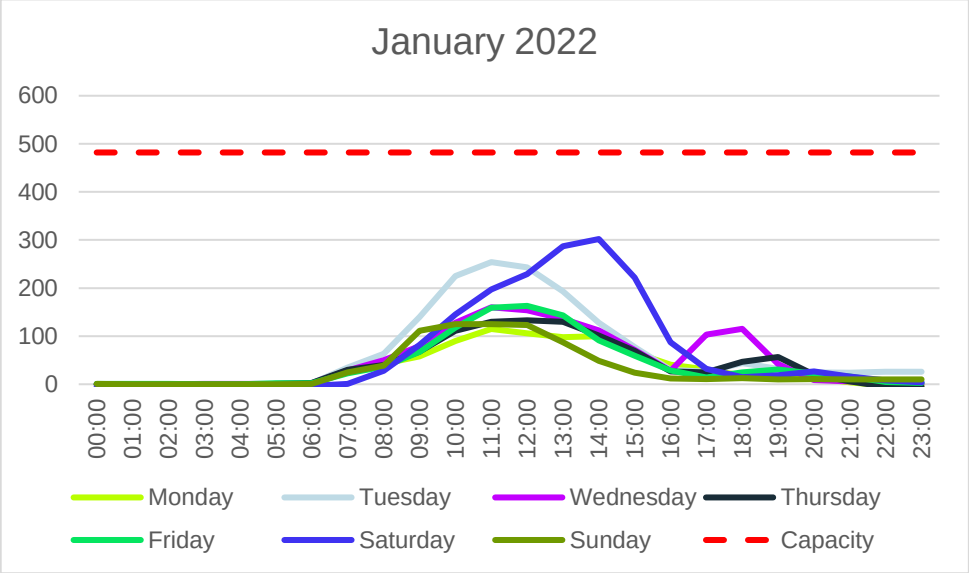


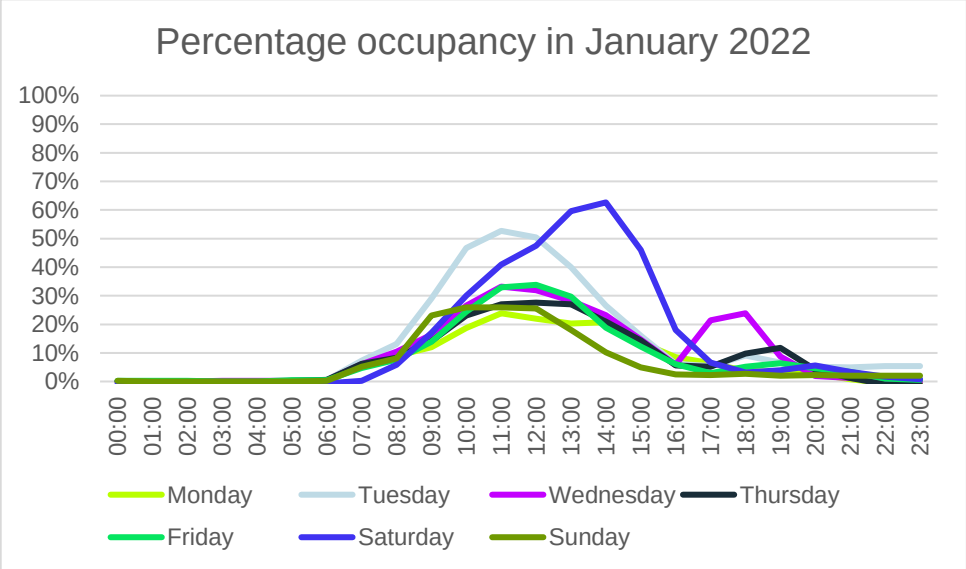


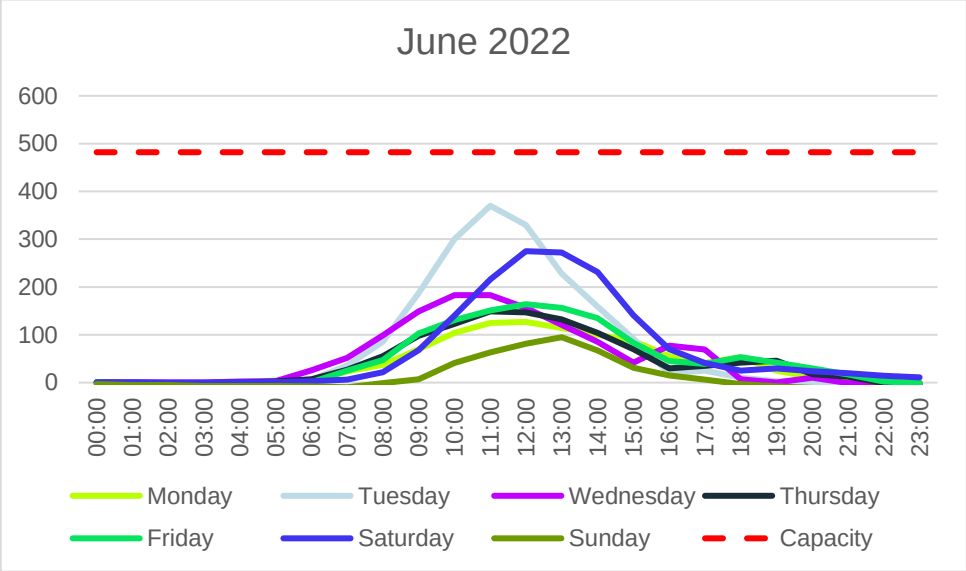
[10] Wednesday data was identified to be incorrect and has therefore been removed from the 2024 graph.

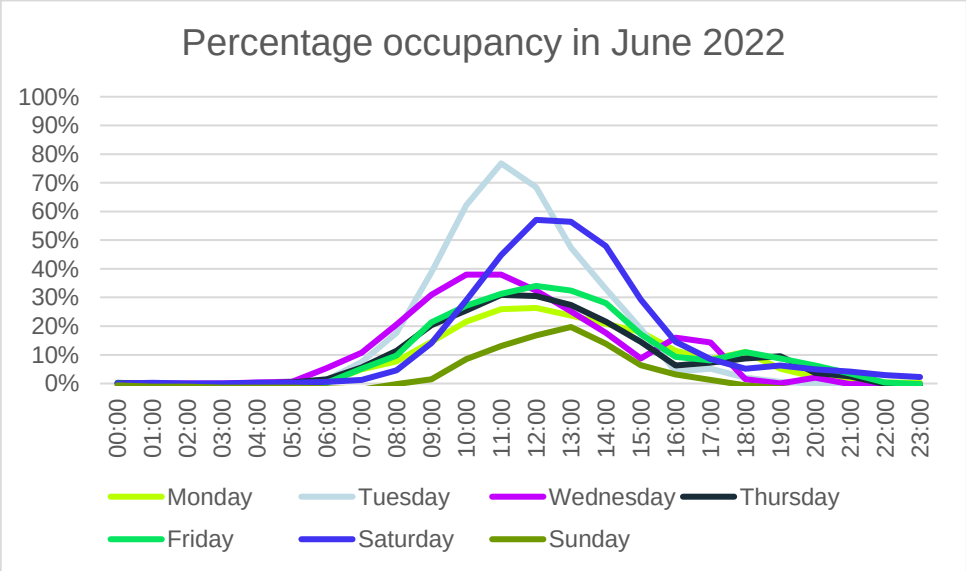
4.1.5 Fairfield

2022 Analysis

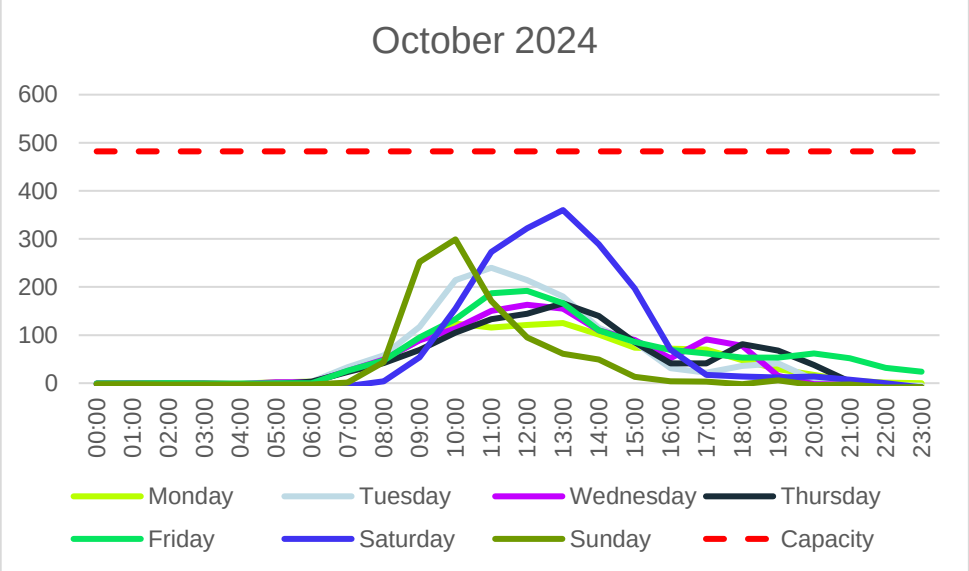


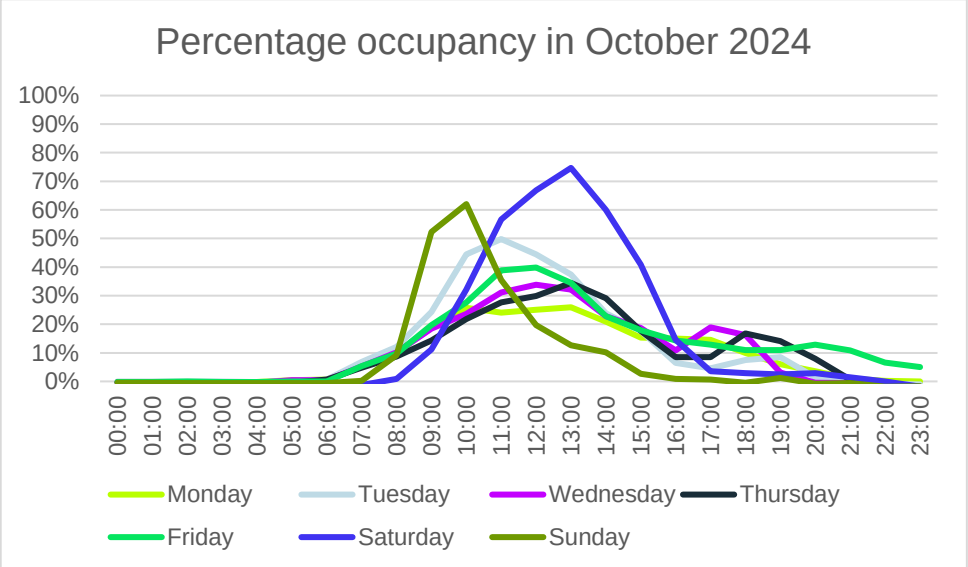



June 2022
600
500
400
300
200
100
0
00:00
01:00
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06:00
07:00
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22:00
23:00
Monday
Tuesday
Wednesday
Thursday
Friday
Saturday
Sunday
Capacity


Percentage occupancy in June 2022
100%
90%
80%
70%
60%
50%
40%
30%
20%
10%
0%
00:00
01:00
02:00
03:00
04:00
05:00
06:00
07:00
08:00
09:00
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11:00
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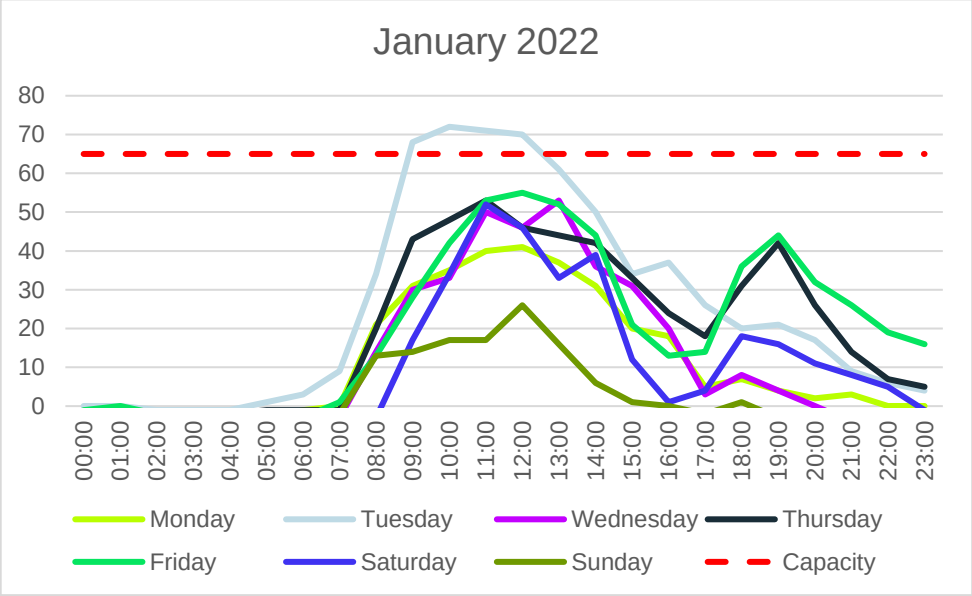
2024 Analysis

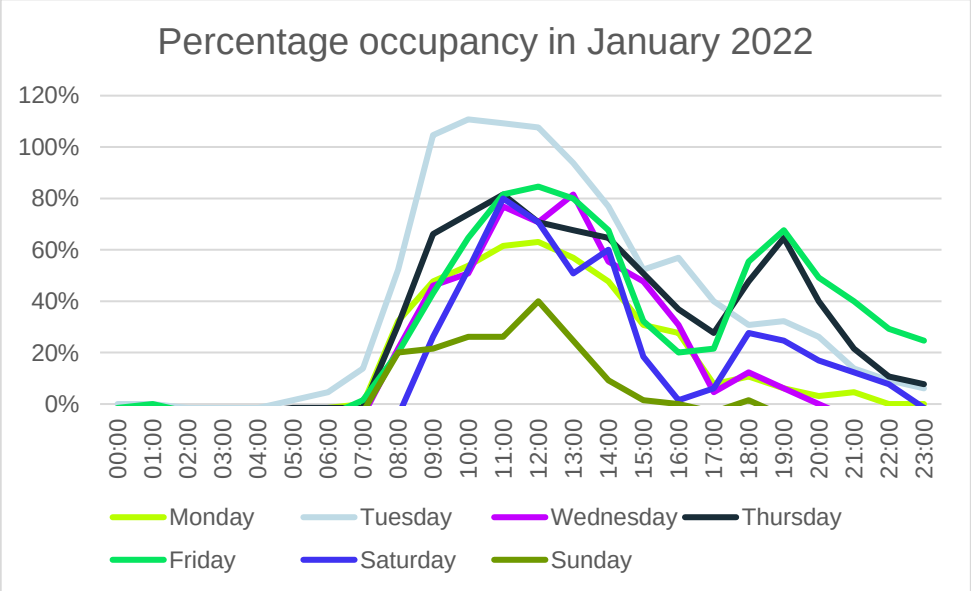


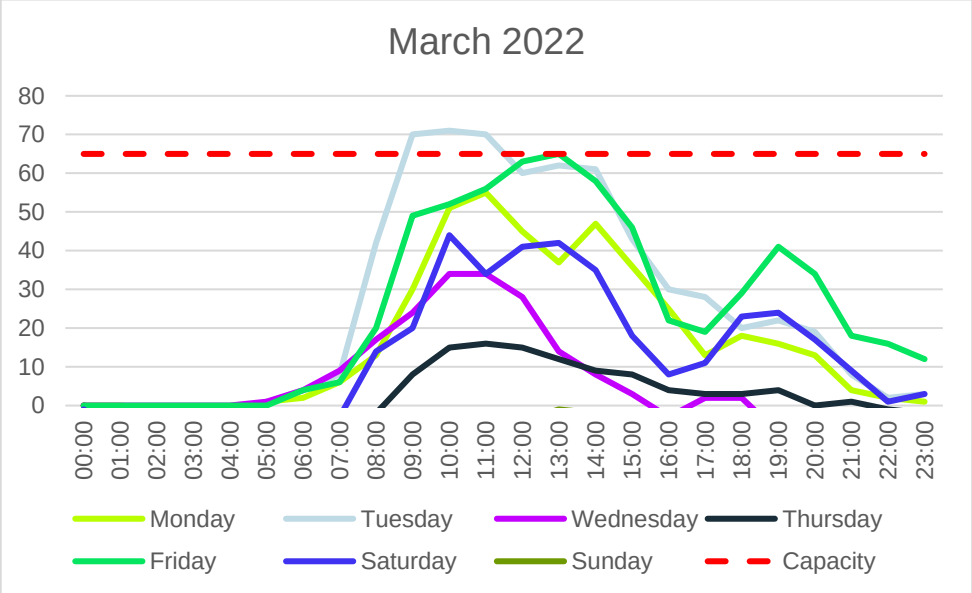


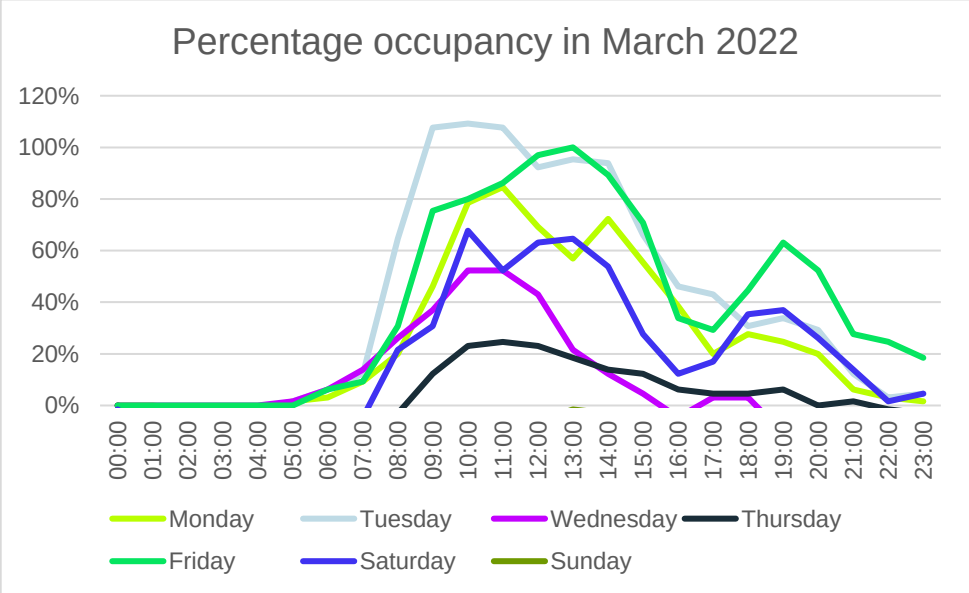
4.1.6 Tiverton Place

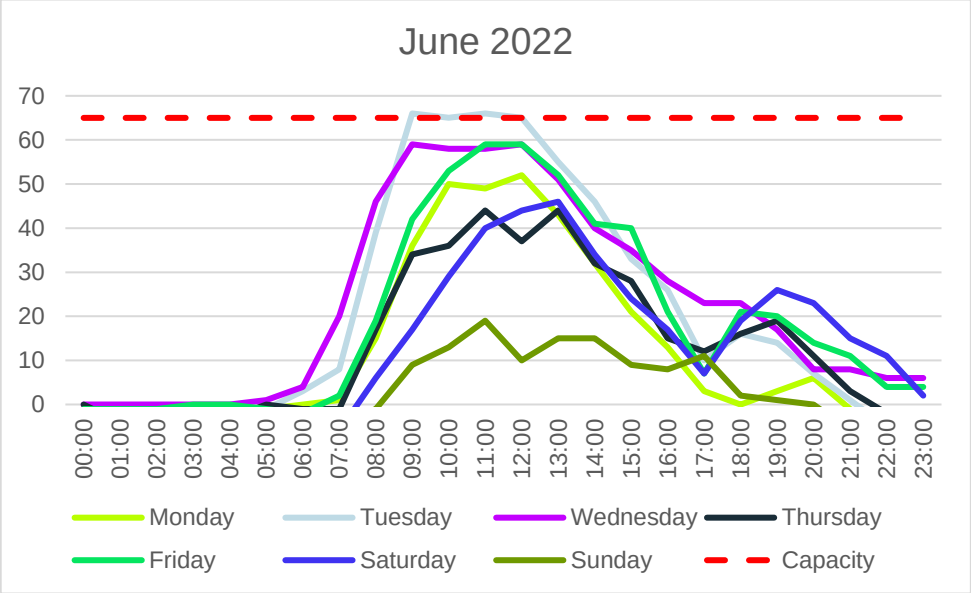
2022 Analysis

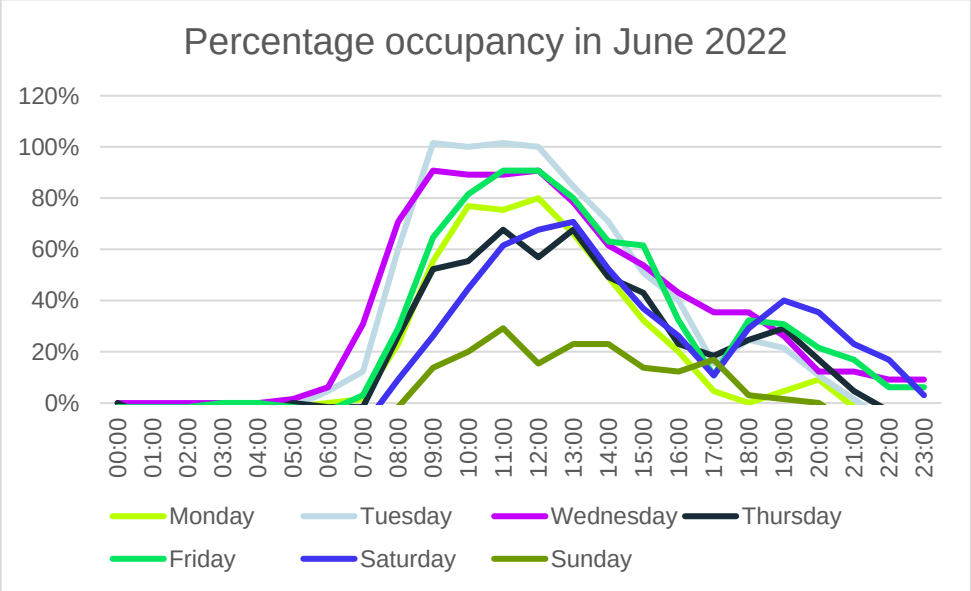




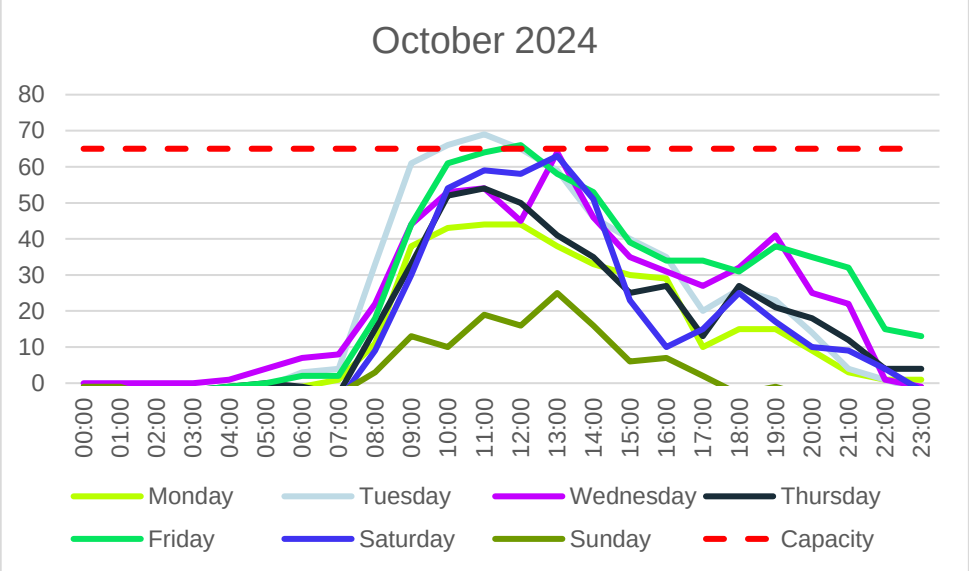

March 2022
80
70
60
50
40
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05:00
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Saturday
Sunday
Capacity

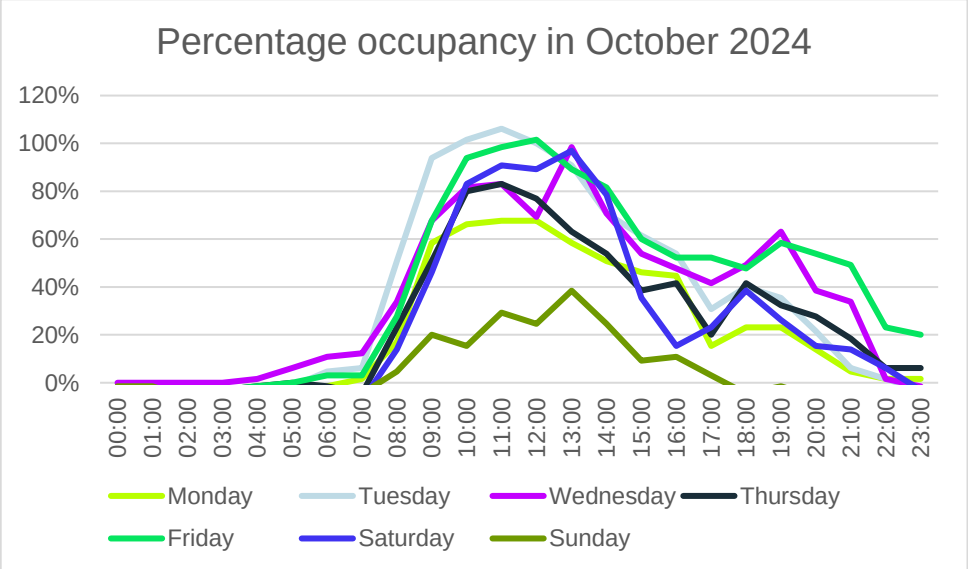

Percentage occupancy in March 2022
120%
100%
80%
60%
40%
20%
0%
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05:00
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Monday
Tuesday
Wednesday
Thursday
Friday
Saturday
Sunday


June 2022
70
60
50
40
30
20
10
0
00:00
01:00
02:00
03:00
04:00
05:00
06:00
07:00
08:00
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Monday
Tuesday
Wednesday
Thursday
Friday
Saturday
Sunday
Capacity


Percentage occupancy in June 2022
120%
100%
80%
60%
40%
20%
0%
00:00
01:00
02:00
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04:00
05:00
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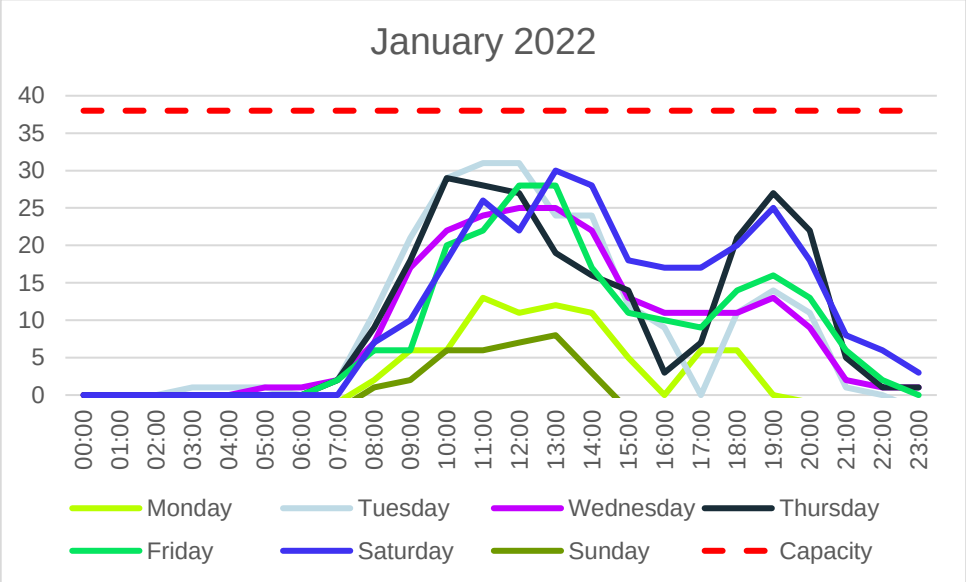
2024 Analysis

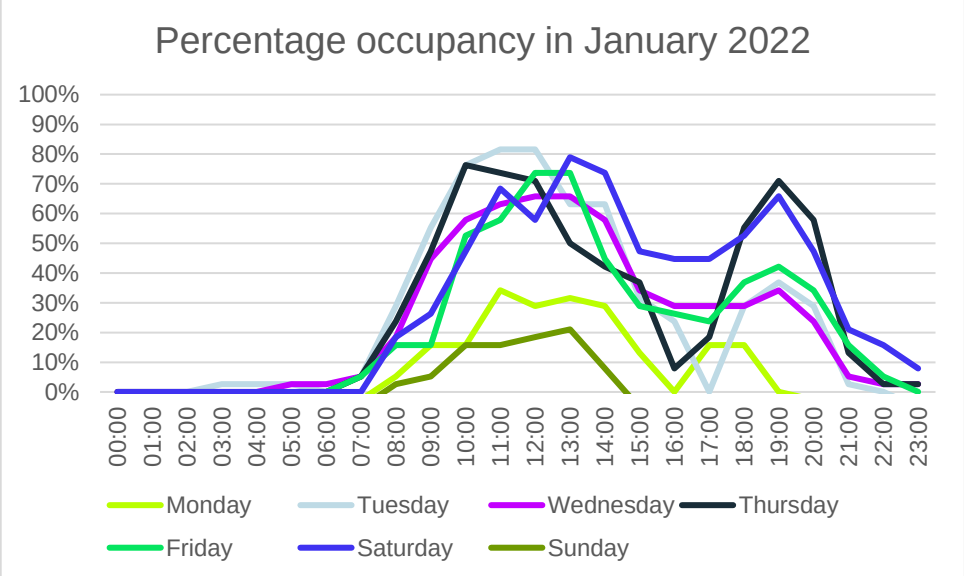


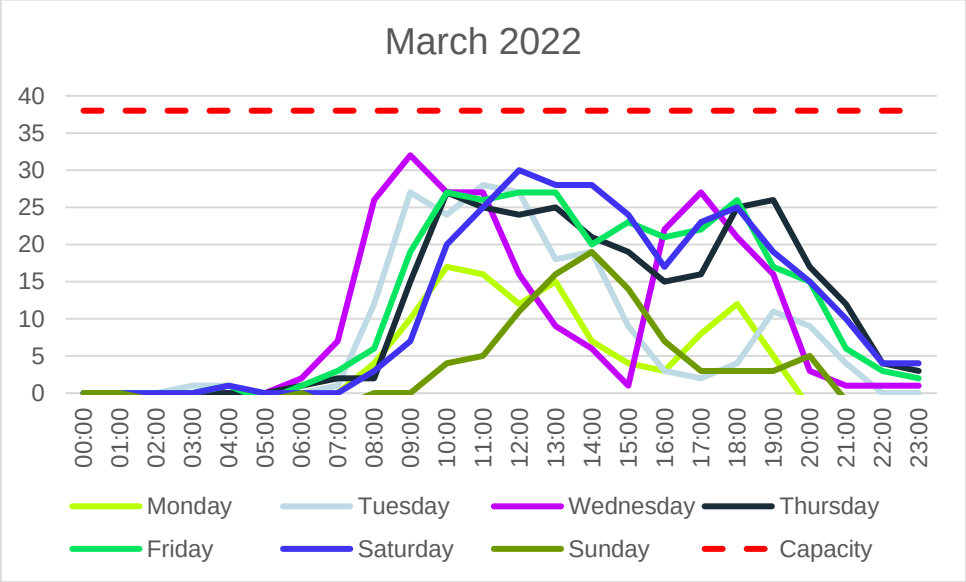


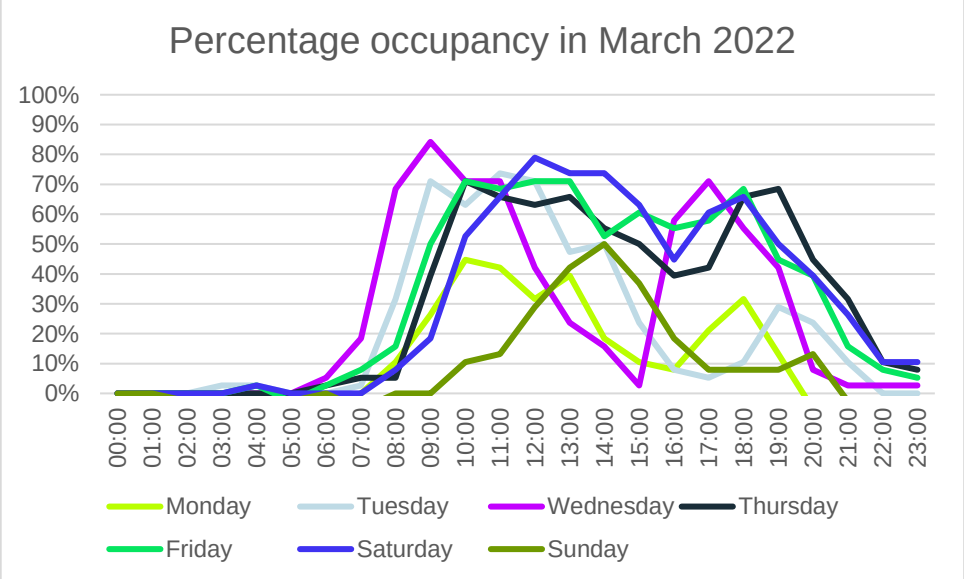
4.1.7 Trinity Terrace

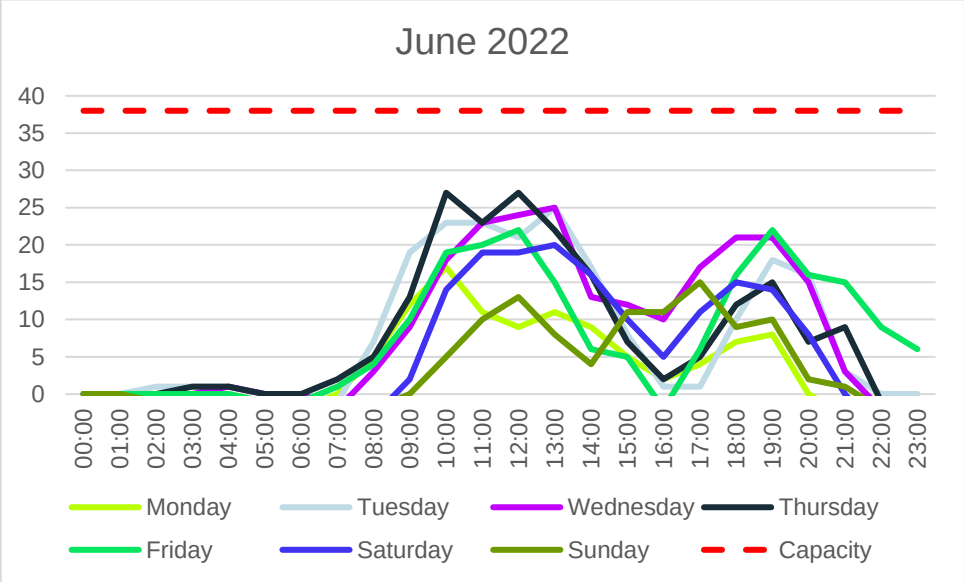
2022 Analysis

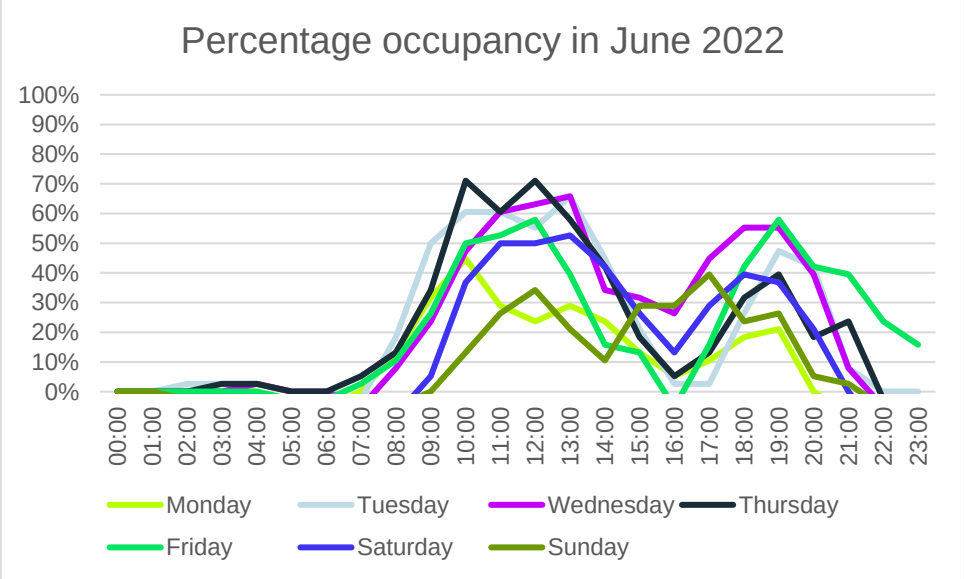




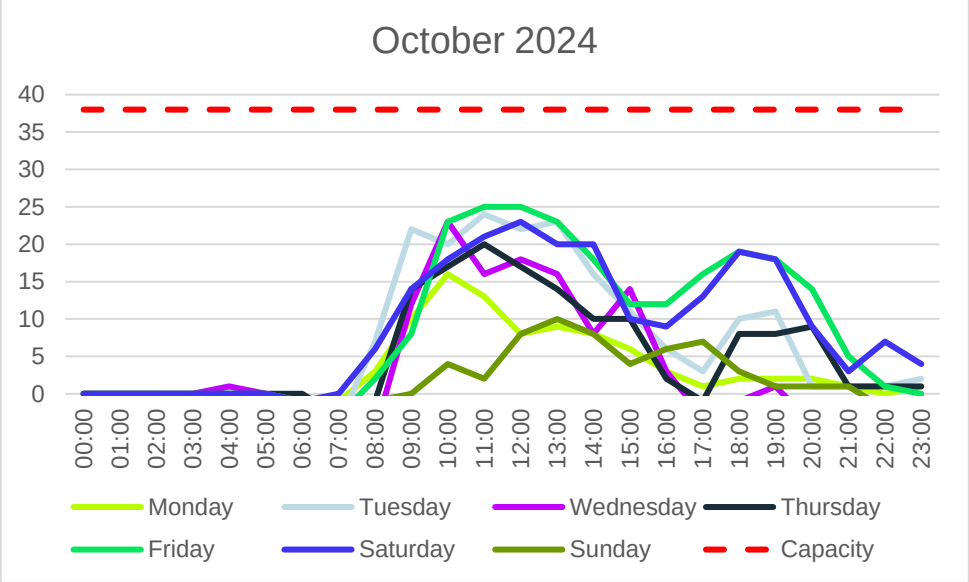

March 2022
40
35
30
25
20
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Saturday
Sunday
Capacity

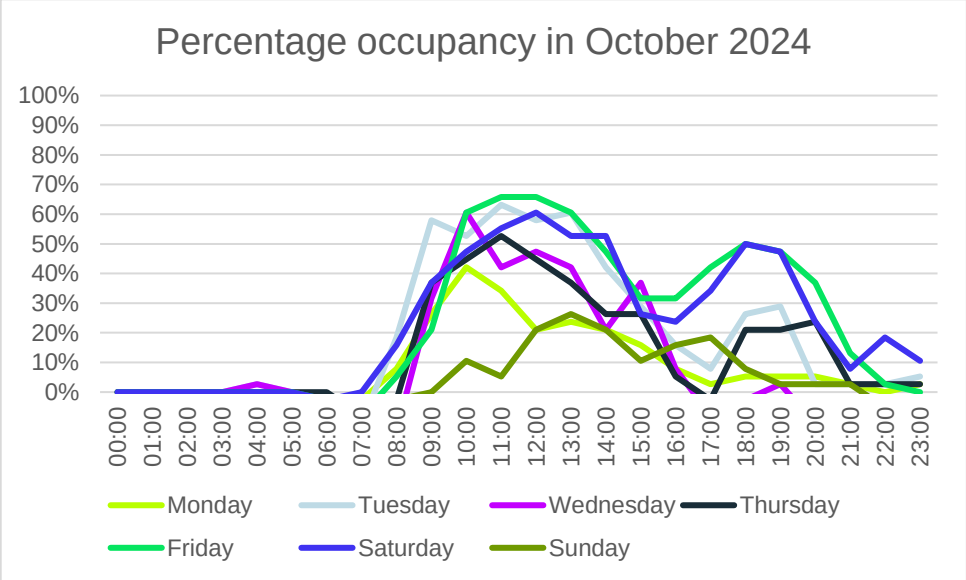

Percentage occupancy in March 2022
100%
90%
80%
70%
60%
50%
40%
30%
20%
10%
0%
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Wednesday
Thursday
Friday
Saturday
Sunday


June 2022
40
35
30
25
20
15
10
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00:00
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Monday
Tuesday
Wednesday
Thursday
Friday
Saturday
Sunday
Capacity


Percentage occupancy in June 2022
100%
90%
80%
70%
60%
50%
40%
30%
20%
10%
0%
00:00
01:00
02:00
03:00
04:00
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Saturday
Sunday

2024 Analysis

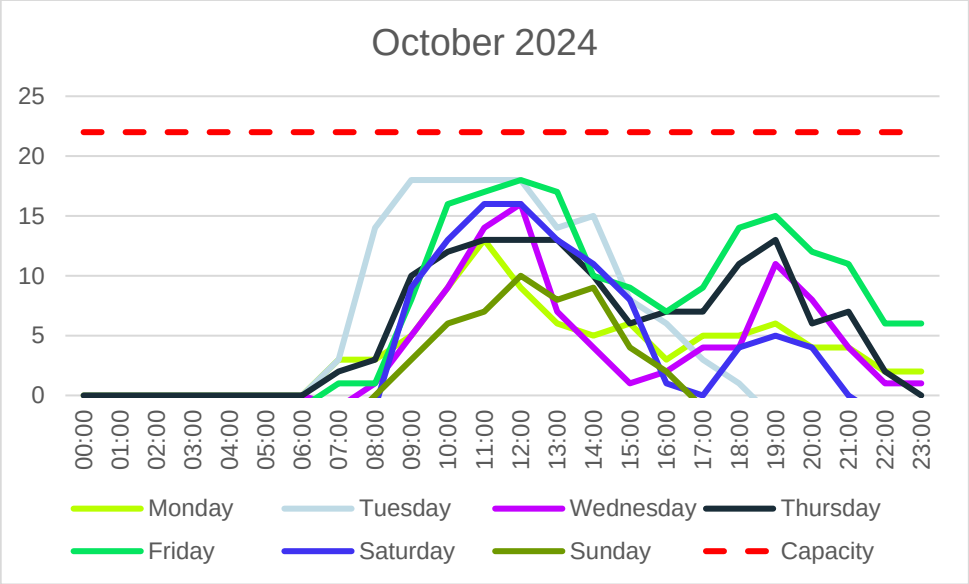


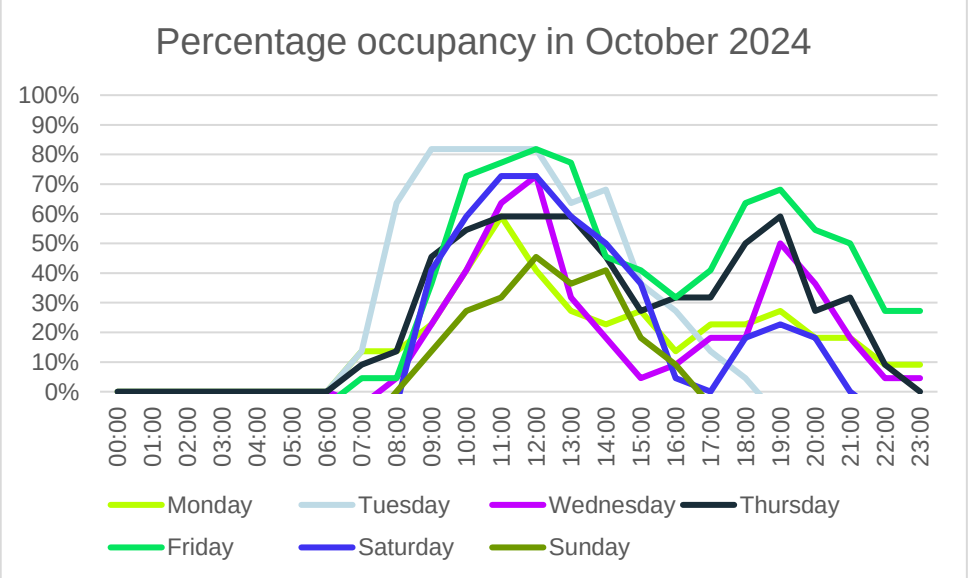


4.1.8 Tudor Street

No 2022 data for analysis

2024 Analysis

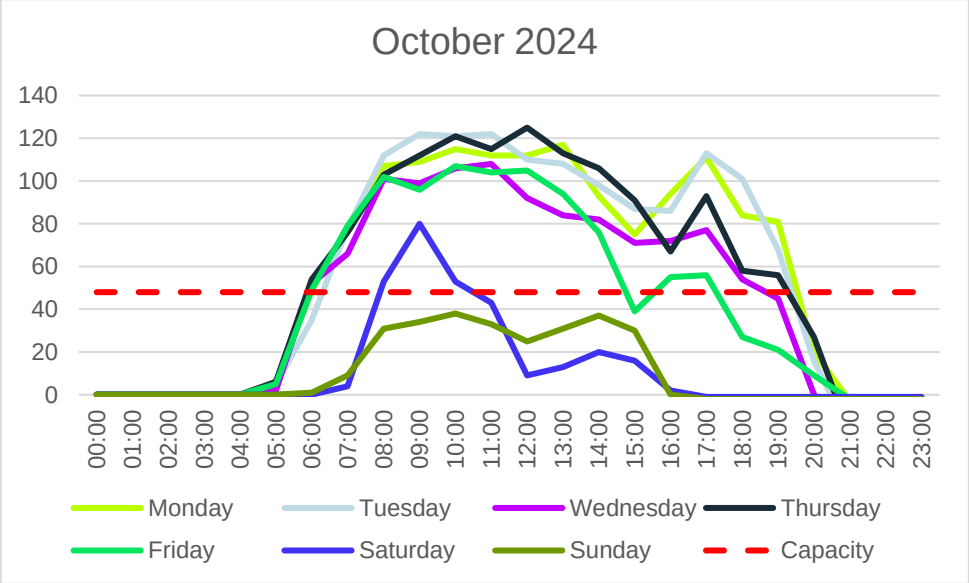




4.1.9 Abergavenny Leisure Centre

No 2022 data for analysis

2024 Analysis[11]

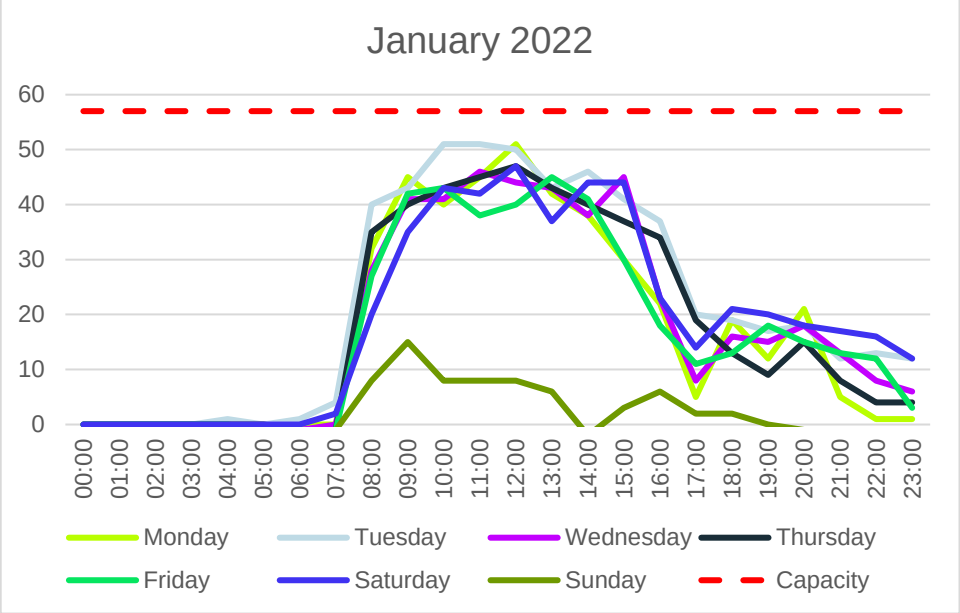


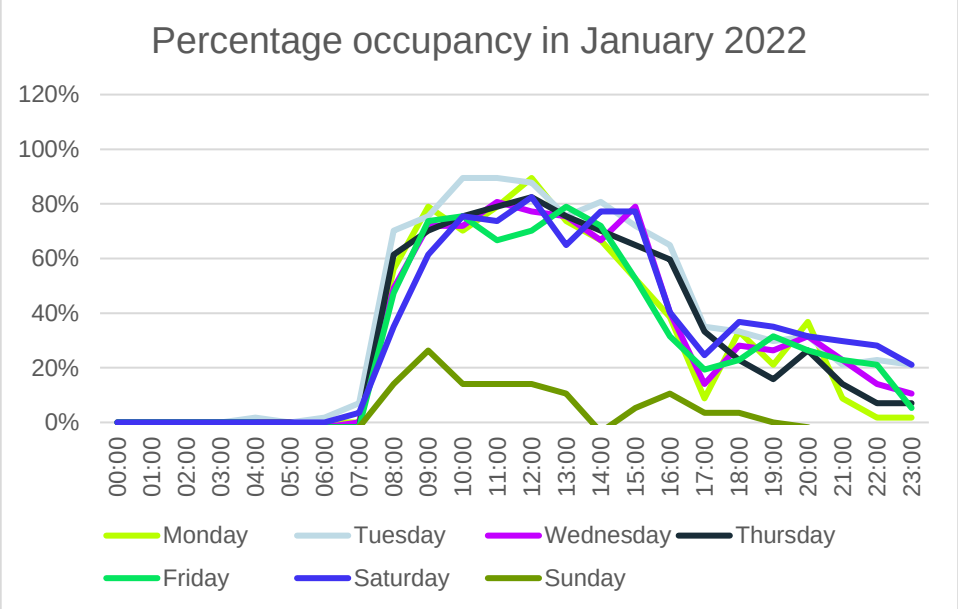
4.2 Caldicot

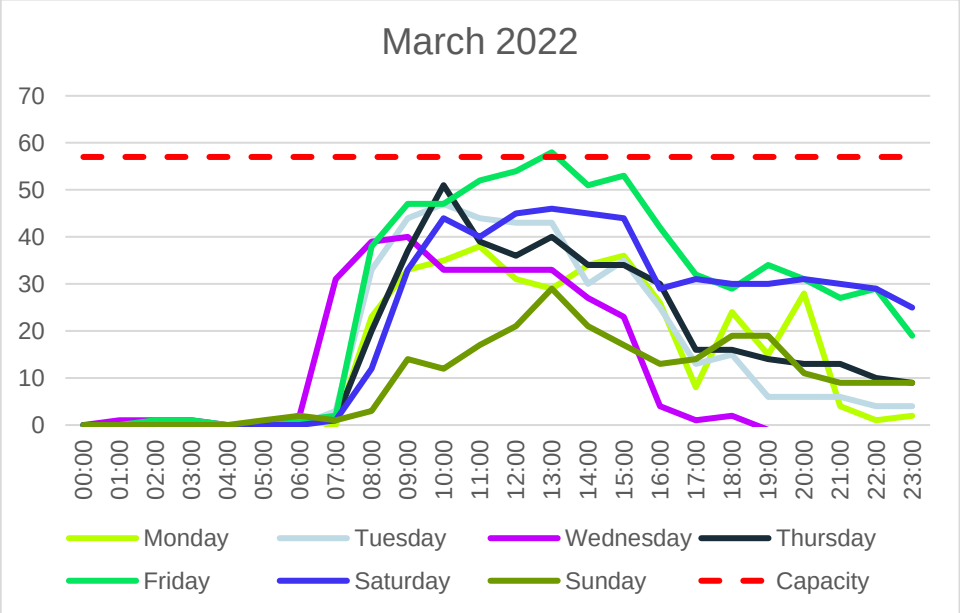
4.2.1 Jubilee Way

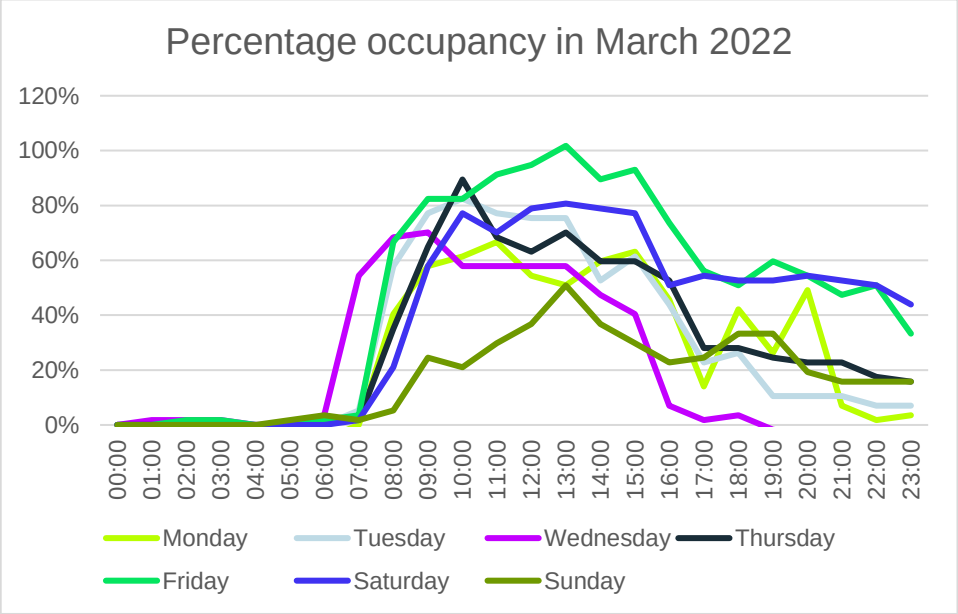
[11] Uncertainty around number of spaces prevents accurate calculation of % occupancy

2022 Analysis



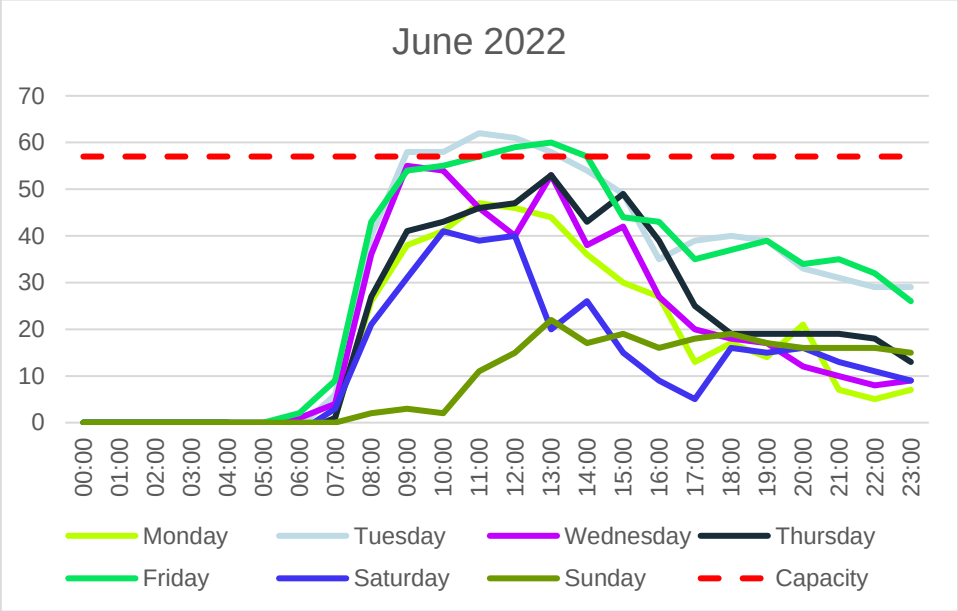


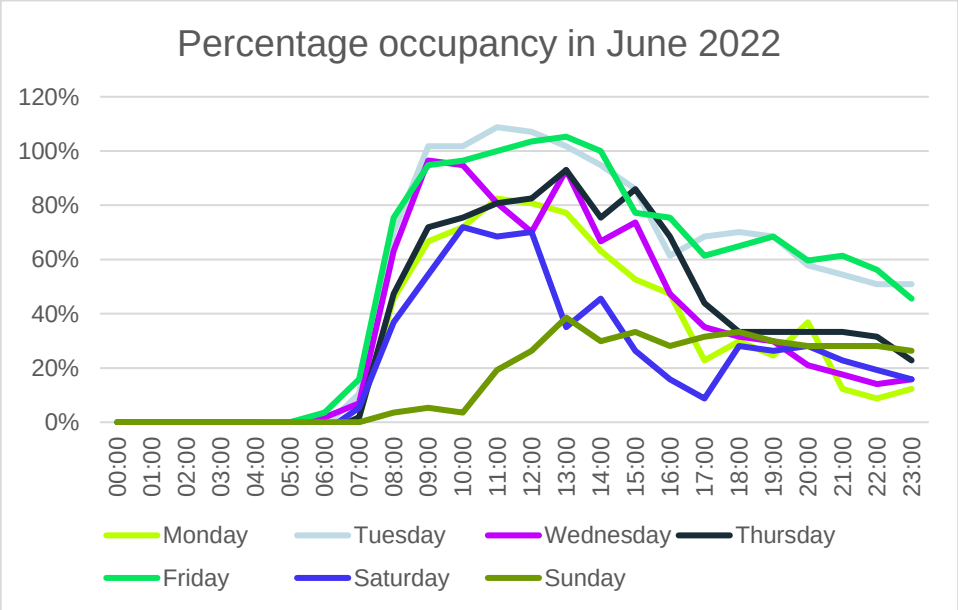




No 2024 data for analysis[12]

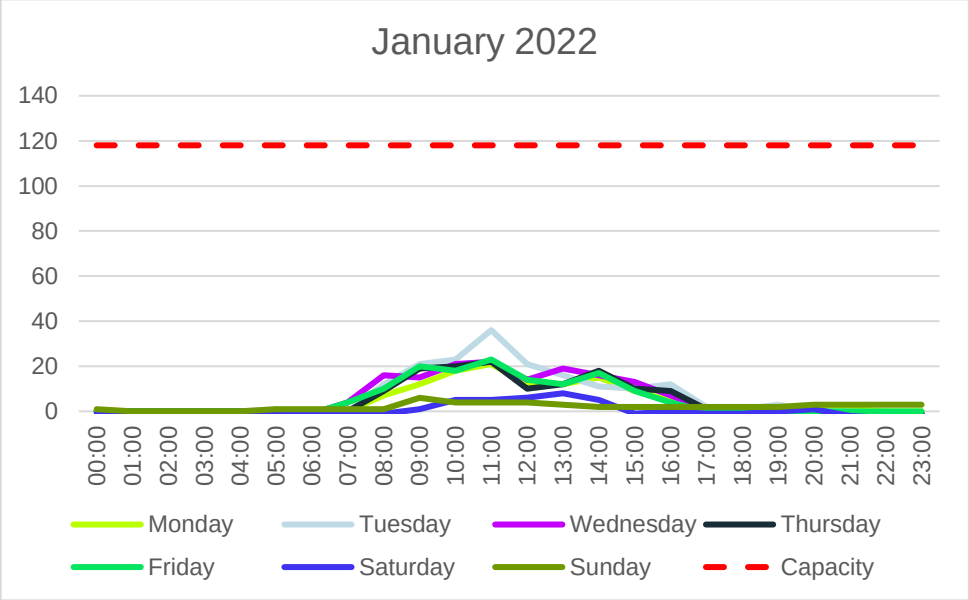
[12] Survey site location issue

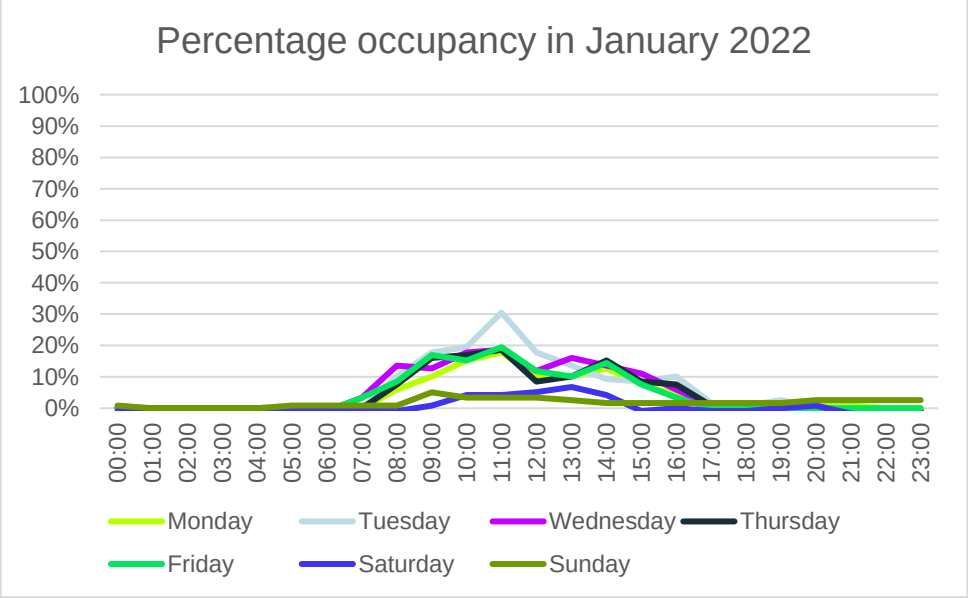

June 2022
70
60
50
40
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10
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06:00
07:00
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Monday
Tuesday
Wednesday
Thursday
Friday
Saturday
Sunday
Capacity

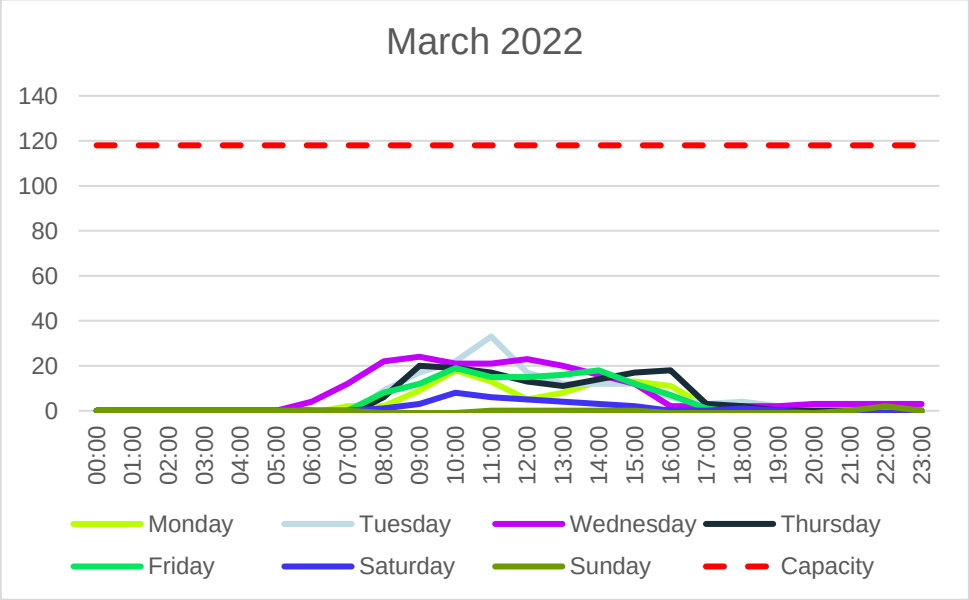

Percentage occupancy in June 2022
120%
100%
80%
60%
40%
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Saturday
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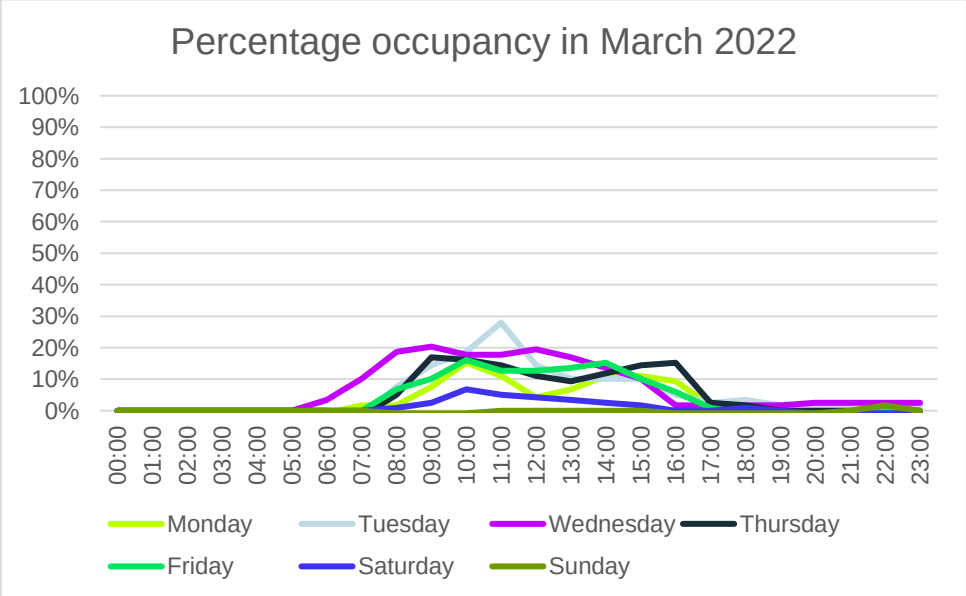
4.2.2 Woodstock Way

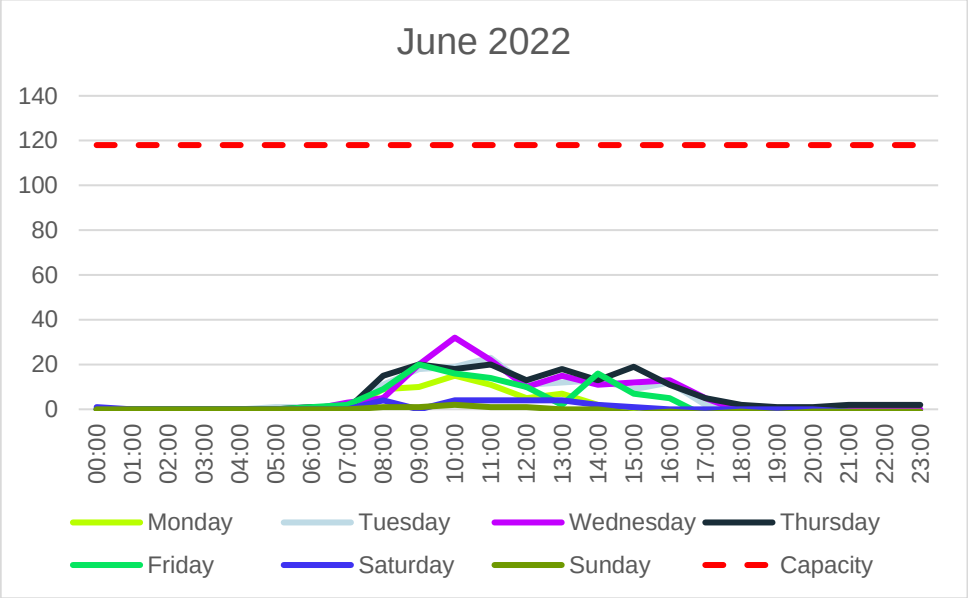
2022 Analysis

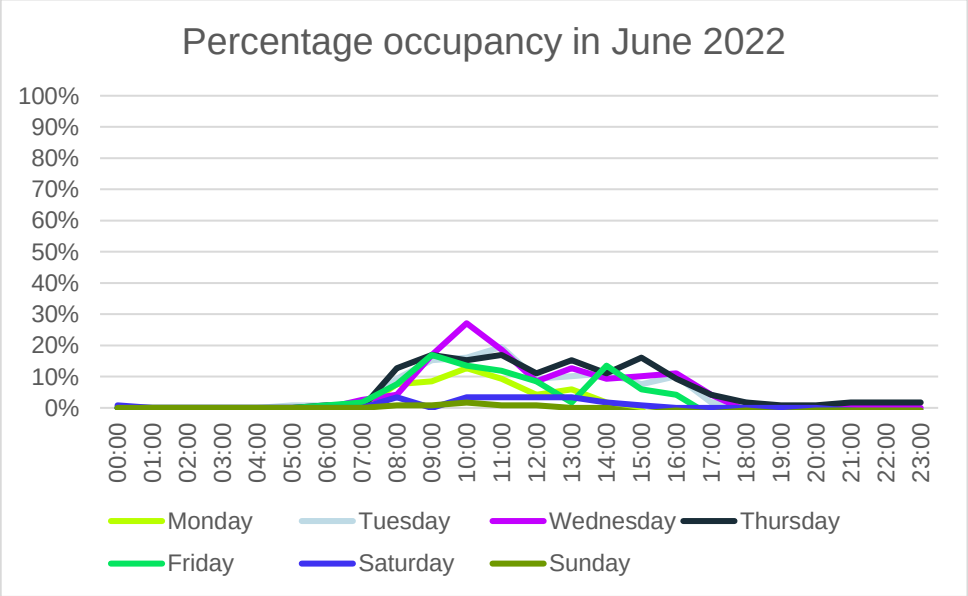




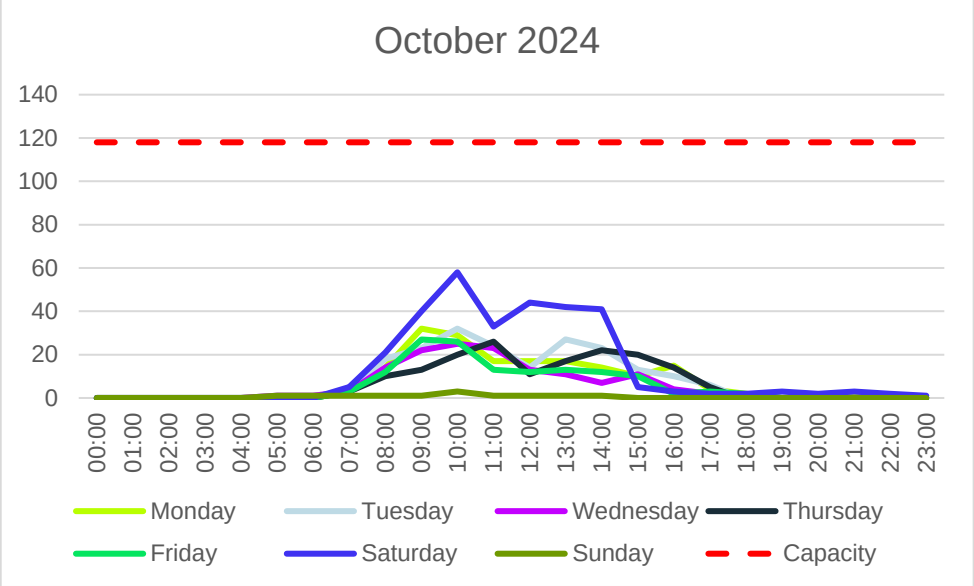

March 2022
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Saturday
Sunday
Capacity

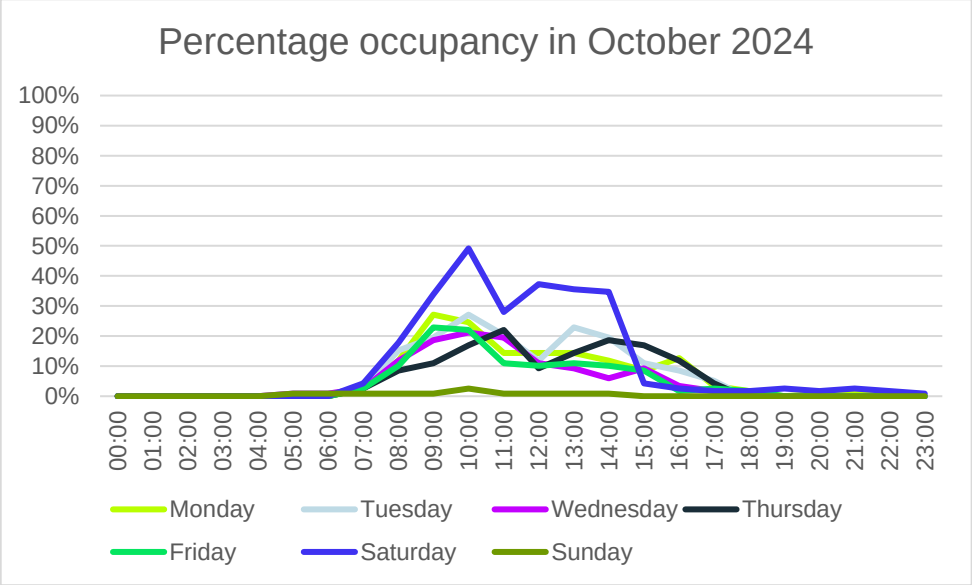

Percentage occupancy in March 2022
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Saturday
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June 2022
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Sunday
Capacity


Percentage occupancy in June 2022
100%
90%
80%
70%
60%
50%
40%
30%
20%
10%
0%
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2024 Analysis

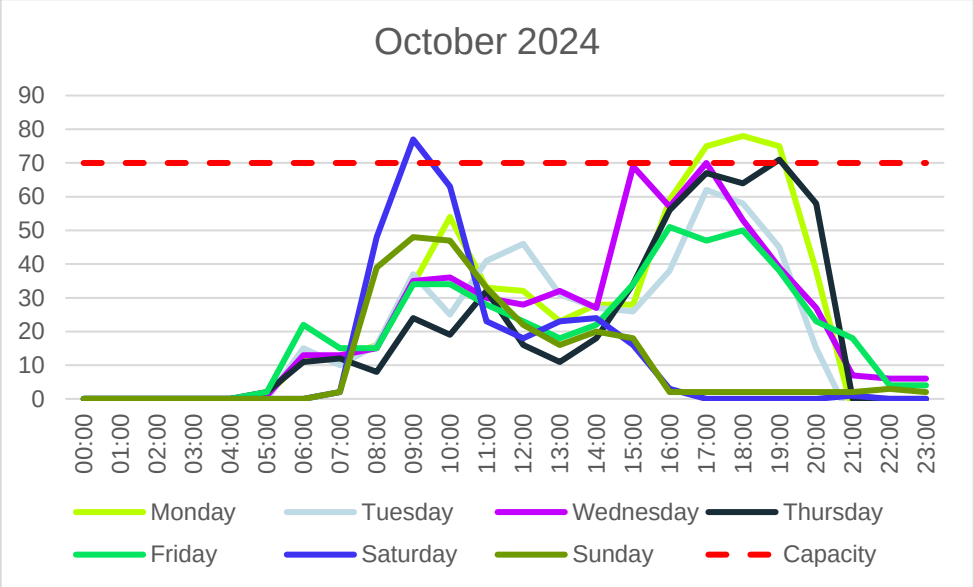


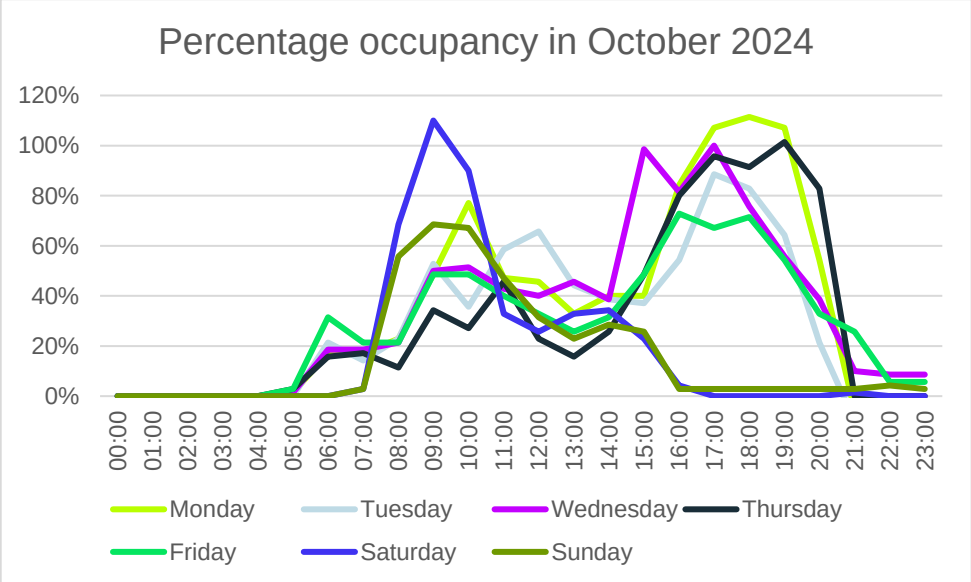


4.2.3 Caldicot Leisure Centre

No 2022 data for analysis

2024 Analysis

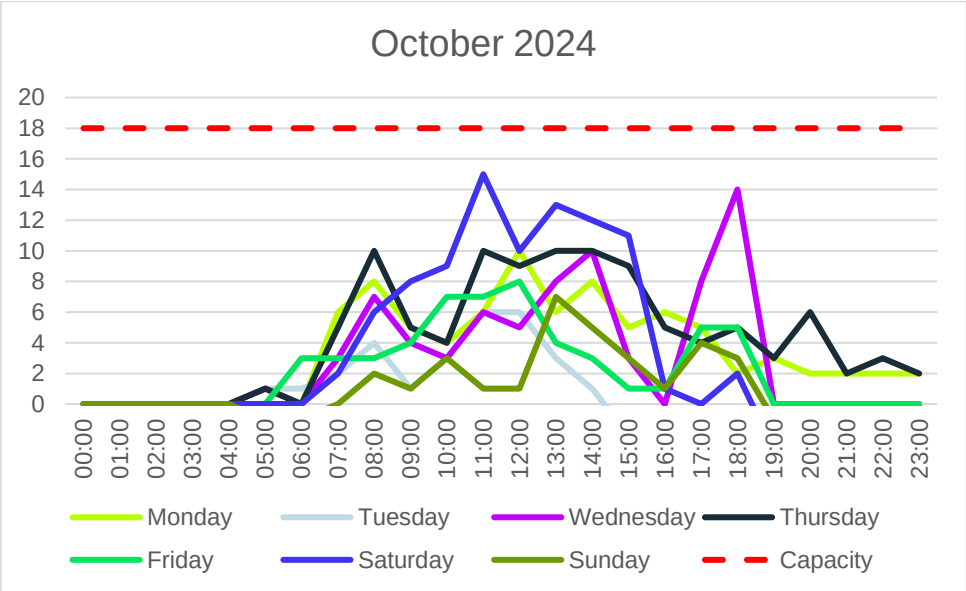


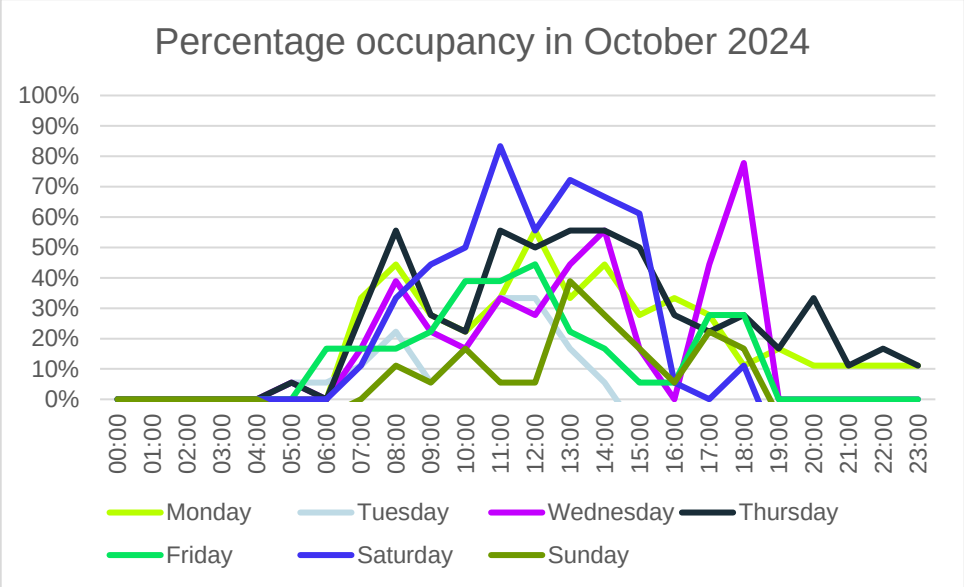


4.2.4 Caldicot Castle (small car park off Church Road)

No 2022 data for analysis

2024 Analysis

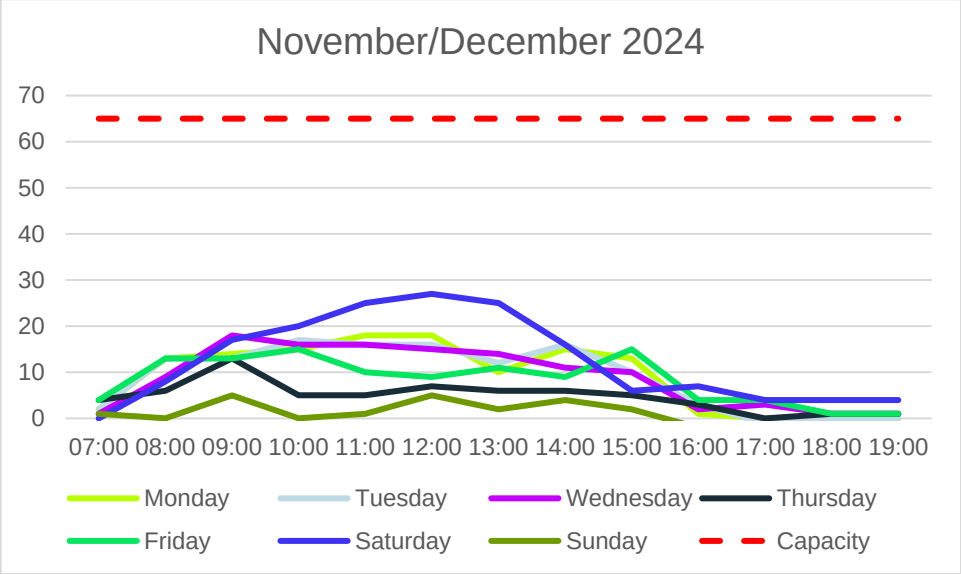


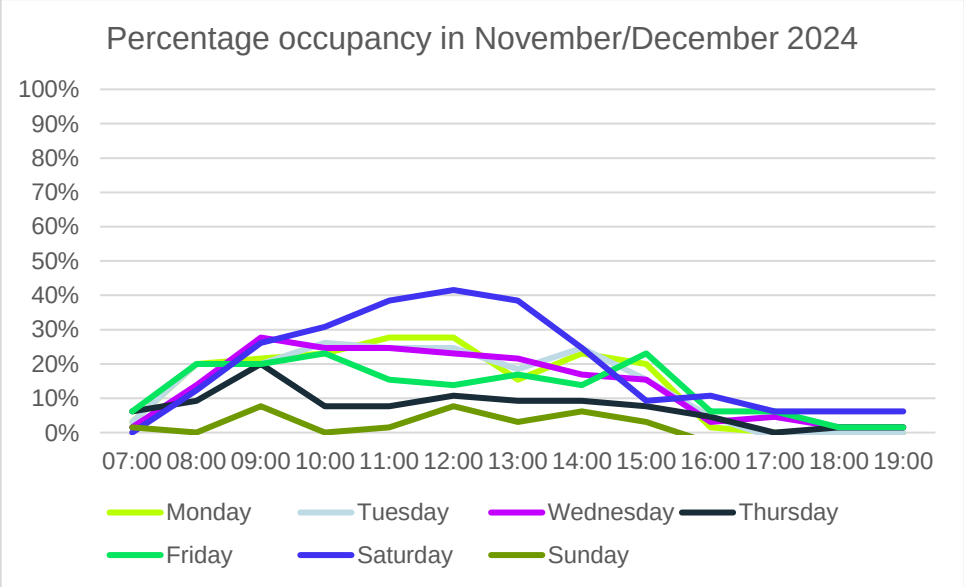


4.2.5 Caldicot Castle (main car park) – Awaiting data for analysis.

No 2022 data for analysis

2024 Analysis

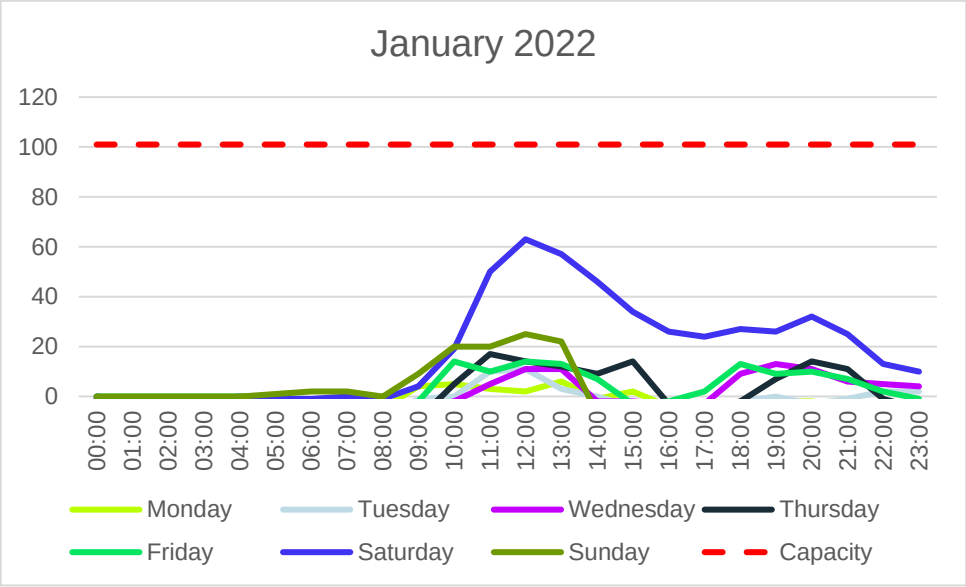


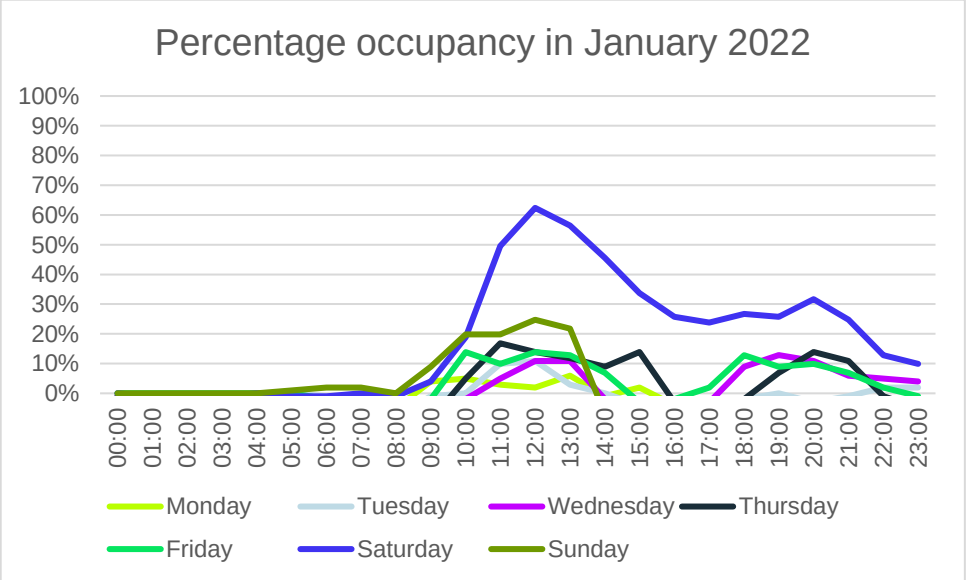


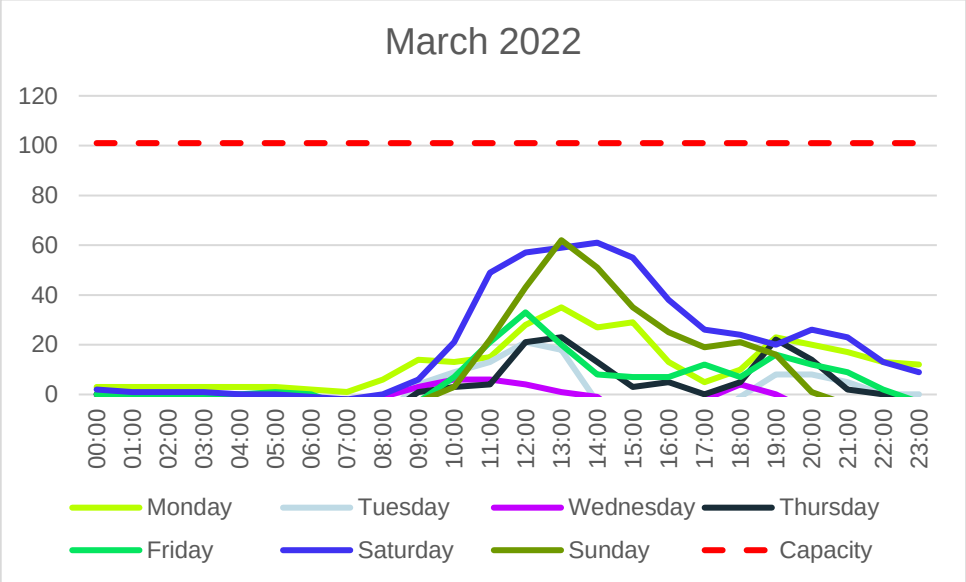
4.3 Chepstow

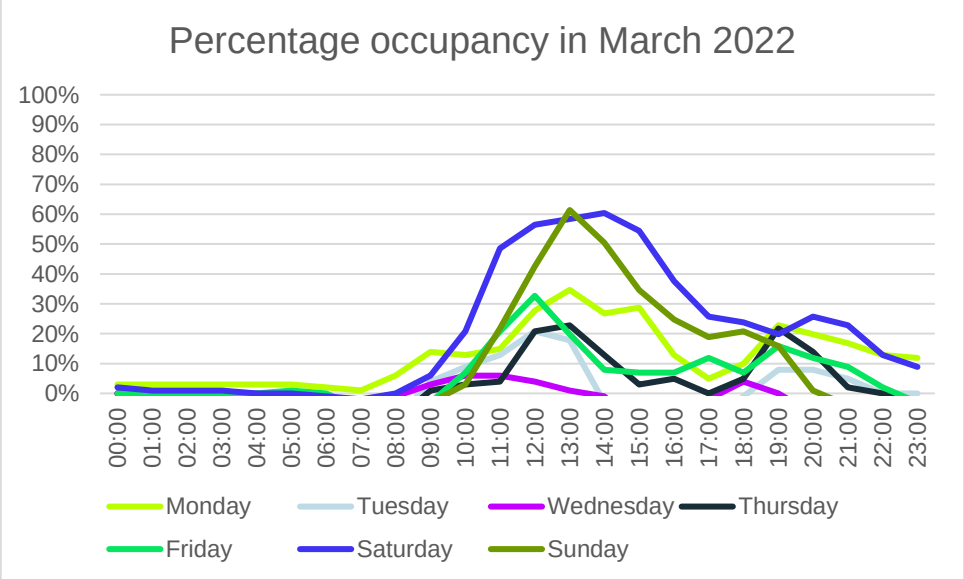
4.3.1 Castle Dell

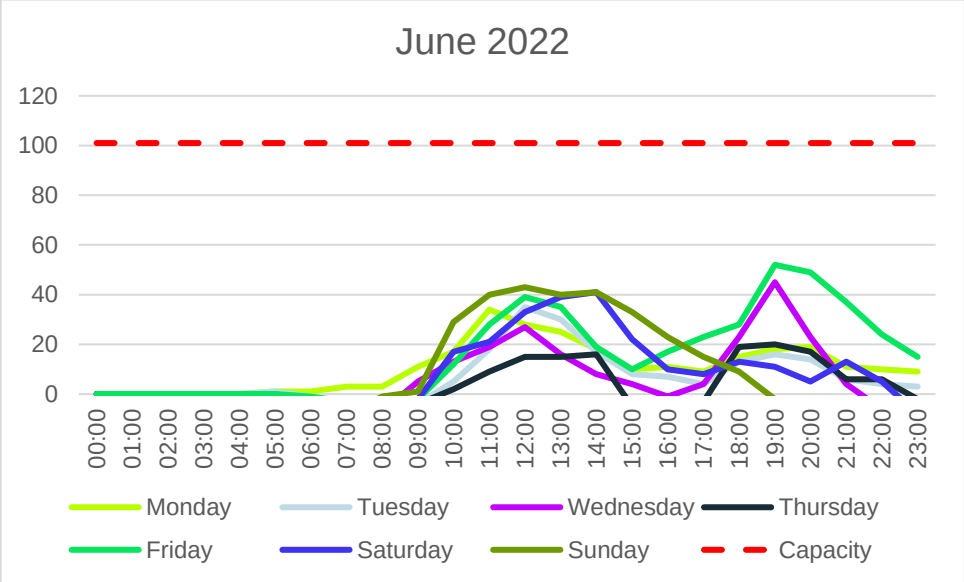
2022 Analysis

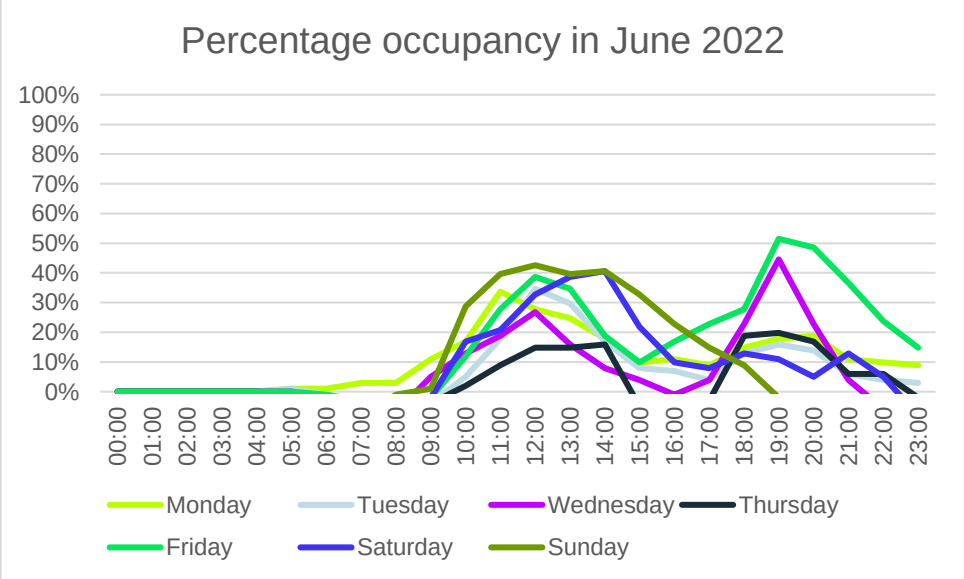




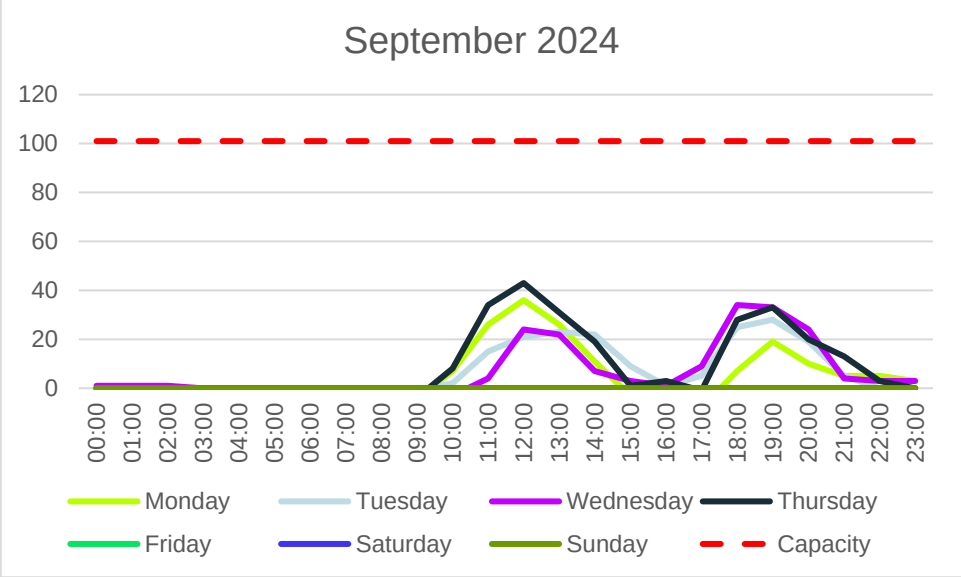

March 2022
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Capacity

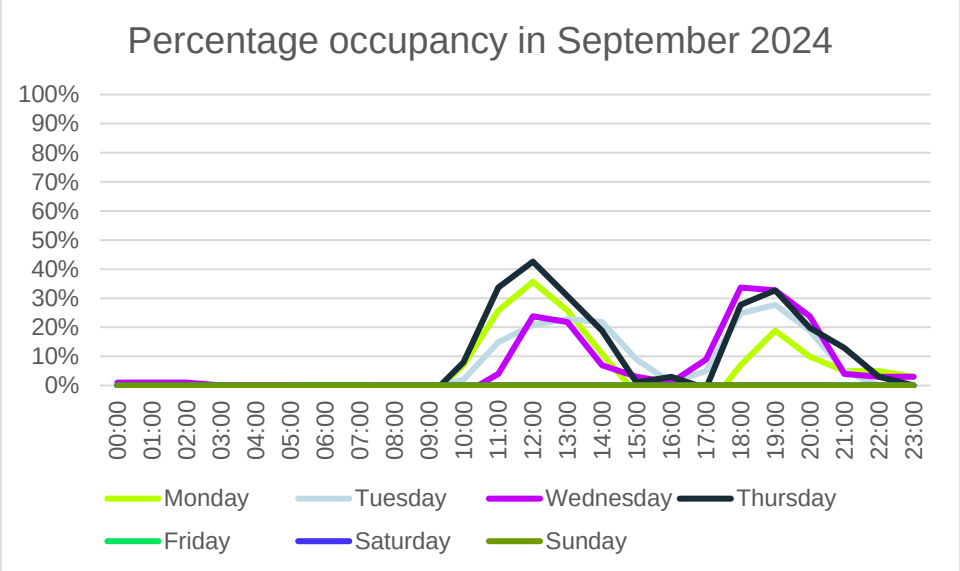

Percentage occupancy in March 2022
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June 2022
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Saturday
Sunday
Capacity


Percentage occupancy in June 2022
100%
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2024 Analysis[13]

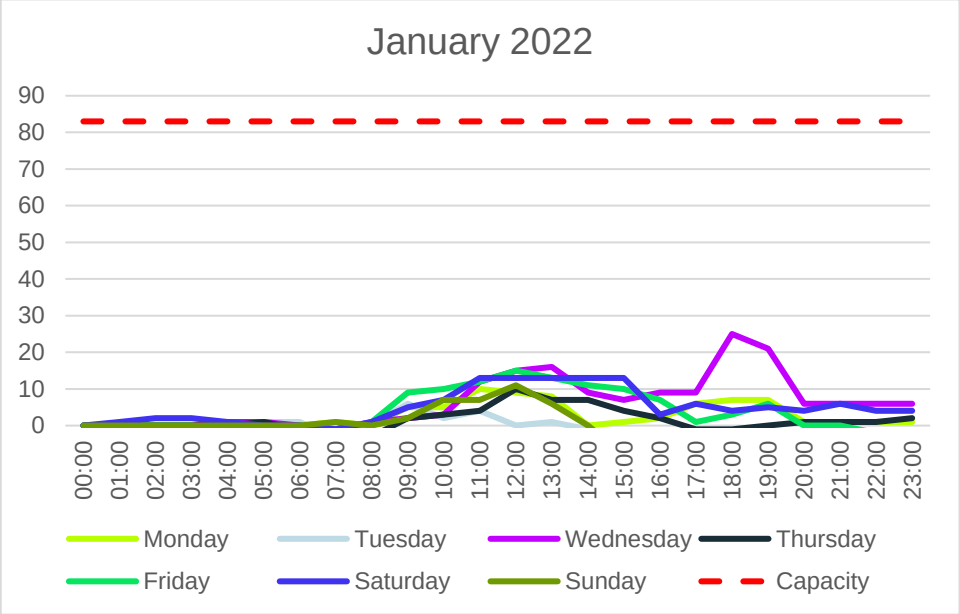


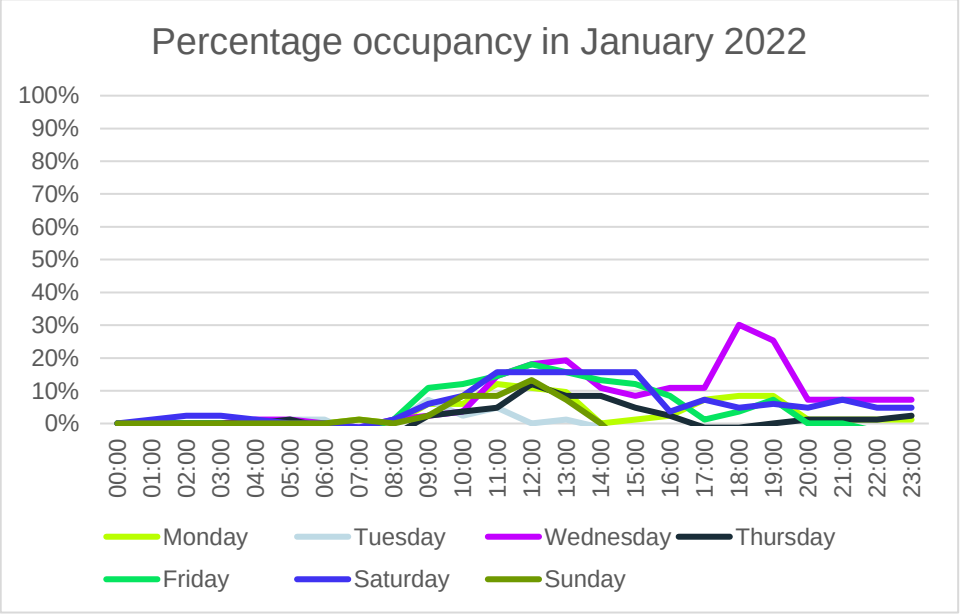


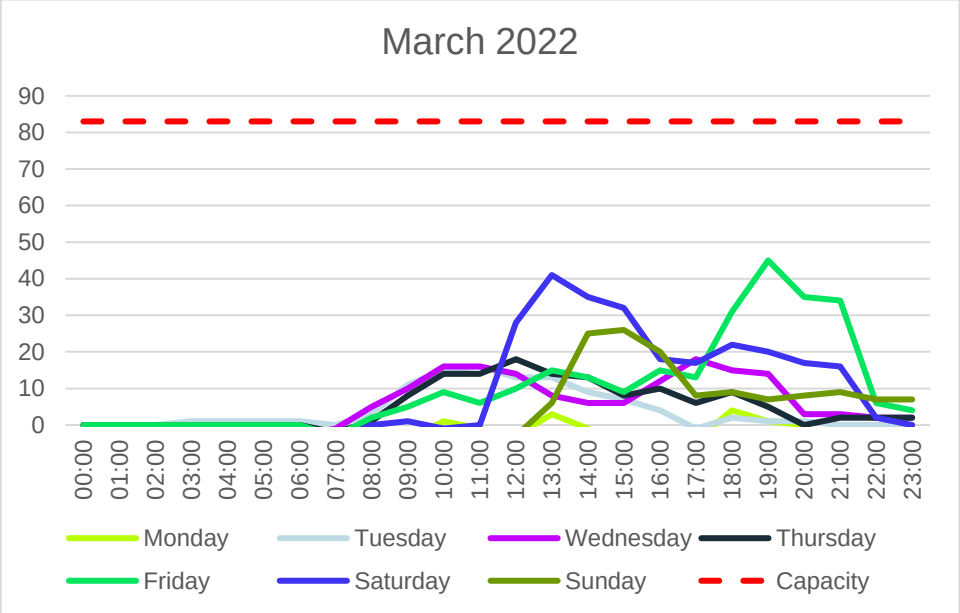
[13] Data for Friday, Saturday and Sunday was missing for 2024.

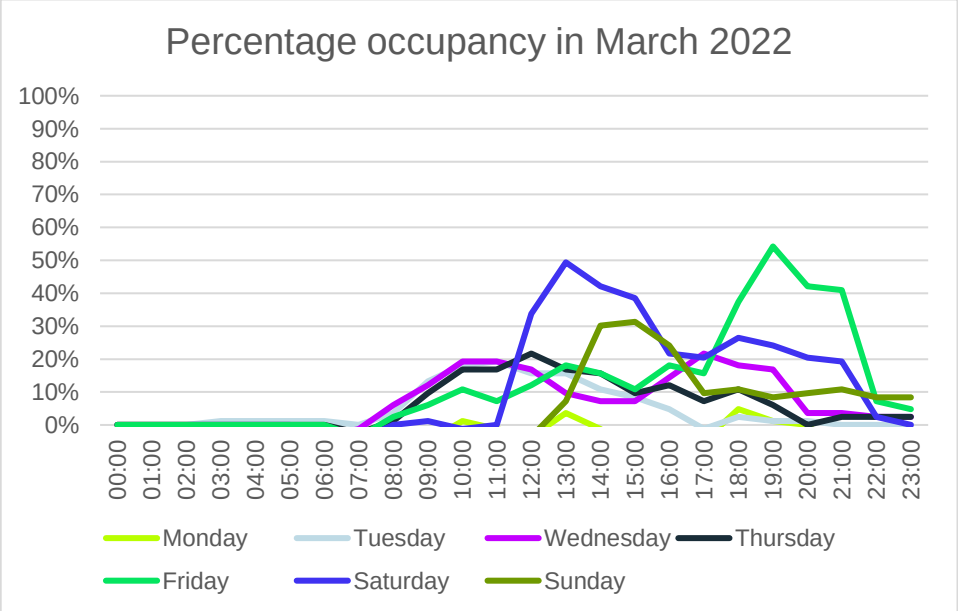
4.3.2 Drill Hall

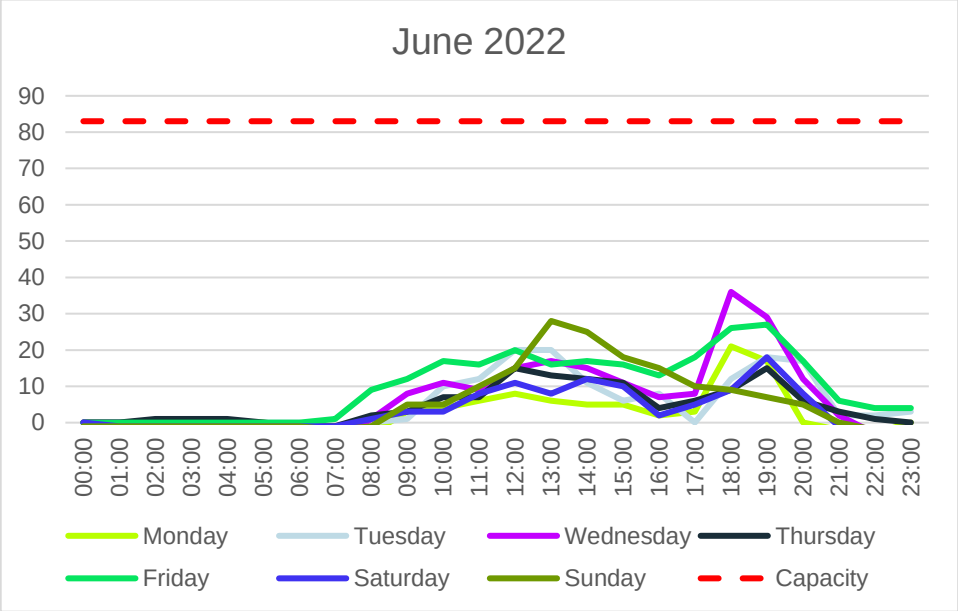
2022 Analysis

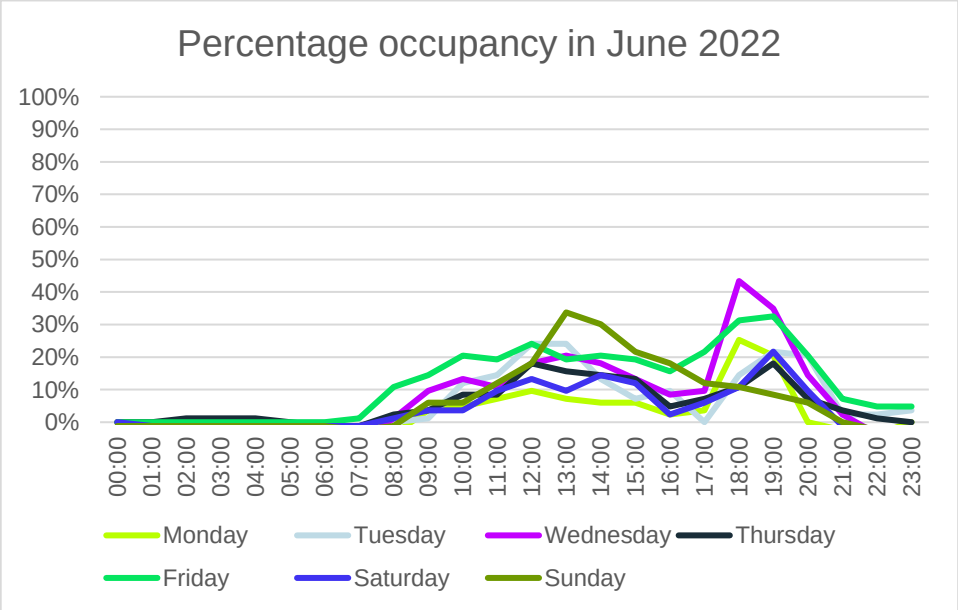




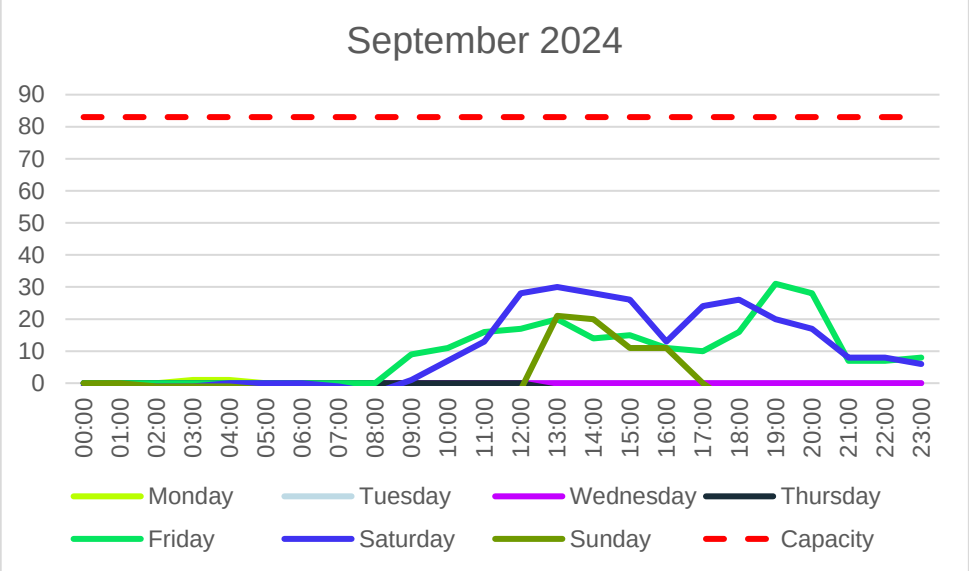

March 2022
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Capacity

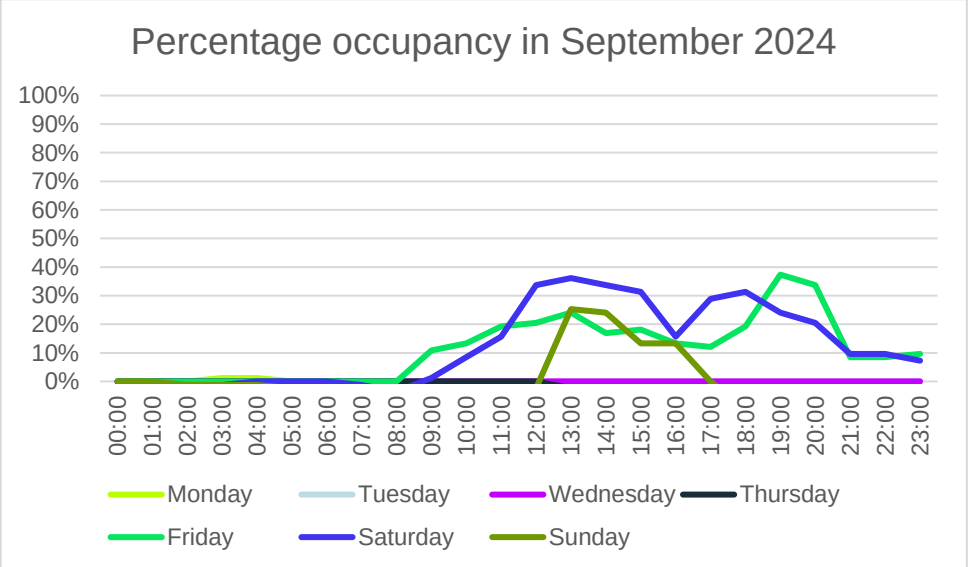

Percentage occupancy in March 2022
100%
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Monday
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Wednesday
Thursday
Friday
Saturday
Sunday


June 2022
90
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60
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30
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Thursday
Friday
Saturday
Sunday
Capacity


Percentage occupancy in June 2022
100%
90%
80%
70%
60%
50%
40%
30%
20%
10%
0%
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Saturday
Sunday

2024 Analysis[14]

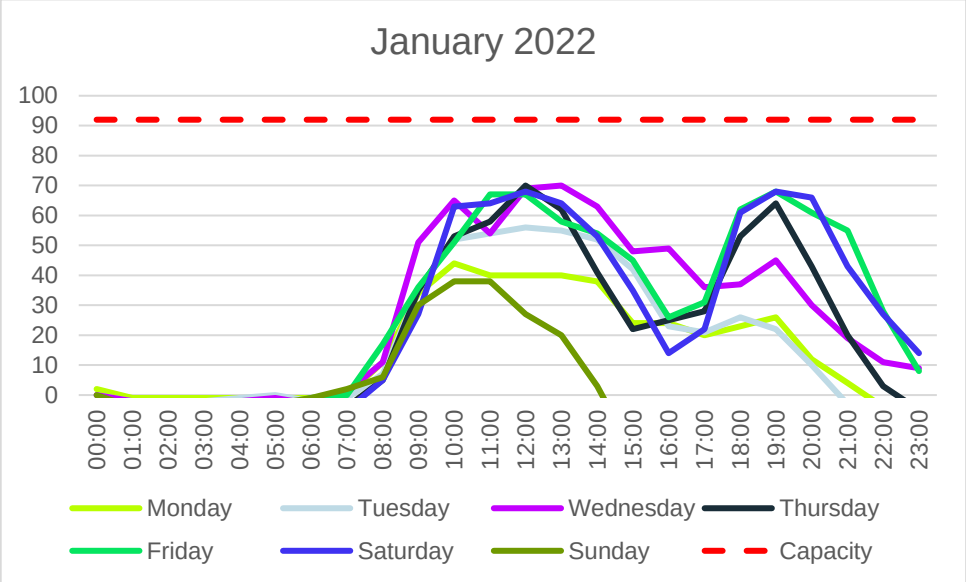


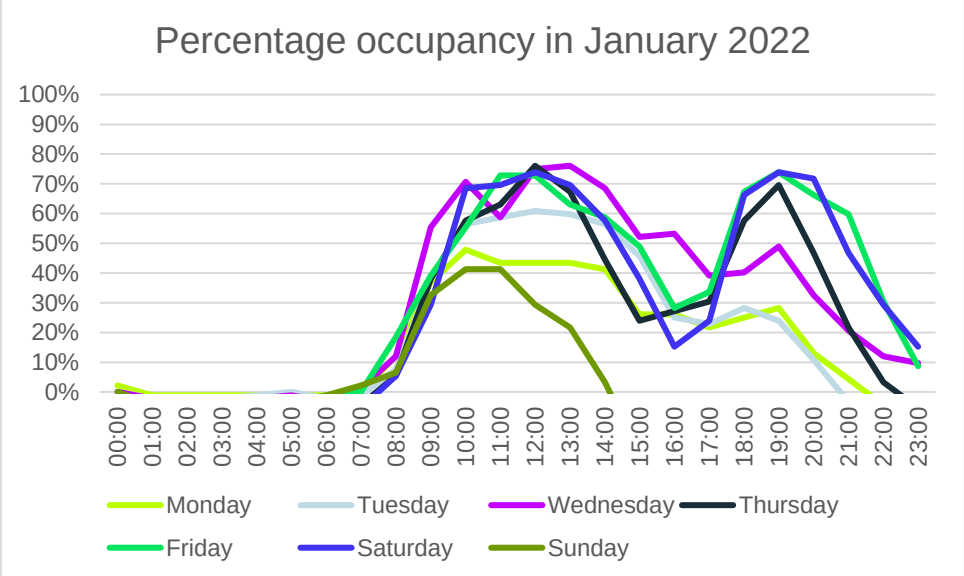


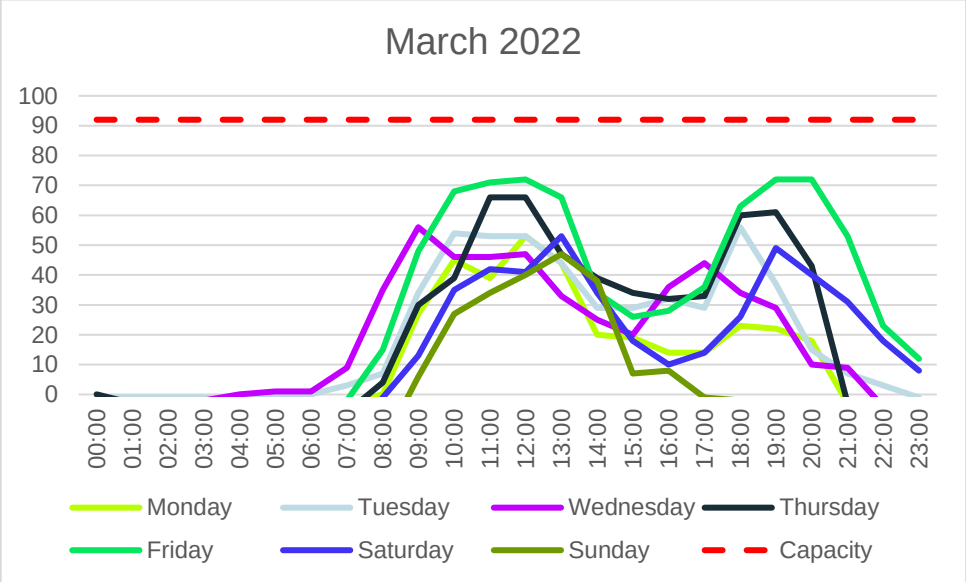
[14] Data collected for 2024 for Monday, Tuesday, Wednesday and Thursday was missing or identified to be incorrect.

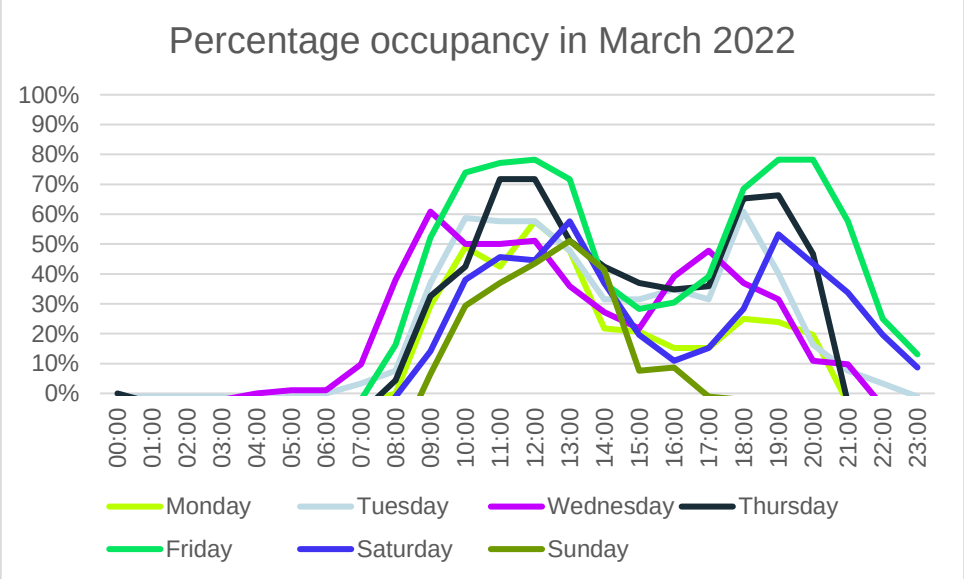
4.3.3 Nelson Street

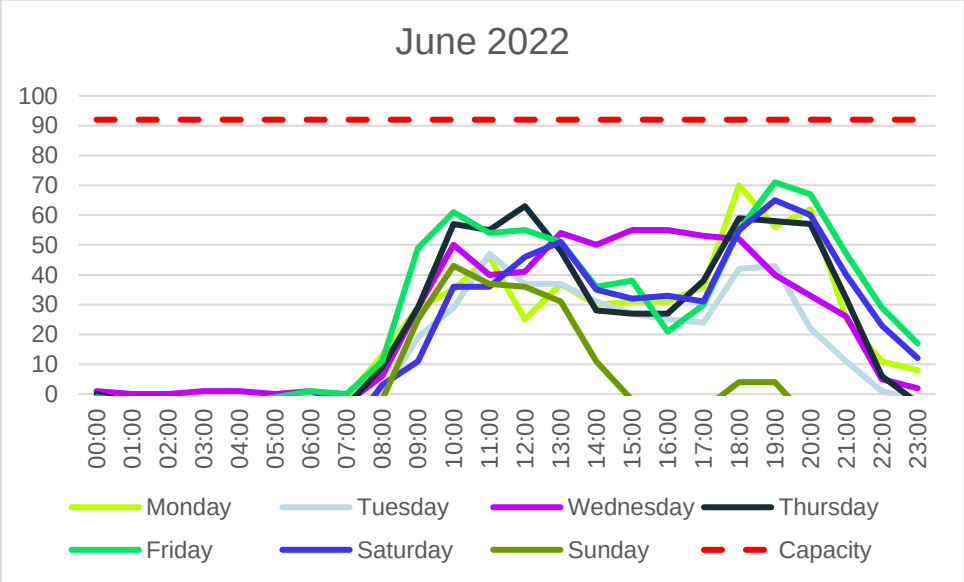
2022 Analysis

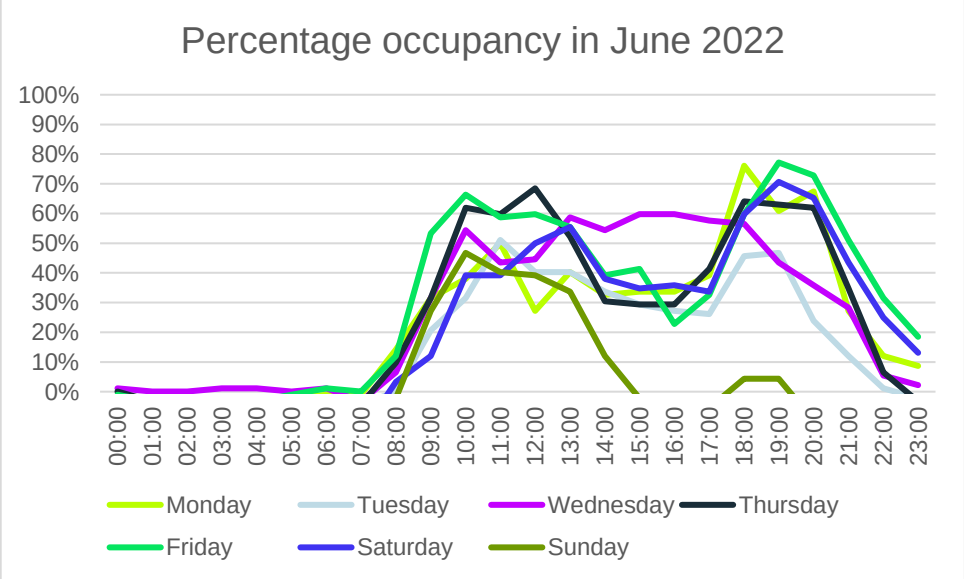




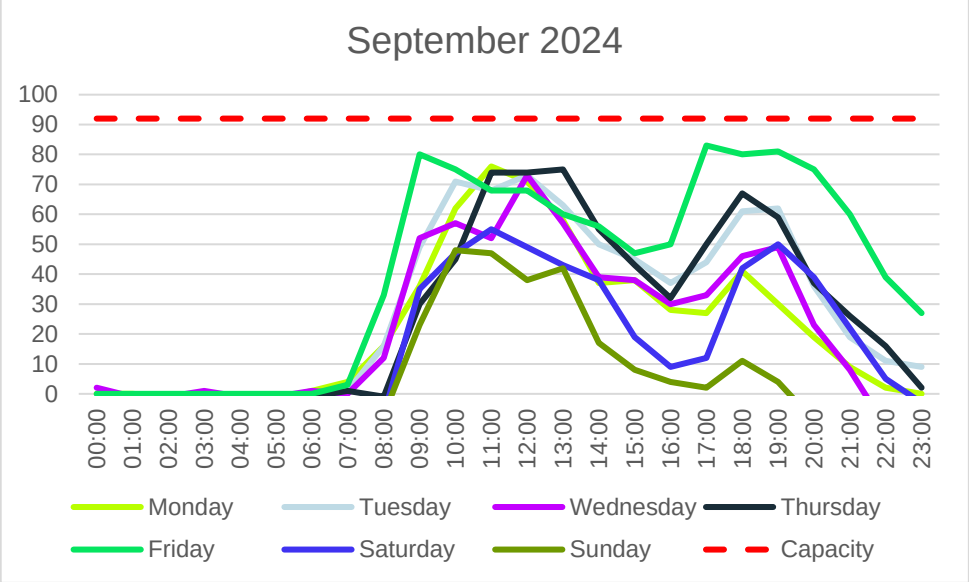

March 2022
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Sunday
Capacity

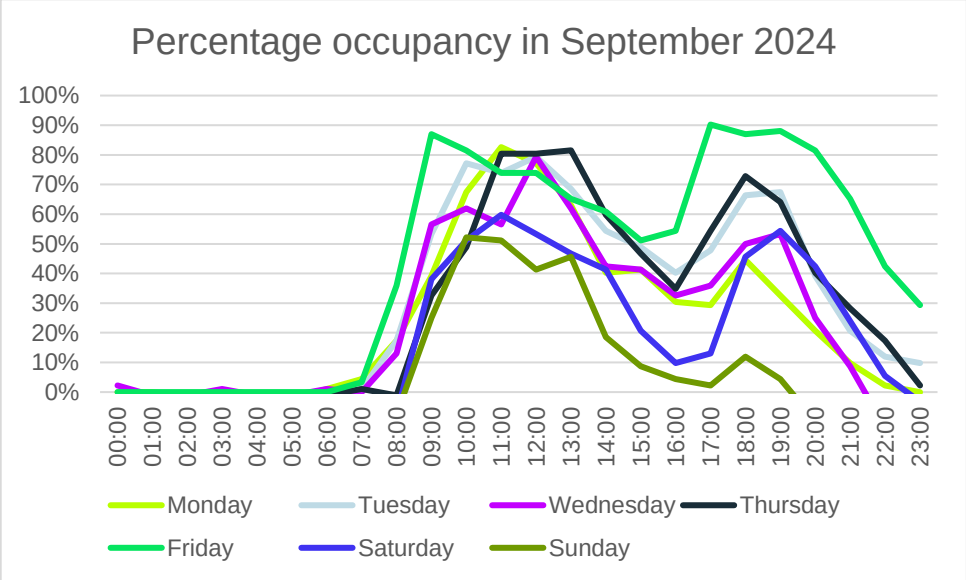

Percentage occupancy in March 2022
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June 2022
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Sunday
Capacity


Percentage occupancy in June 2022
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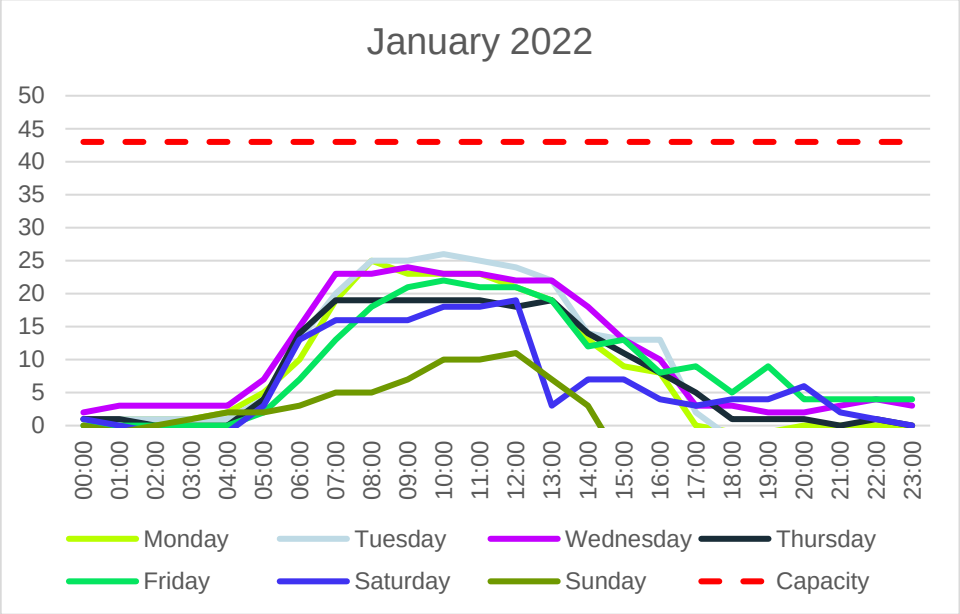
2024 Analysis

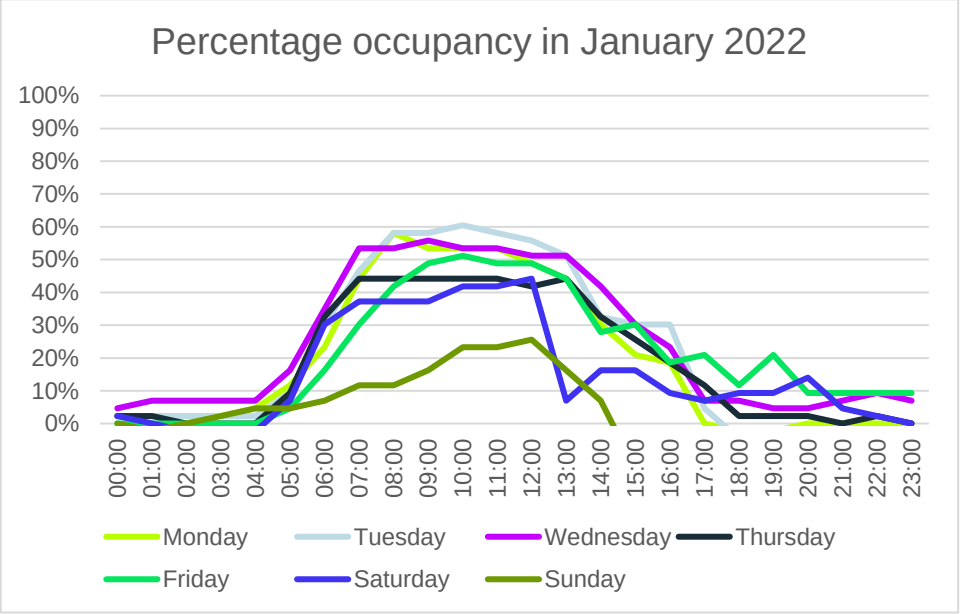


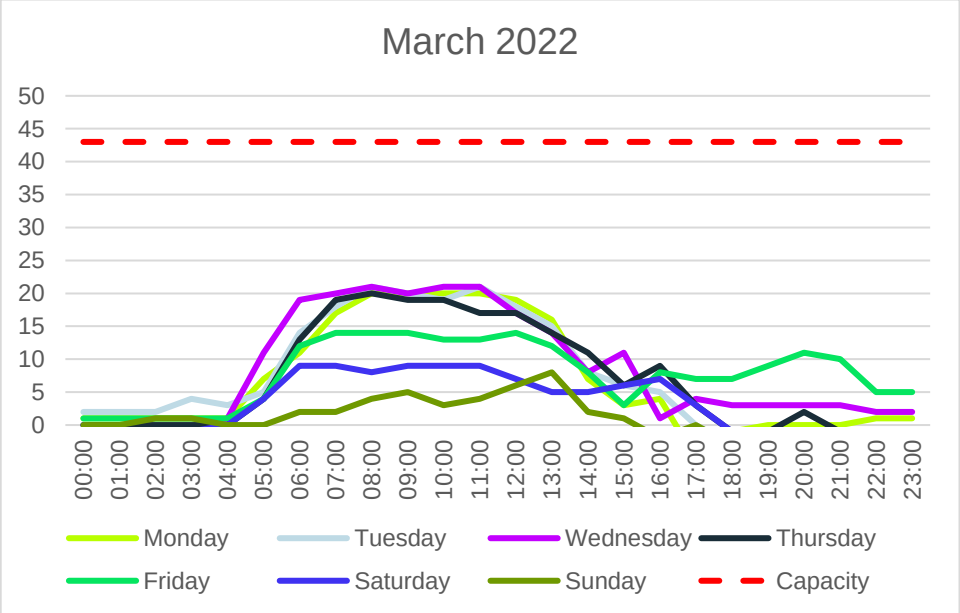


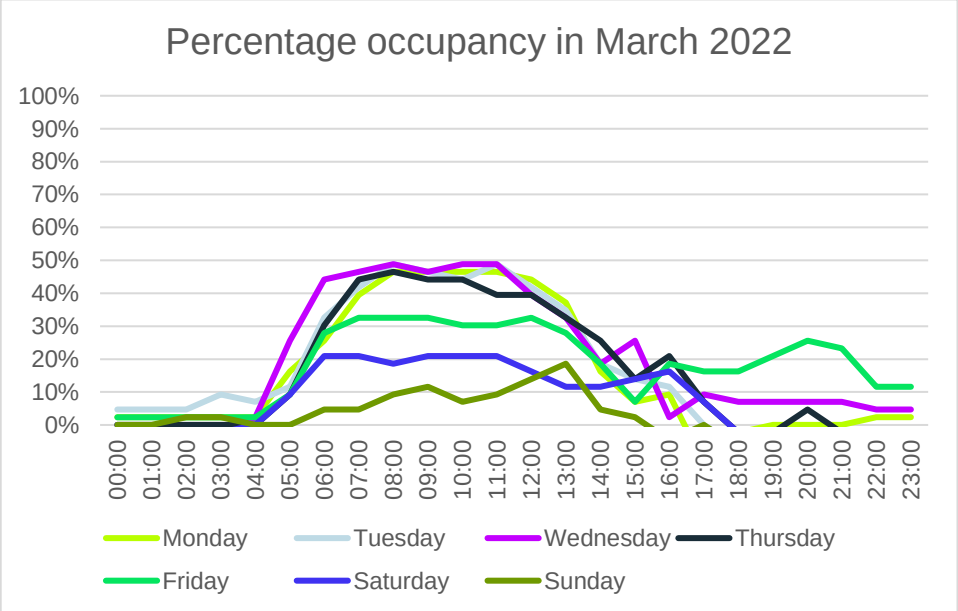
4.3.4 Station Road

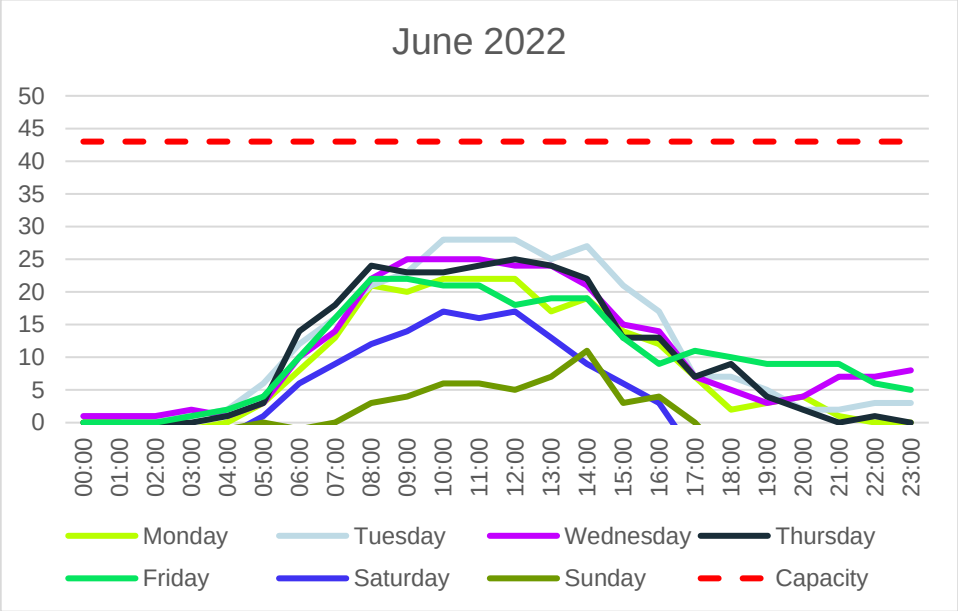
2022 Analysis

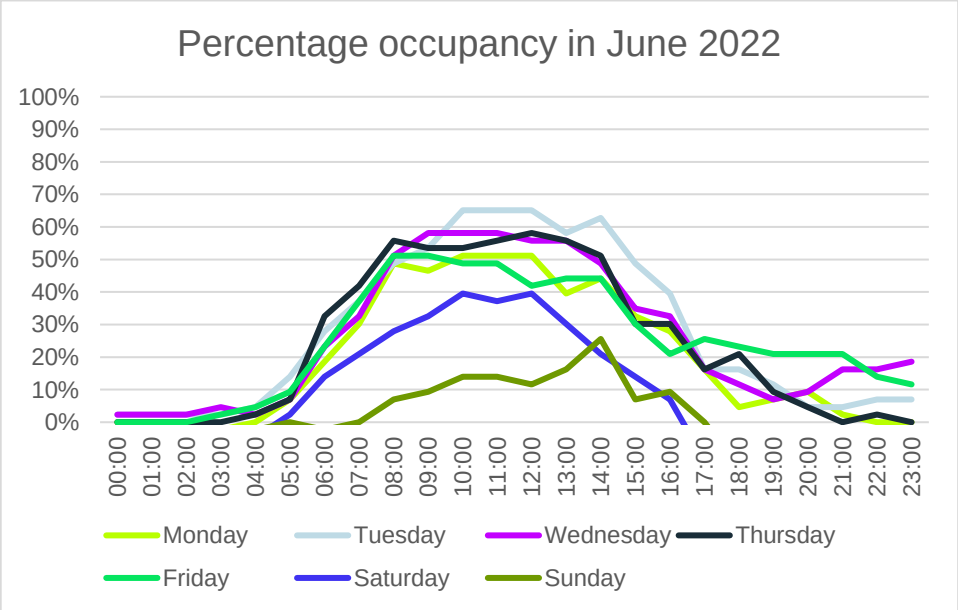




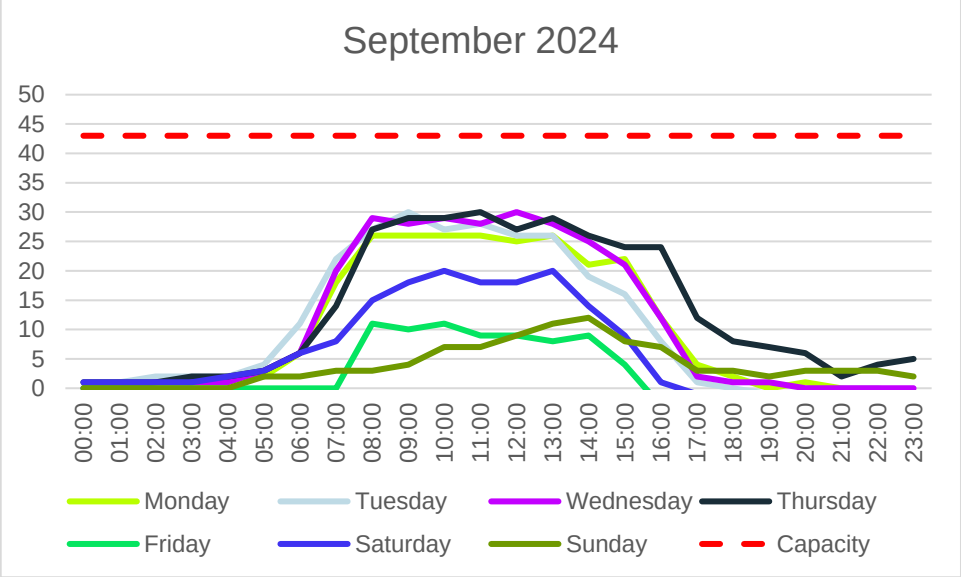

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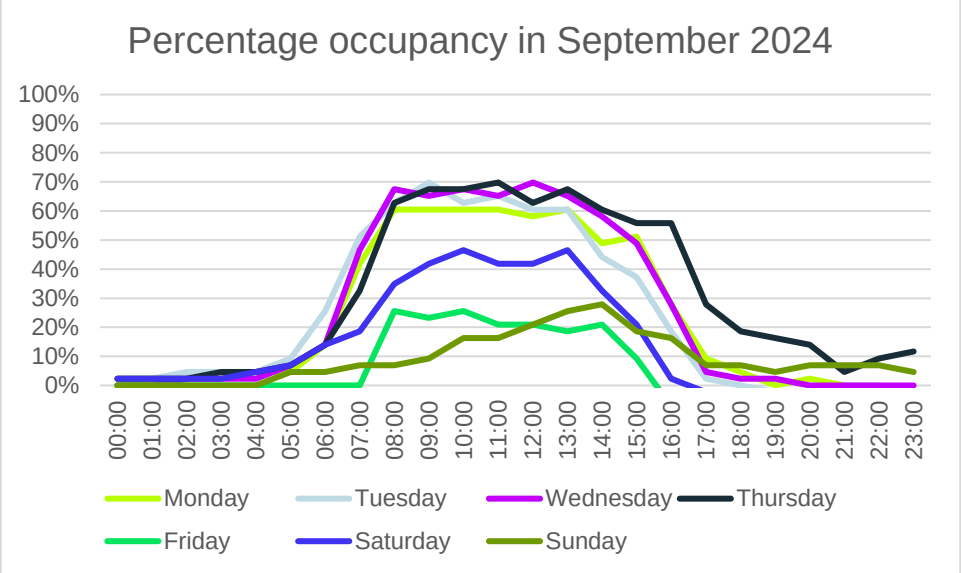

Percentage occupancy in March 2022
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Percentage occupancy in June 2022
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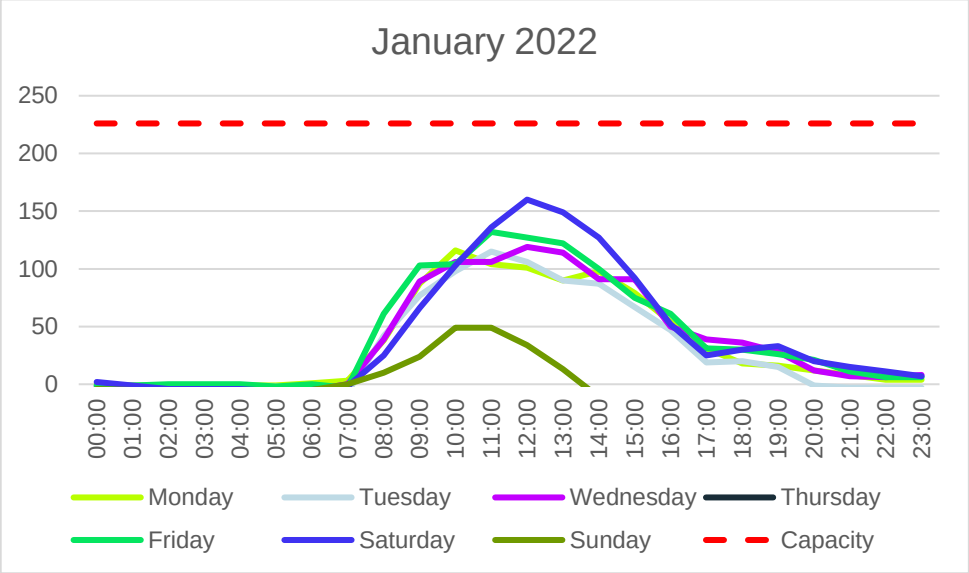
2024 Analysis

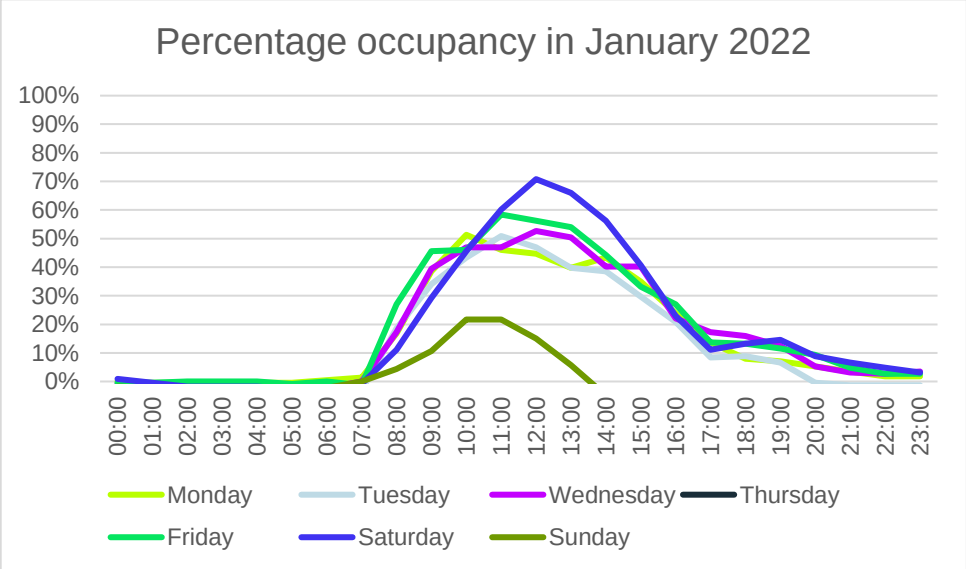




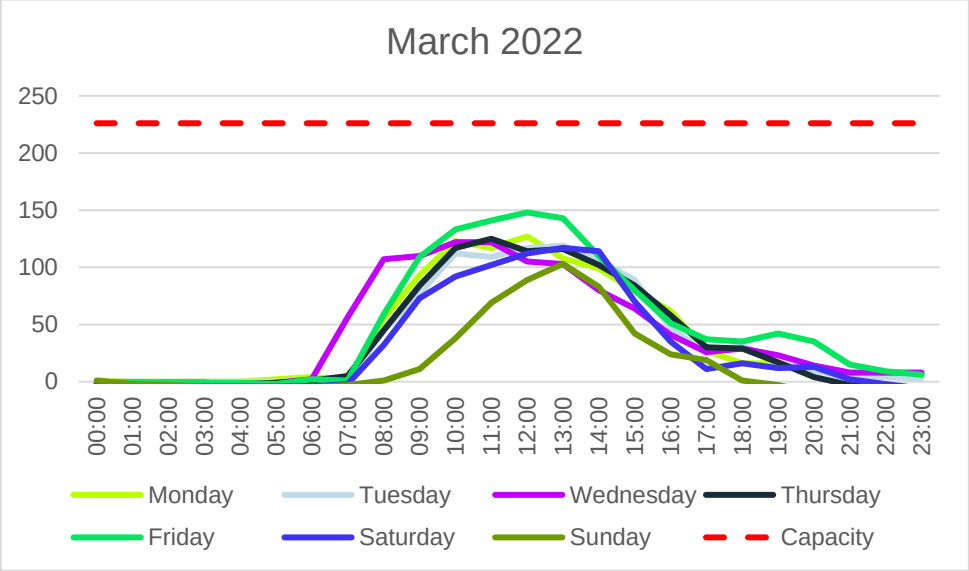
4.3.5 Welsh Street

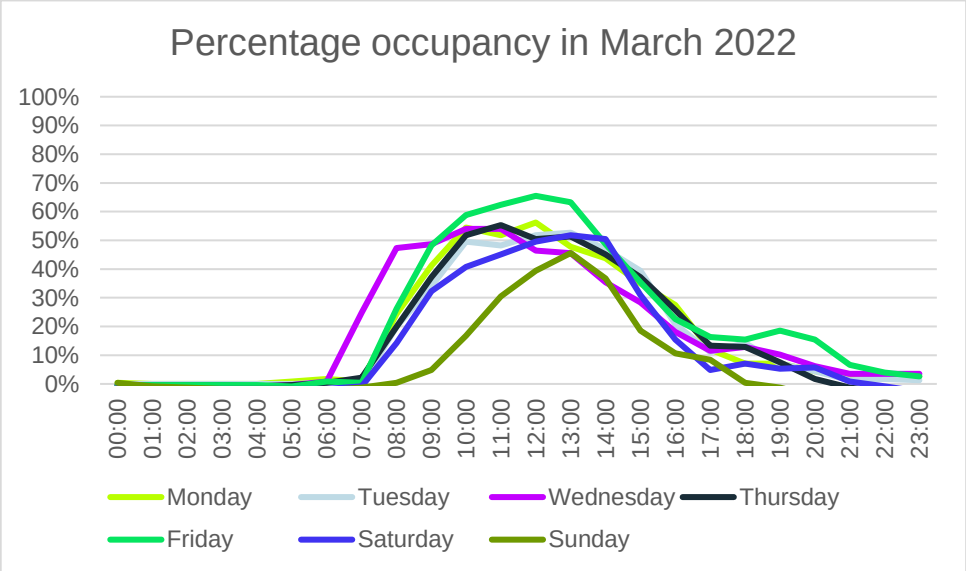
2022 Analysis[15]

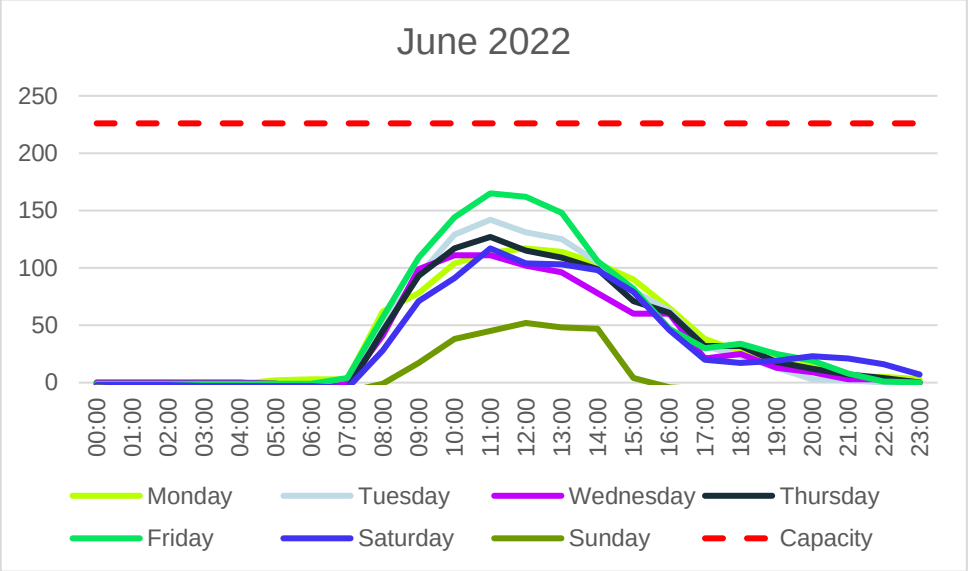


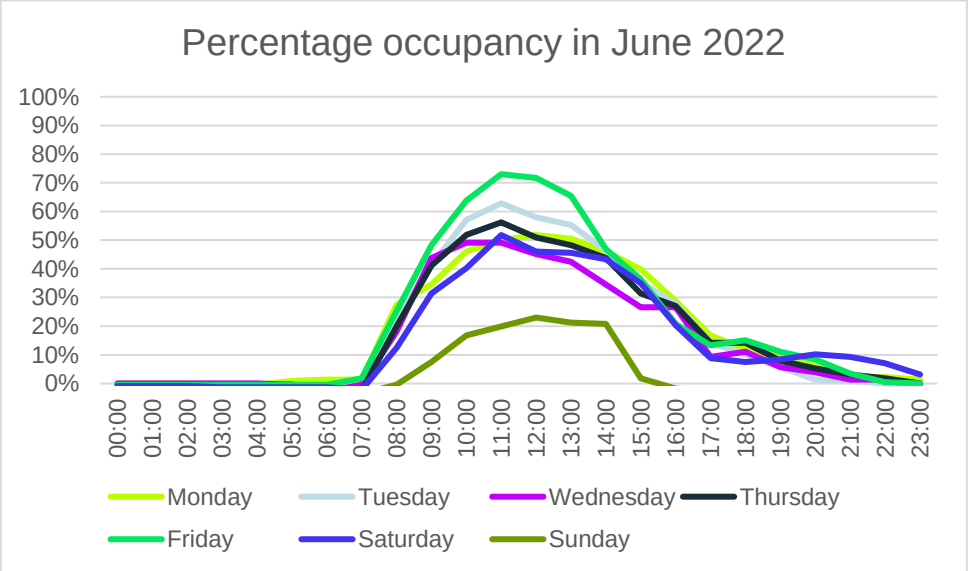


[15] Thursday data was identified to be incorrect and has therefore been removed from the 2022 data graph.

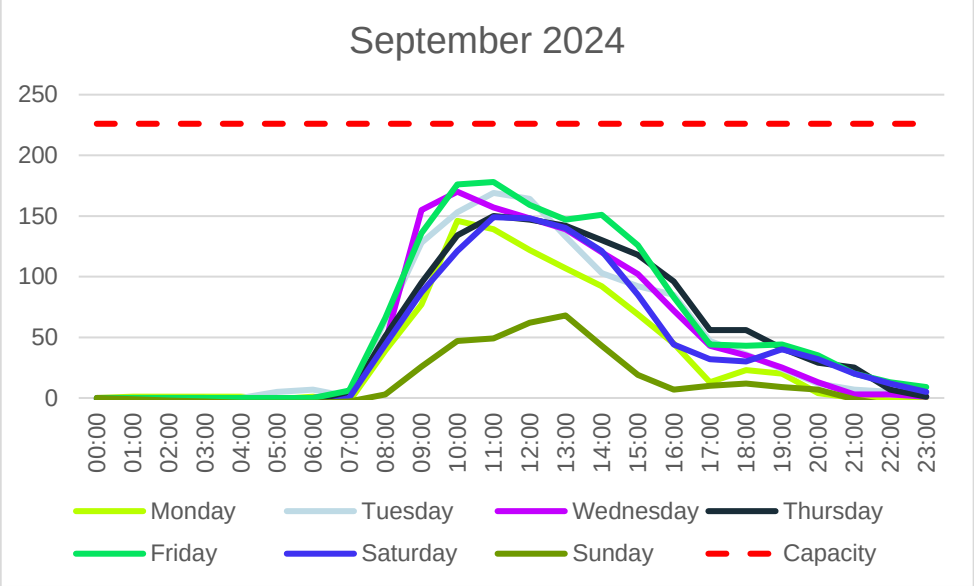

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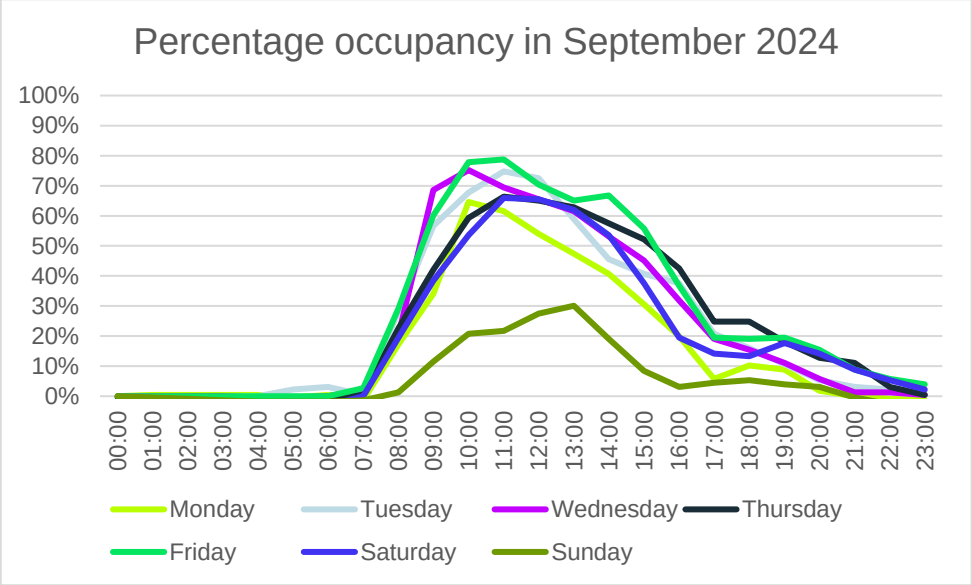

Percentage occupancy in March 2022
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Percentage occupancy in June 2022
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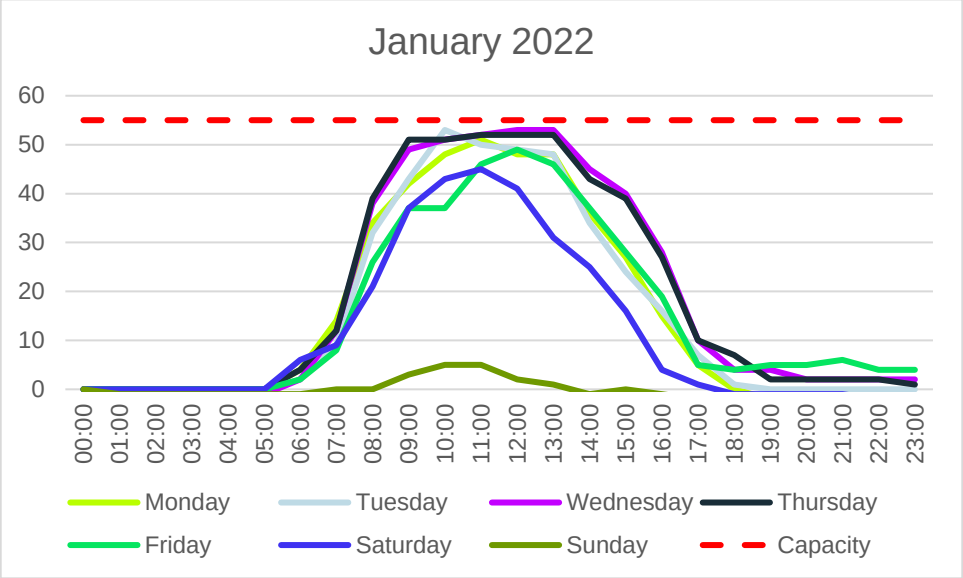
2024 Analysis

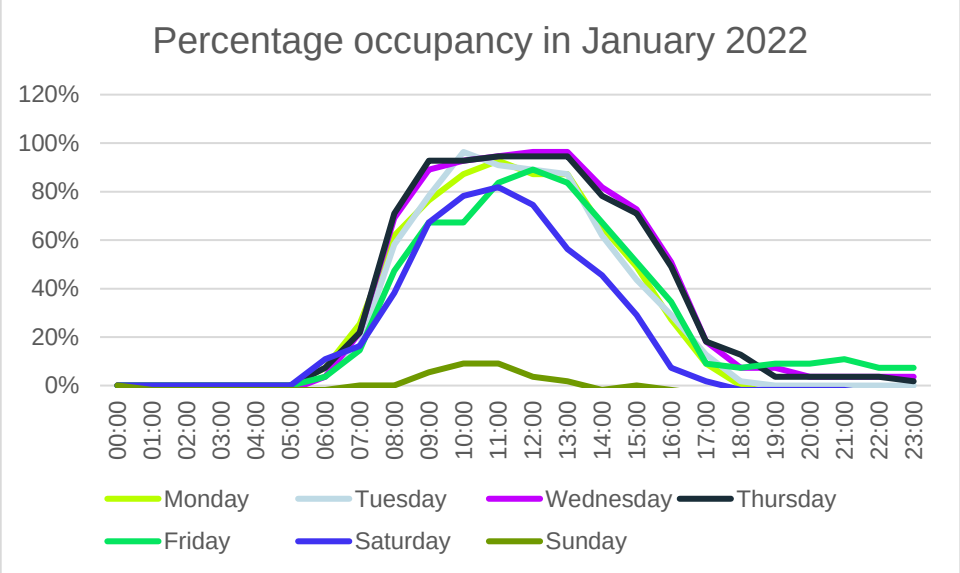


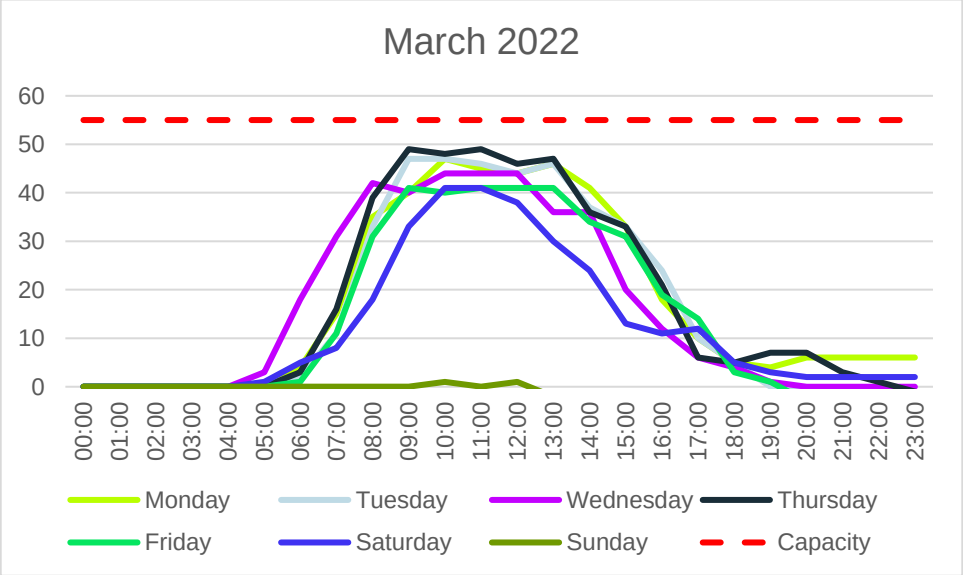


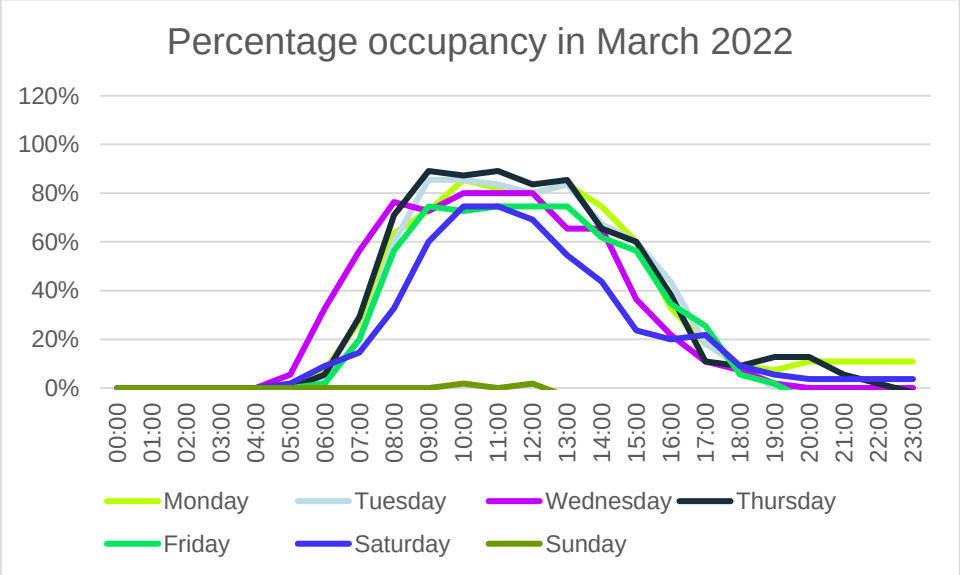
4.3.6 The Station Car Park

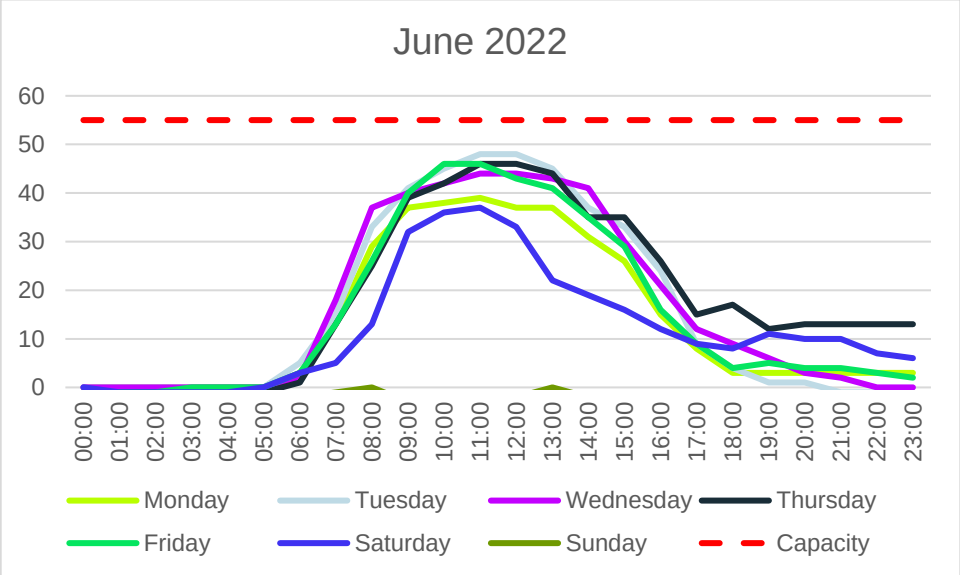
2022 Analysis

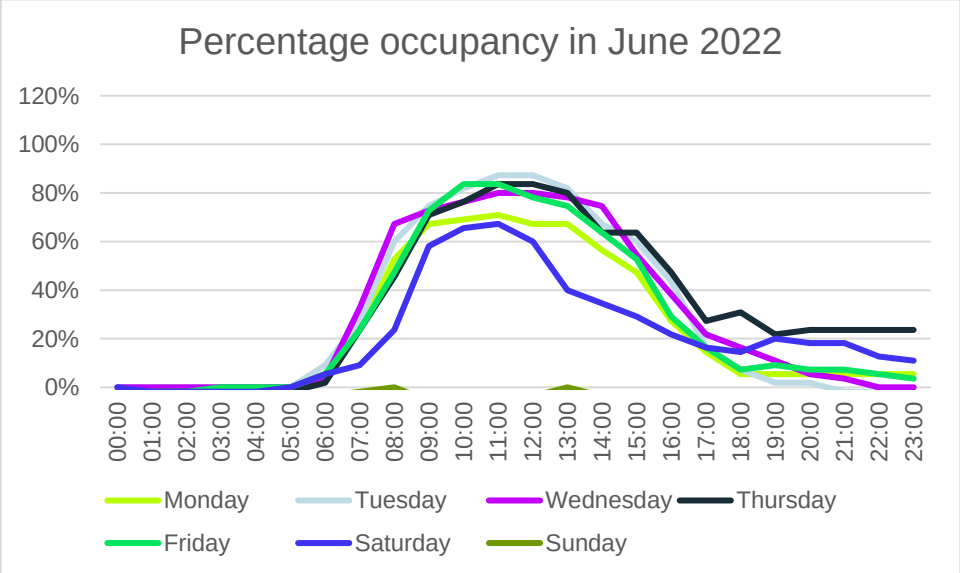




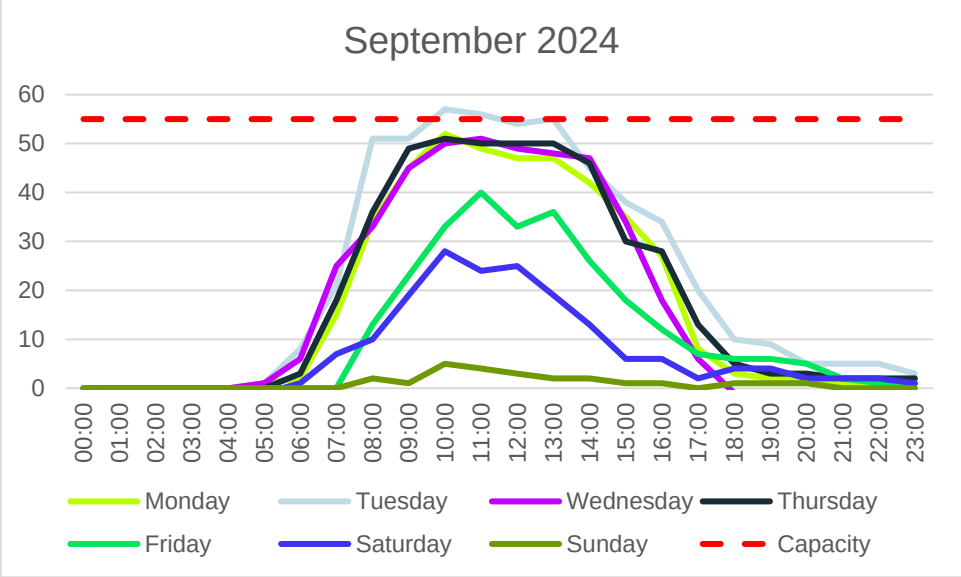

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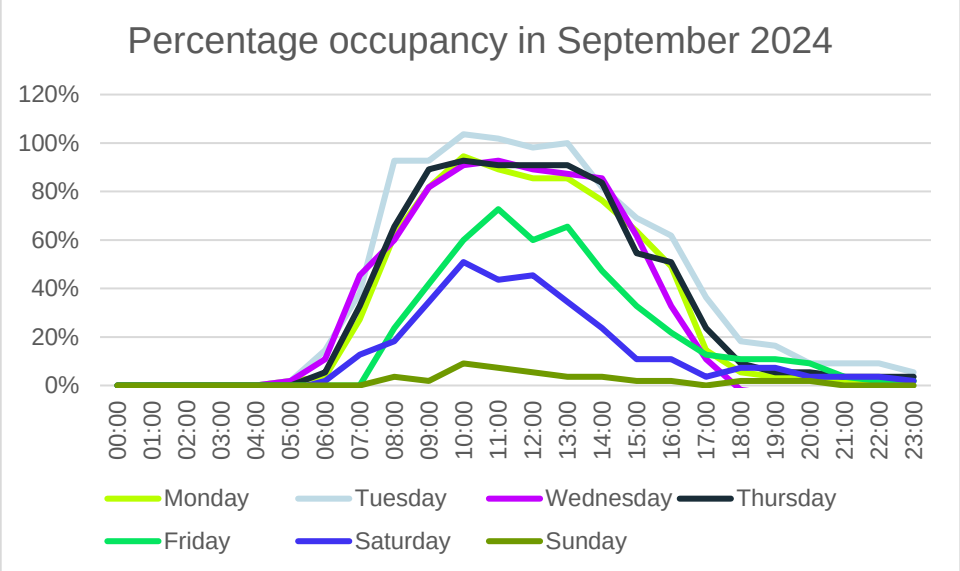

Percentage occupancy in March 2022
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June 2022
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Percentage occupancy in June 2022
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2024 Analysis

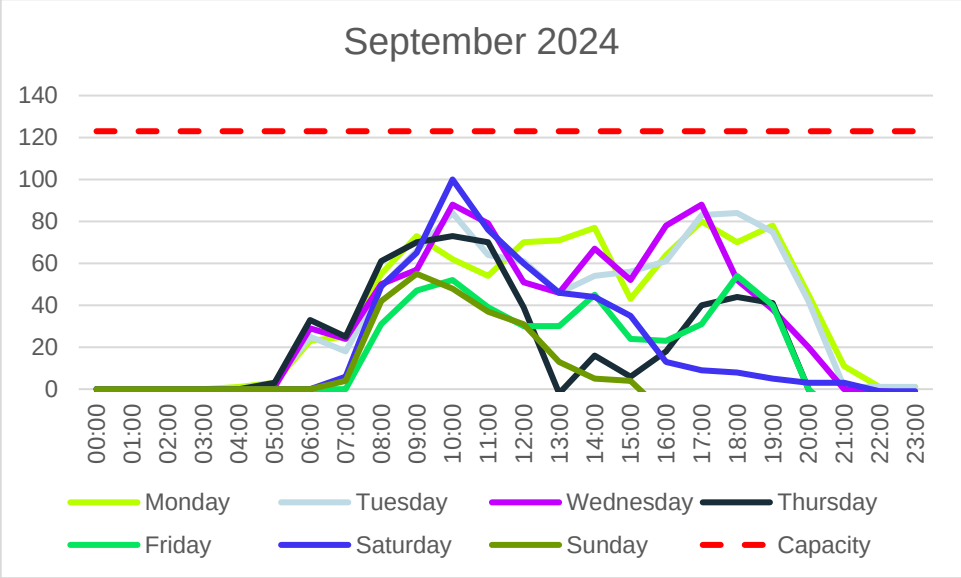


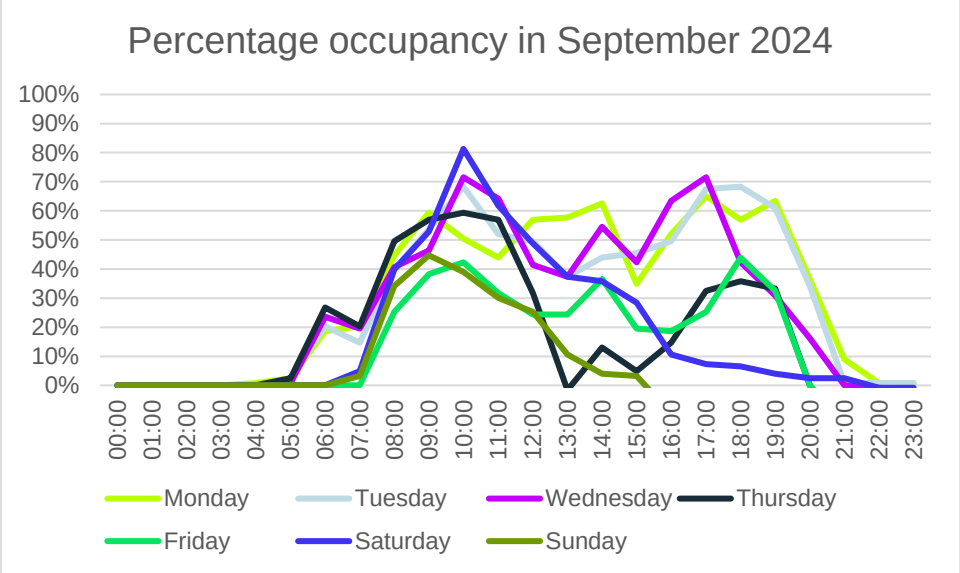


4.3.7 Chepstow Leisure Centre

No 2022 data for analysis

2024 Analysis

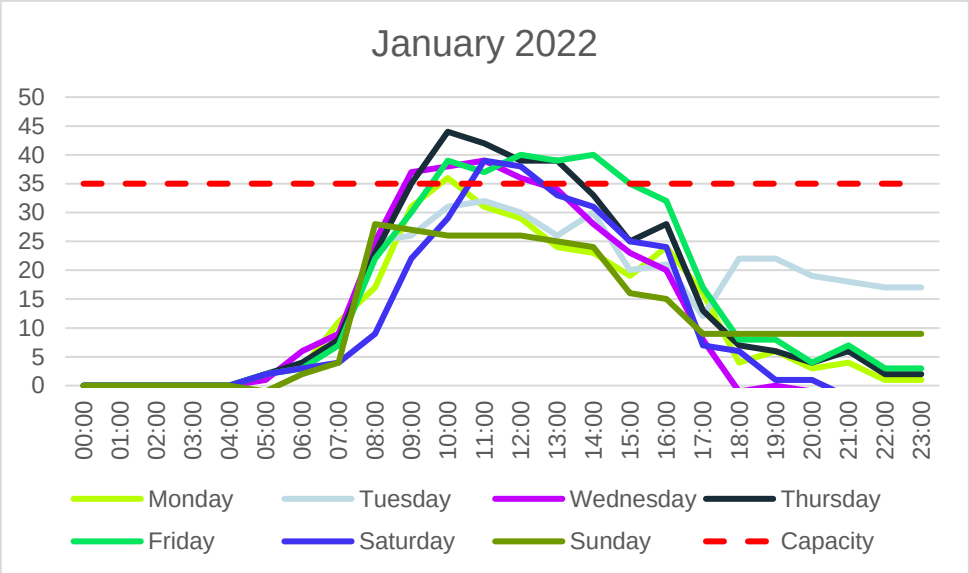


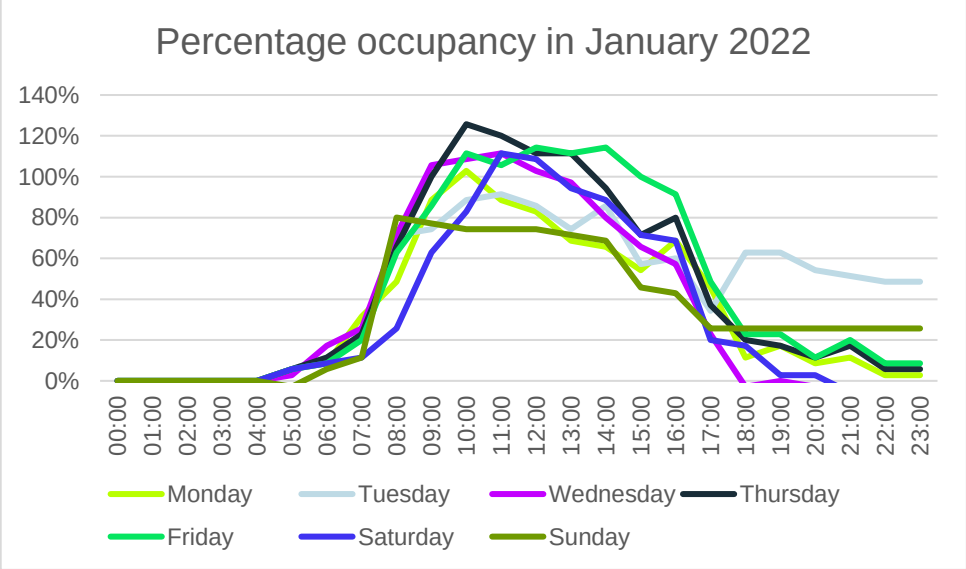


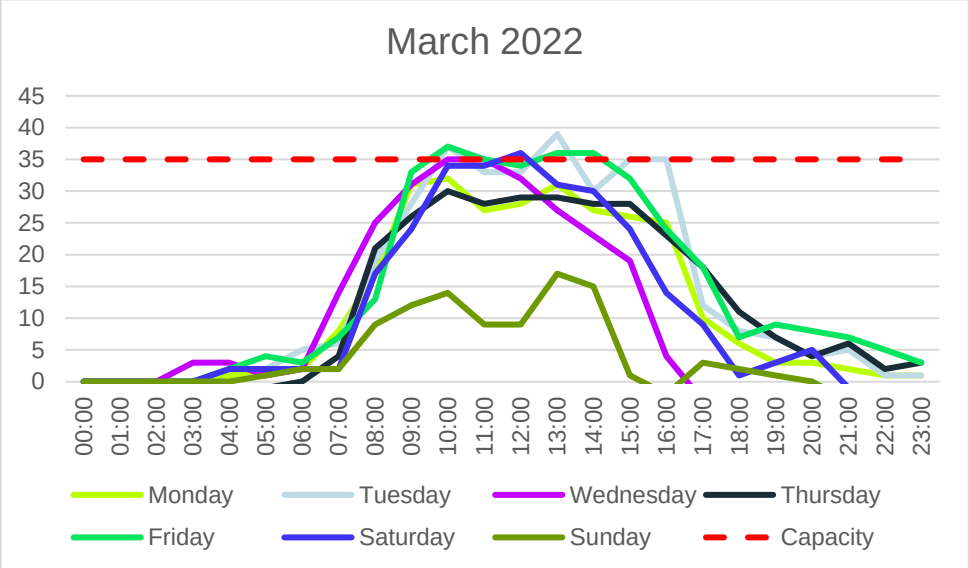
4.4 Monmouth

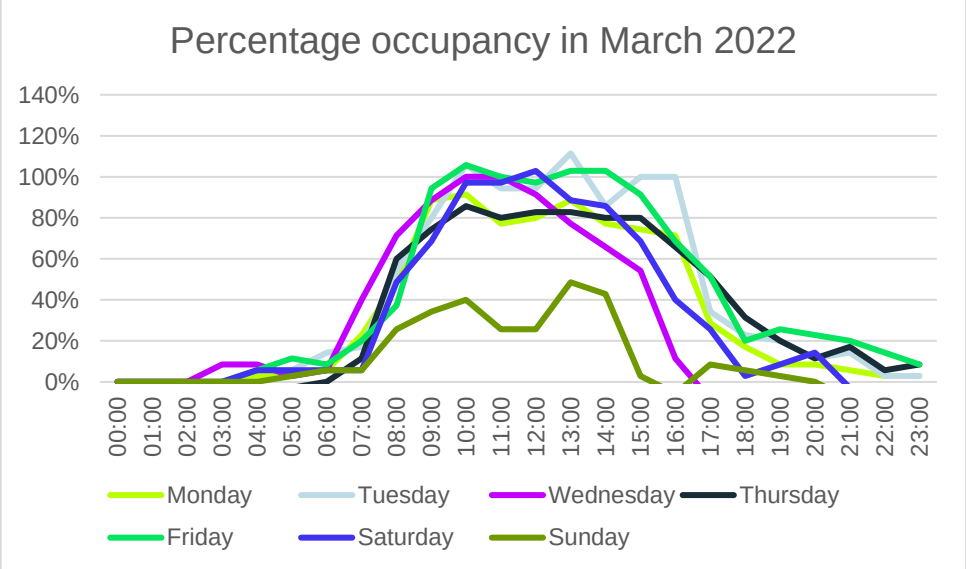
4.4.1 Chippenham

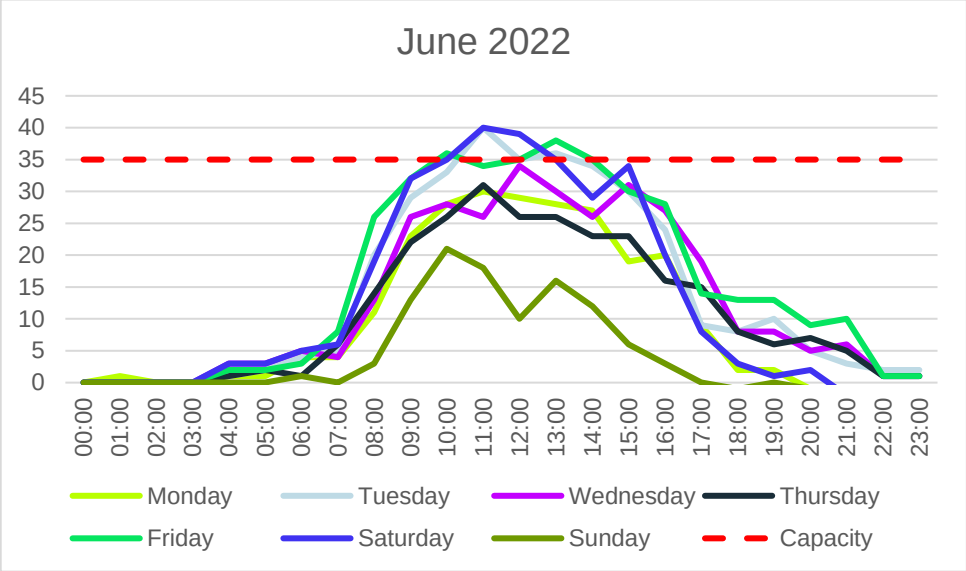
2022 Analysis

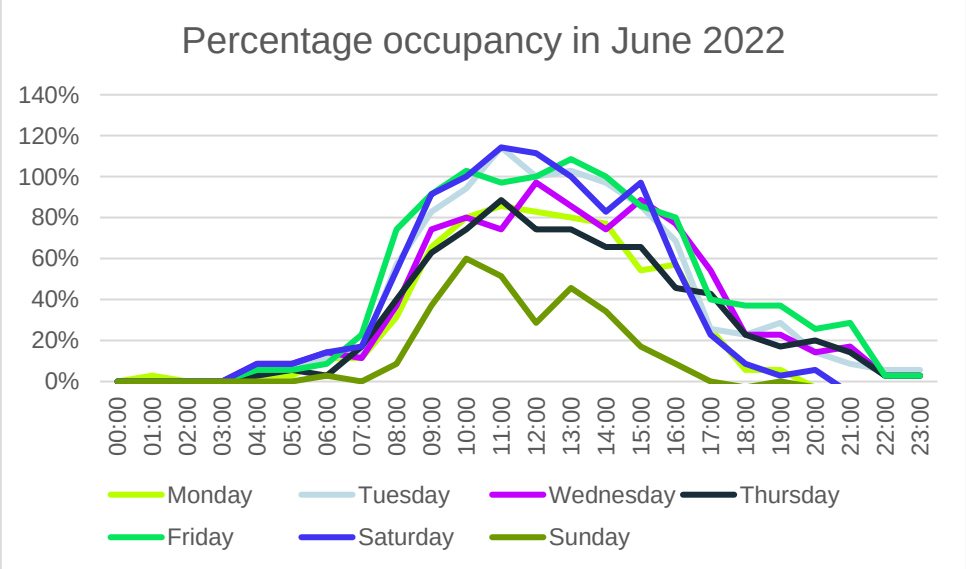




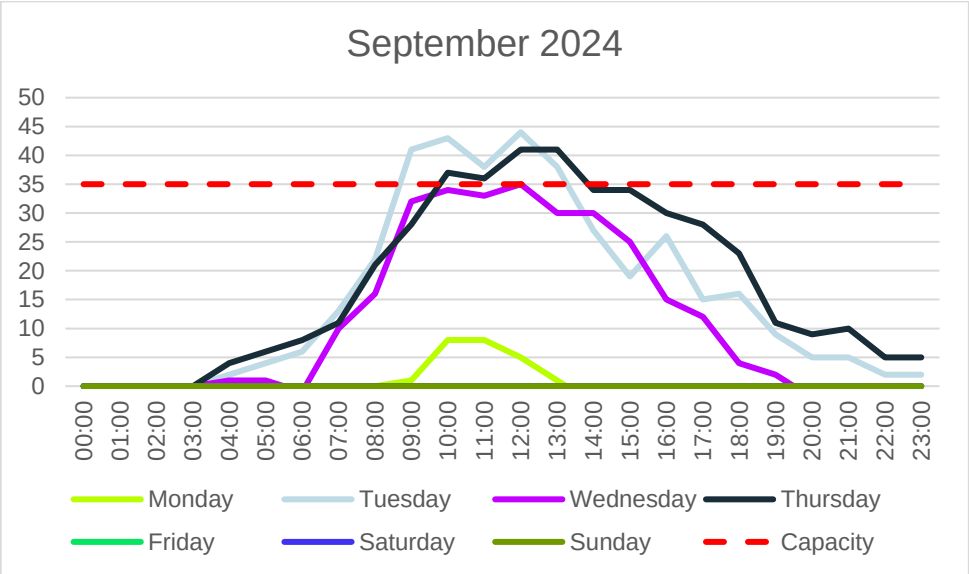

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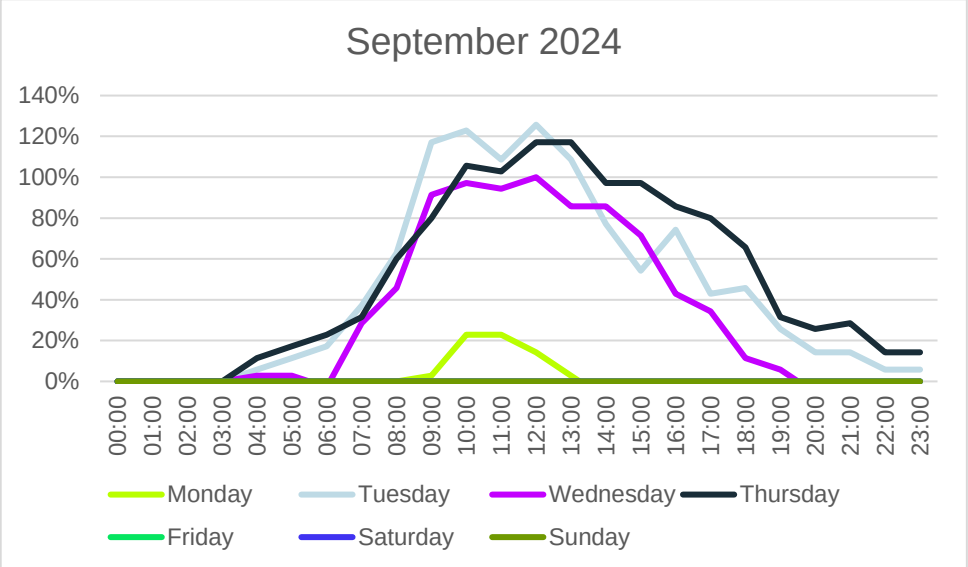

Percentage occupancy in March 2022
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Percentage occupancy in June 2022
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2024 Analysis[16]

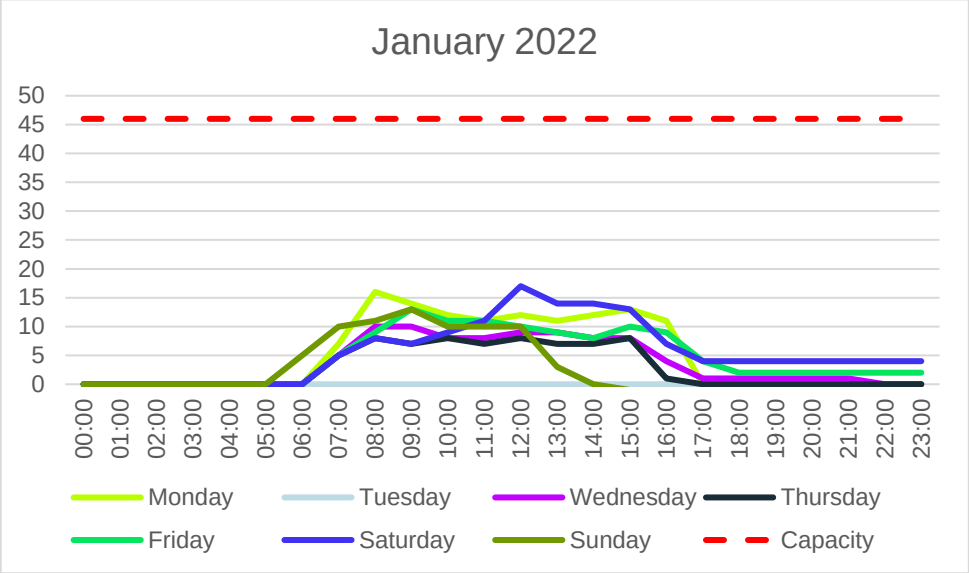


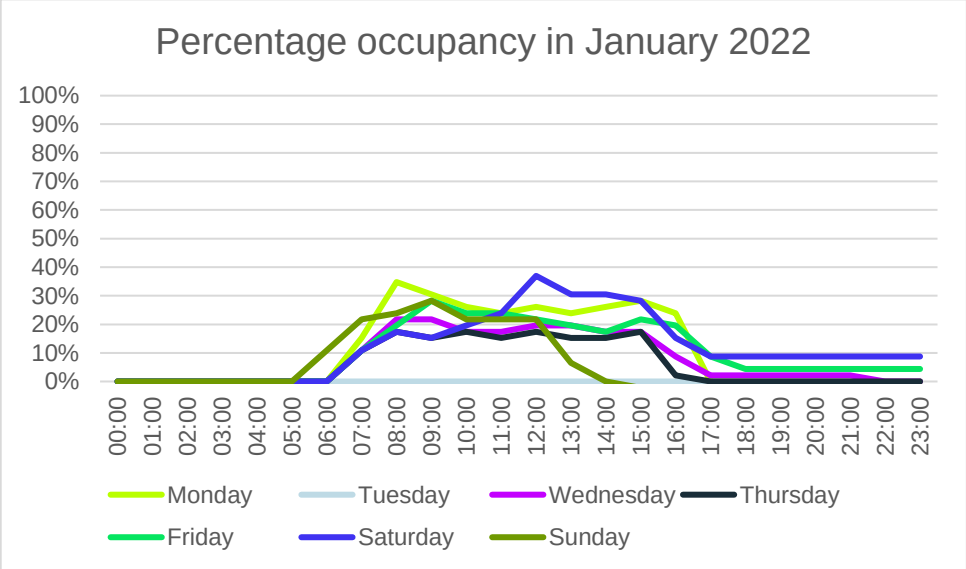


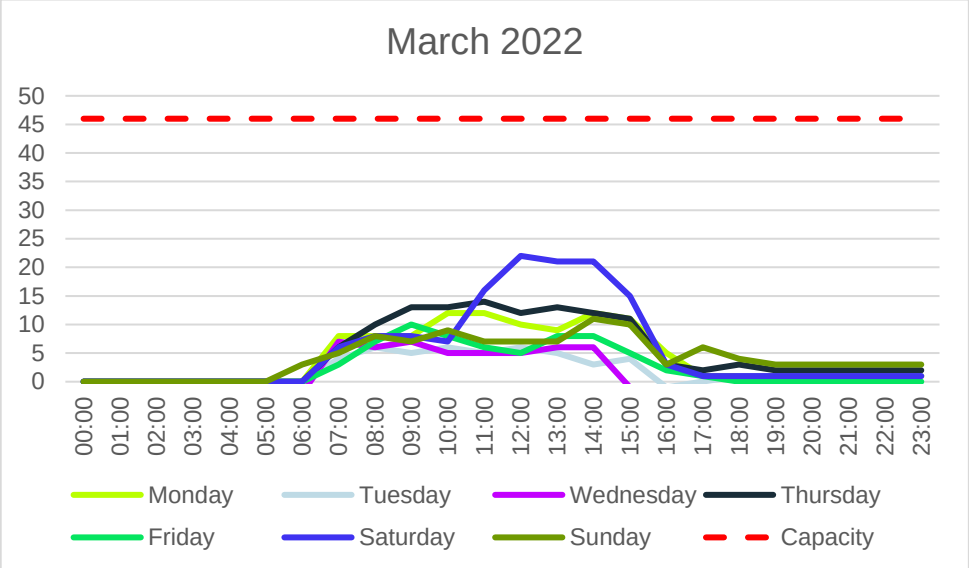
[16] Data collected for 2024 for Monday, Friday, Saturday and Sunday was missing or identified to be incorrect.

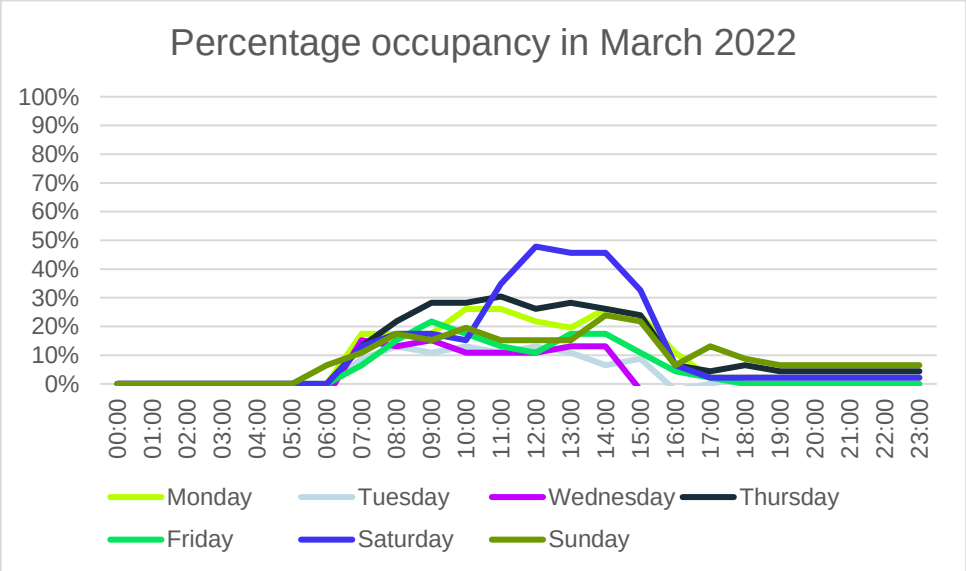
4.4.2 Cornwall House

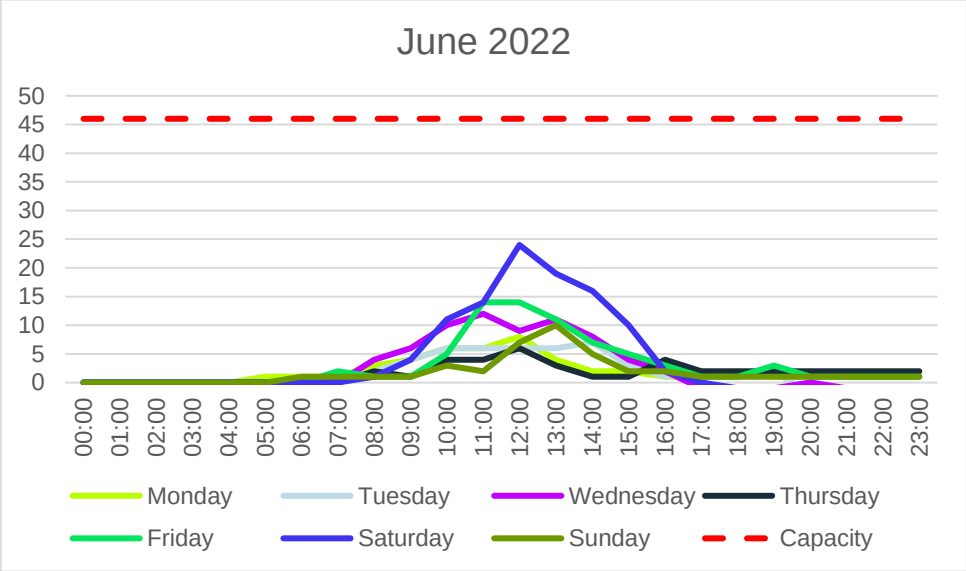
2022 Analysis

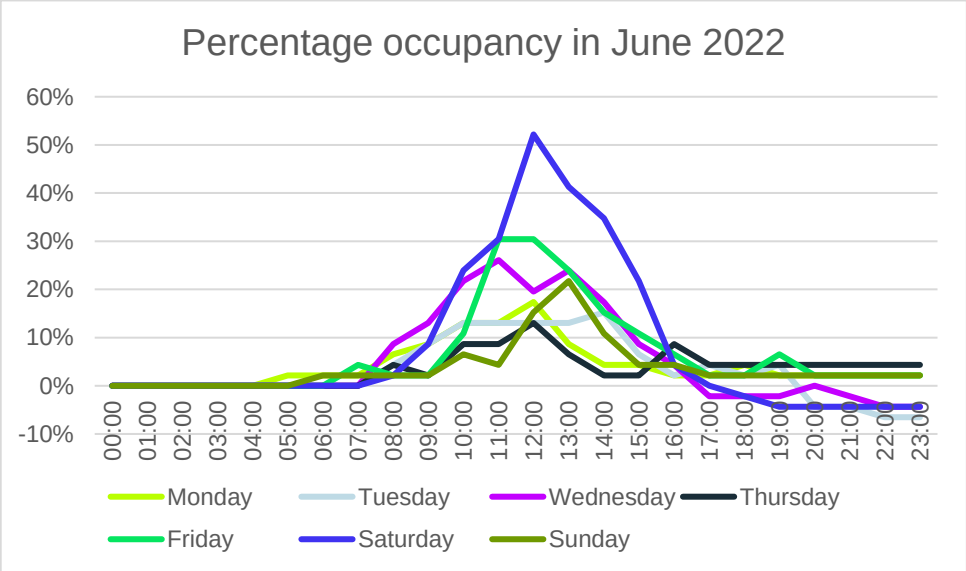




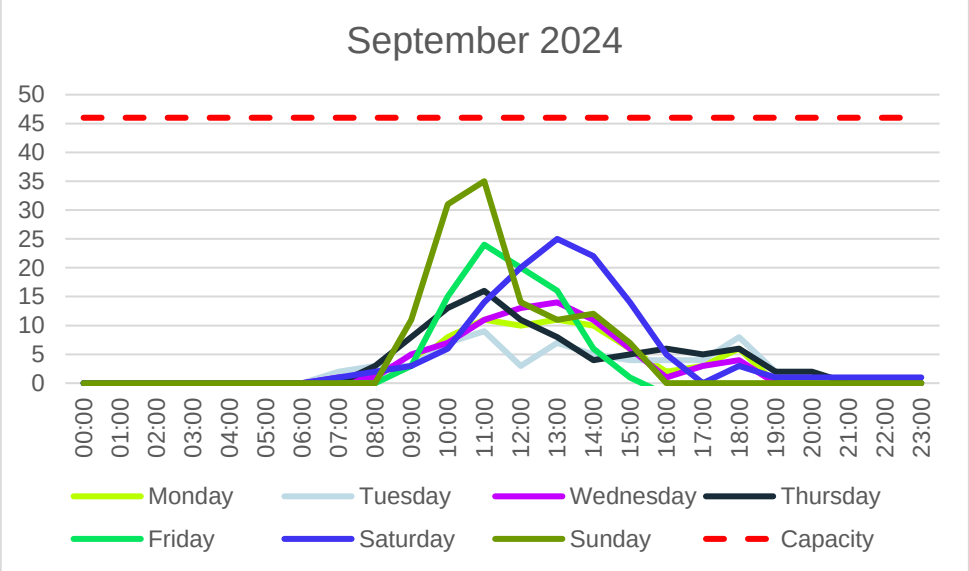

March 2022
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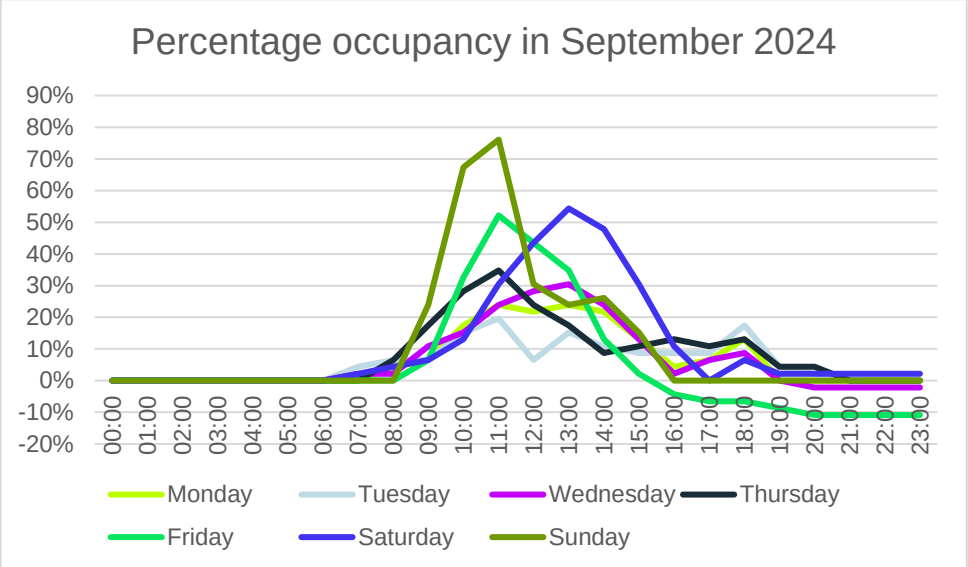

Percentage occupancy in March 2022
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June 2022
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Capacity


Percentage occupancy in June 2022
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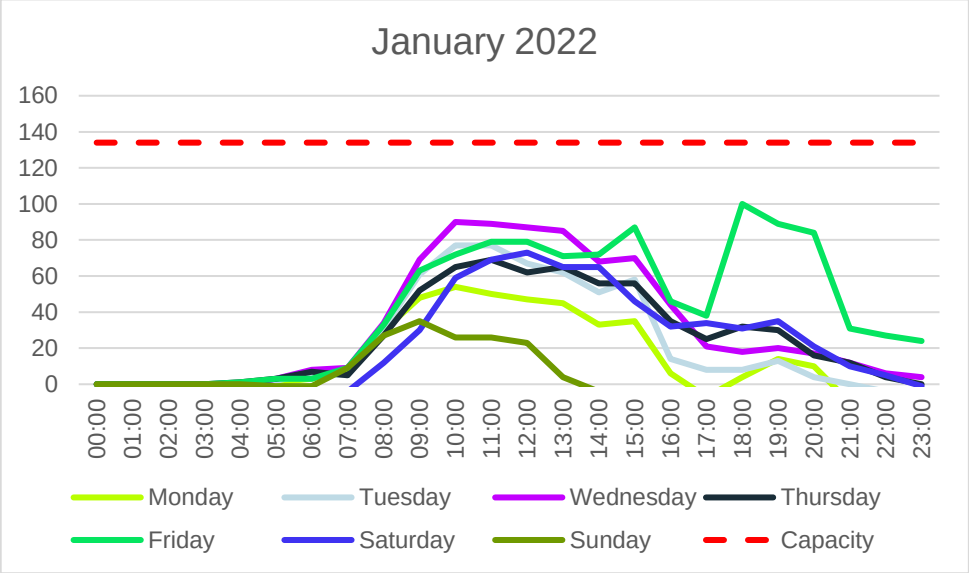
2024 Analysis

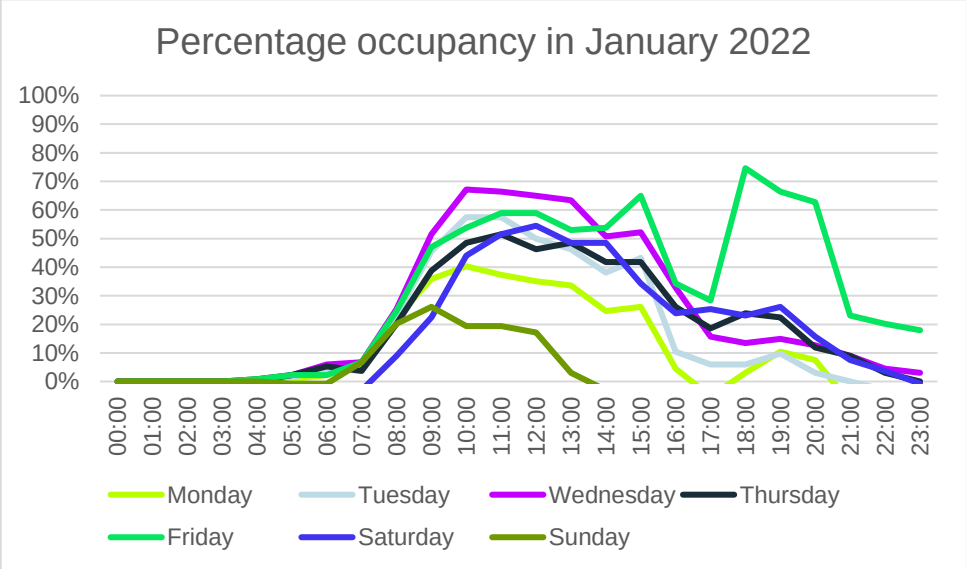


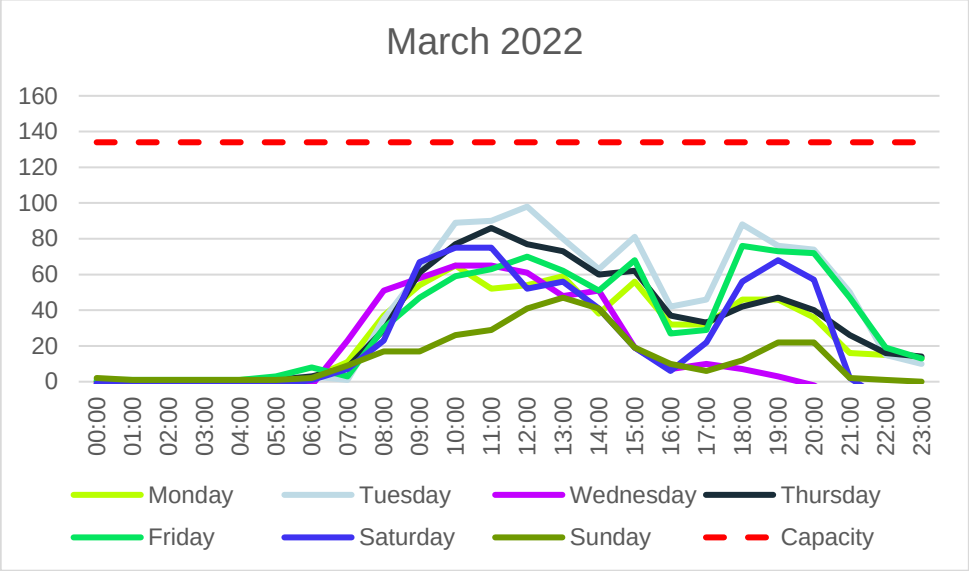


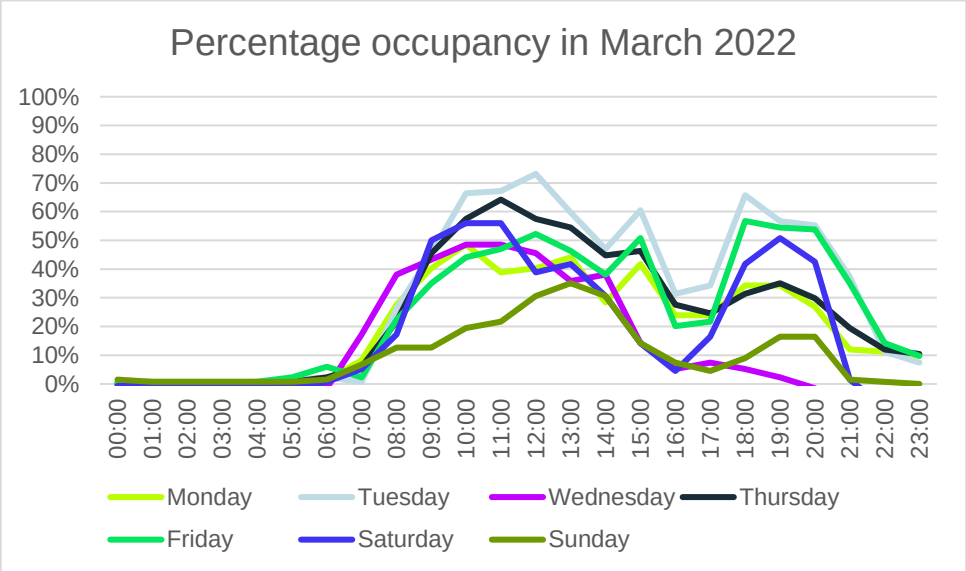
4.4.3 Glendower Street

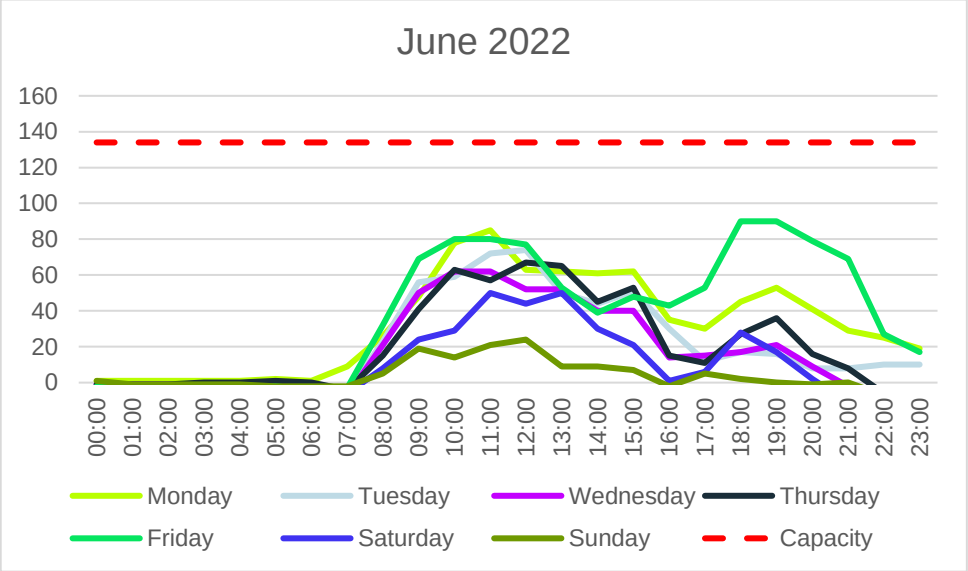
2022 Analysis

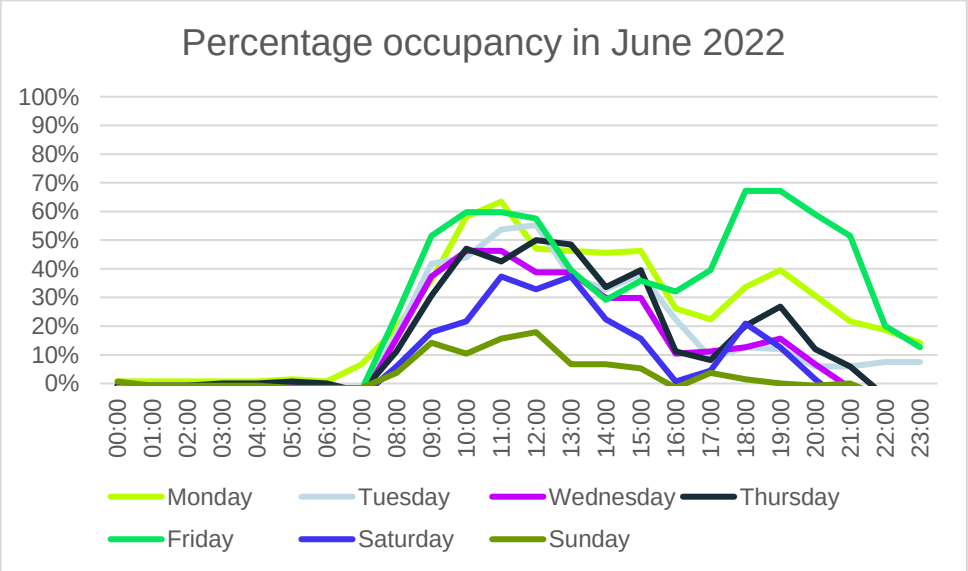




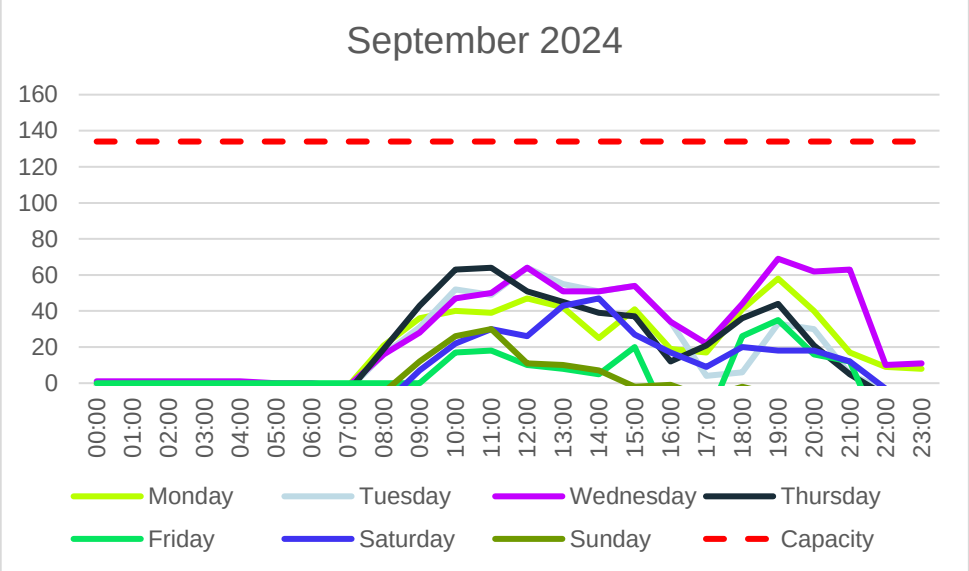

March 2022
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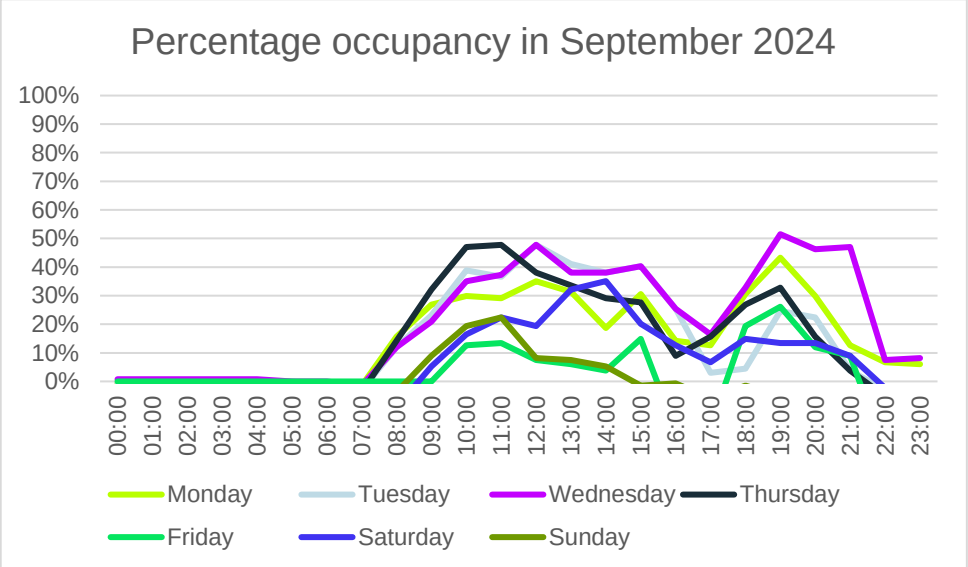

Percentage occupancy in March 2022
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June 2022
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Percentage occupancy in June 2022
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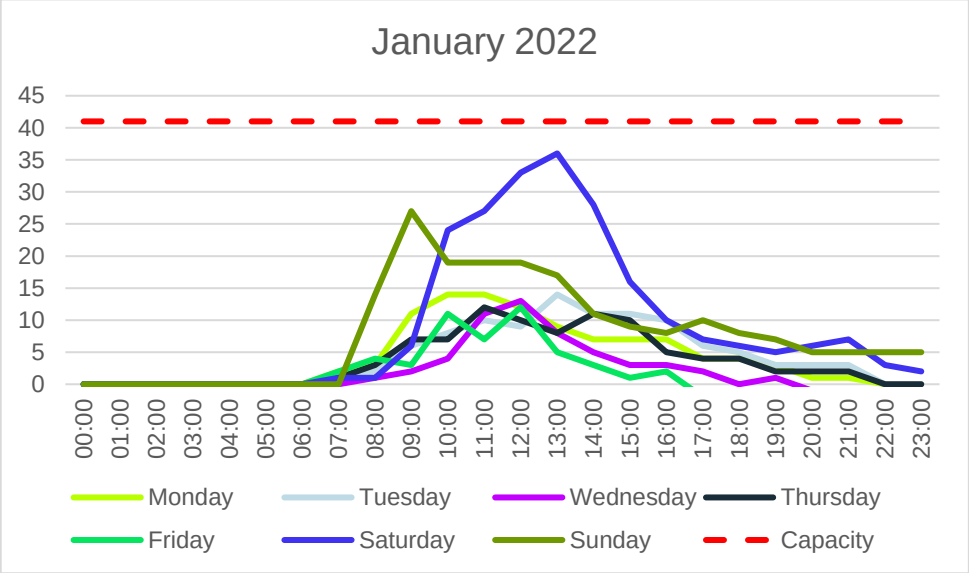
2024 Analysis

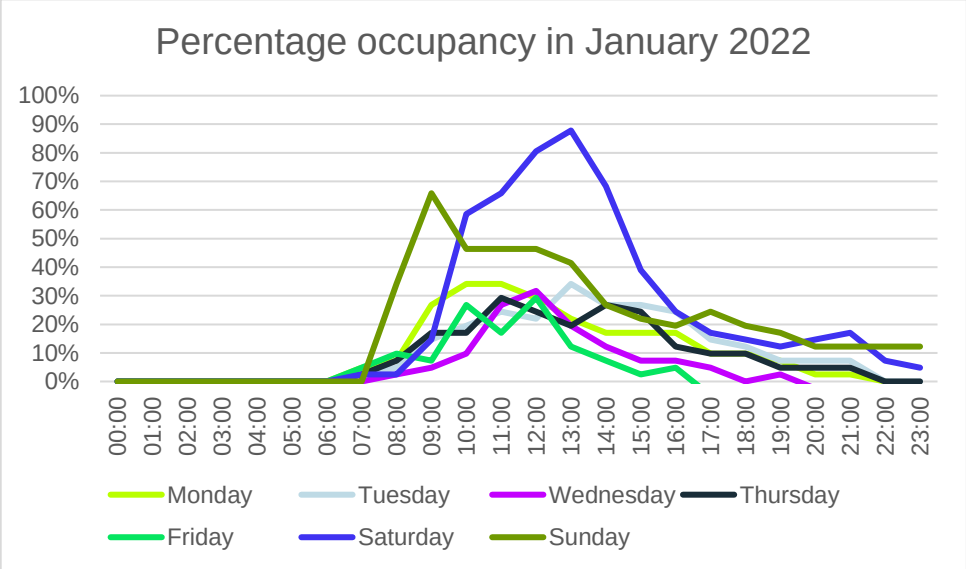


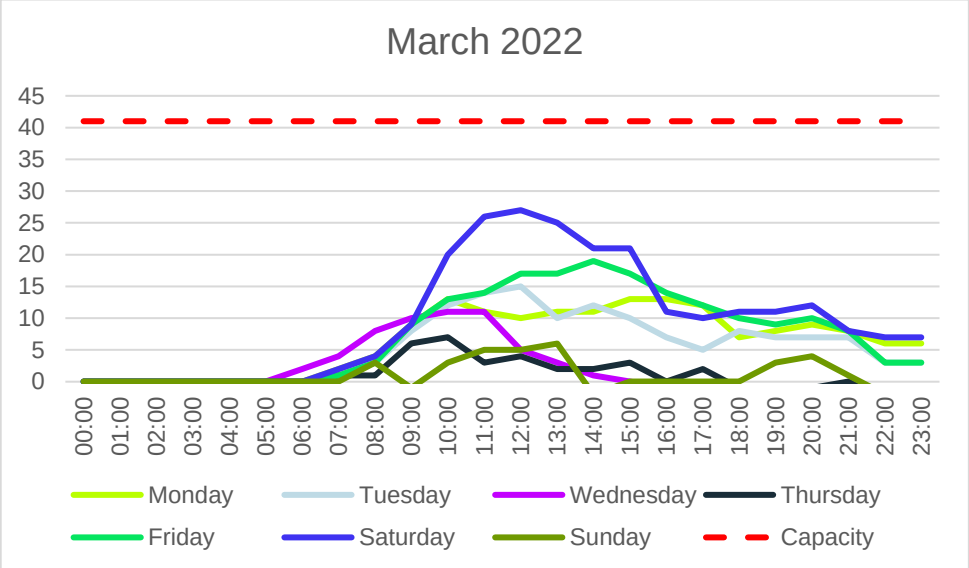


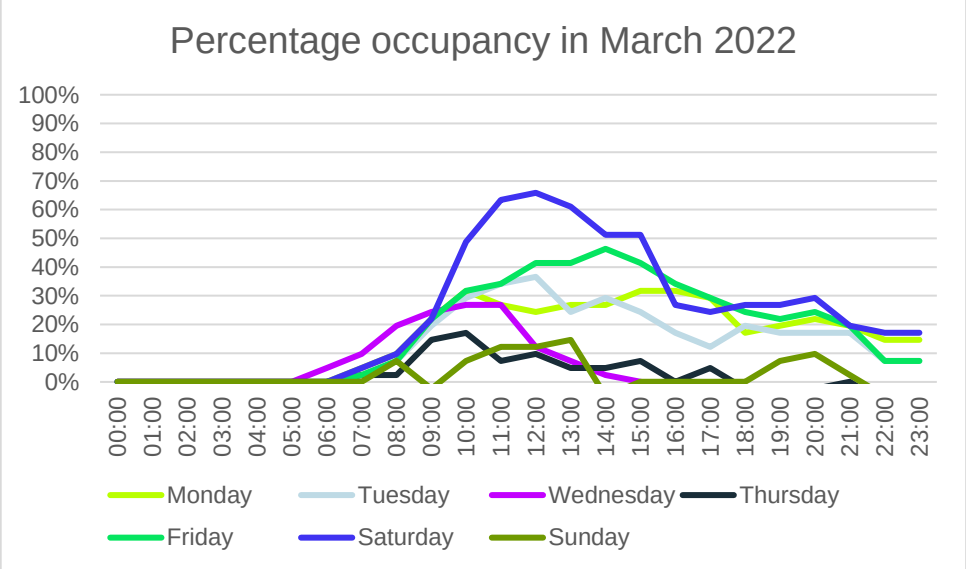
4.4.4 Monnow Street

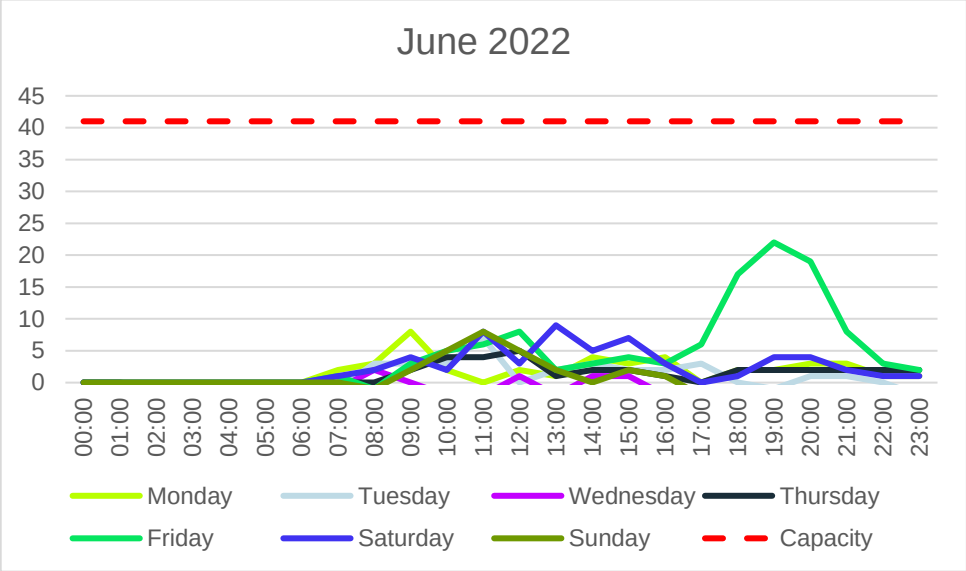
2022 Analysis

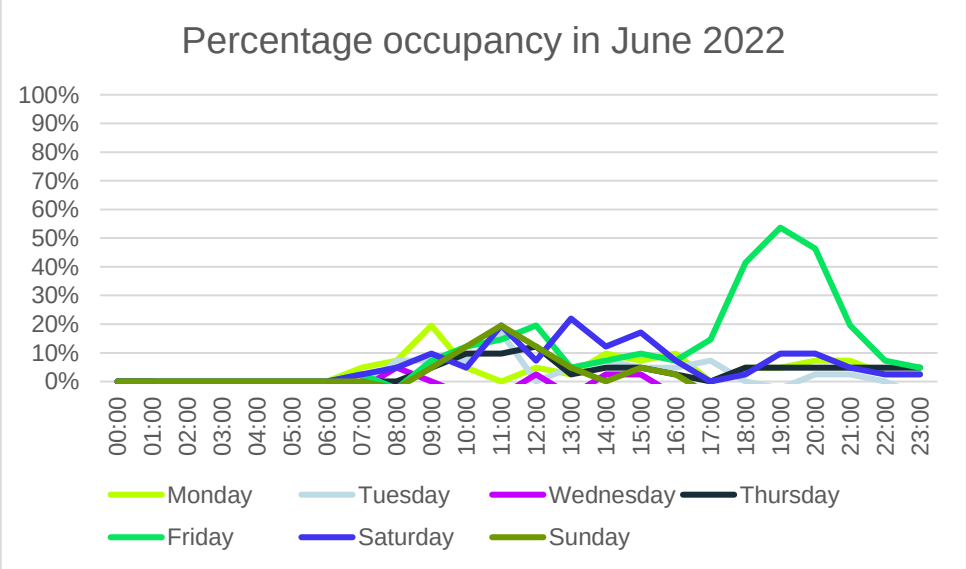




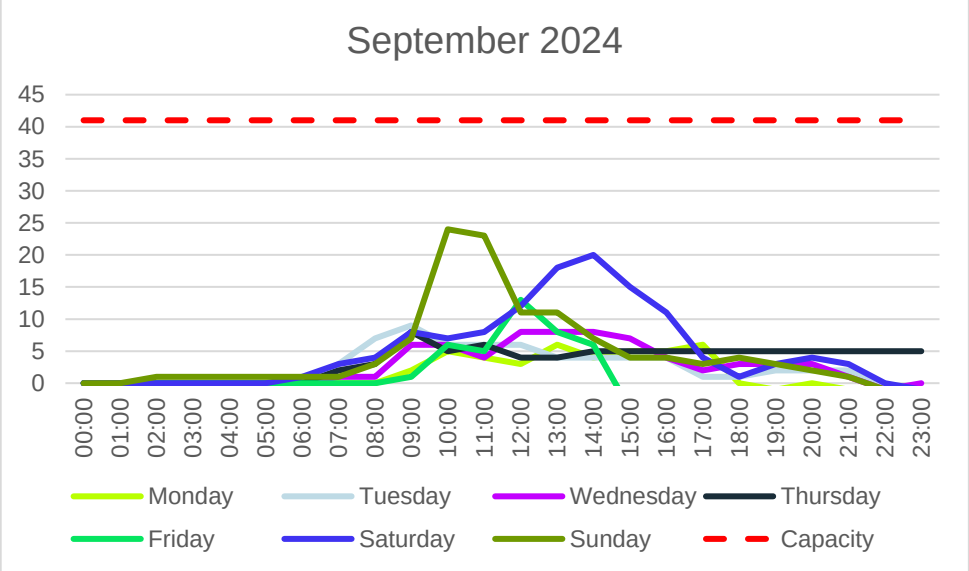

March 2022
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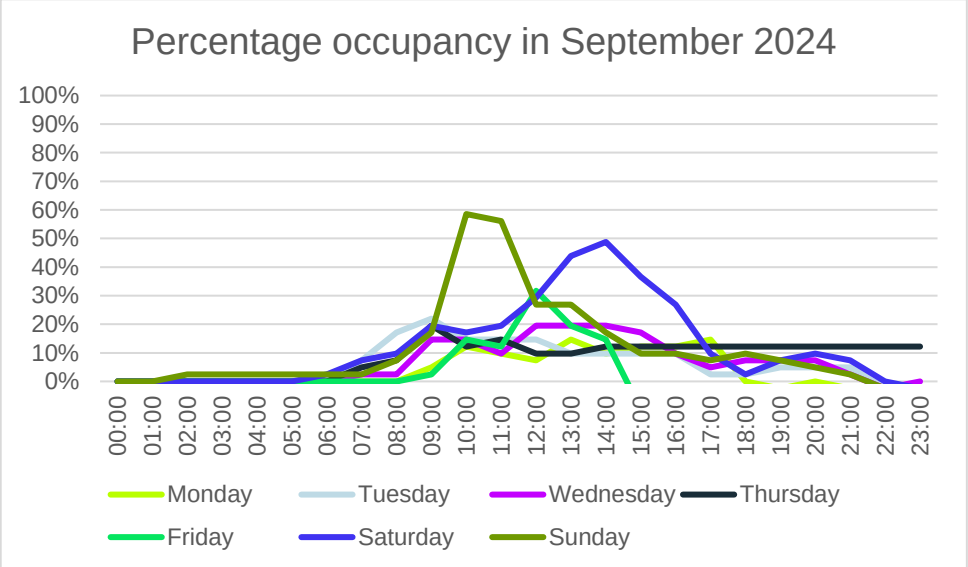

Percentage occupancy in March 2022
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June 2022
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Sunday
Capacity


Percentage occupancy in June 2022
100%
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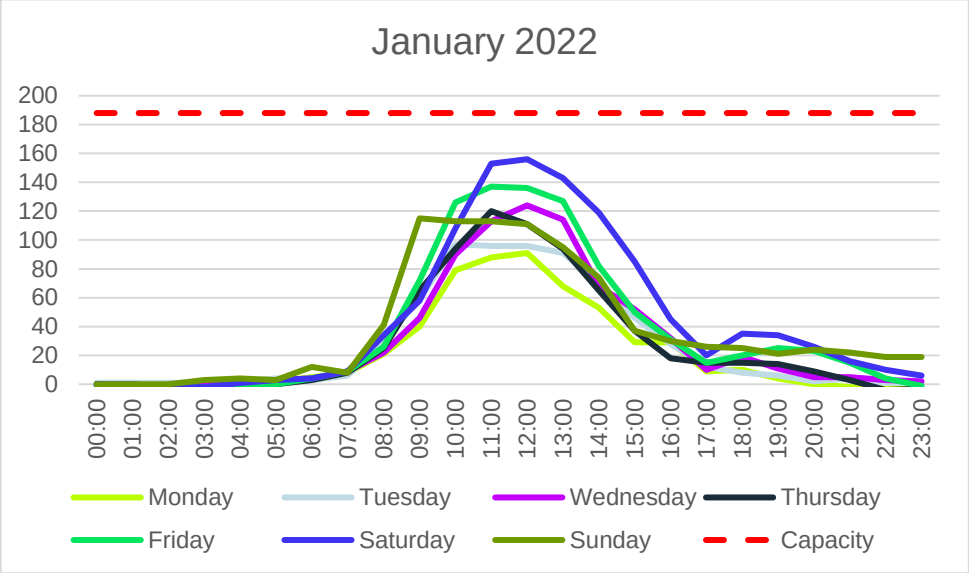
2024 Analysis

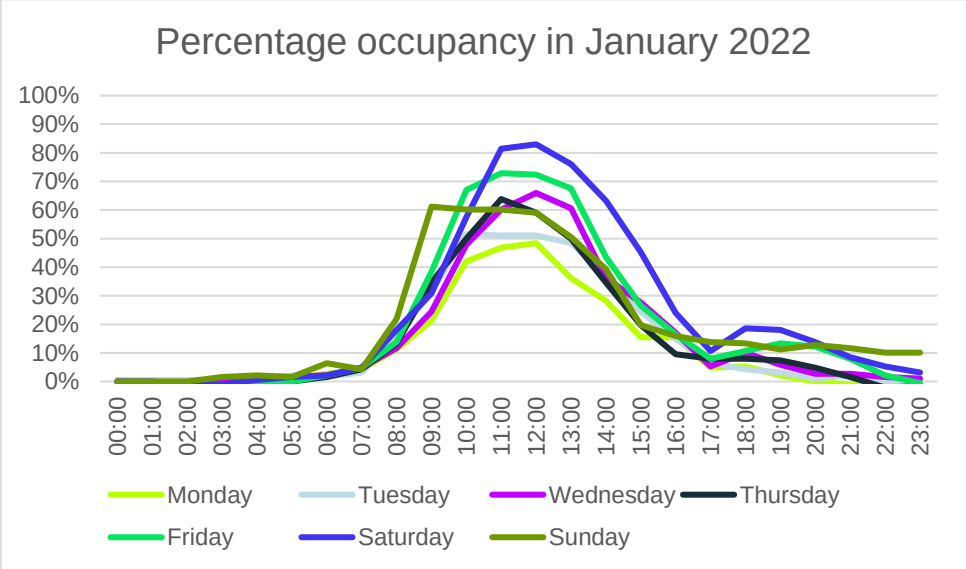


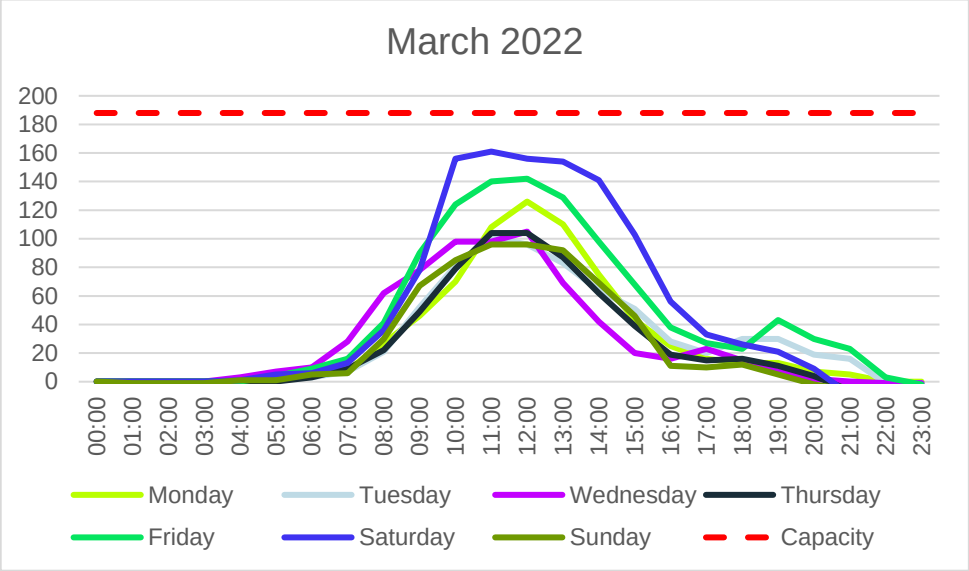


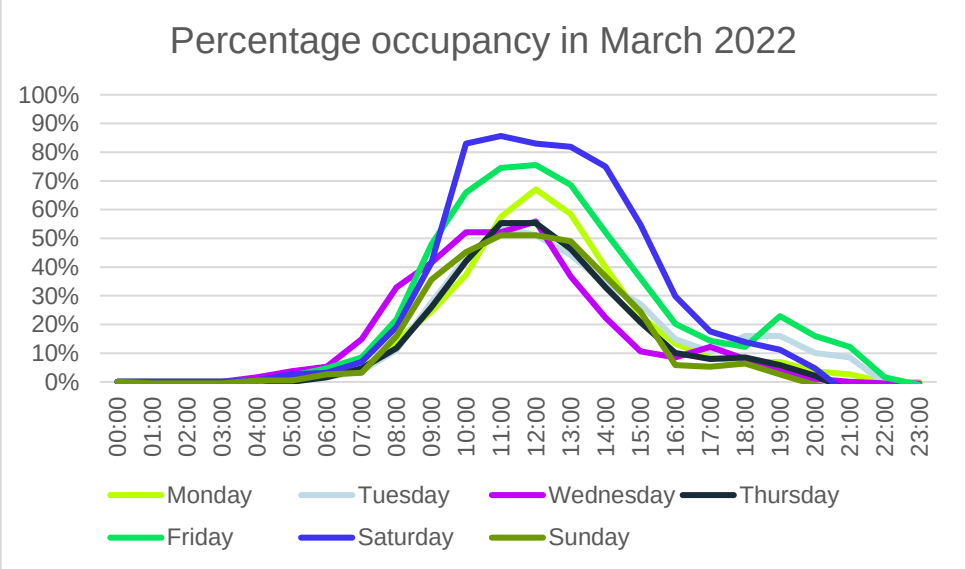
4.4.5 Cattle Market

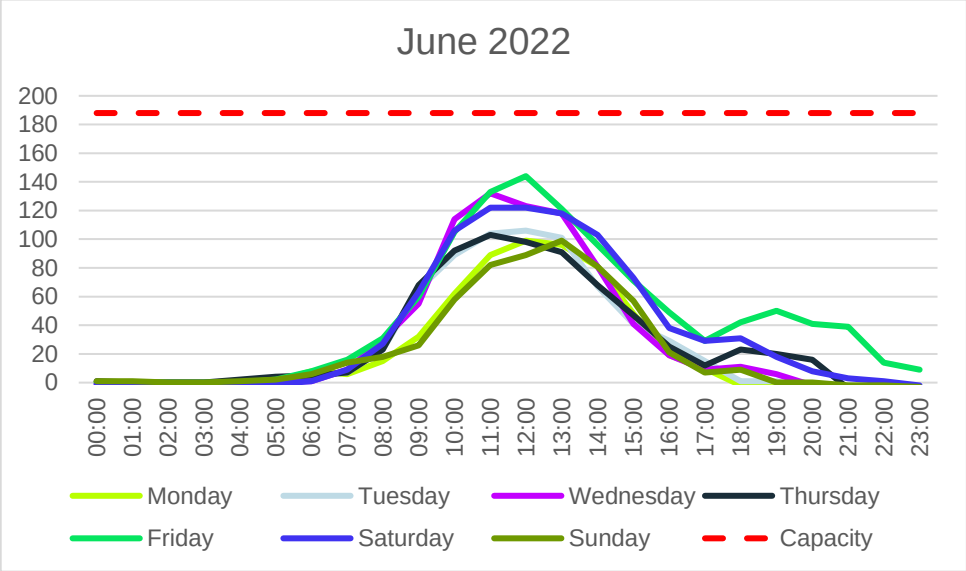
2022 Analysis

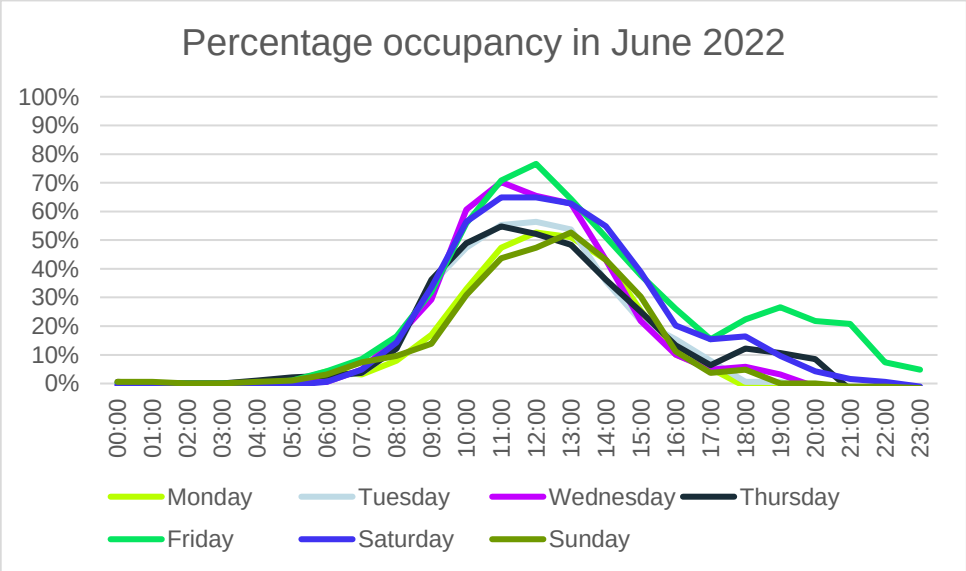




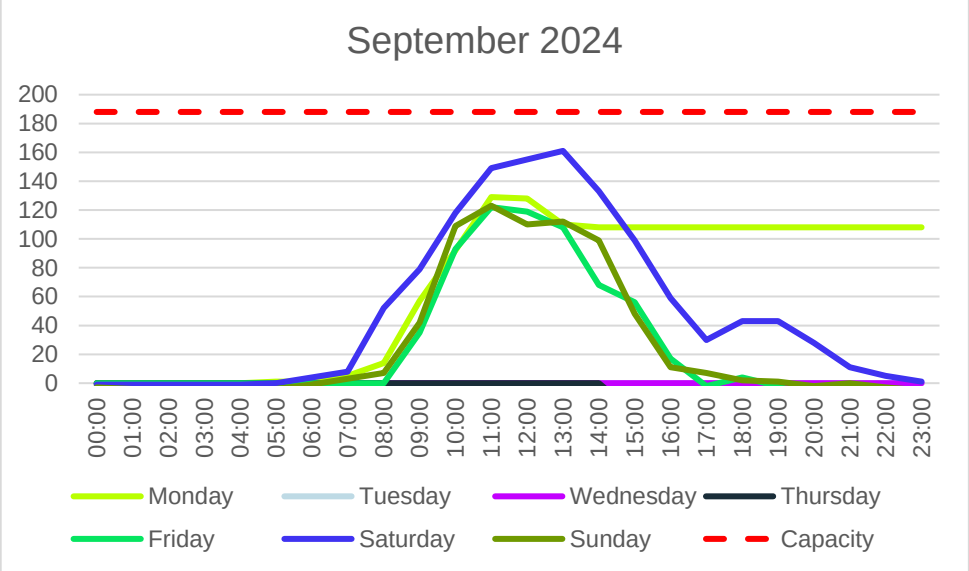

March 2022
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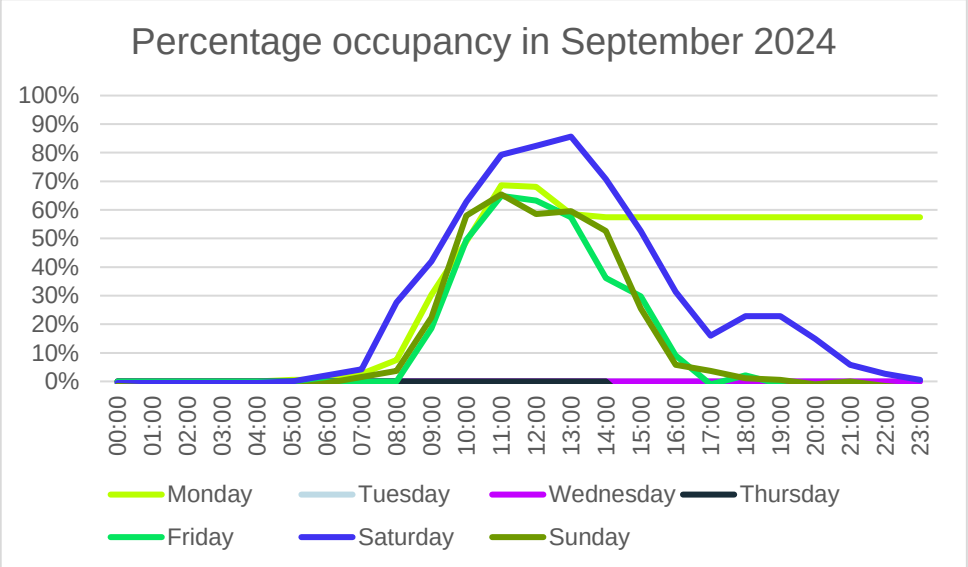

Percentage occupancy in March 2022
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June 2022
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Sunday
Capacity


Percentage occupancy in June 2022
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2024 Analysis[17]

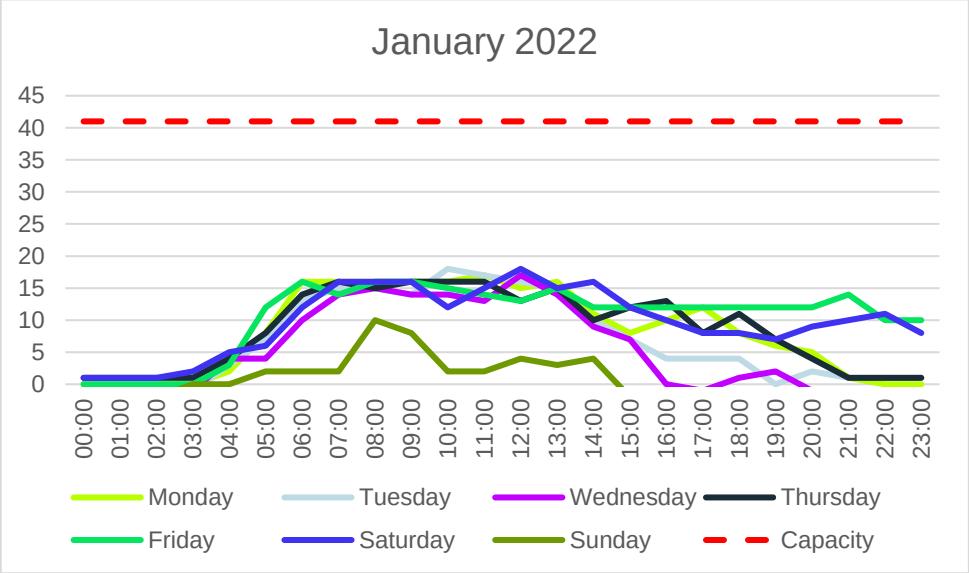


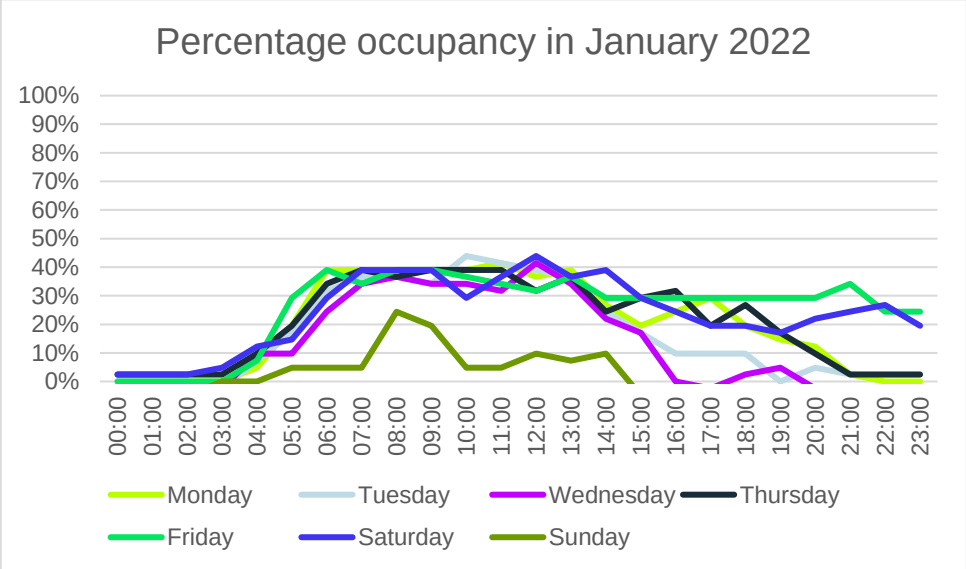


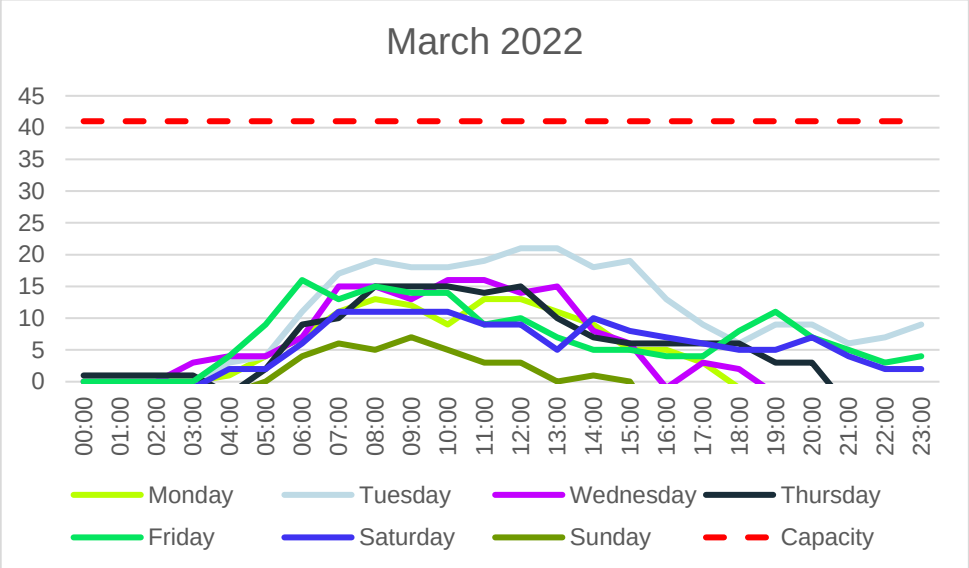
[17] Data collected in 2024 for Monday, Tuesday, Wednesday and Thursday was identified to be incorrect.

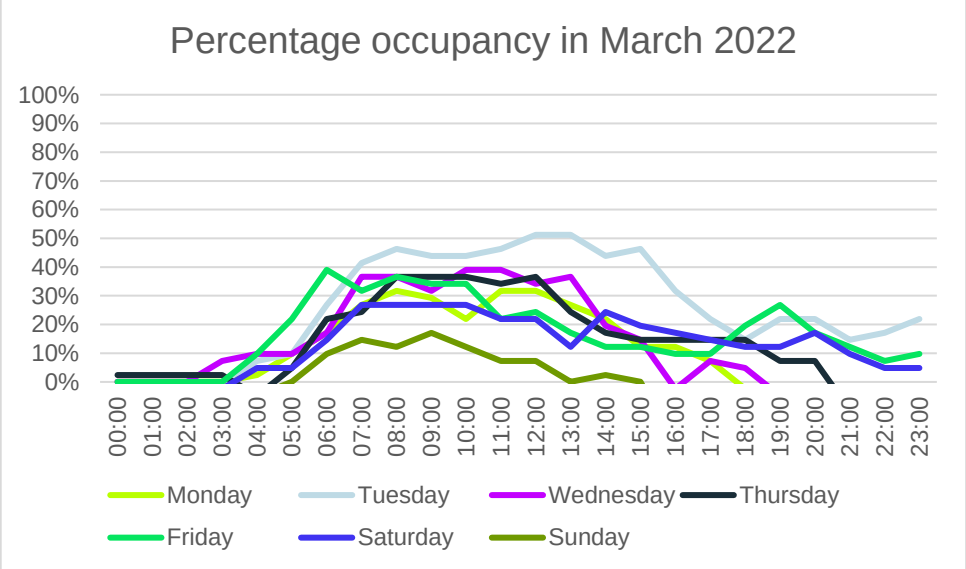
4.4.6 Cinderhill Street

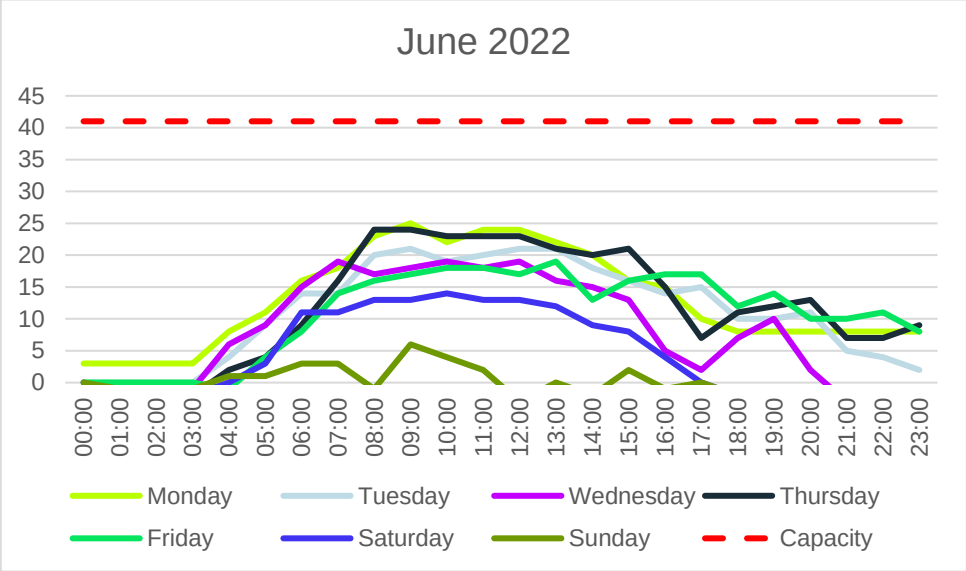
2022 Analysis

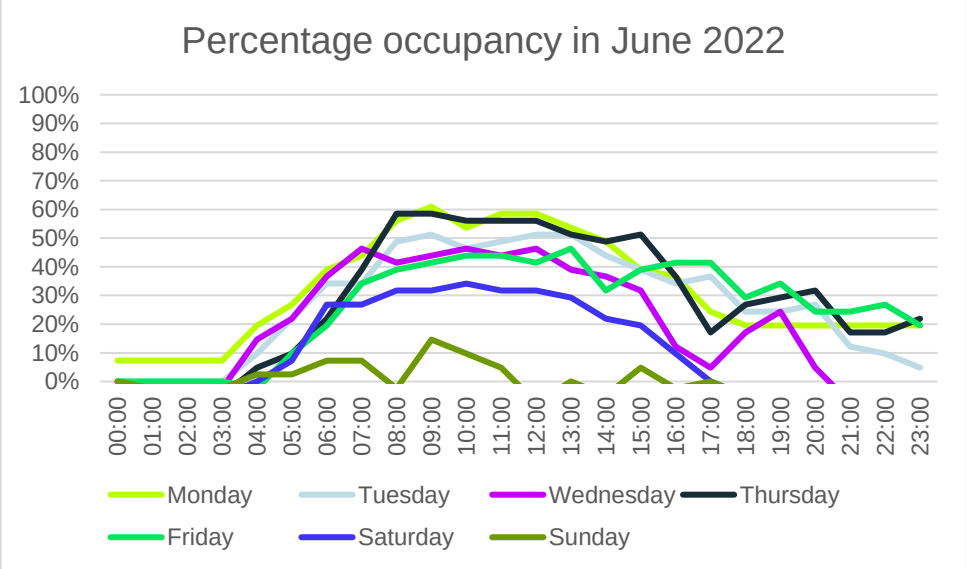




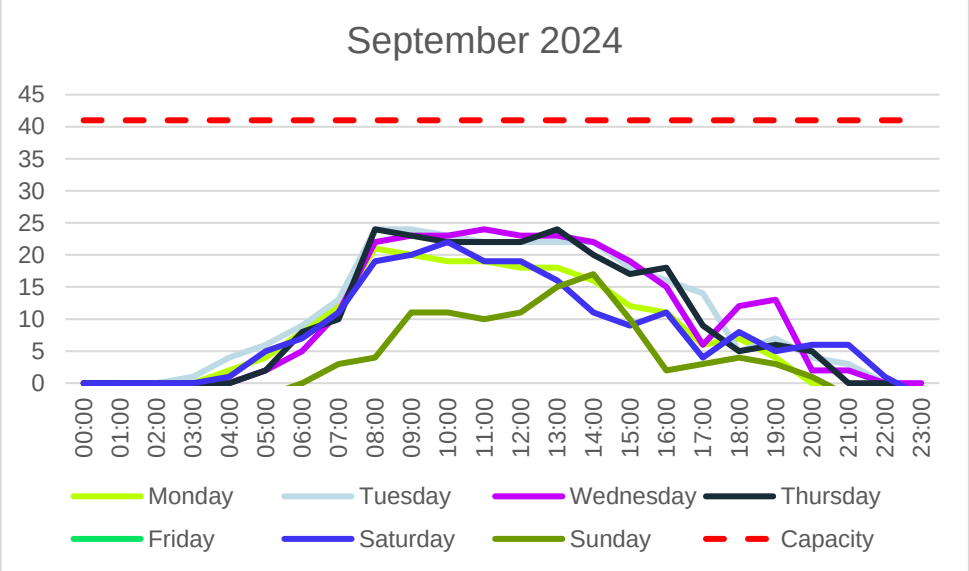

March 2022
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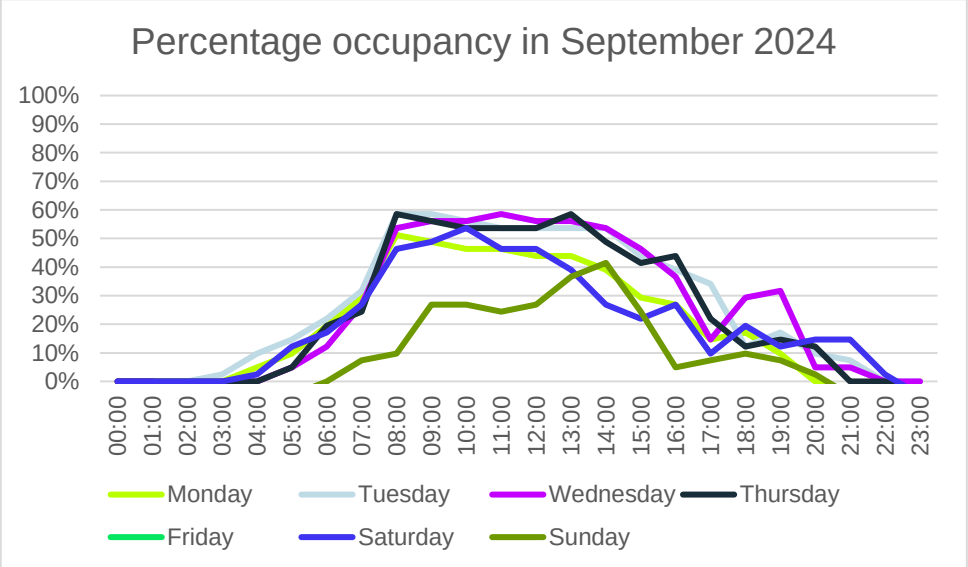

Percentage occupancy in March 2022
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Capacity


Percentage occupancy in June 2022
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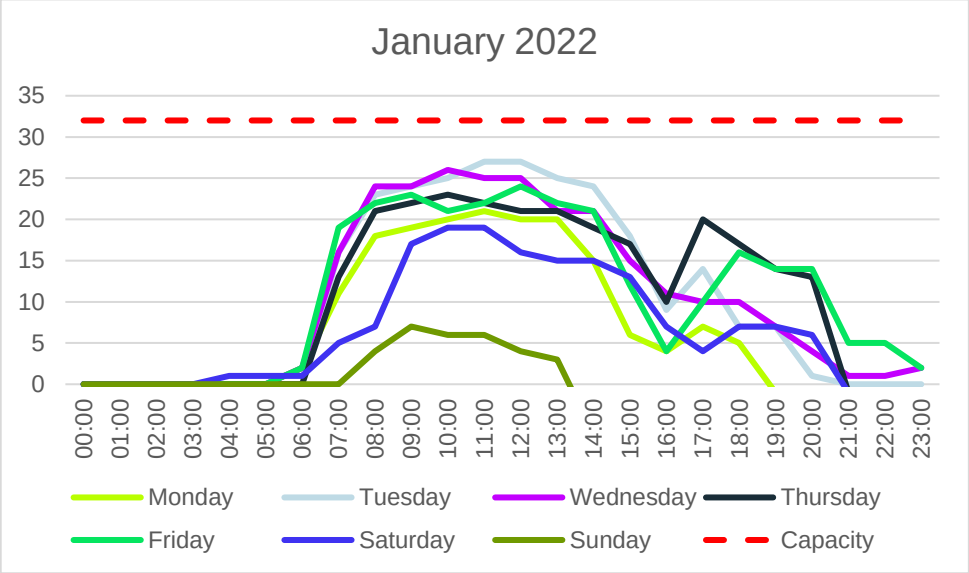
2024 Analysis

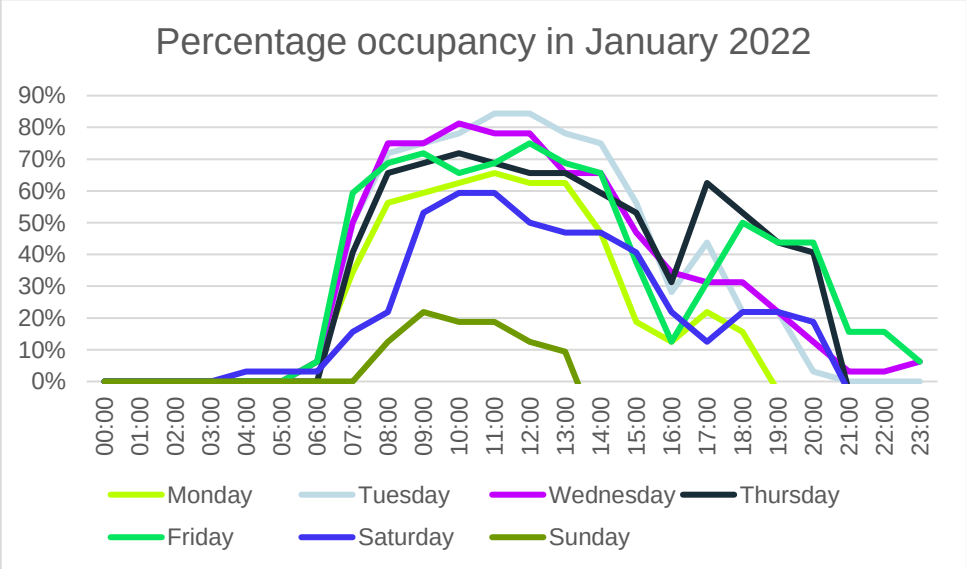


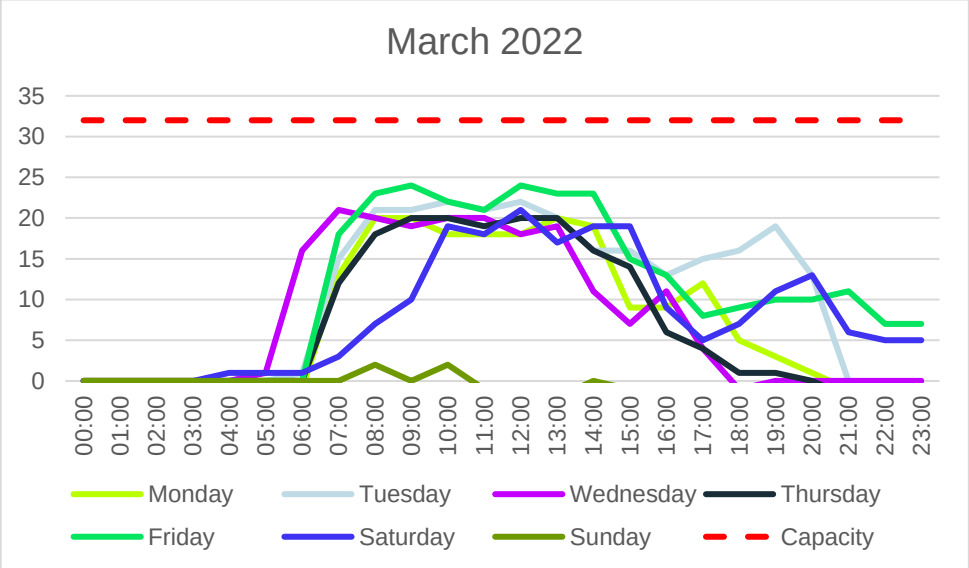


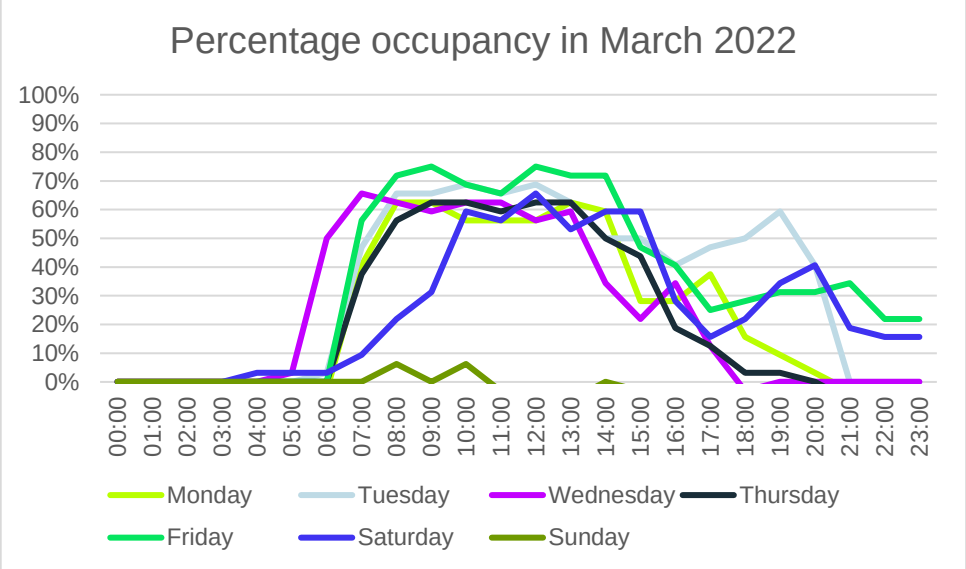
4.4.7 Old Dixton Road

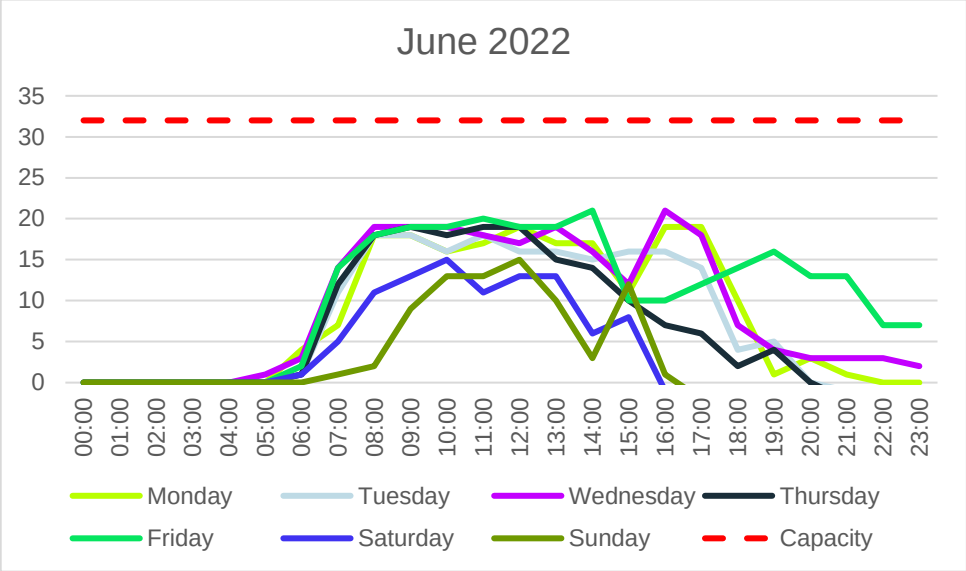
2022 Analysis

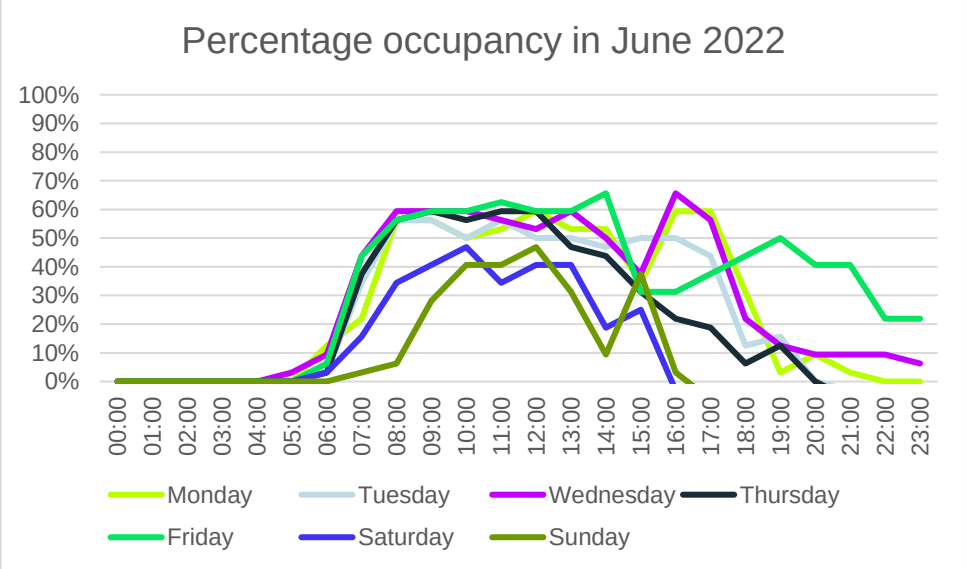




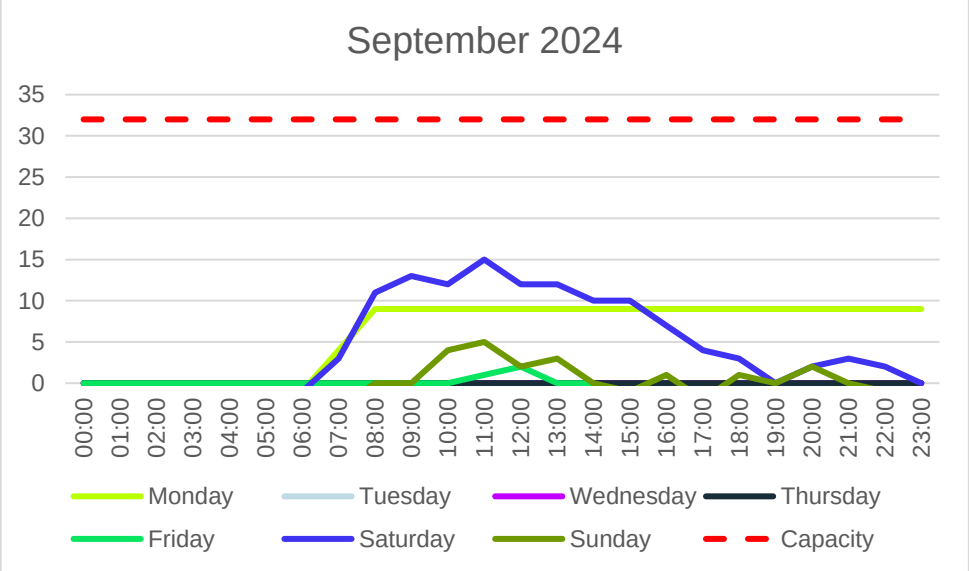

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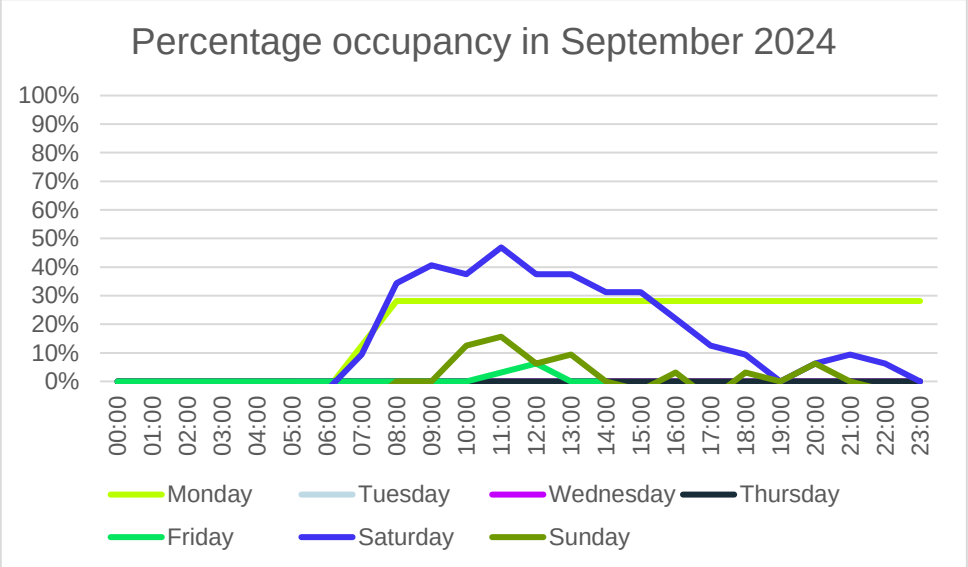

Percentage occupancy in March 2022
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June 2022
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Capacity


Percentage occupancy in June 2022
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2024 Analysis[18]

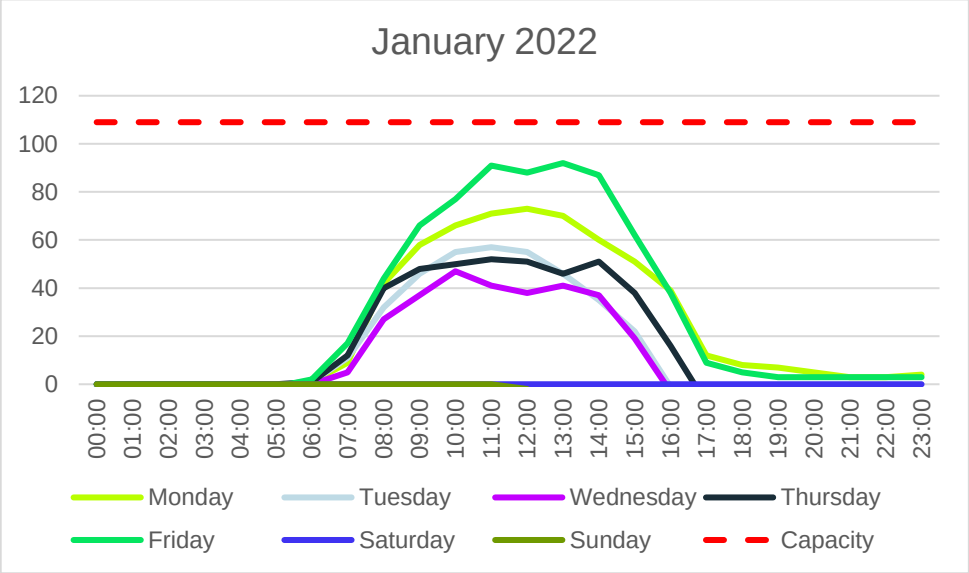


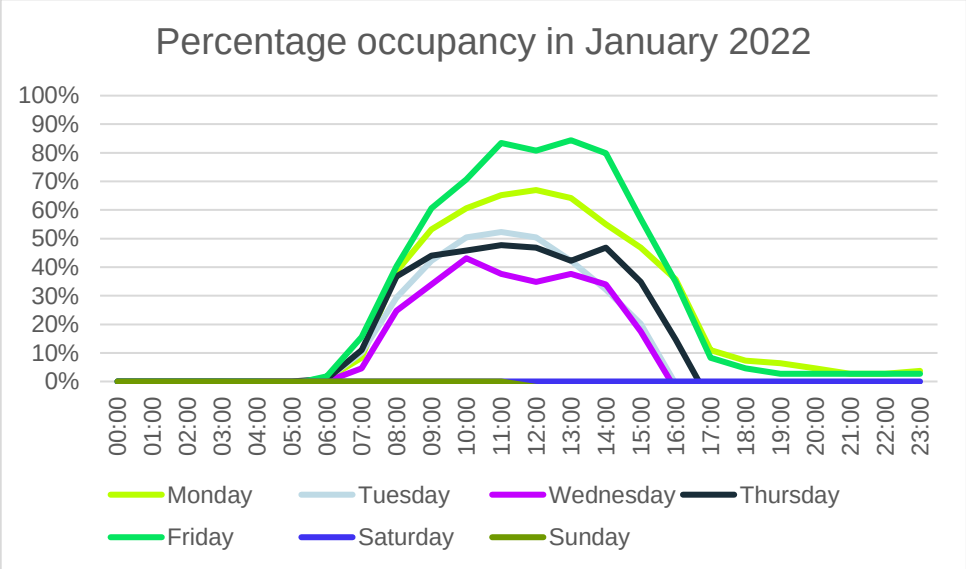


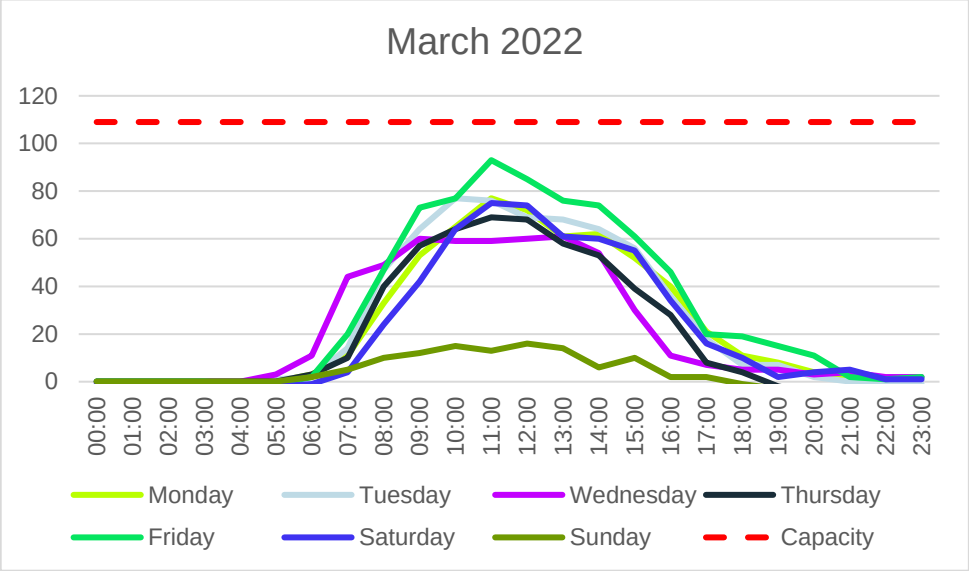
[18] Data in 2024 for Monday, Tuesday, Wednesday, Thursday and Friday was identified to be incorrect.

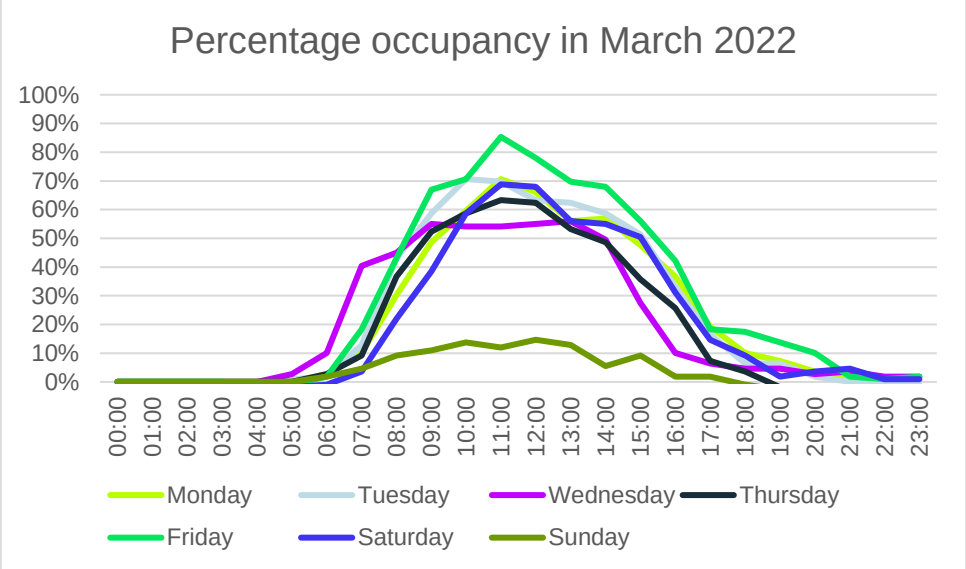
4.4.8 Rockfield Road

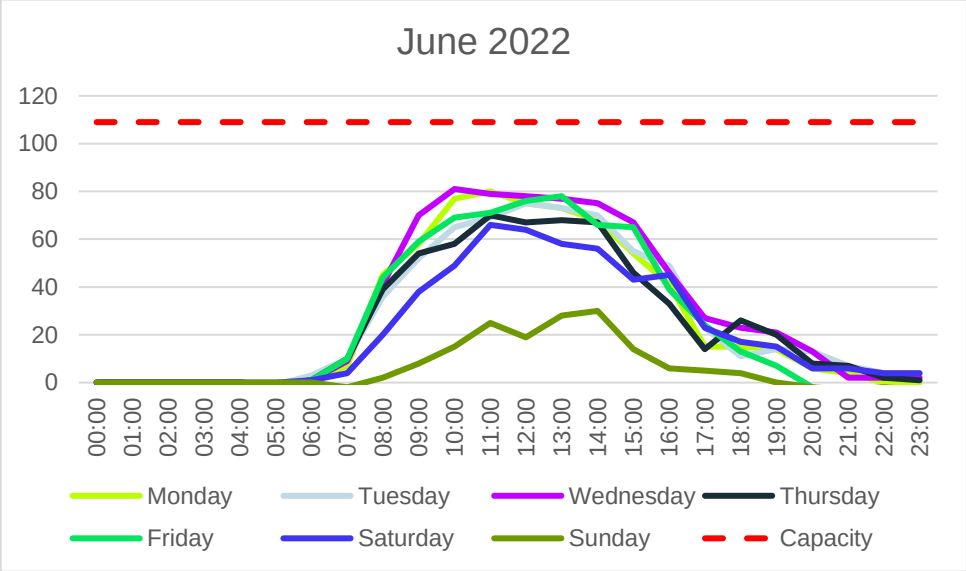
2022 Analysis

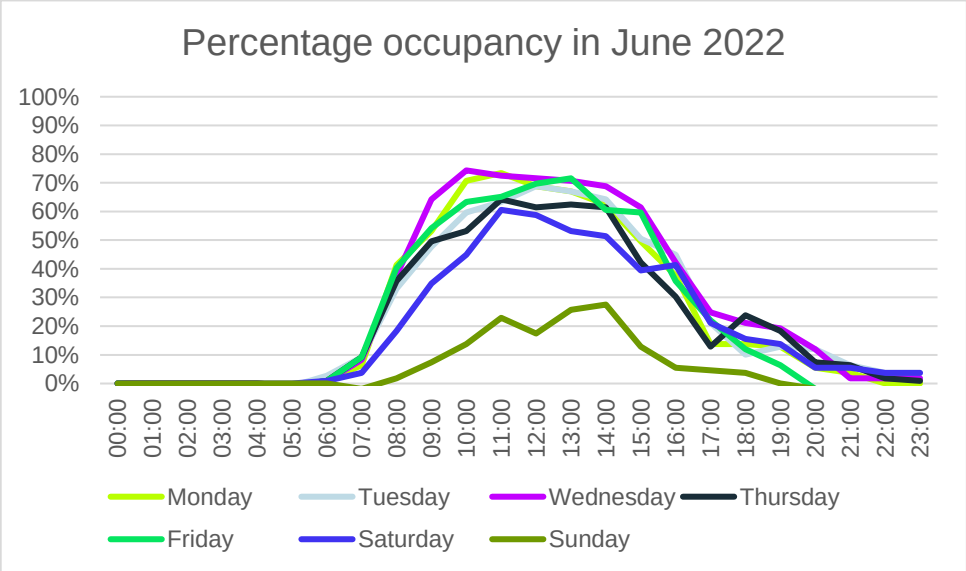




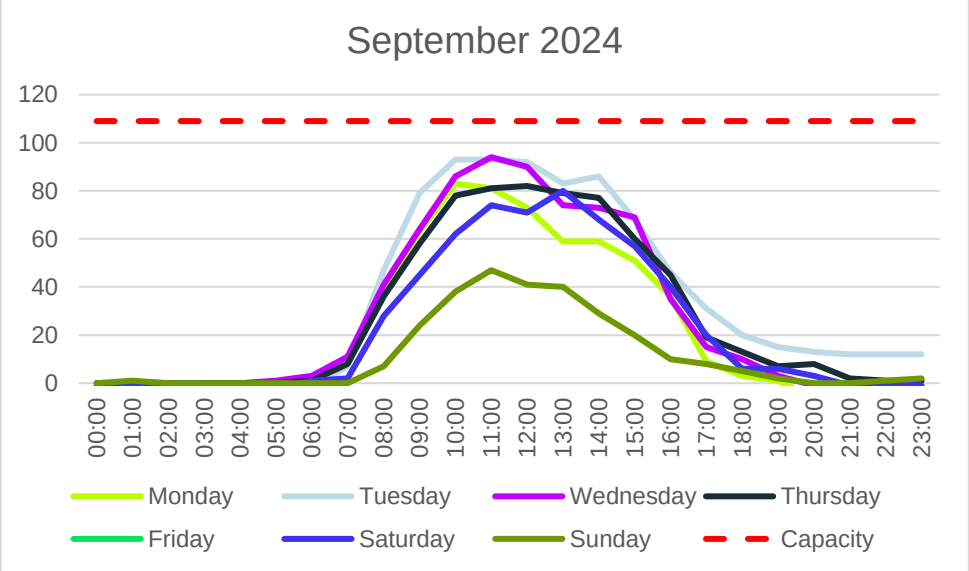

March 2022
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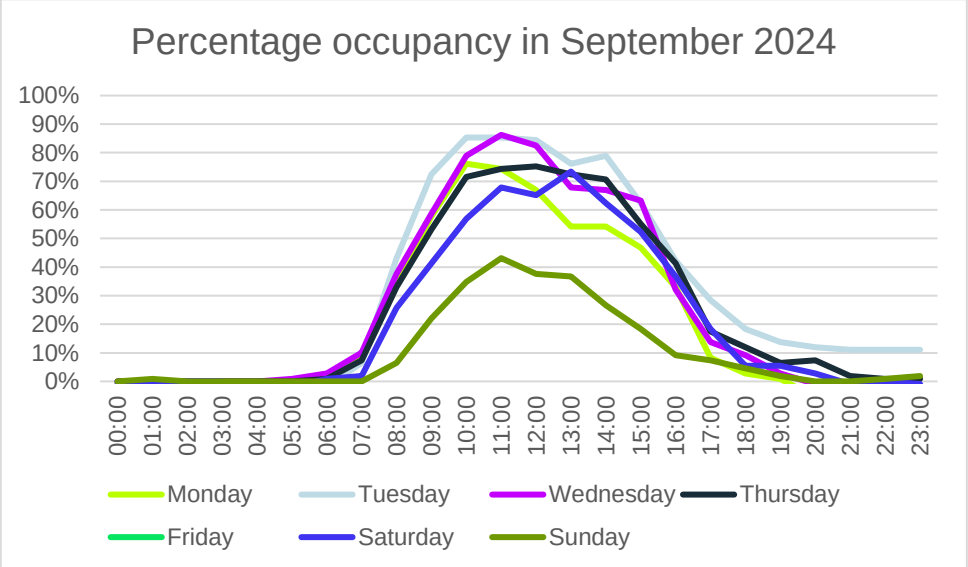

Percentage occupancy in March 2022
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Saturday
Sunday


June 2022
120
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Capacity


Percentage occupancy in June 2022
100%
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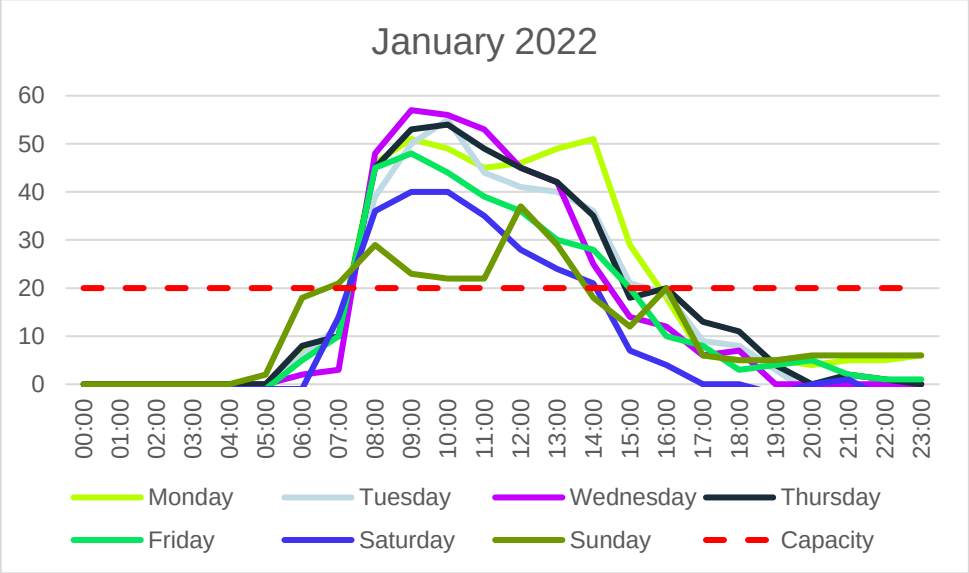
2024 Analysis

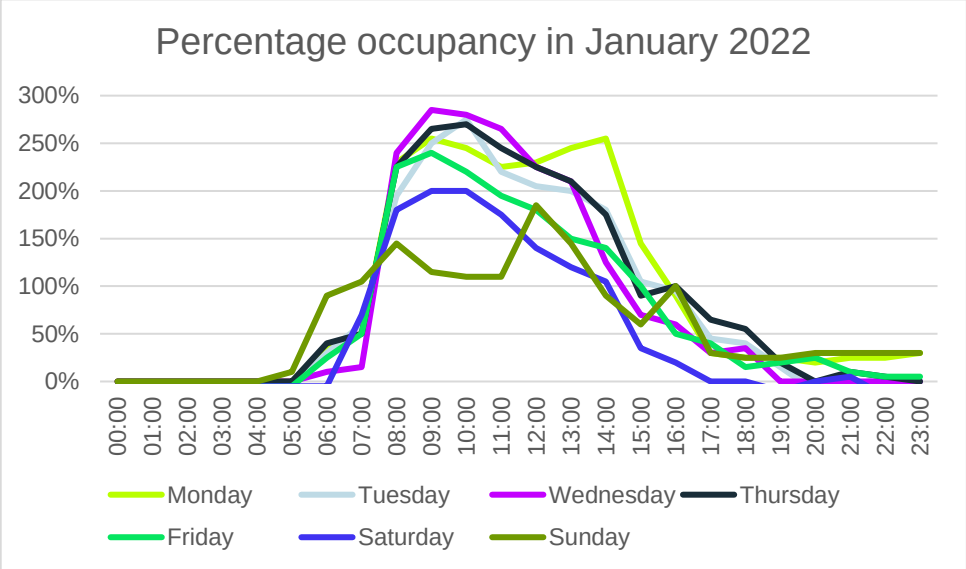




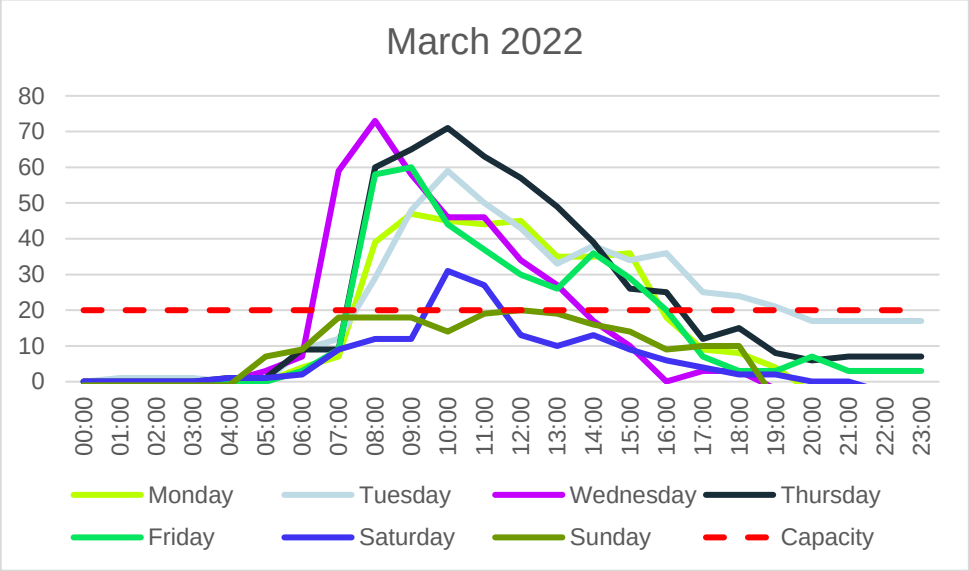
4.4.9 Rowing Club

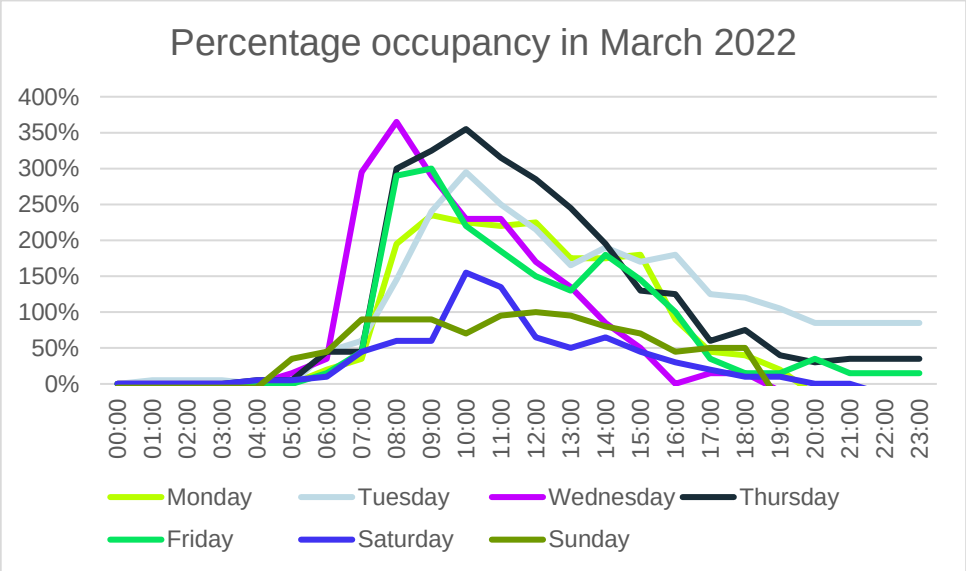
2022 Analysis[19]

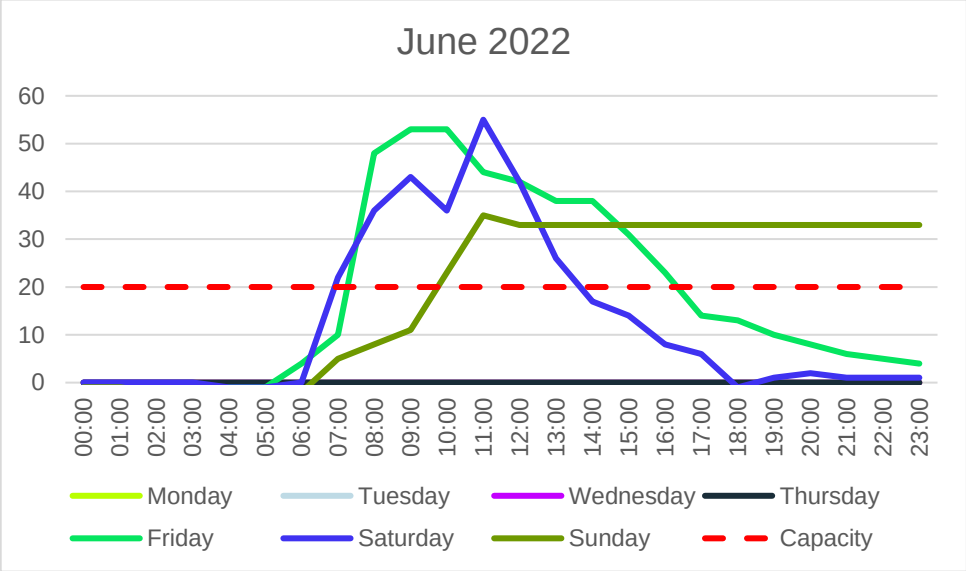


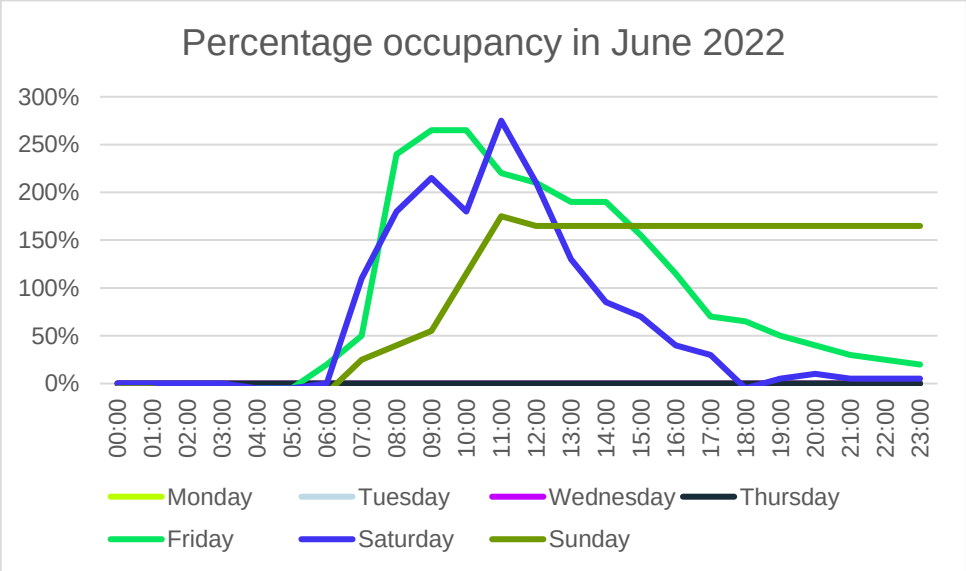


[19] Data in 2022 for all other days but Friday and Saturday for June was missing or identified to be incorrect.

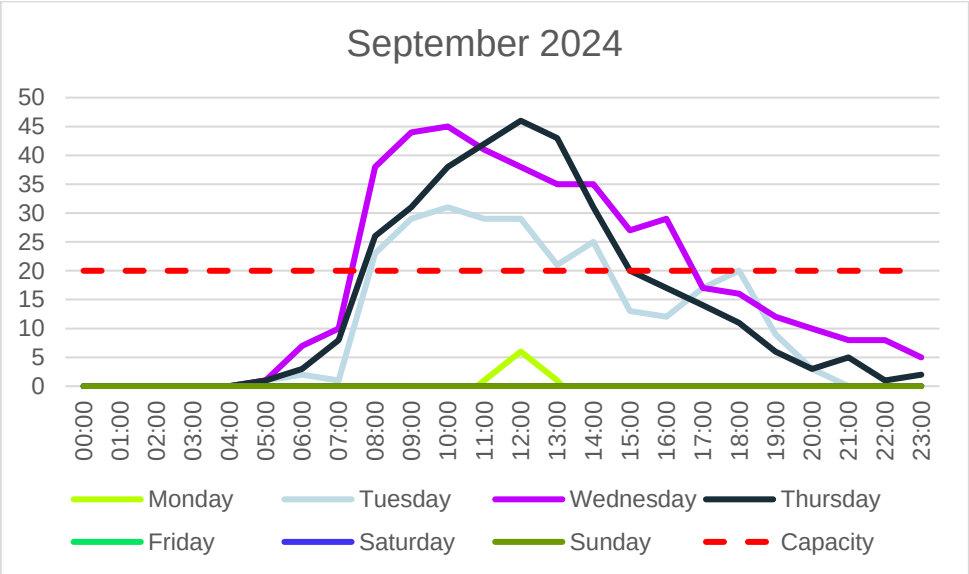

March 2022
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Capacity

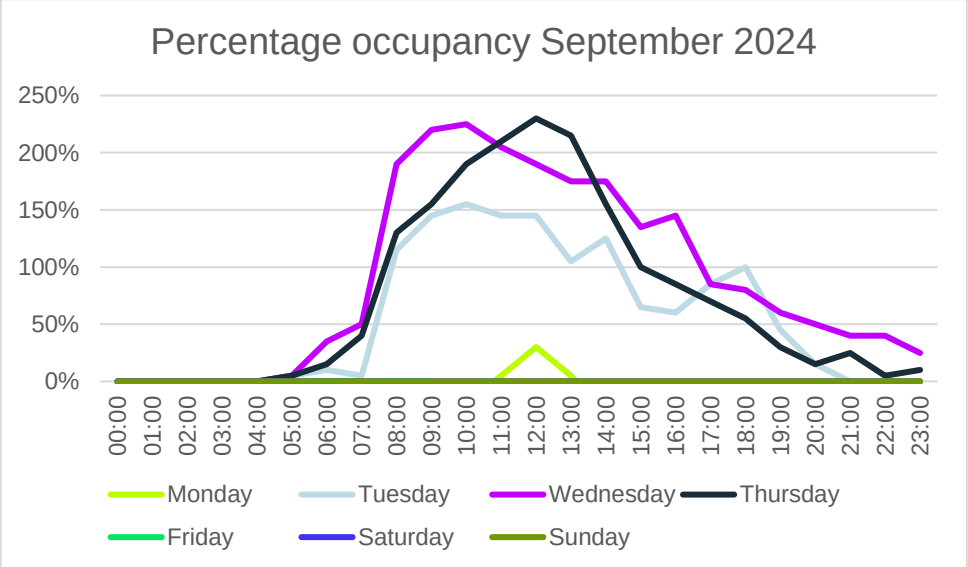

Percentage occupancy in March 2022
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June 2022
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Sunday
Capacity


Percentage occupancy in June 2022
300%
250%
200%
150%
100%
50%
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2024 Analysis[20]





4.4.10 Sports Ground

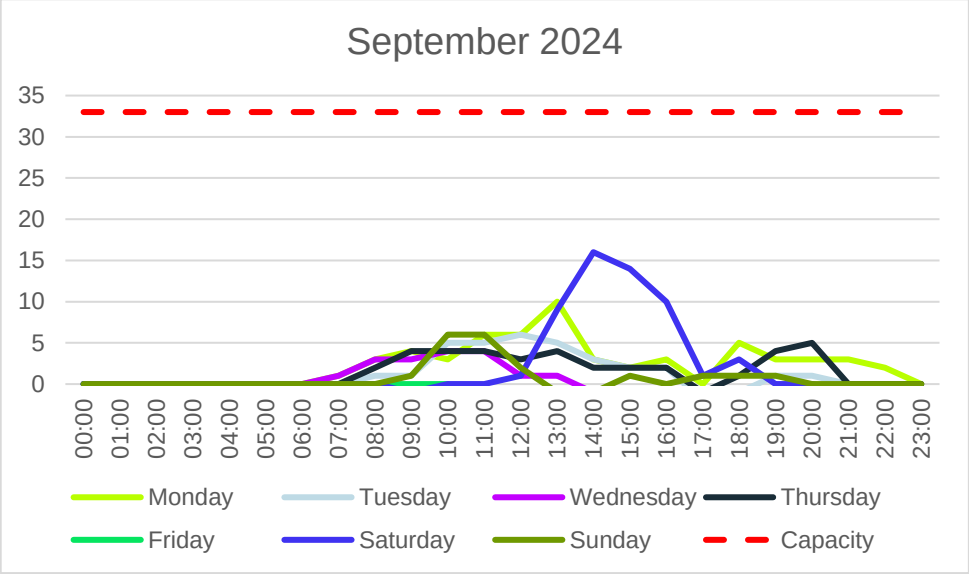
No 2022 or 2024 data for analysis[21]

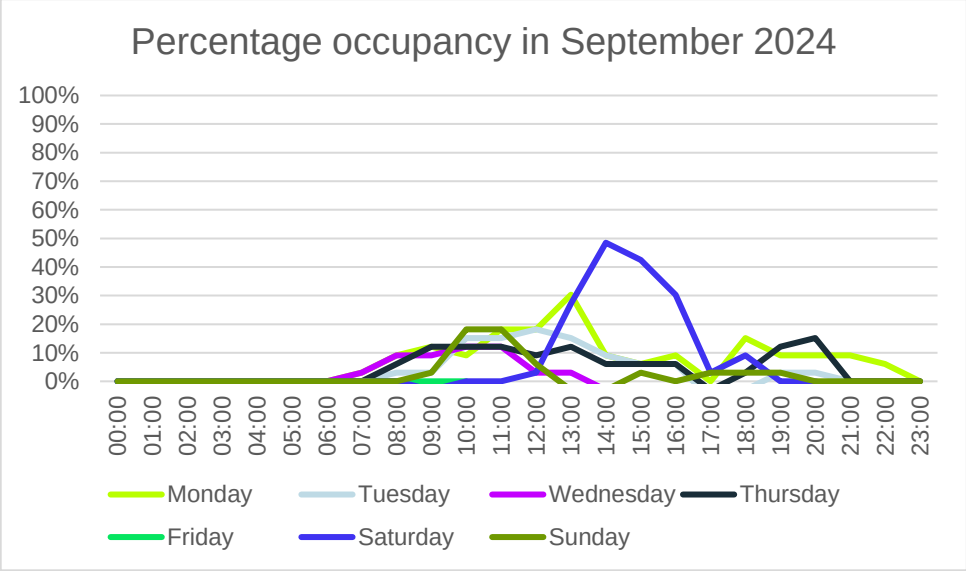
[20] Data in 2024 for Monday, Friday, Saturday and Sunday was missing or identified to be incorrect.
[21] 2024 data: incorrect survey site location

4.4.11 Wyebridge Street

No 2022 data for analysis

2024 Analysis

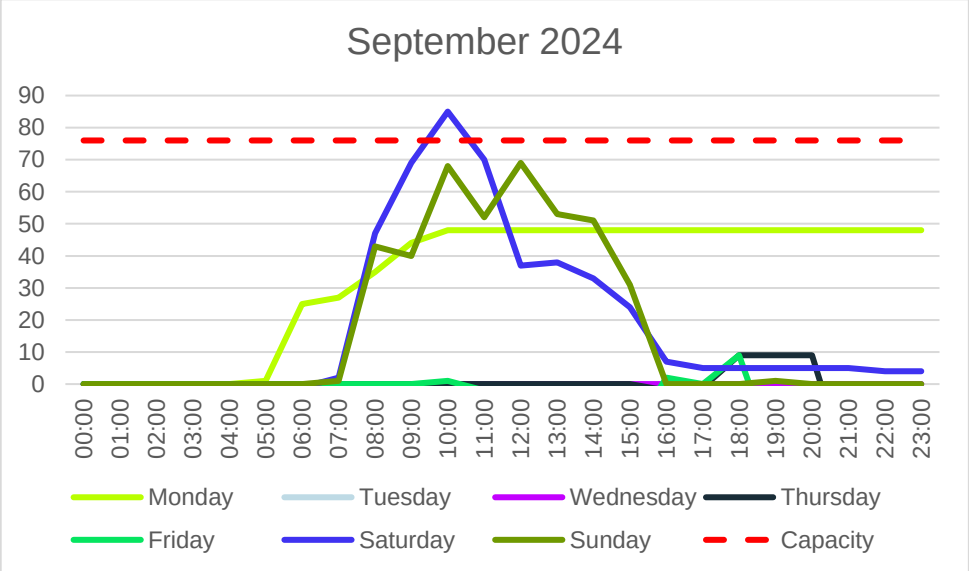


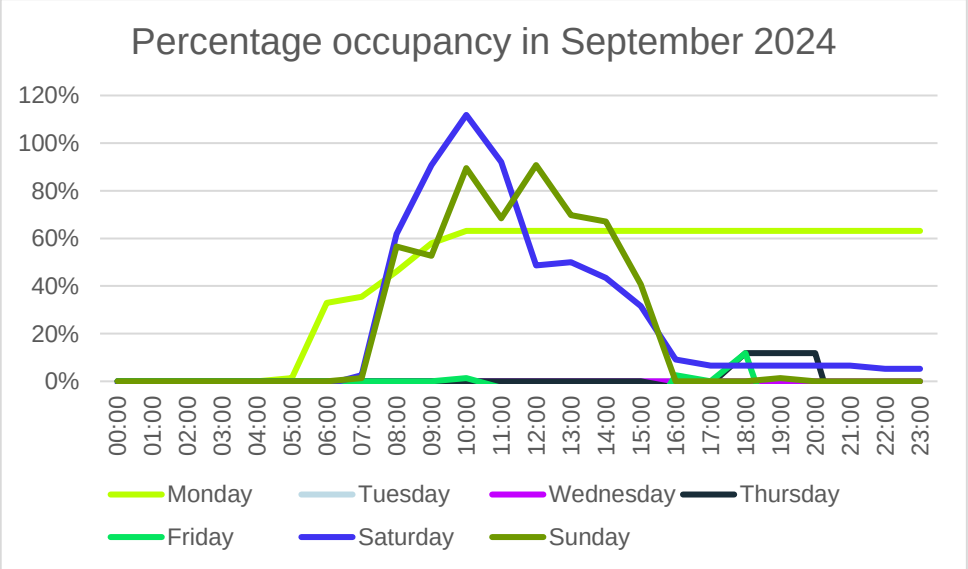


4.4.12 Monmouth Leisure Centre

No 2022 data for analysis

2024 Analysis[22]



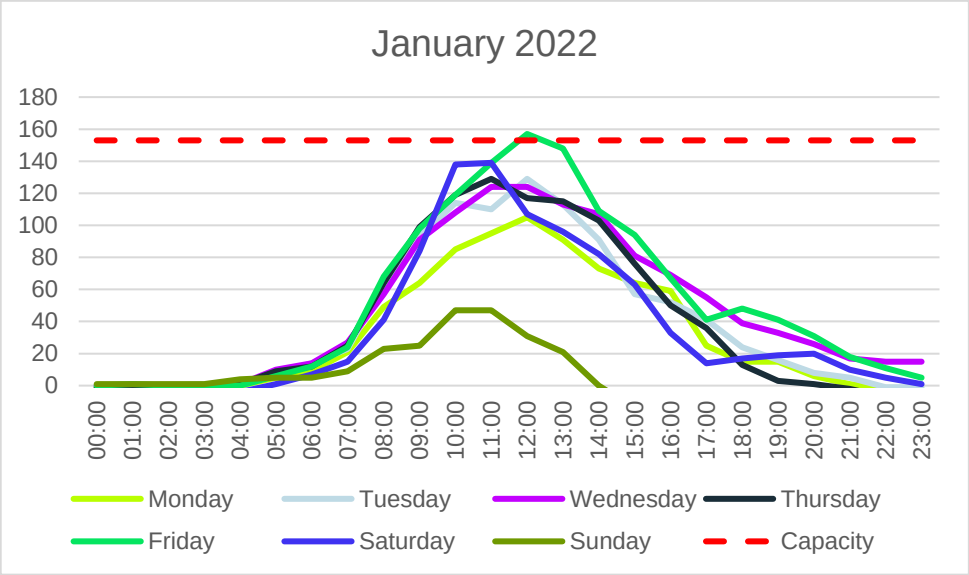


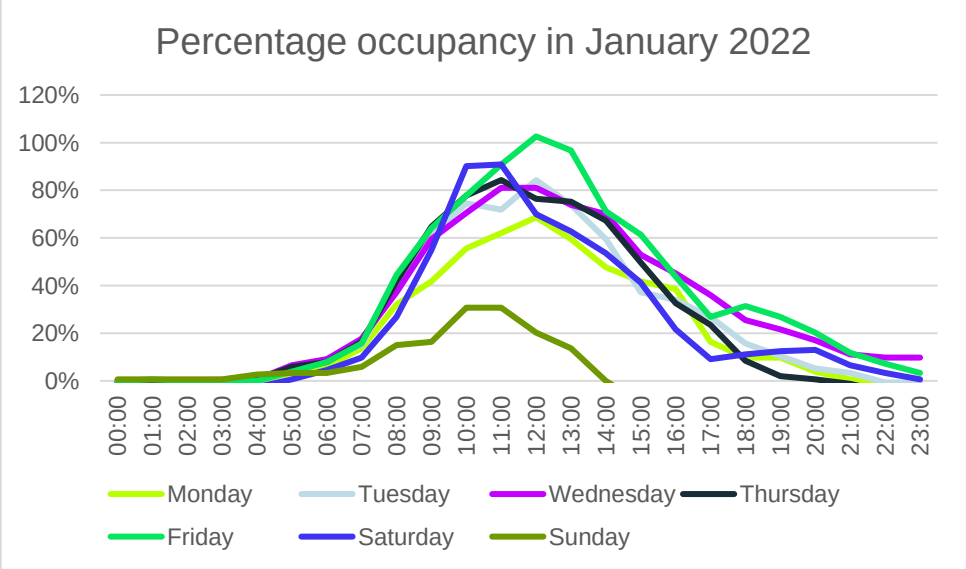
[22] Data in 2024 for Monday, Tuesday, Wednesday Thursday and Friday was missing or identified to be incorrect.

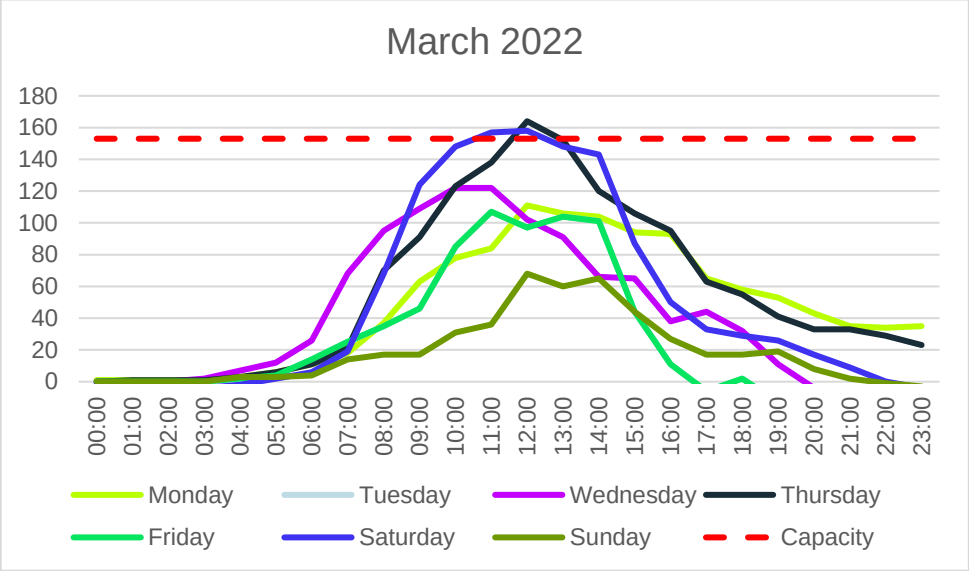
4.5 Usk

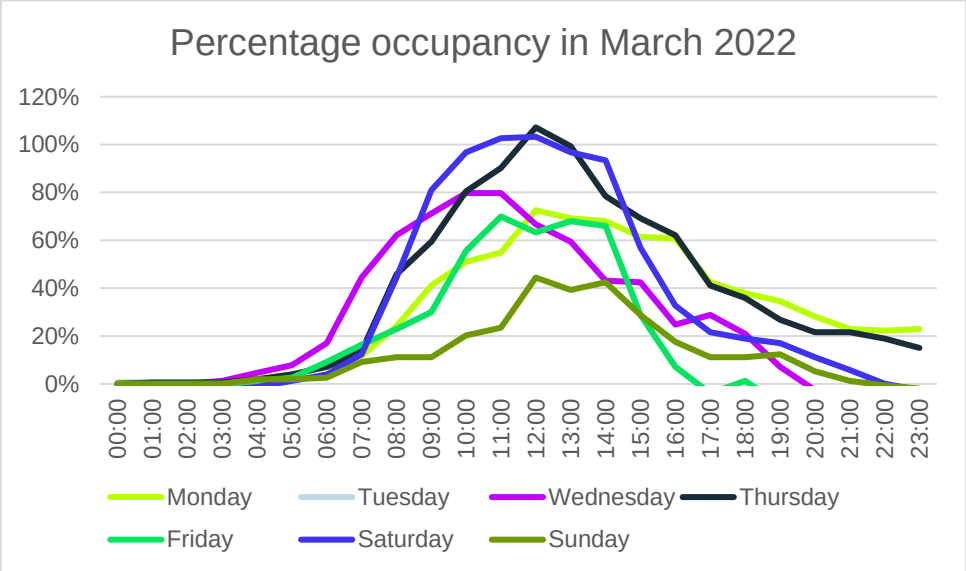
4.5.1 Maryport Street North

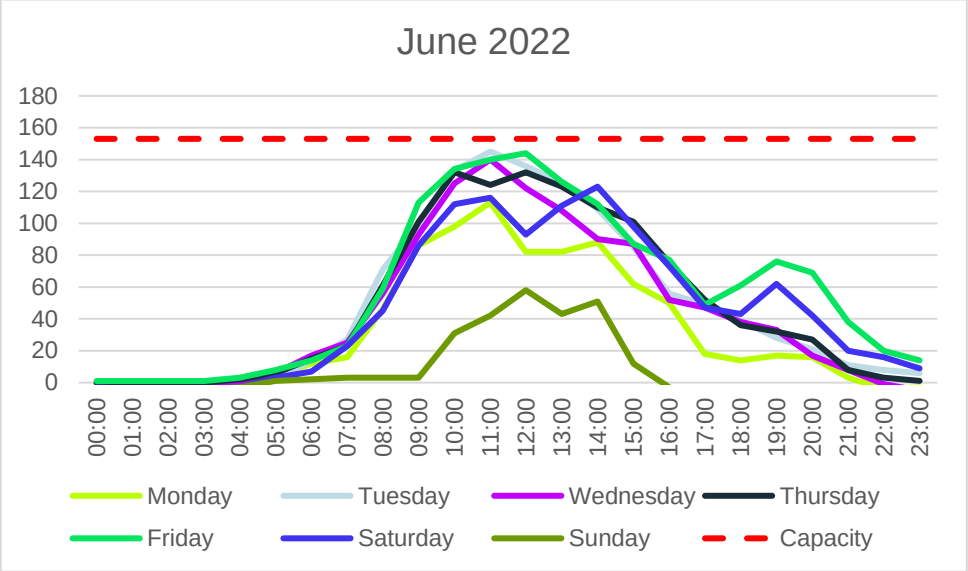
2022 Analysis

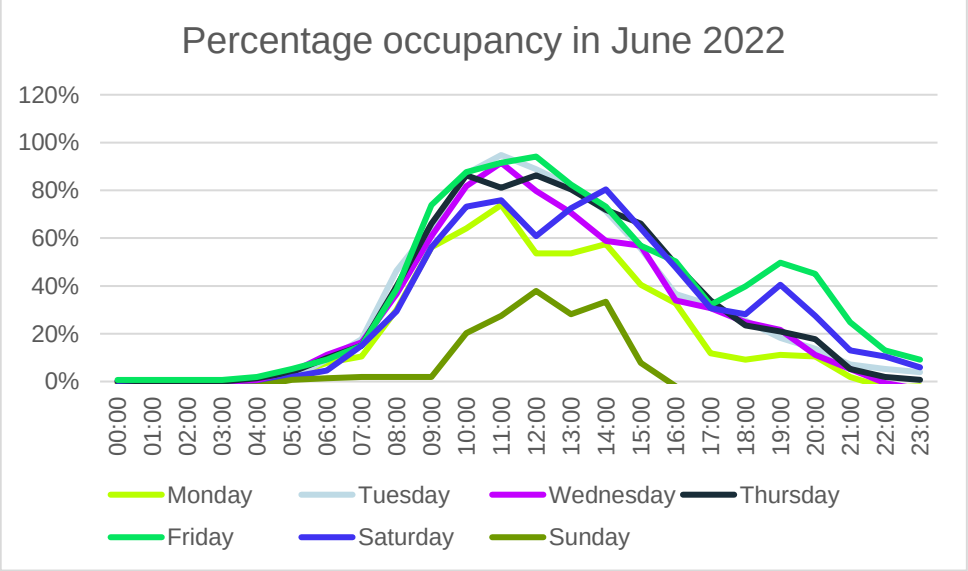




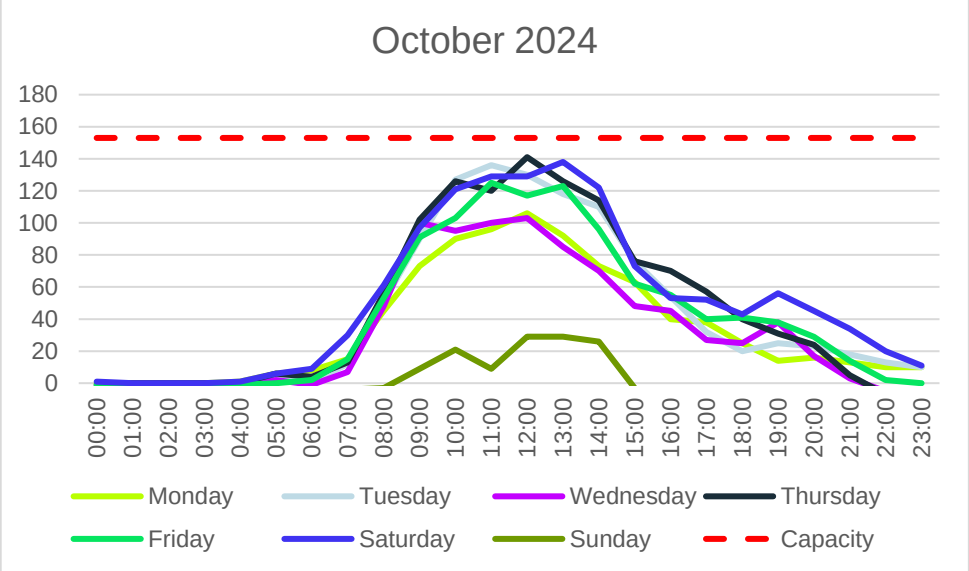

March 2022
180
160
140
120
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Monday
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Friday
Saturday
Sunday
Capacity

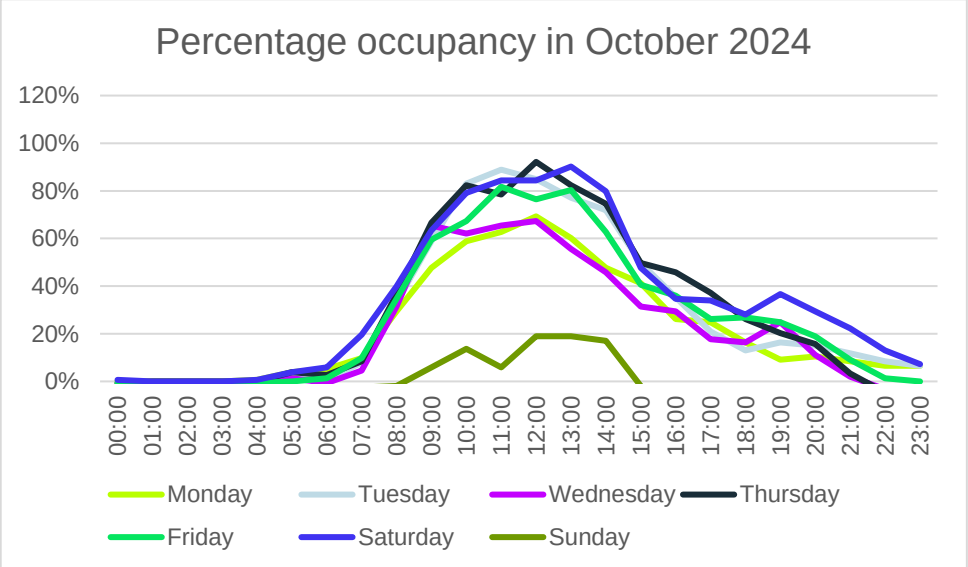

Percentage occupancy in March 2022
120%
100%
80%
60%
40%
20%
0%
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02:00
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05:00
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Monday
Tuesday
Wednesday
Thursday
Friday
Saturday
Sunday


June 2022
180
160
140
120
100
80
60
40
20
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00:00
01:00
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03:00
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06:00
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23:00
Monday
Tuesday
Wednesday
Thursday
Friday
Saturday
Sunday
Capacity


Percentage occupancy in June 2022
120%
100%
80%
60%
40%
20%
0%
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02:00
03:00
04:00
05:00
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Monday
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Saturday
Sunday

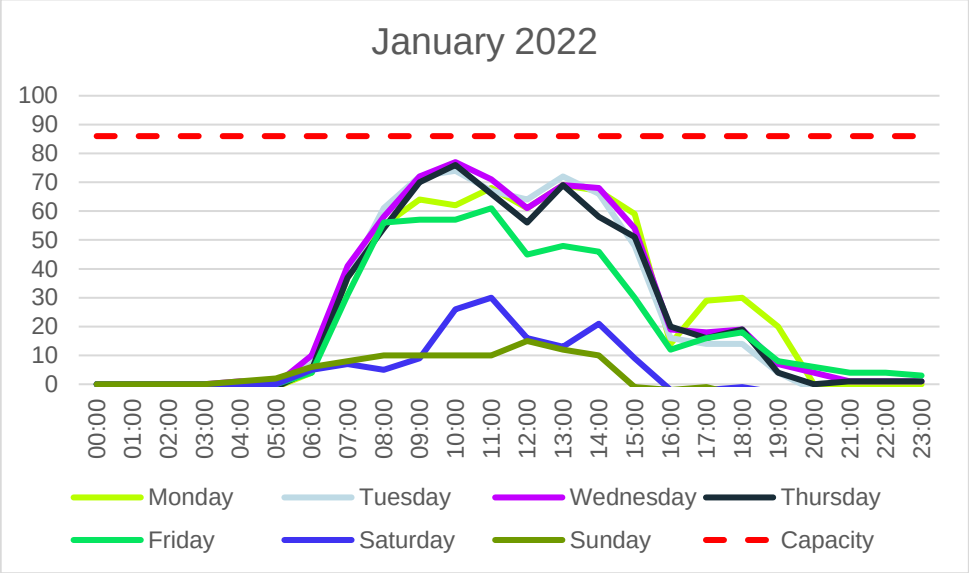
2024 Analysis

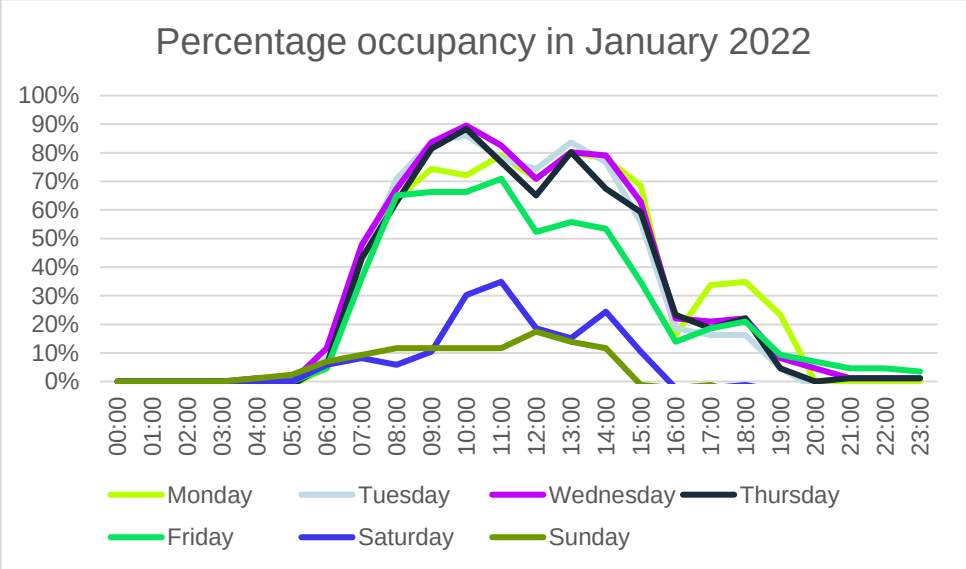


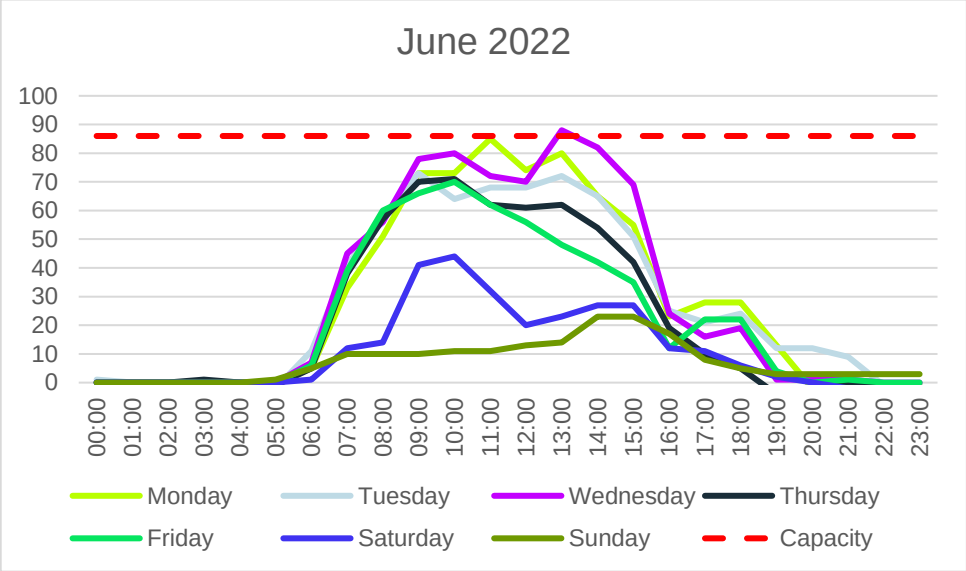


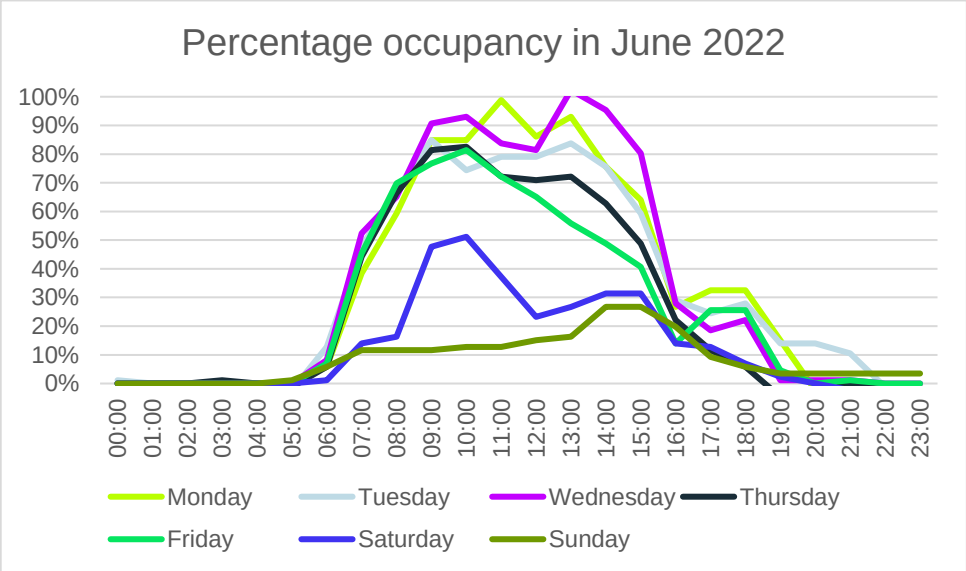
4.5.2 Maryport Street South

2022 Analysis

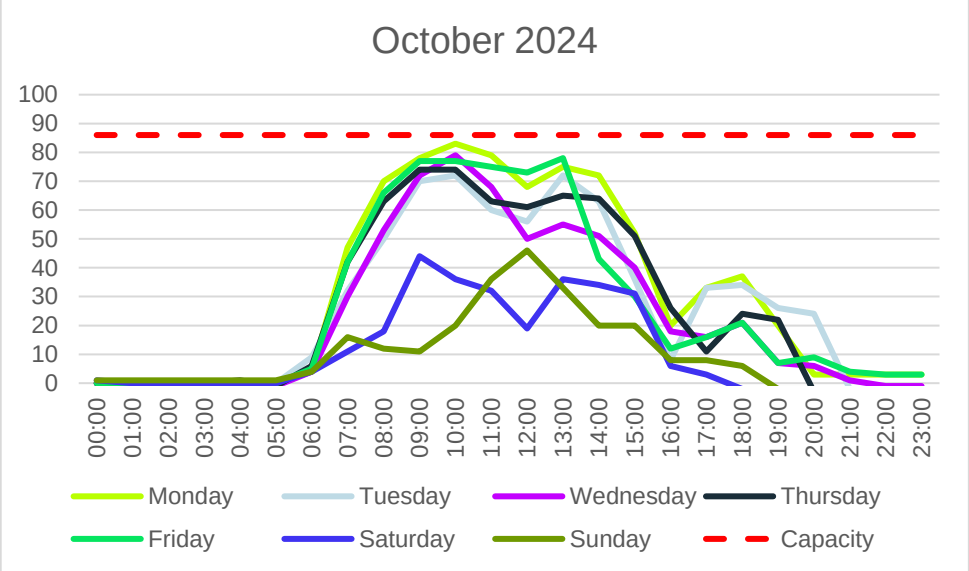


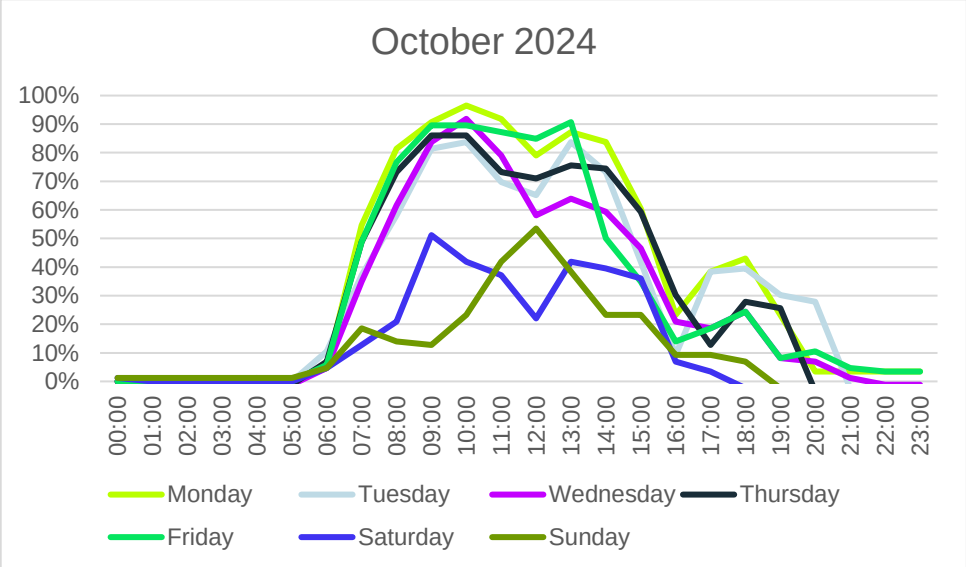



June 2022
100
90
80
70
60
50
40
30
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Monday
Tuesday
Wednesday
Thursday
Friday
Saturday
Sunday
Capacity


Percentage occupancy in June 2022
100%
90%
80%
70%
60%
50%
40%
30%
20%
10%
0%
00:00
01:00
02:00
03:00
04:00
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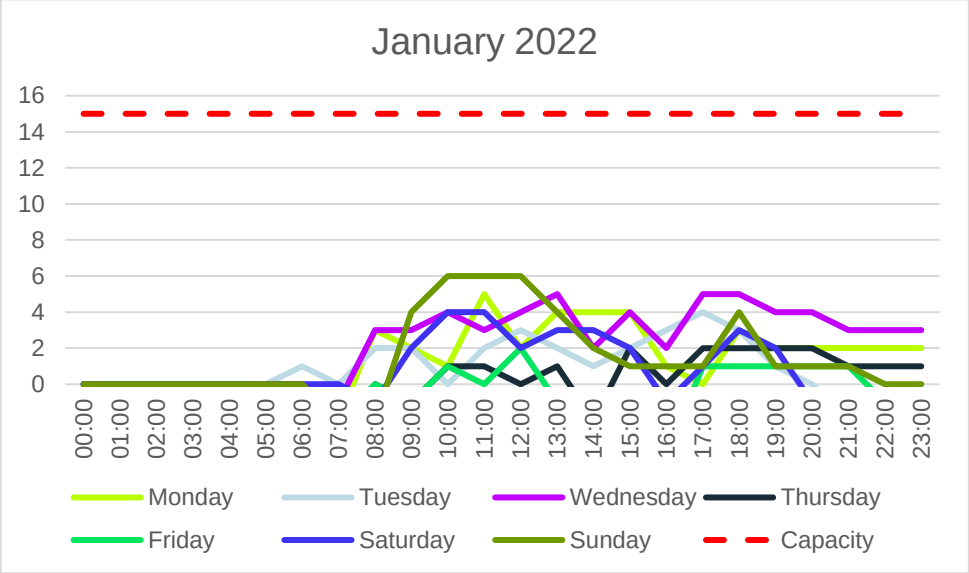
2024 Analysis

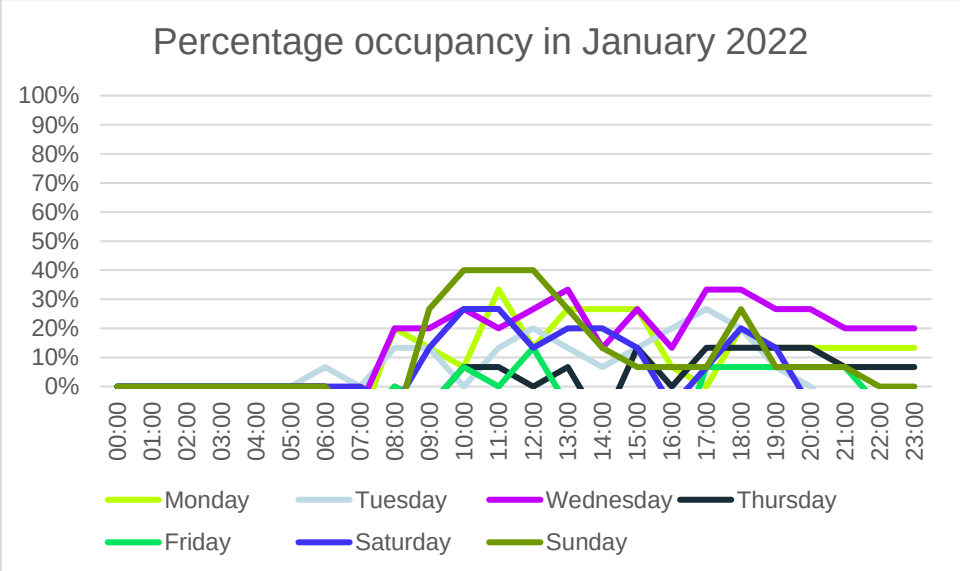


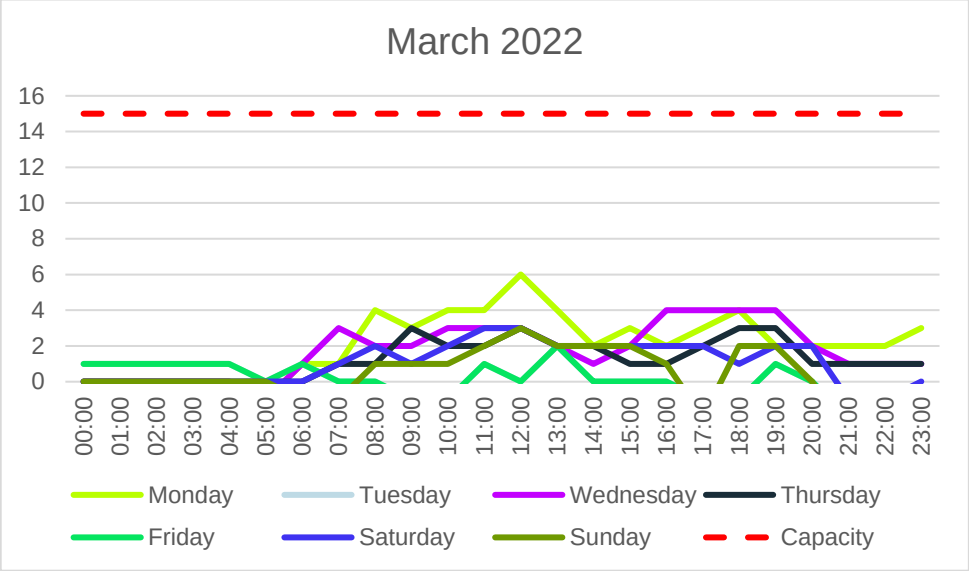


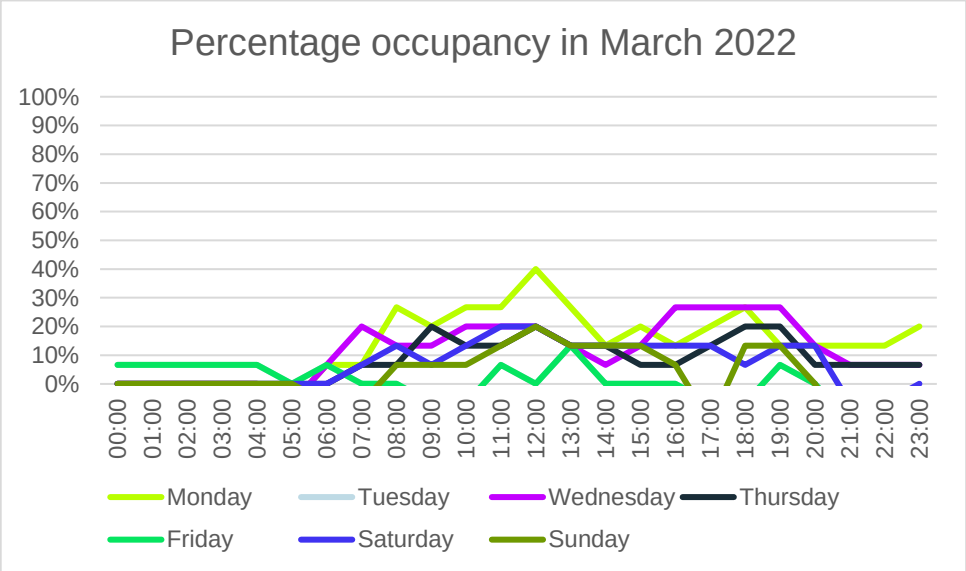
4.5.3 Twyn Square

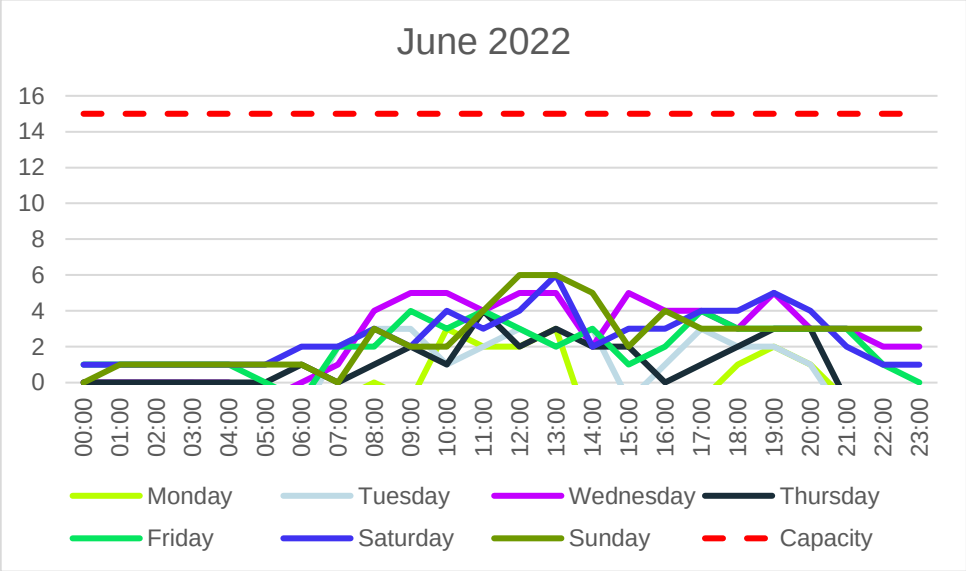
2022 Analysis

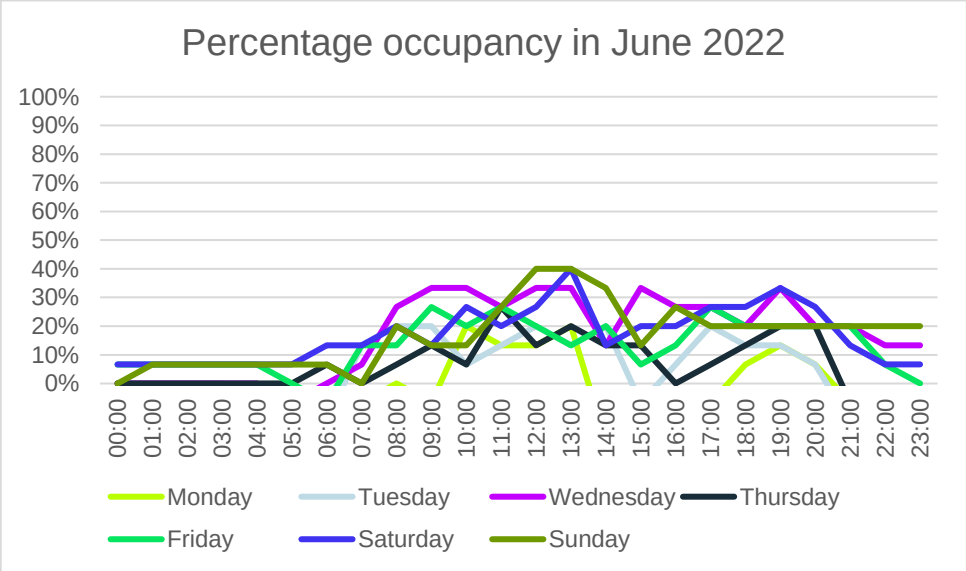




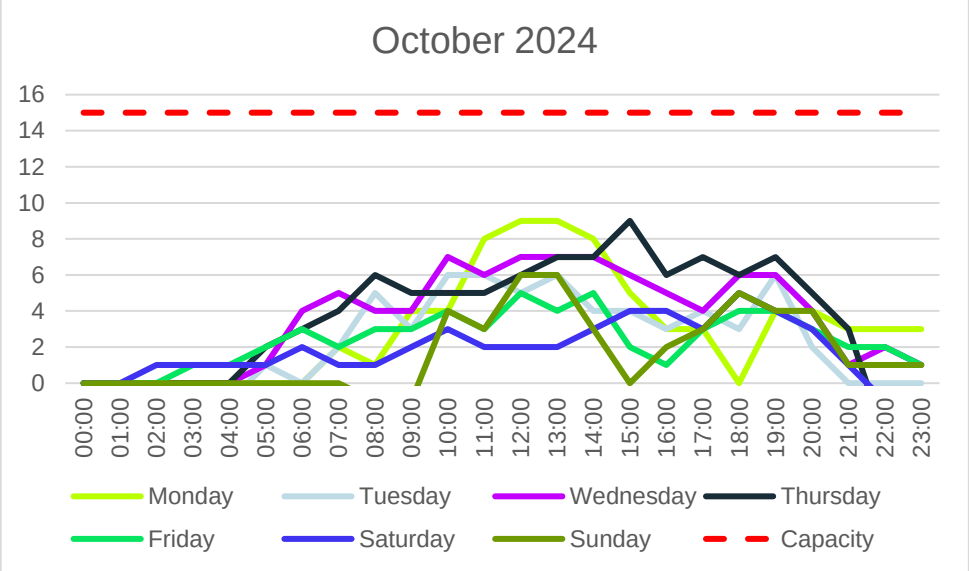

March 2022
16
14
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Sunday
Capacity

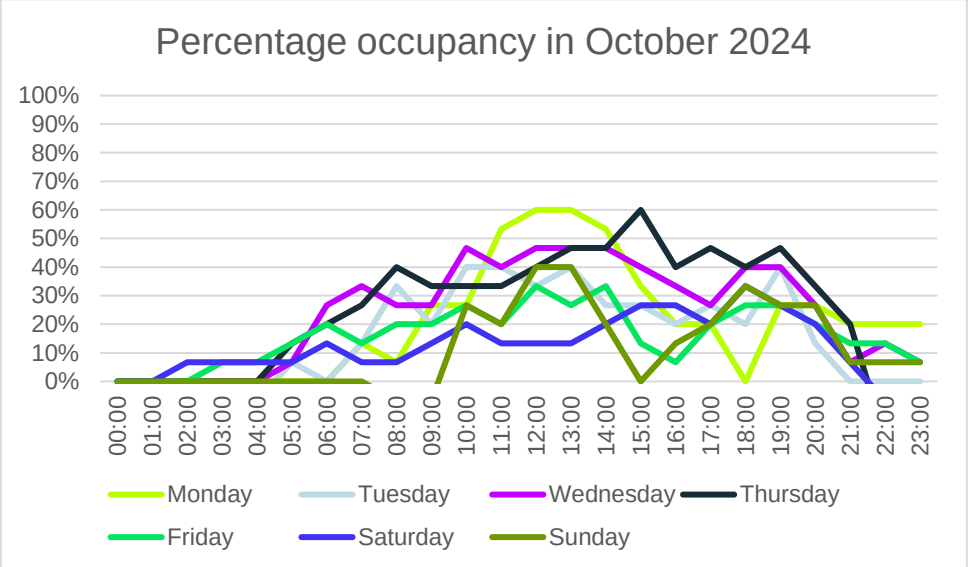

Percentage occupancy in March 2022
100%
90%
80%
70%
60%
50%
40%
30%
20%
10%
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Monday
Tuesday
Wednesday
Thursday
Friday
Saturday
Sunday


June 2022
16
14
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Monday
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Wednesday
Thursday
Friday
Saturday
Sunday
Capacity


Percentage occupancy in June 2022
100%
90%
80%
70%
60%
50%
40%
30%
20%
10%
0%
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01:00
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2024 Analysis

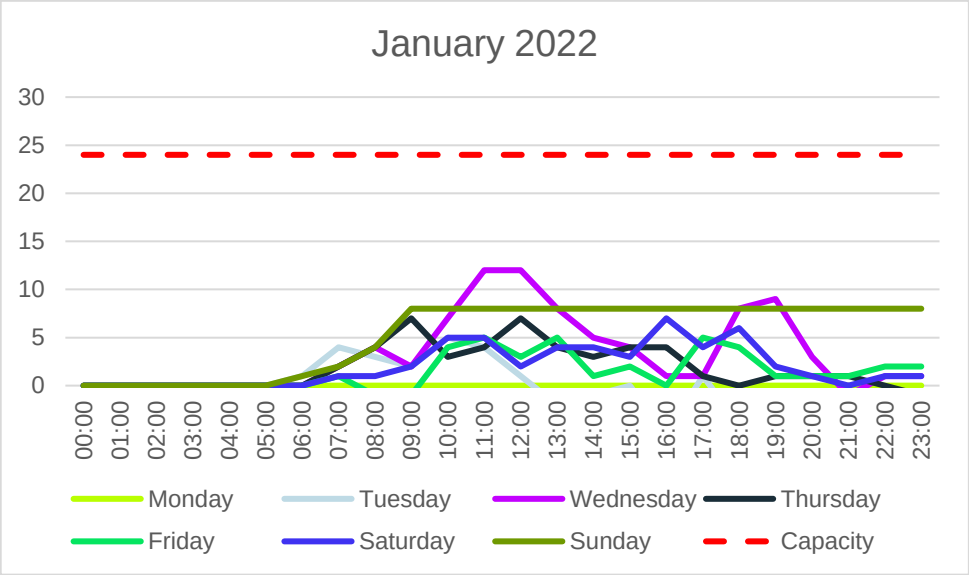


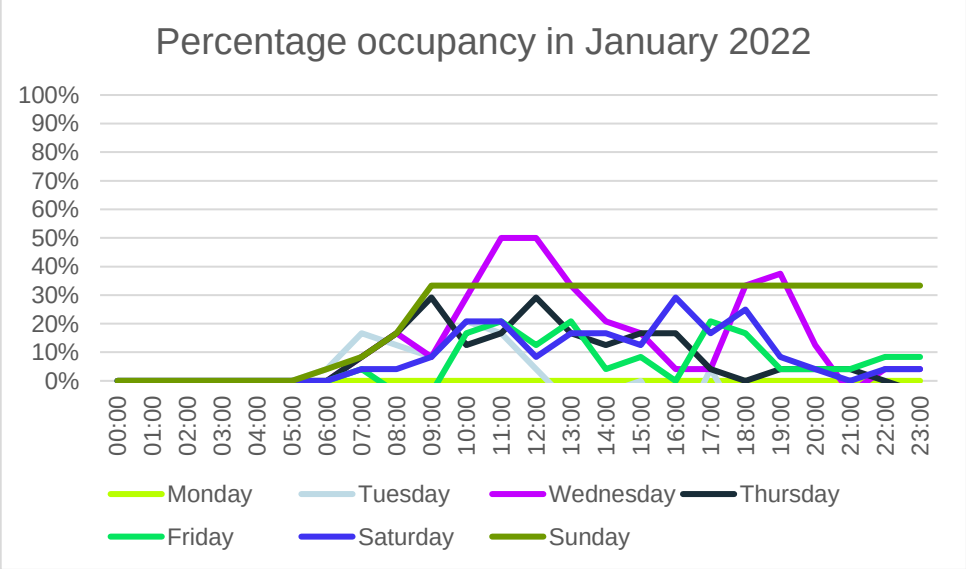


4.6 Gilwern

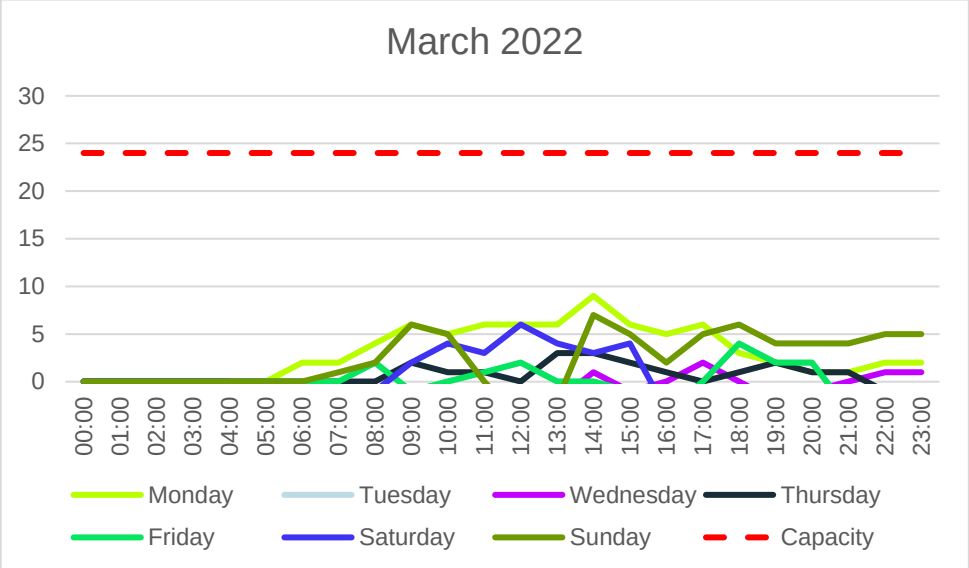
4.6.1 Main Road

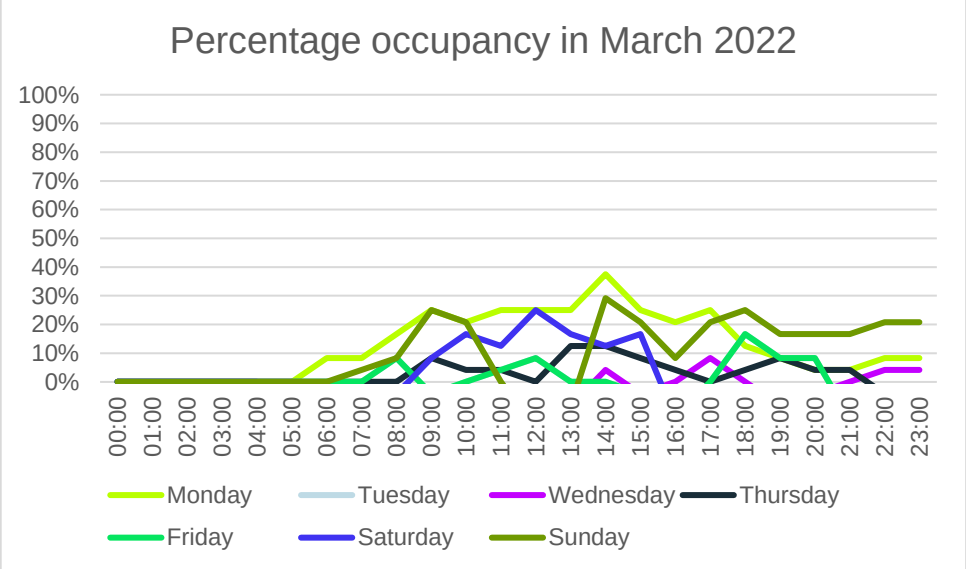
2022 Analysis[23]

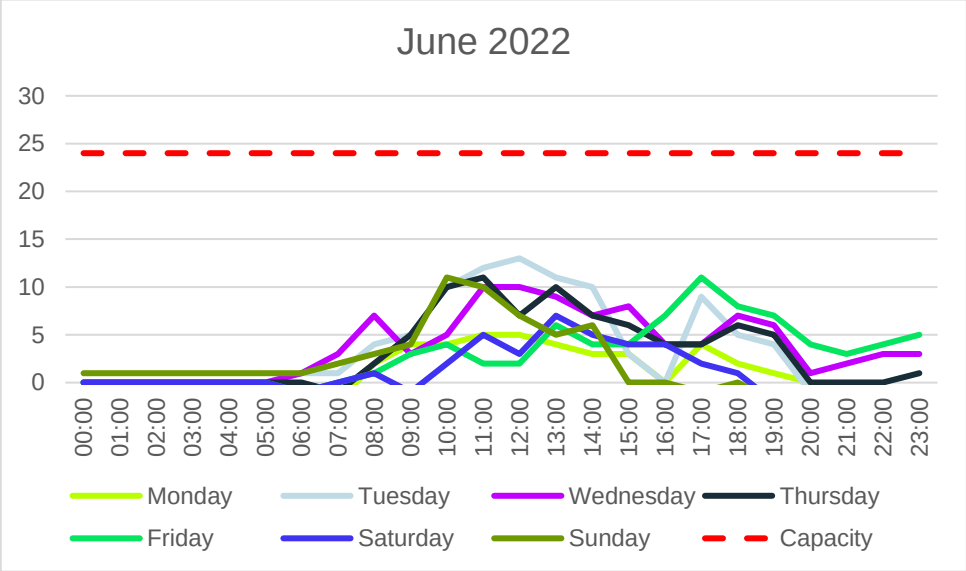


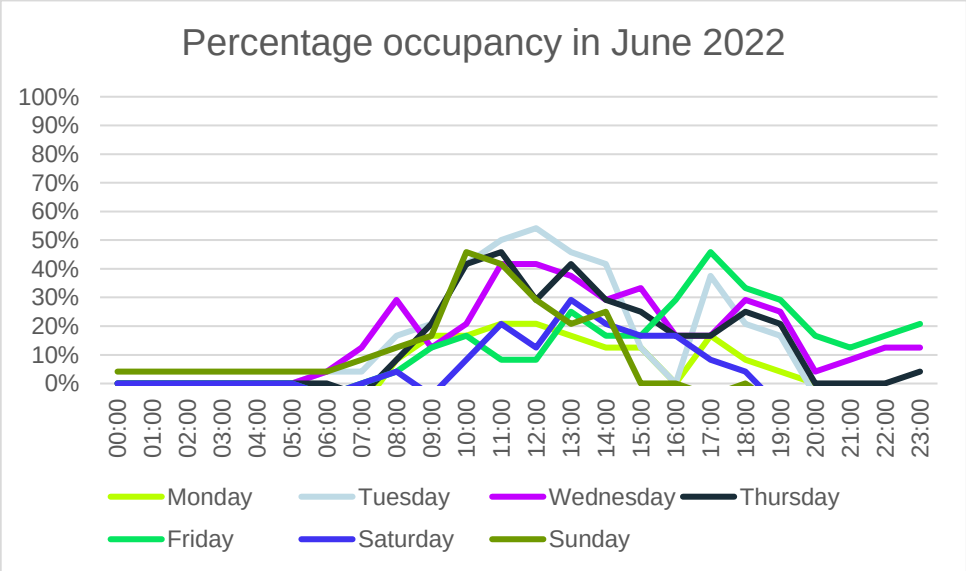


[23] Data collected in 2022 for Sunday of January identified to be incorrect.

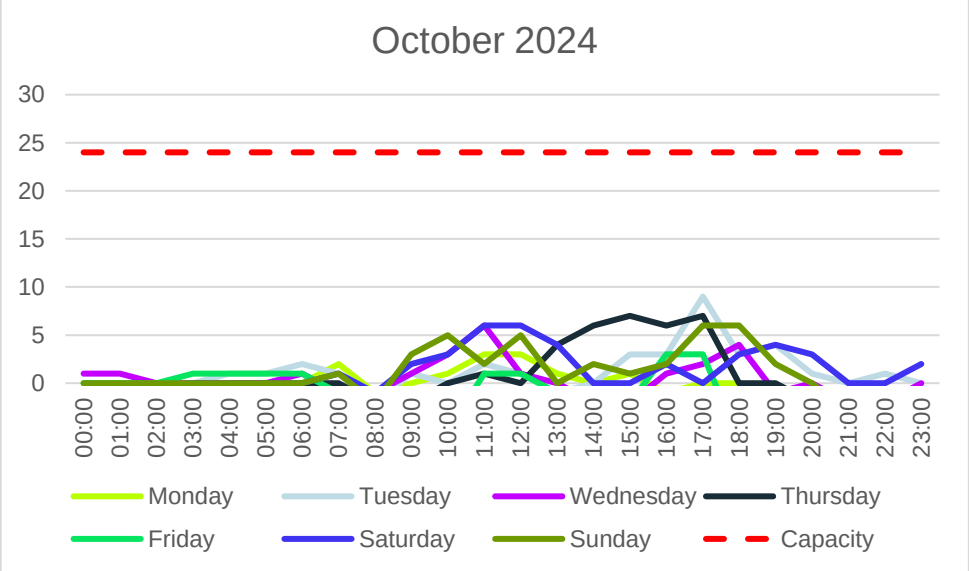

March 2022
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Monday
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Thursday
Friday
Saturday
Sunday
Capacity

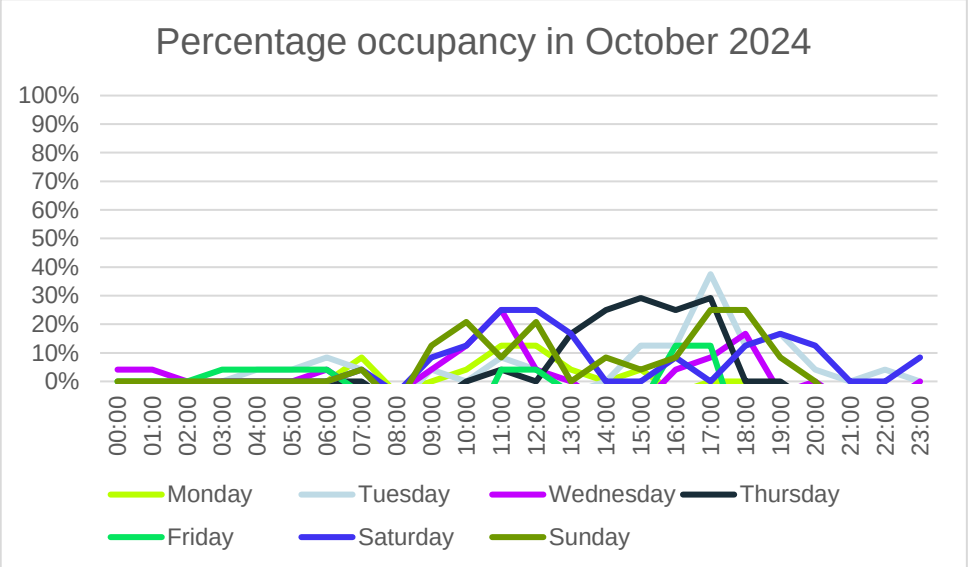

Percentage occupancy in March 2022
100%
90%
80%
70%
60%
50%
40%
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Saturday
Sunday


June 2022
30
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Friday
Saturday
Sunday
Capacity


Percentage occupancy in June 2022
100%
90%
80%
70%
60%
50%
40%
30%
20%
10%
0%
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01:00
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Saturday
Sunday

2024 Analysis

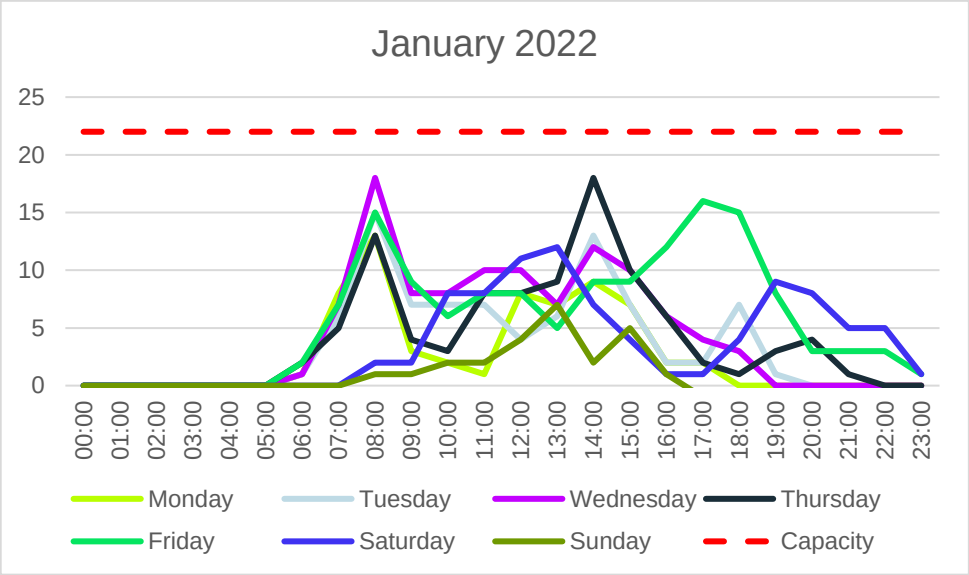


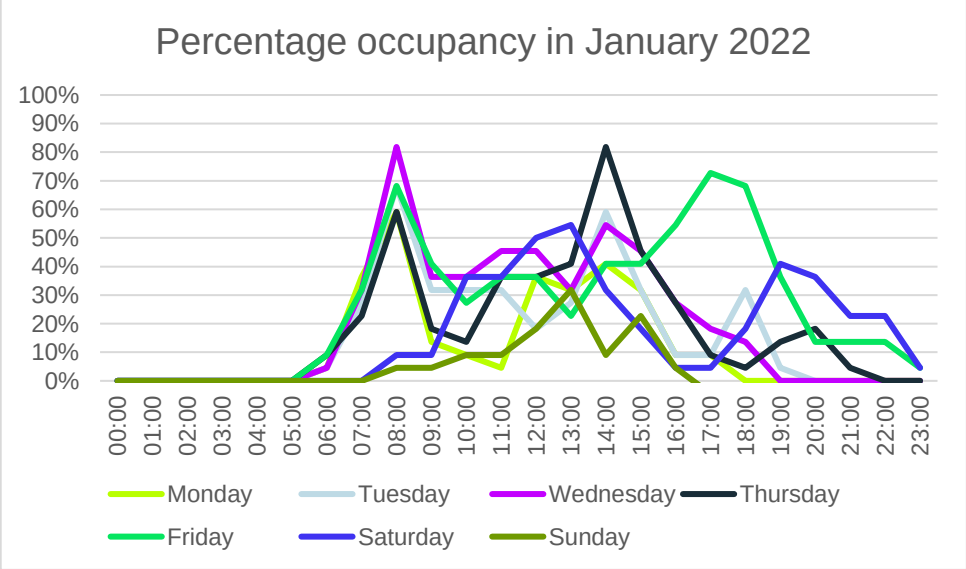


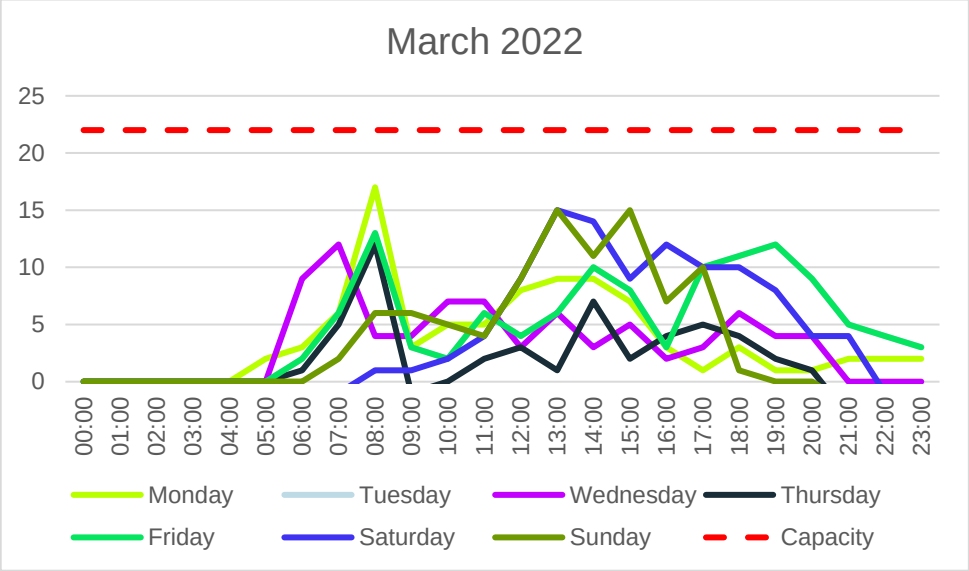
4.7 Goytre

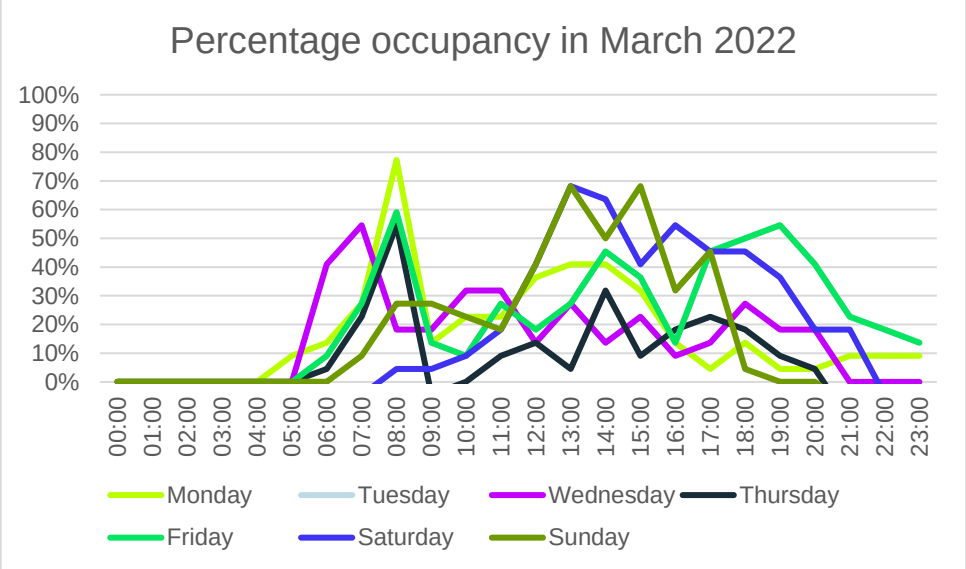
4.7.1 Goytre Village

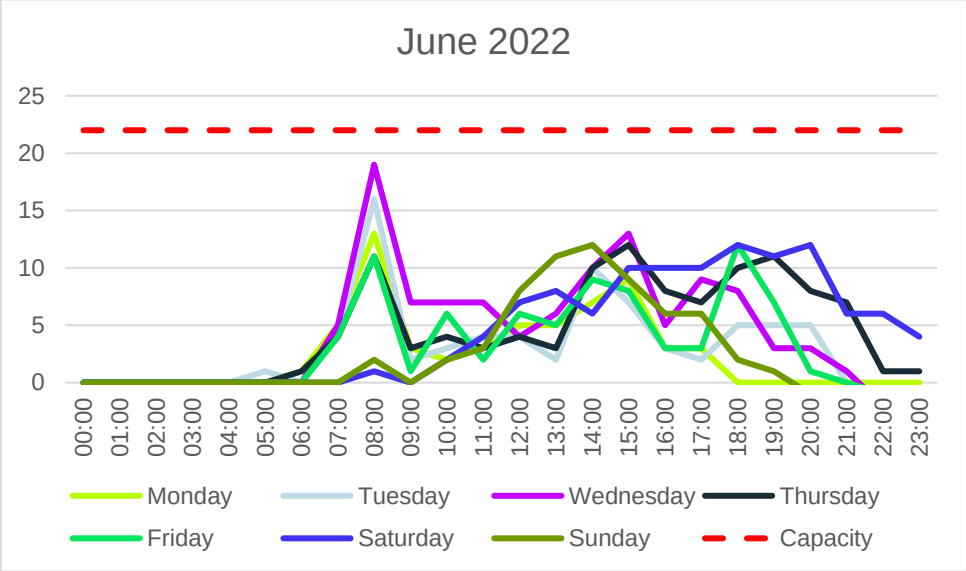
2022 Analysis

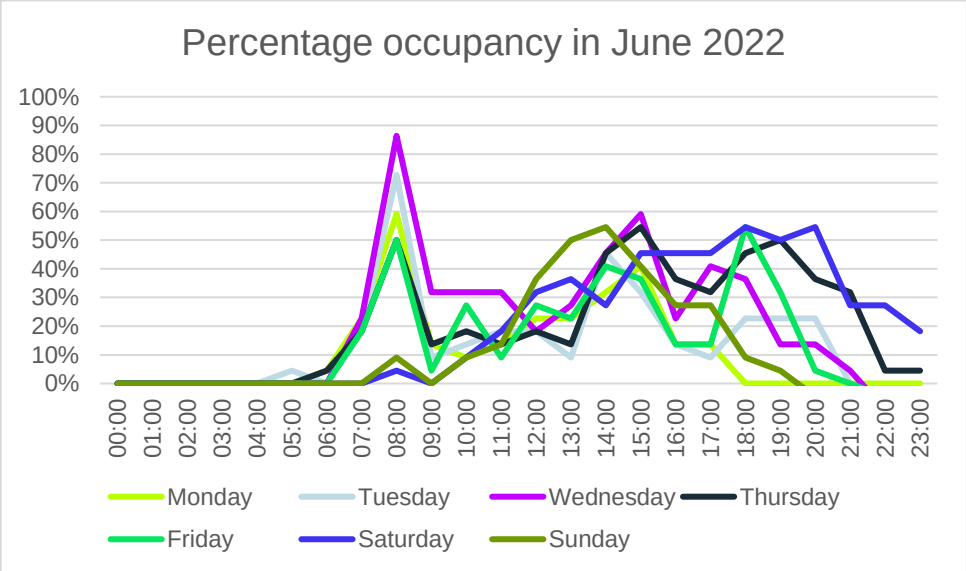




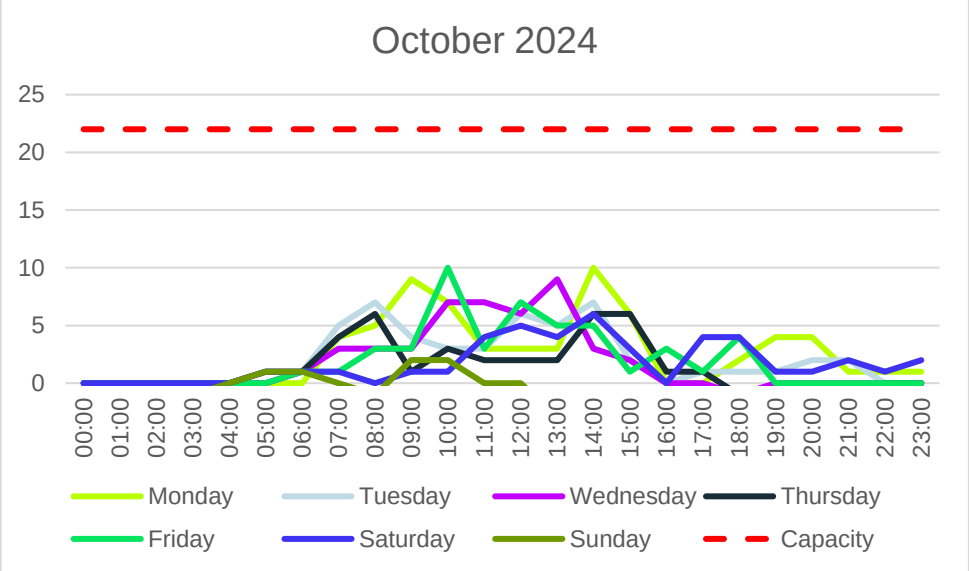

March 2022
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Monday
Tuesday
Wednesday
Thursday
Friday
Saturday
Sunday
Capacity

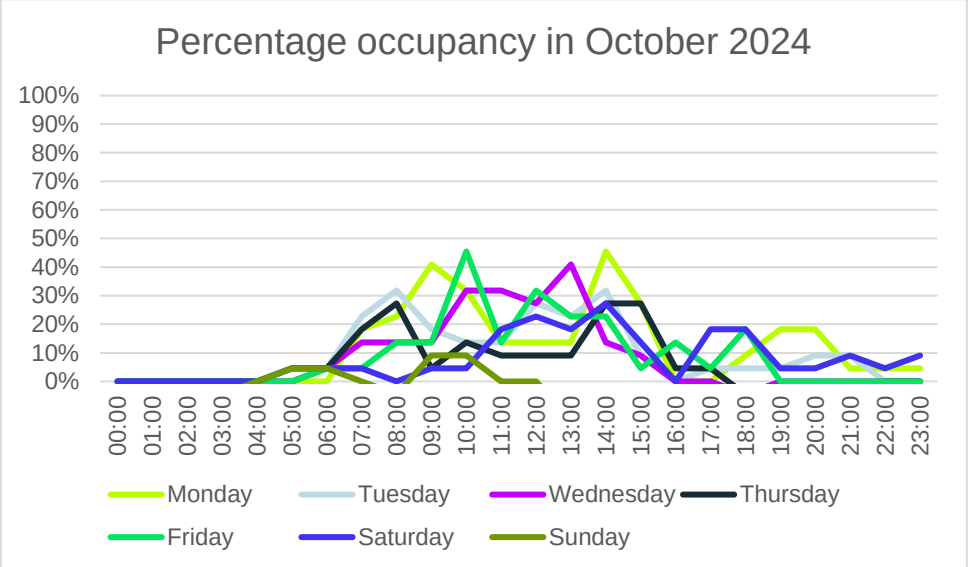

Percentage occupancy in March 2022
100%
90%
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Capacity


Percentage occupancy in June 2022
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2024 Analysis

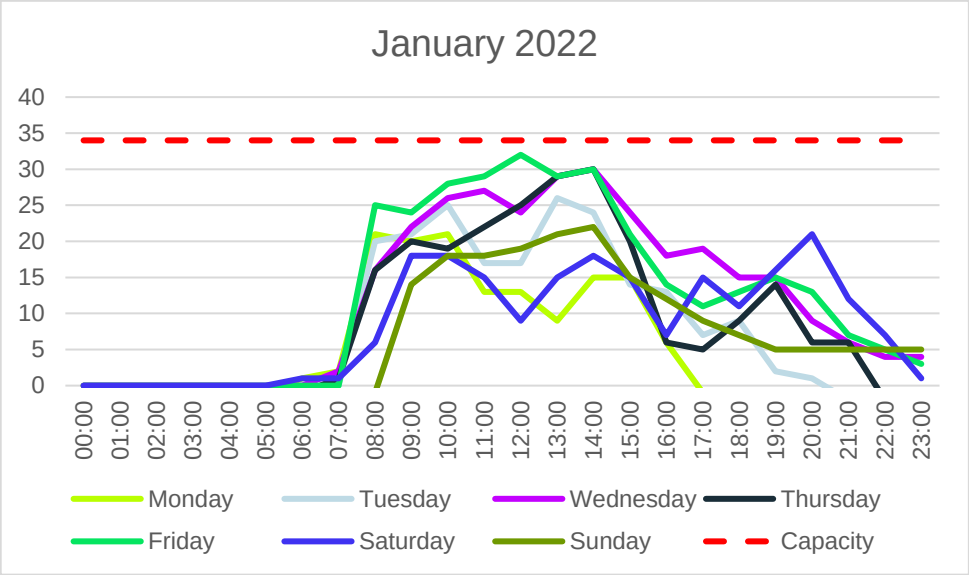


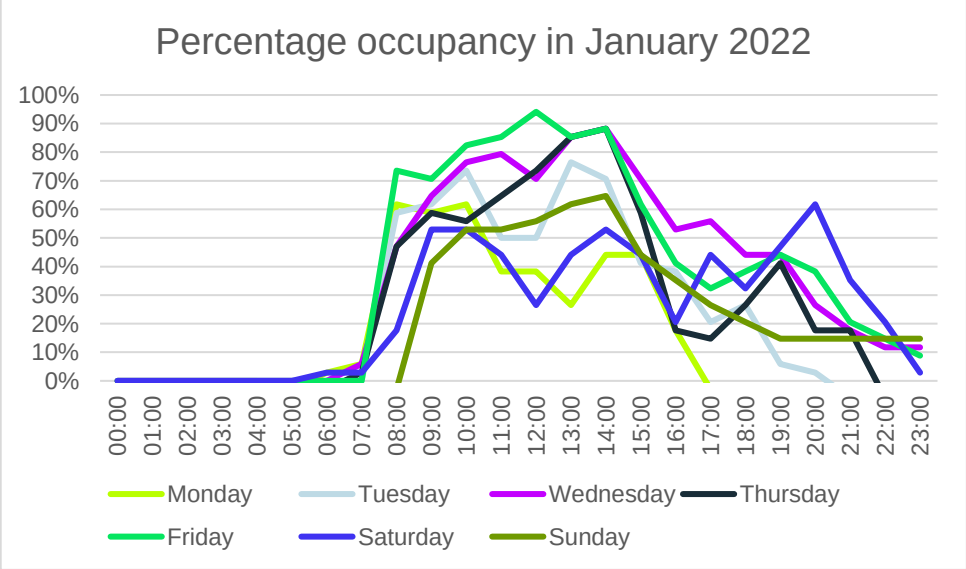


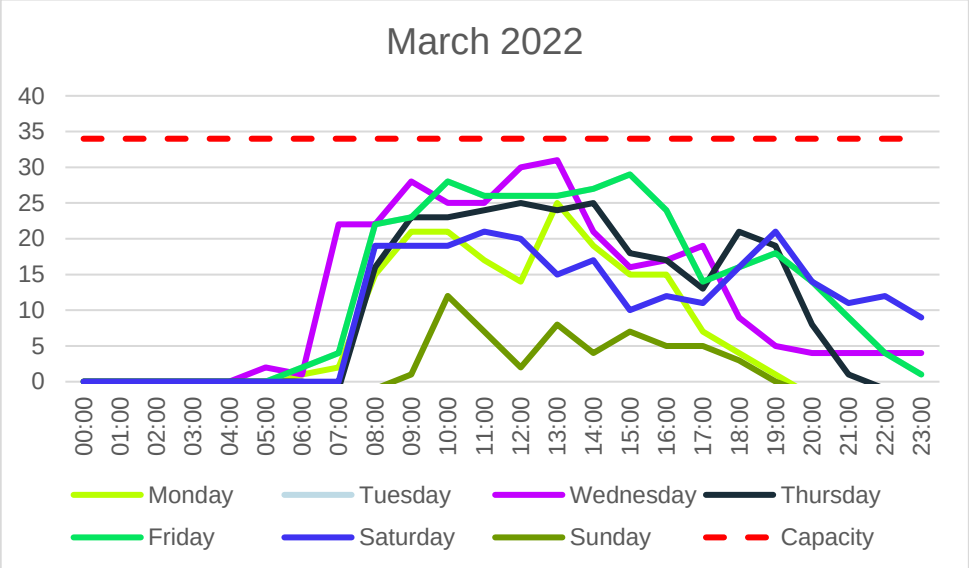
4.8 Magor

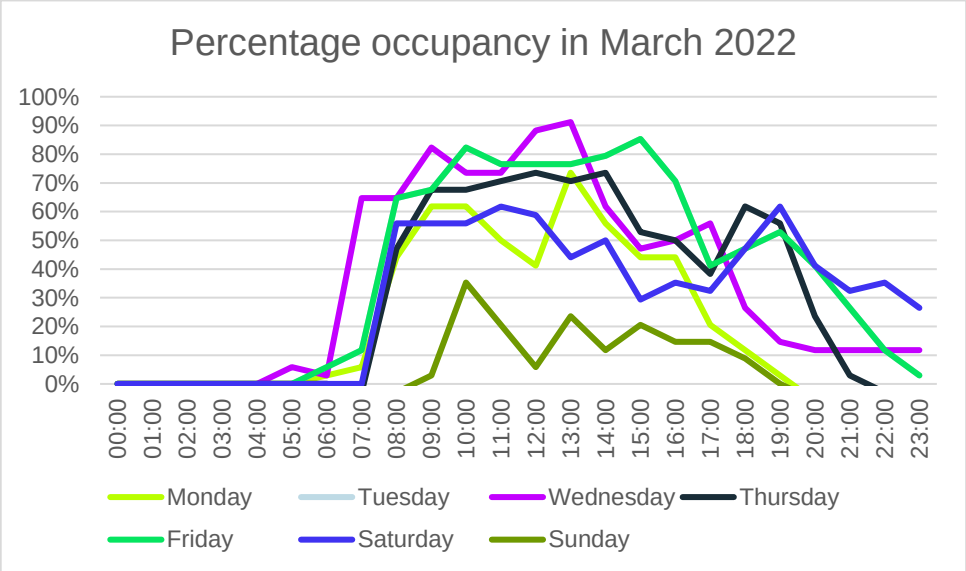
4.8.1 Magor Square

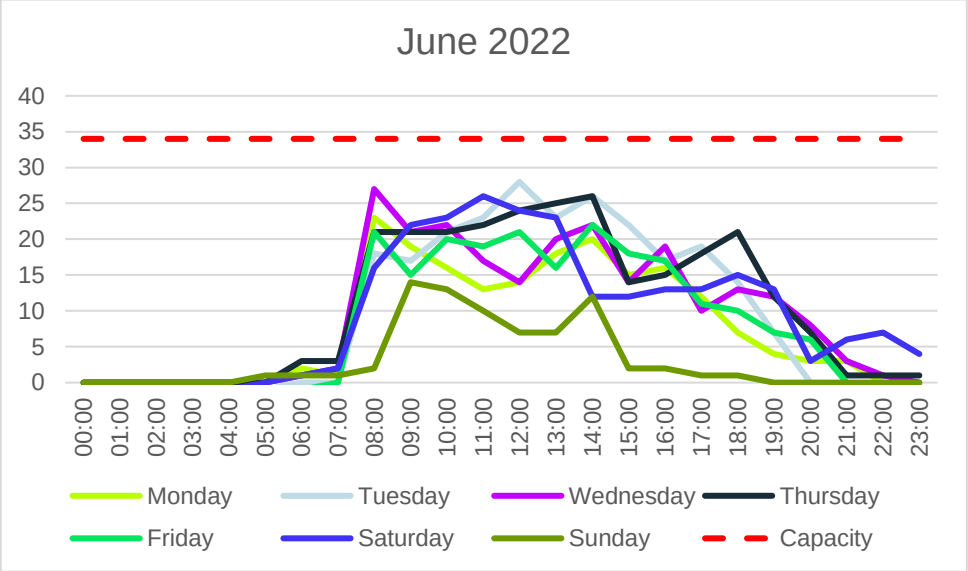
2022 Analysis

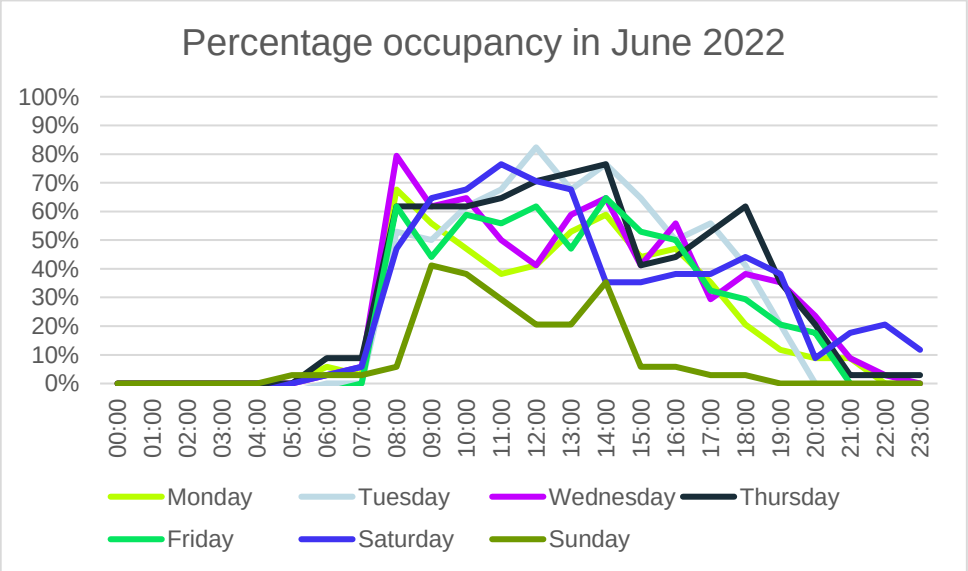




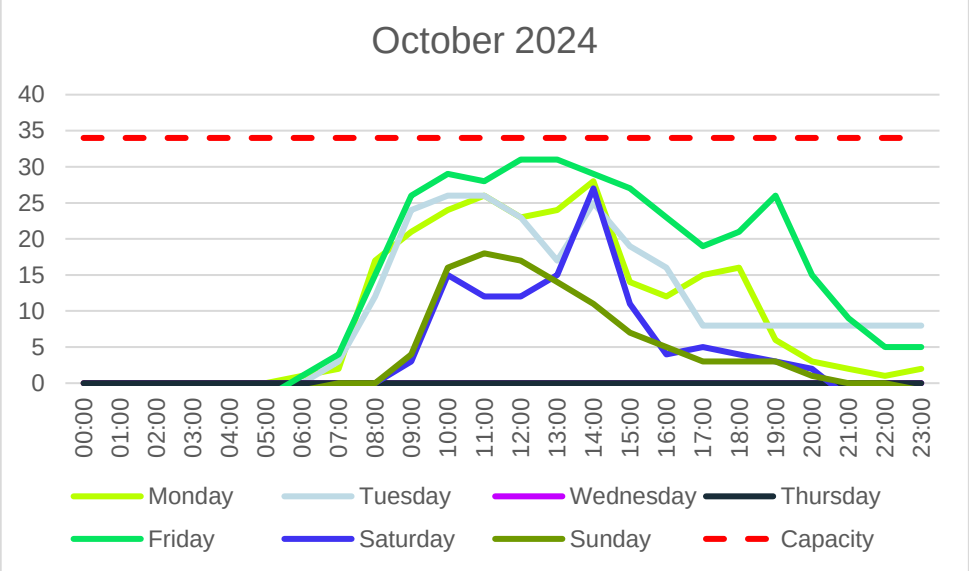

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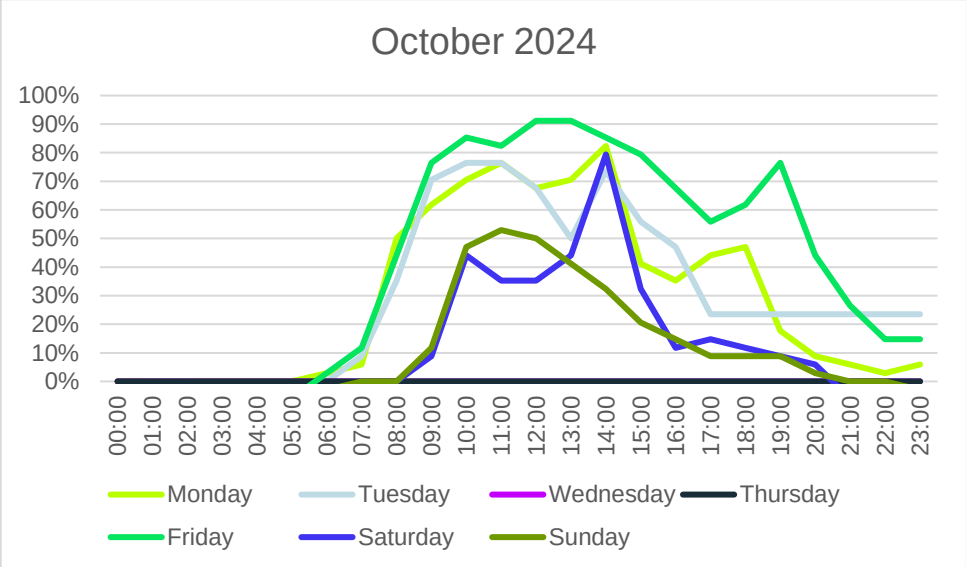

Percentage occupancy in March 2022
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Percentage occupancy in June 2022
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2024 Analysis[24]

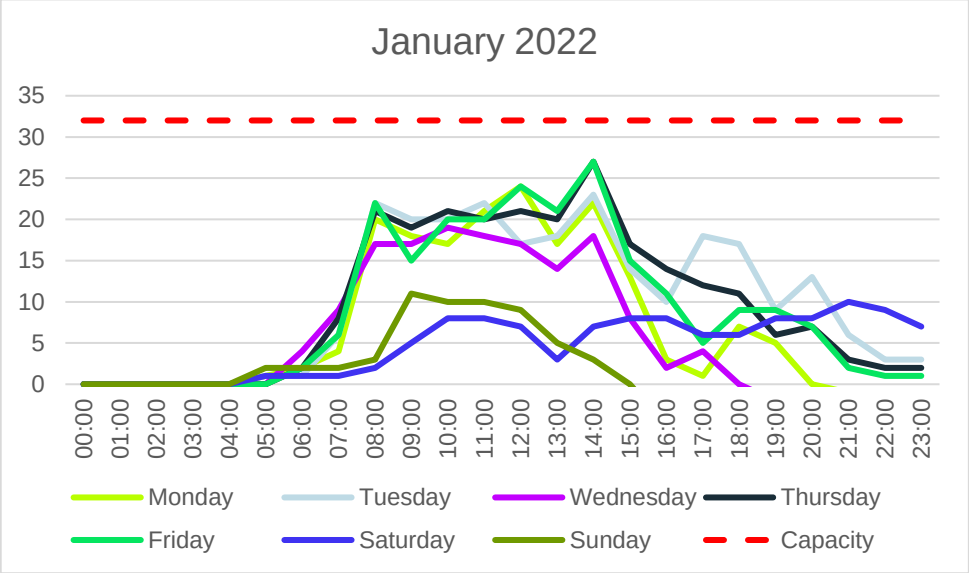


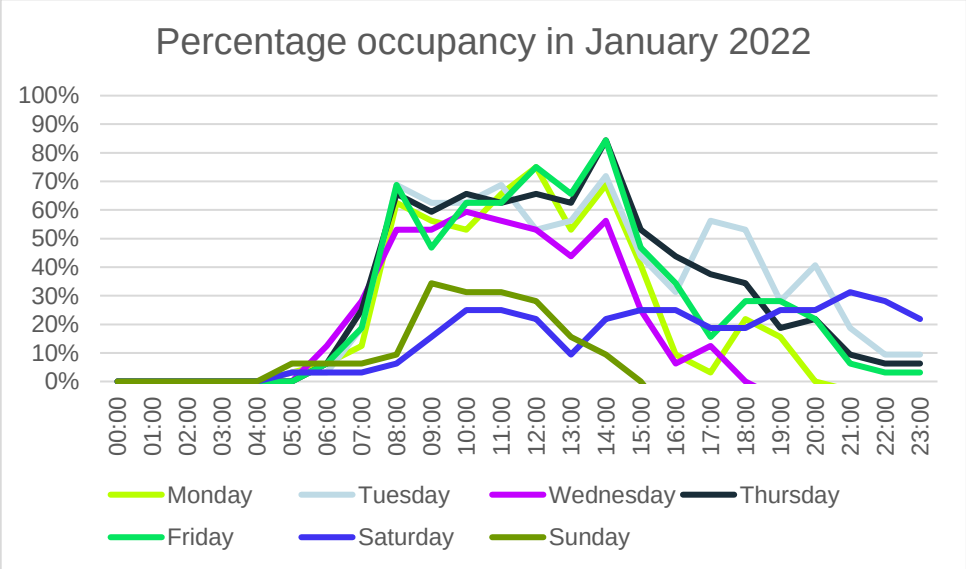


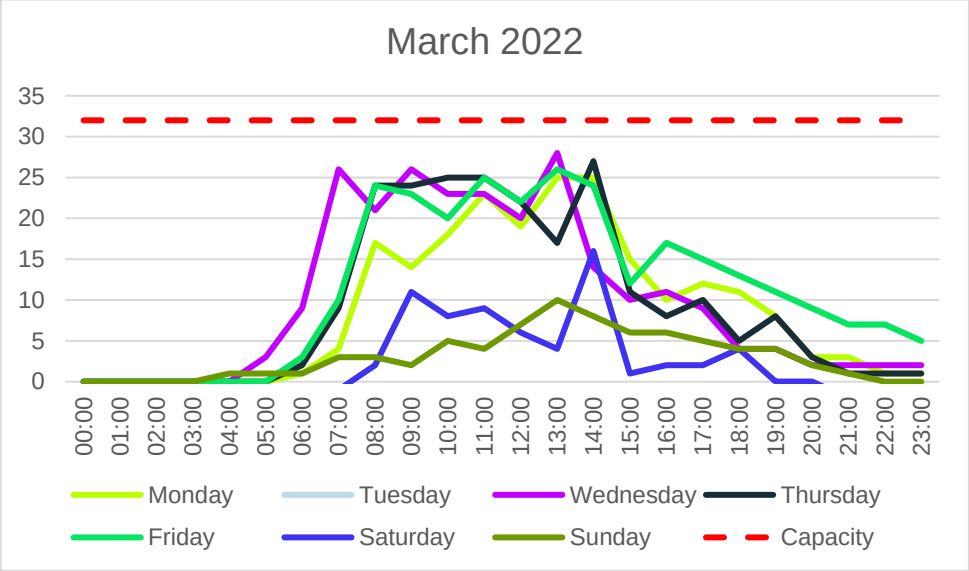
[24] Data surveyed in 2024 for Wednesday and Thursday was missing.

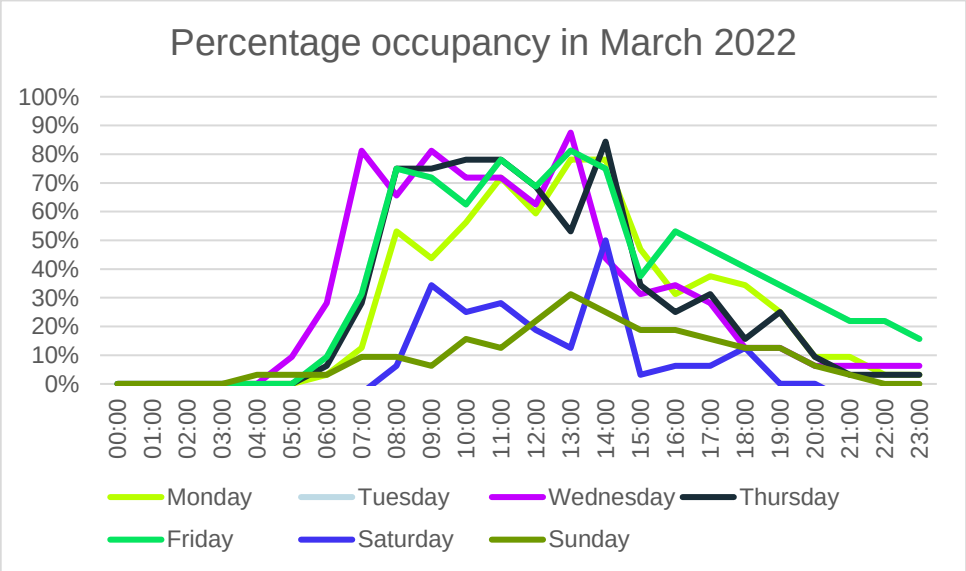
4.8.2 Sycamore Terrace

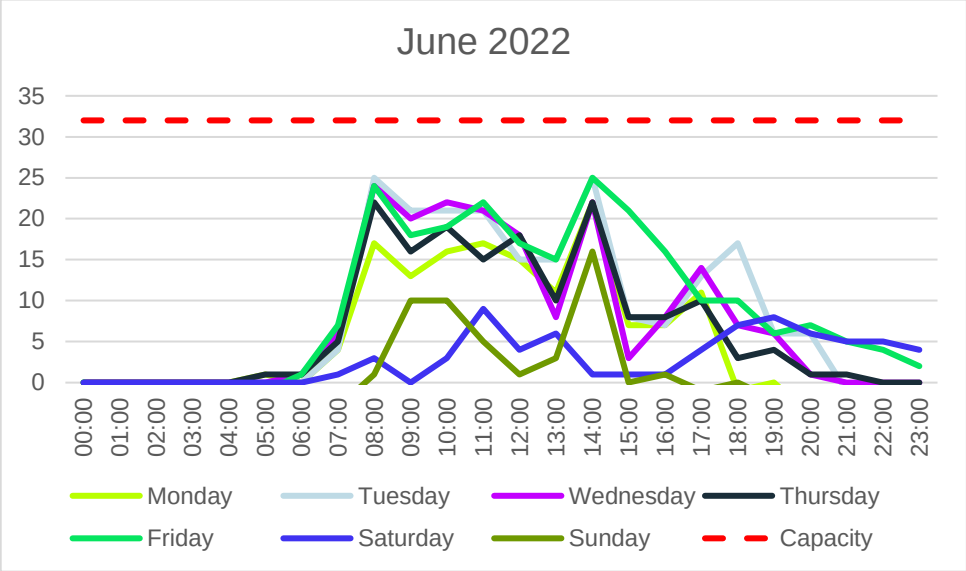
2022 Analysis

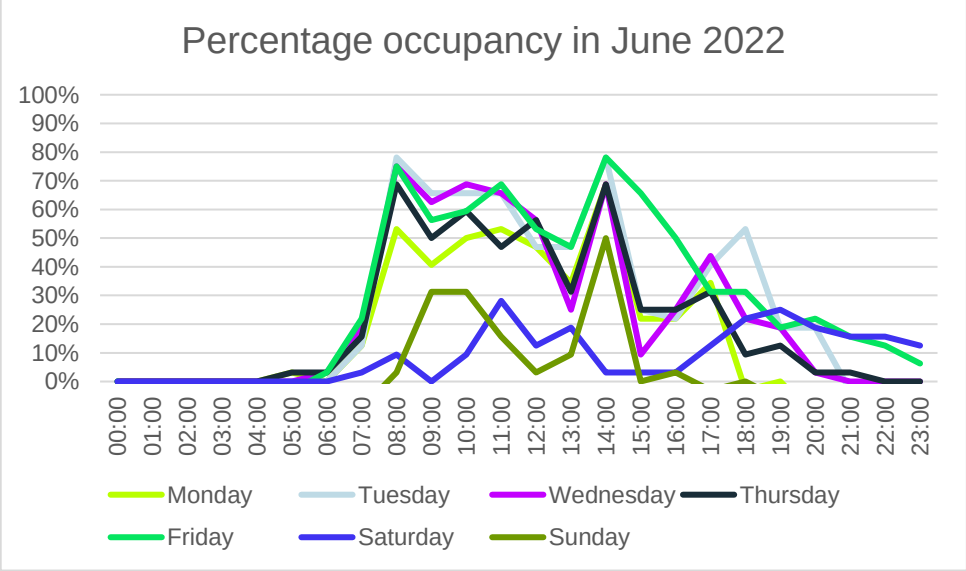




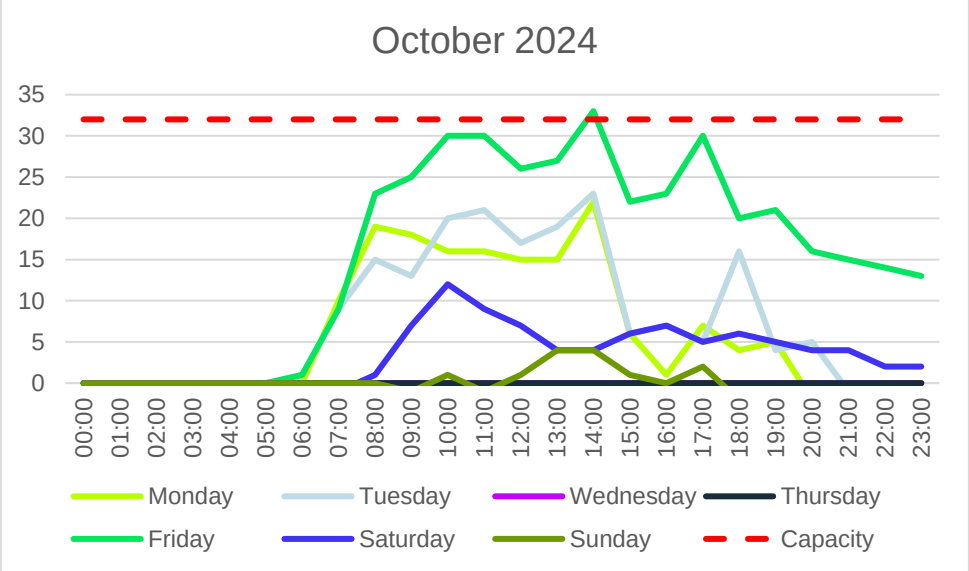

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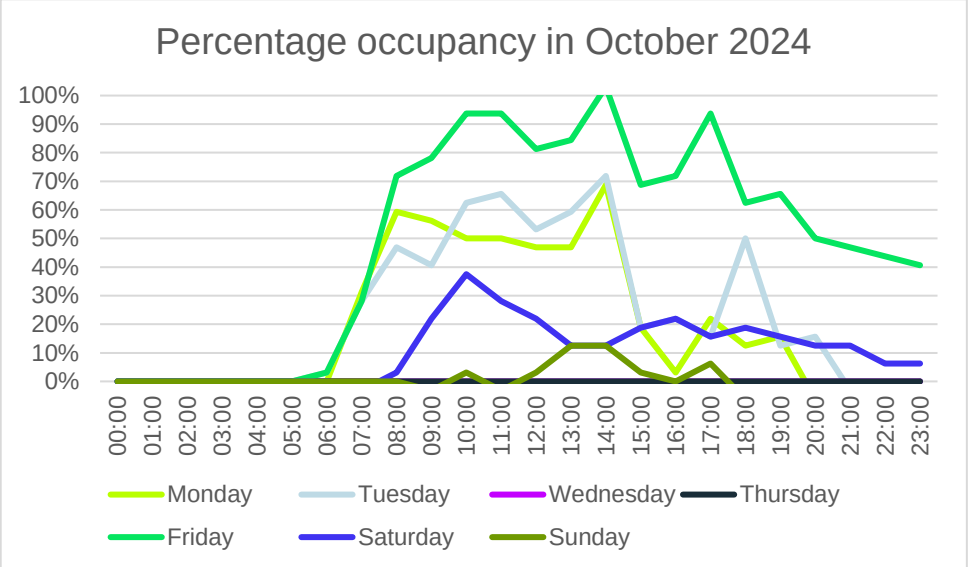

Percentage occupancy in March 2022
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Percentage occupancy in June 2022
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2024 Analysis[25]

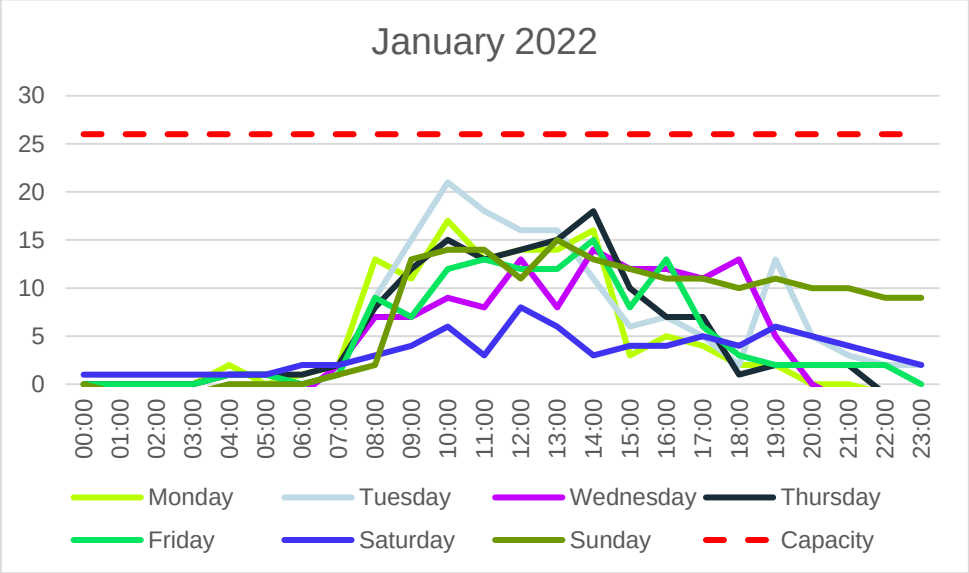


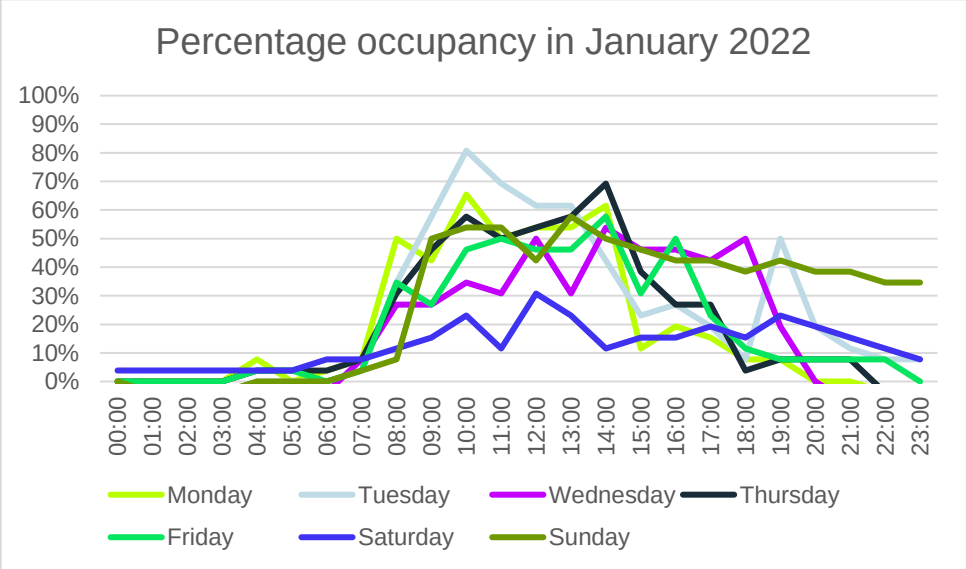


[25] Data collected in 2024 for Wednesday and Thursday was missing.

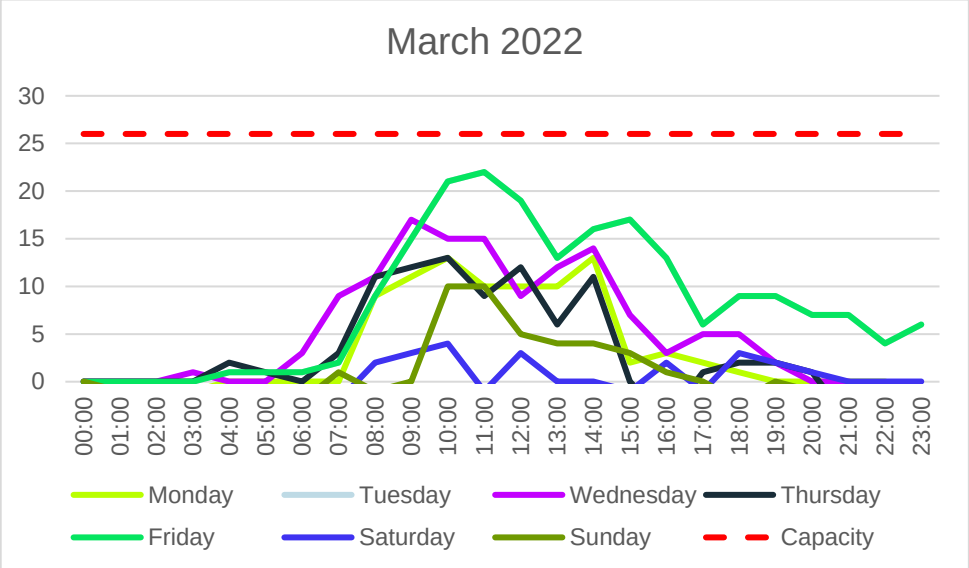
4.8.3 Withy Close

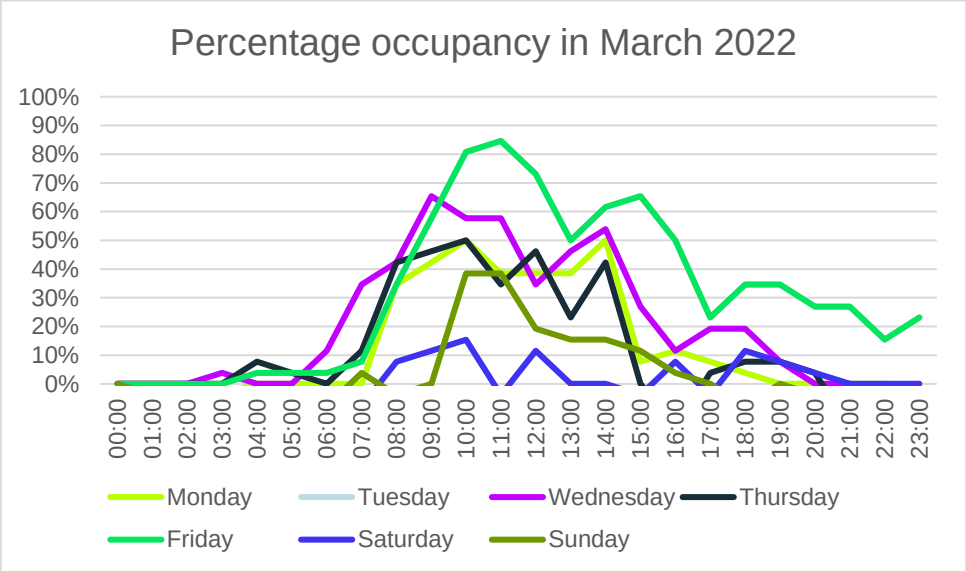
2022 Analysis[26]

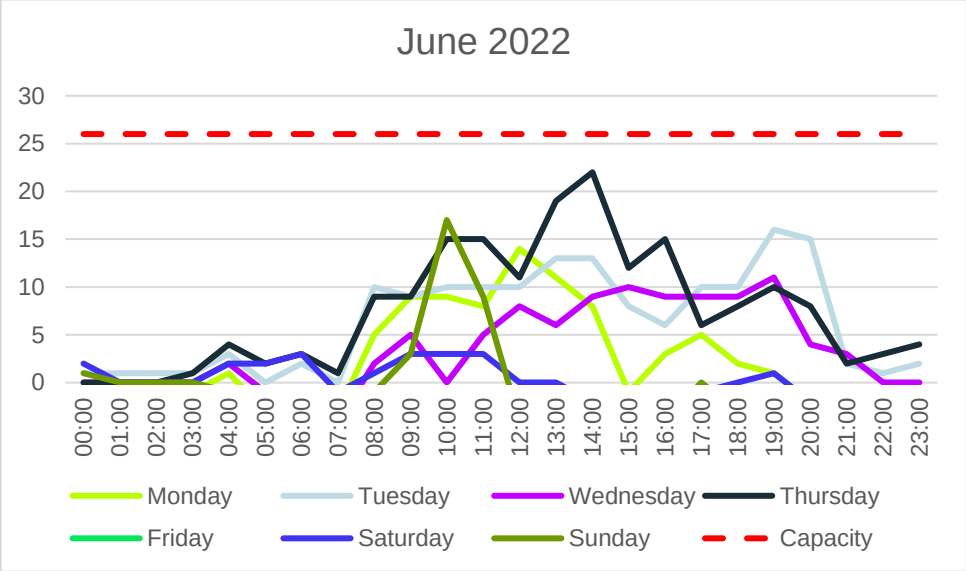


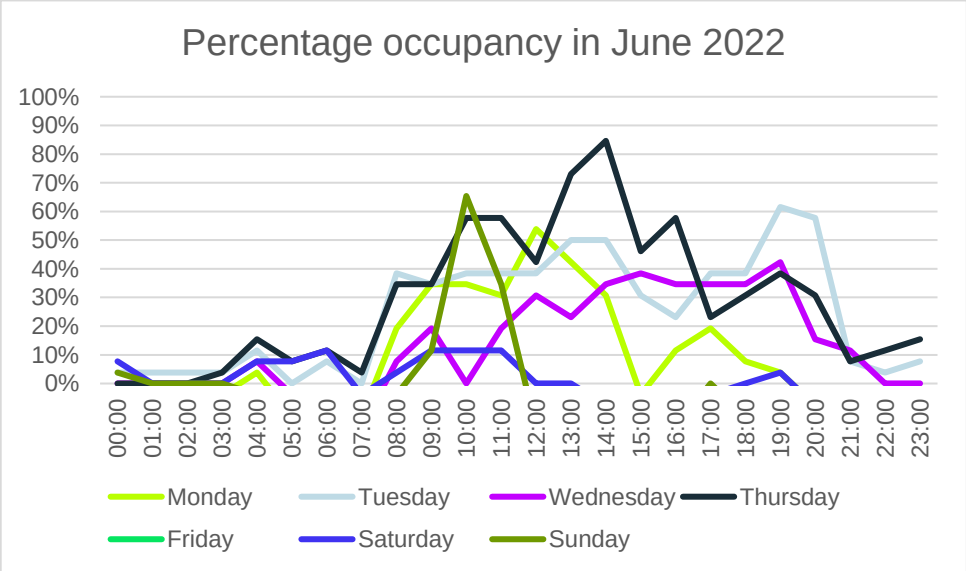


[26] June data for 2022 was identified as incorrect and has therefore been removed from the graph.

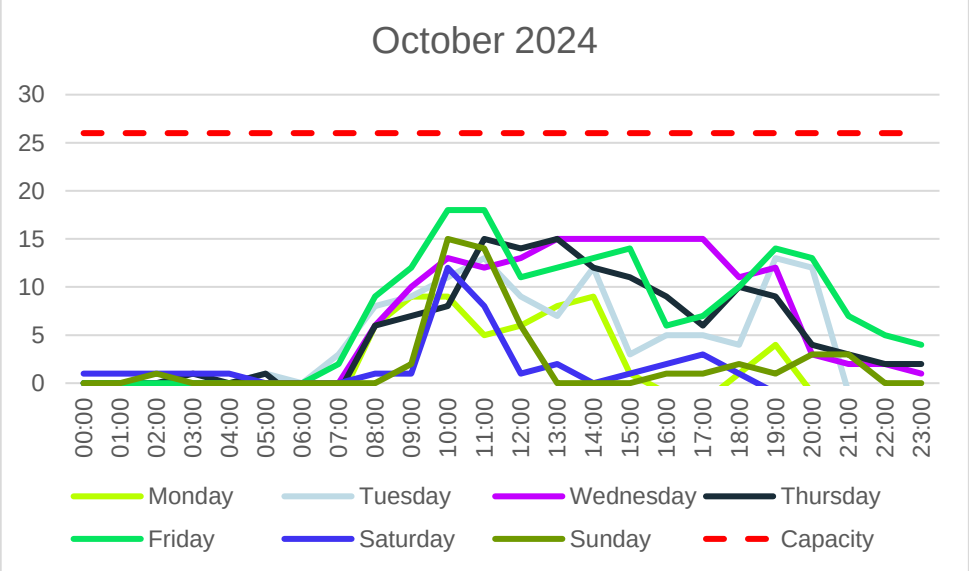

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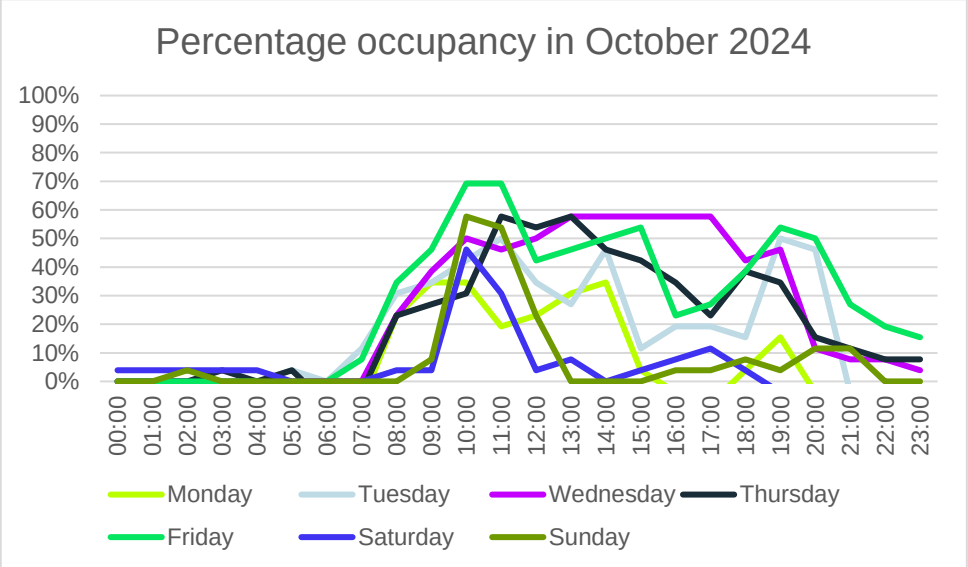

Percentage occupancy in March 2022
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June 2022
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Capacity


Percentage occupancy in June 2022
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2024 Analysis

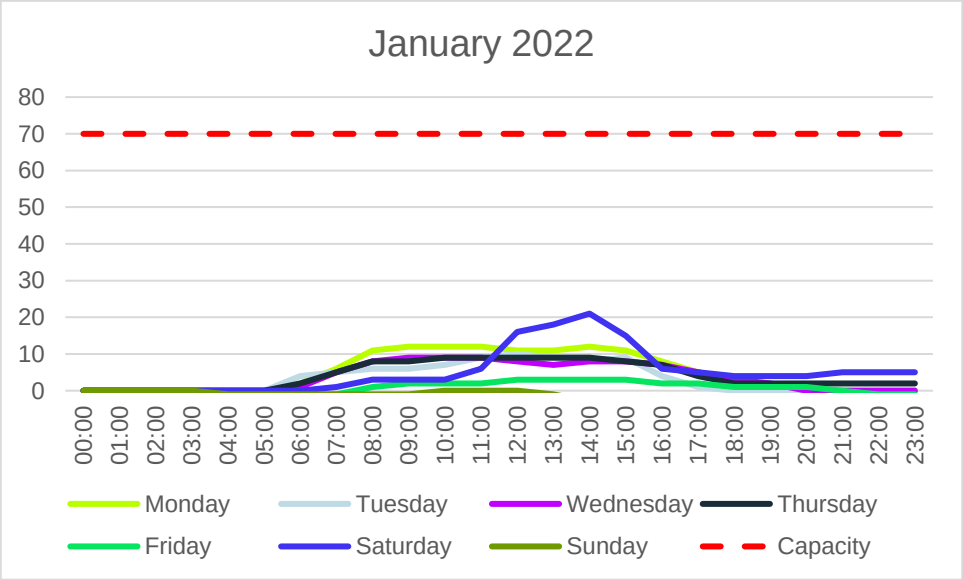


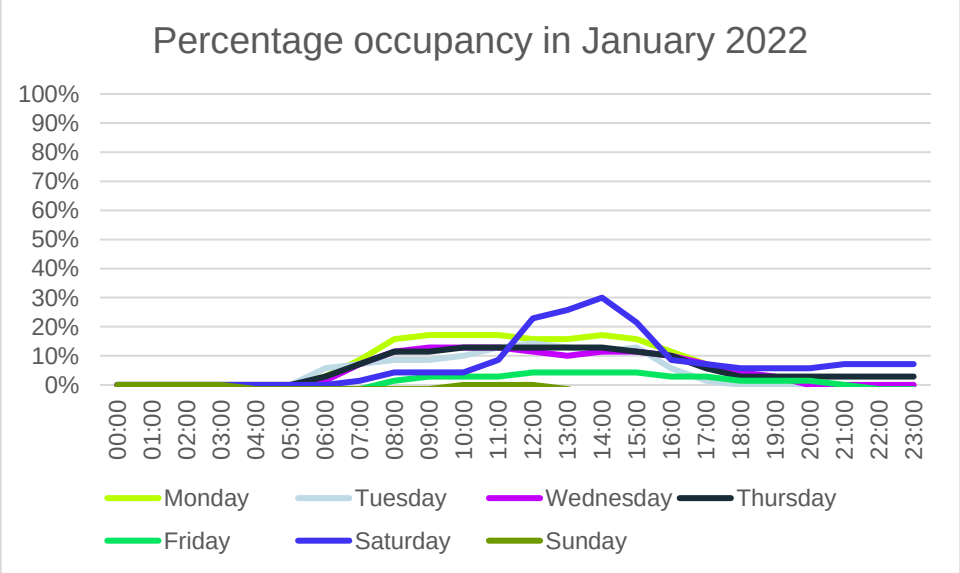


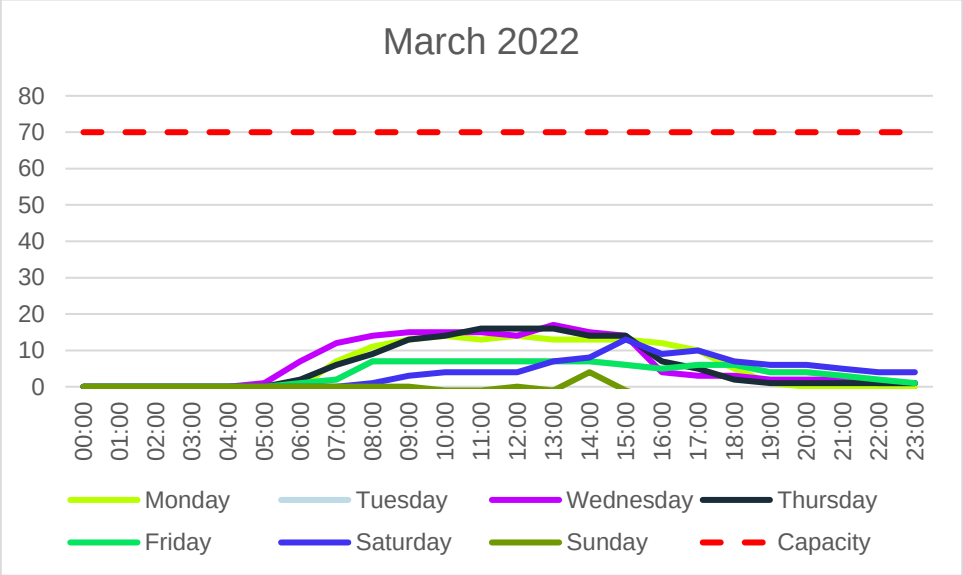
4.9 Rogiet

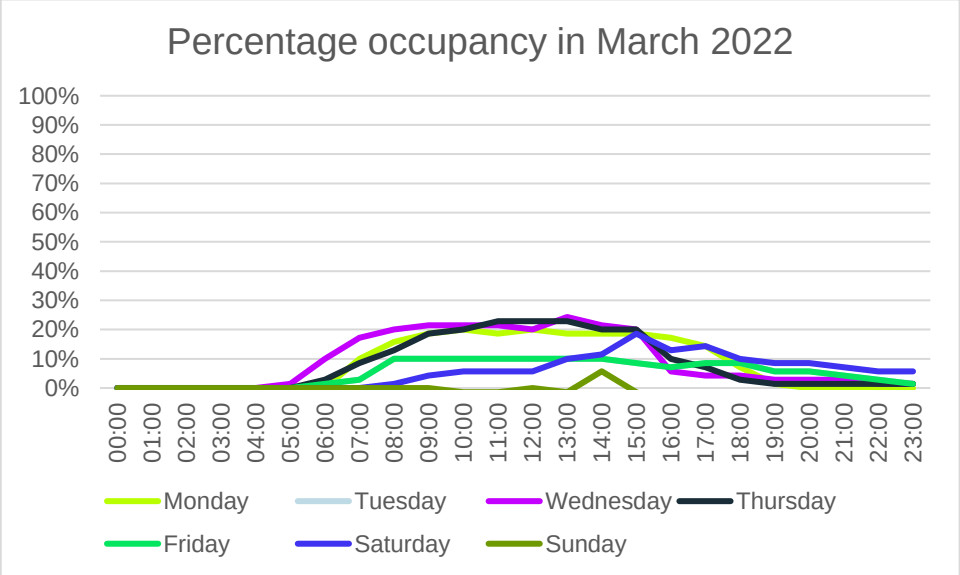
4.9.1 Playing Fields

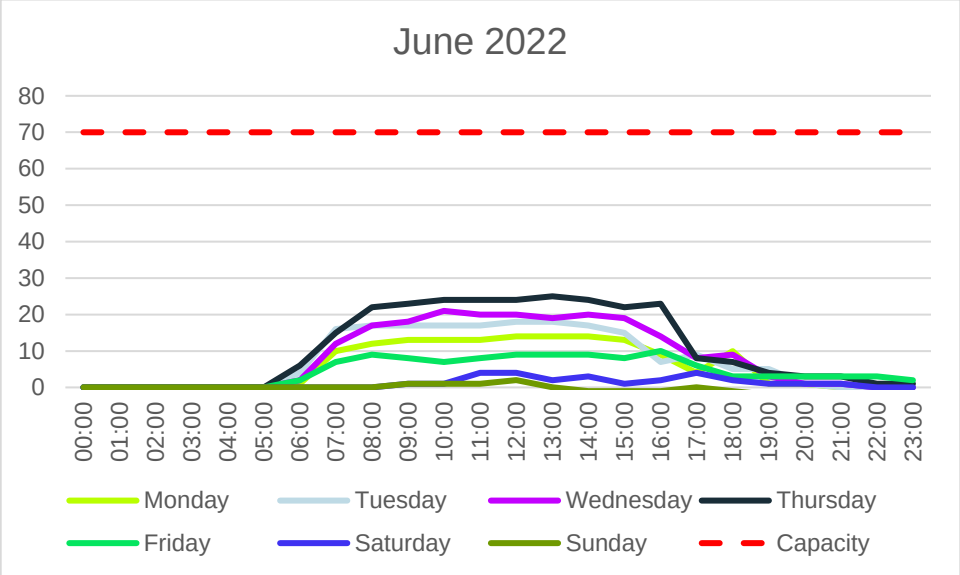
2022 Analysis

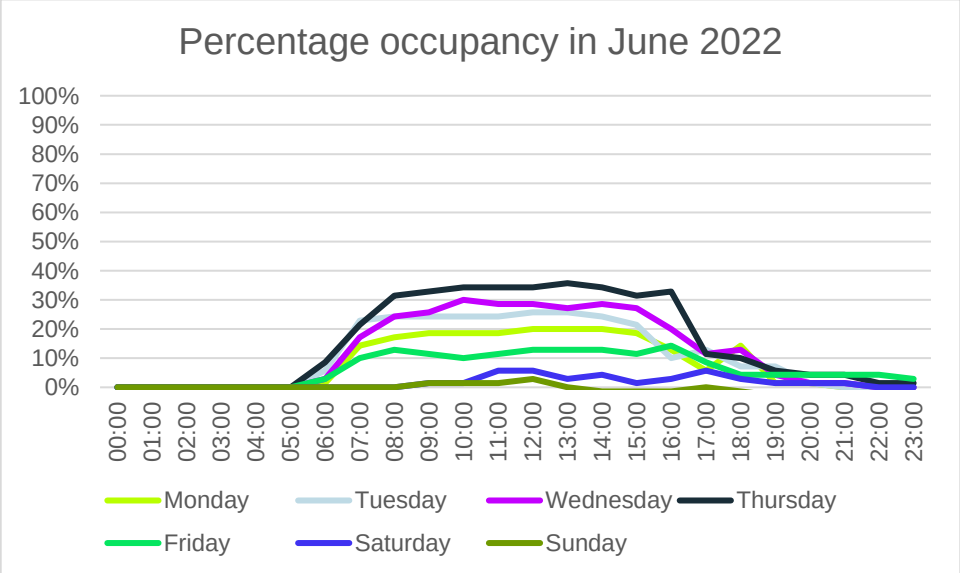




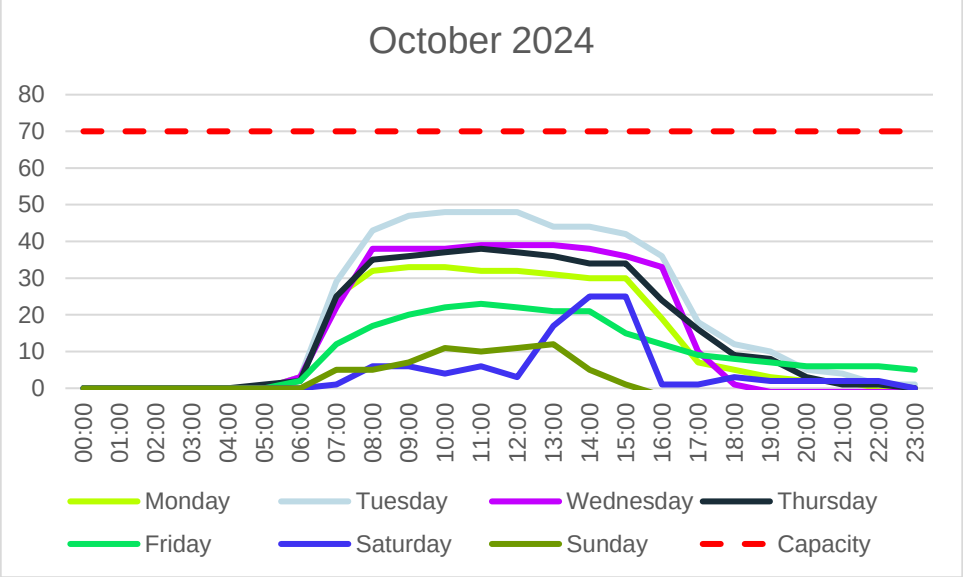

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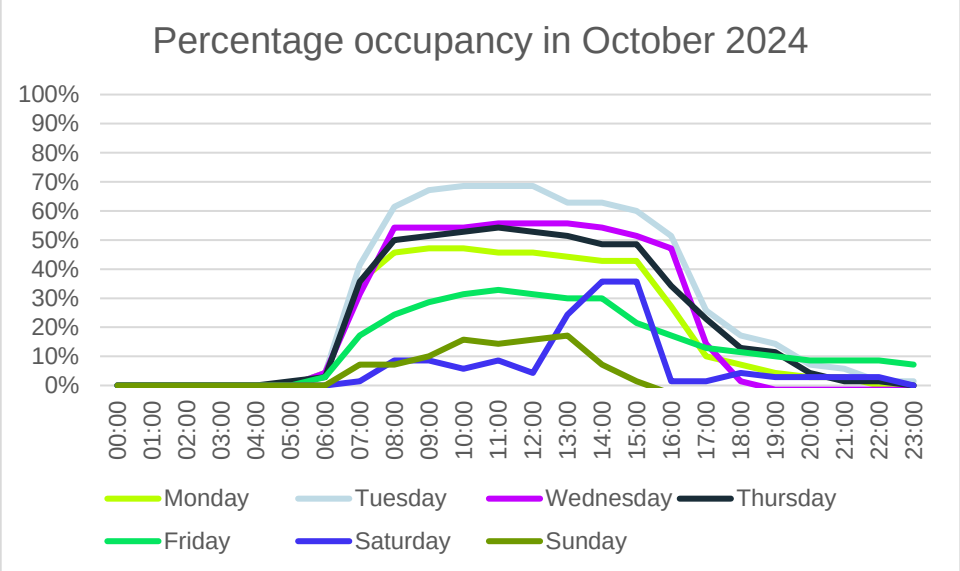

Percentage occupancy in March 2022
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June 2022
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Capacity


Percentage occupancy in June 2022
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2024 Analysis





4.9.2 Severn Tunnel Junction

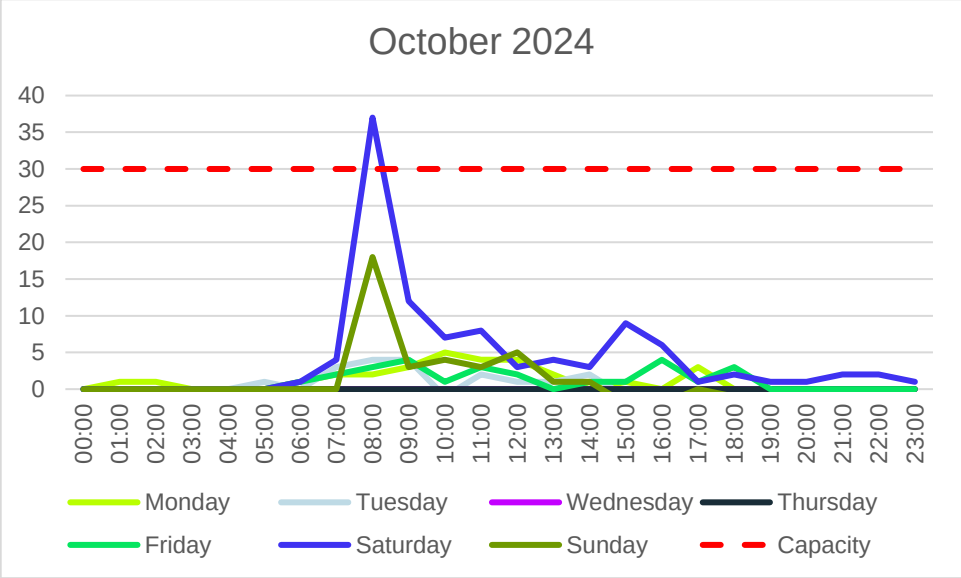
No 2022 or 2024 data for analysis[27]

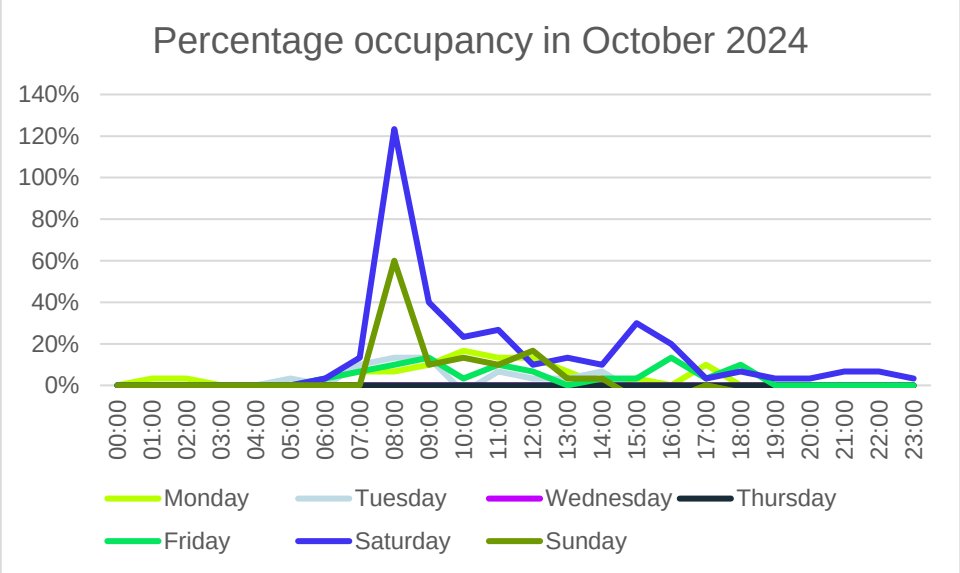
[27] 2024 data: incorrect survey site location

4.9.3 Country Park

No 2022 data for analysis

2024 Analysis

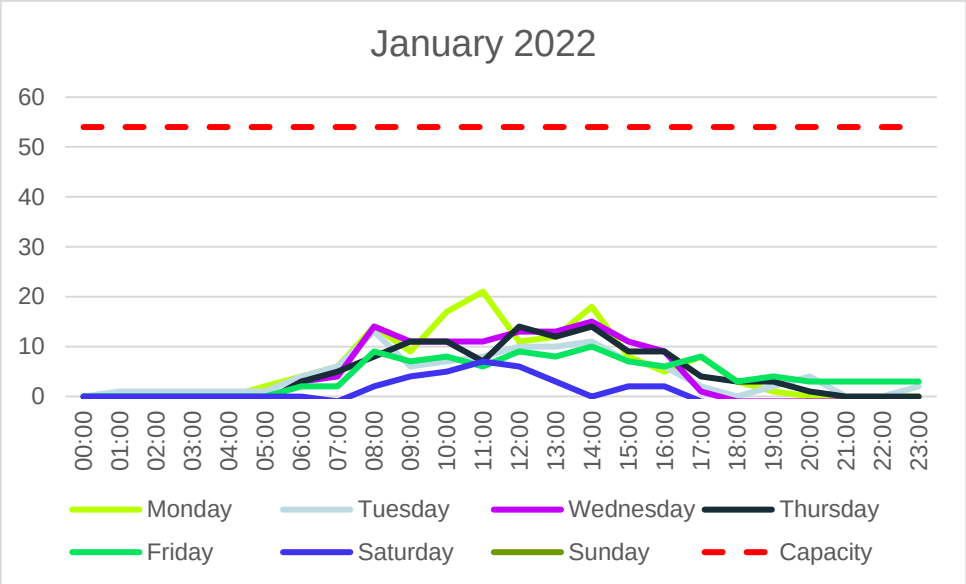


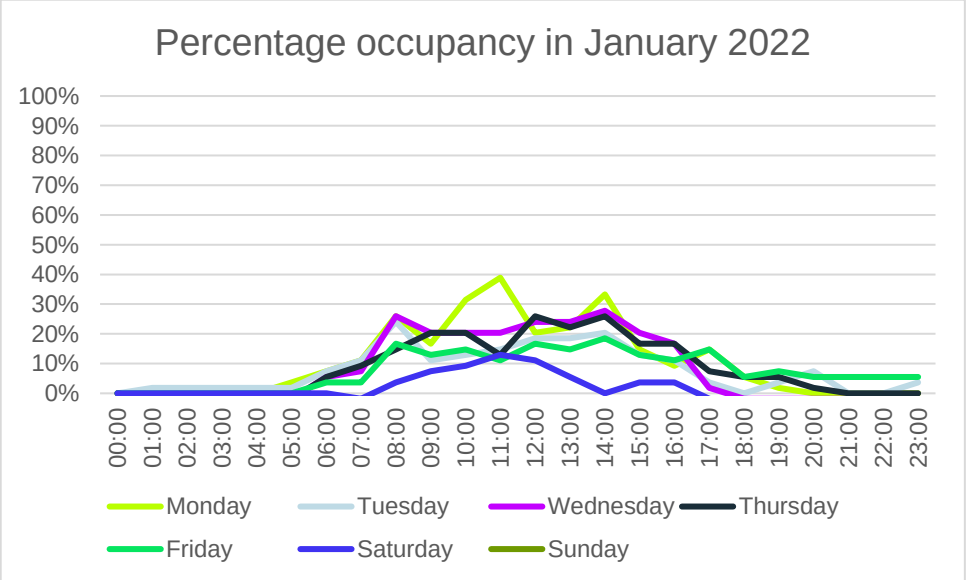


4.10 Raglan

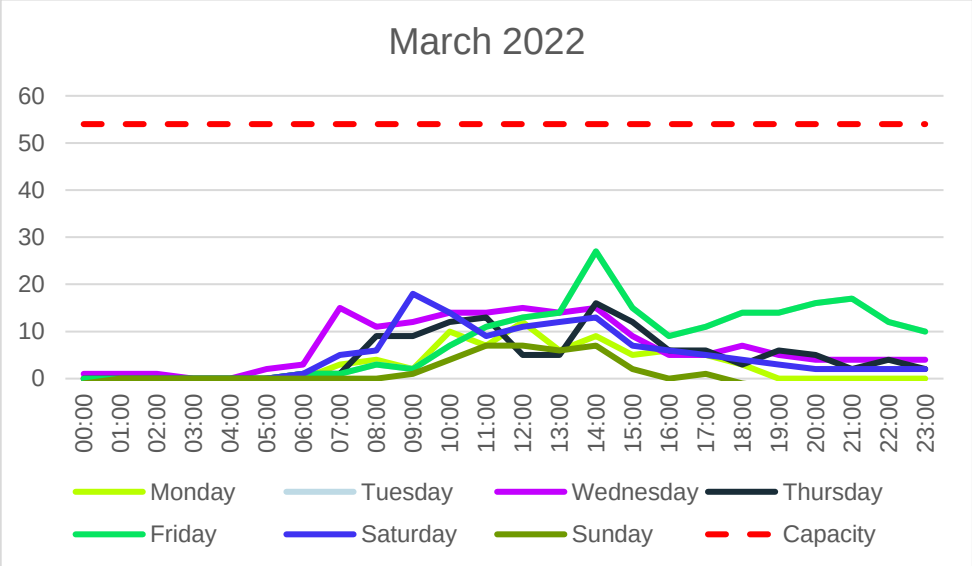
4.10.1 Chepstow Road

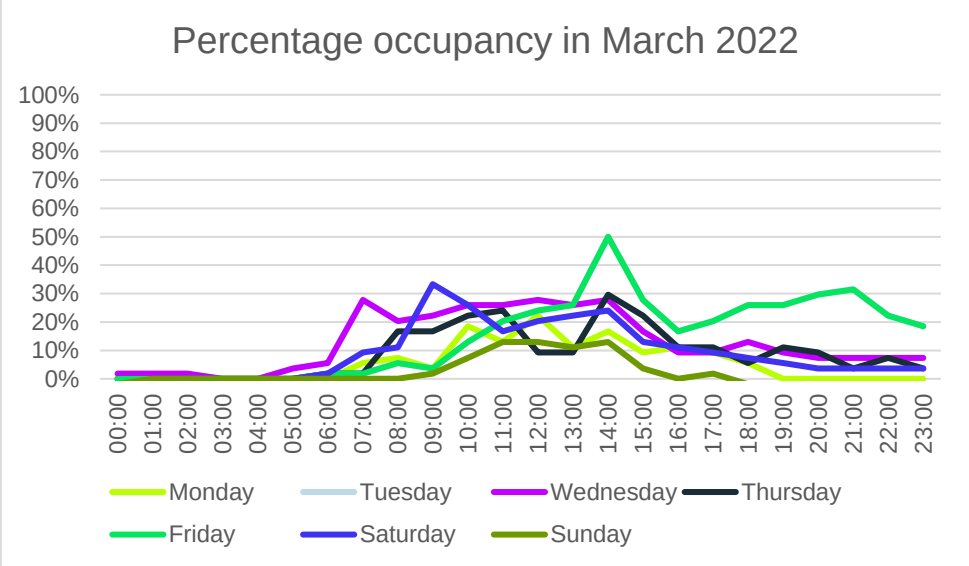
2022 Analysis[28]

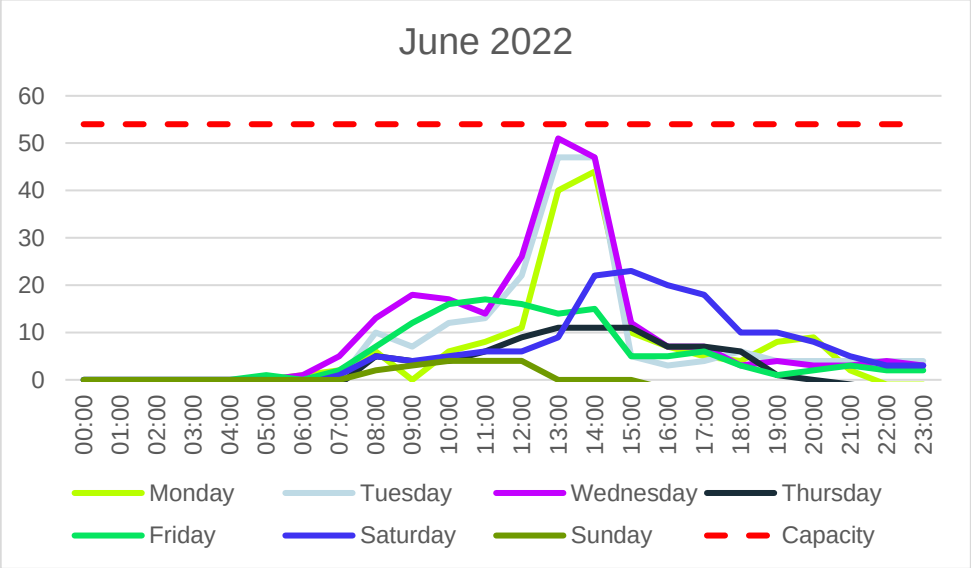


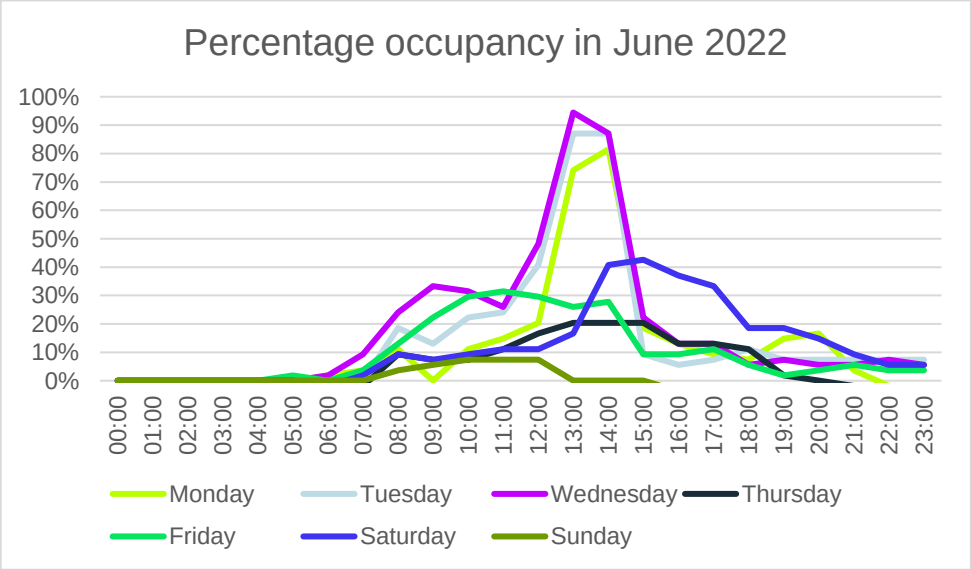


[28] Sunday data for 2022 was identified to be incorrect and has therefore been removed from the graph.

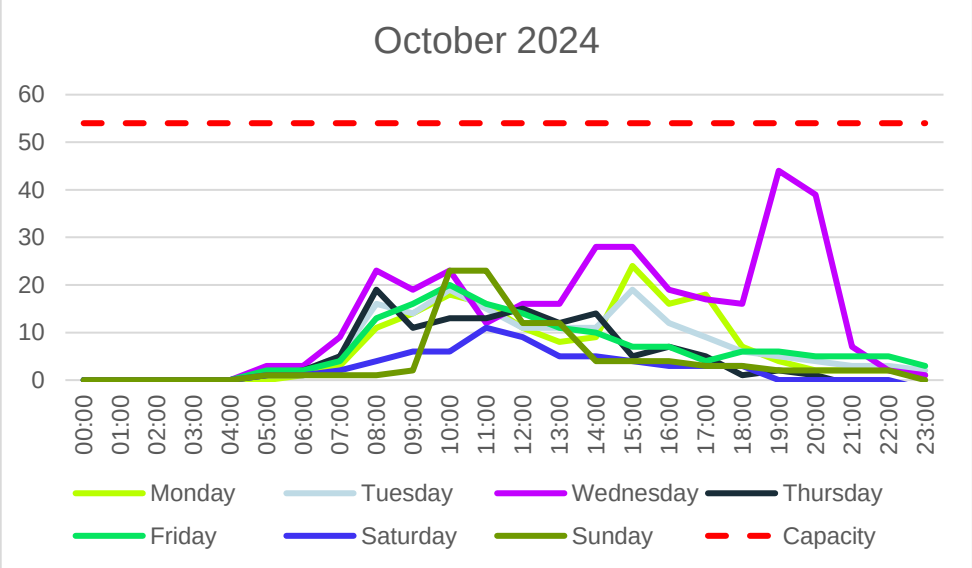

March 2022
60
50
40
30
20
10
0
00:00
01:00
02:00
03:00
04:00
05:00
06:00
07:00
08:00
09:00
10:00
11:00
12:00
13:00
14:00
15:00
16:00
17:00
18:00
19:00
20:00
21:00
22:00
23:00
Monday
Tuesday
Wednesday
Thursday
Friday
Saturday
Sunday
Capacity

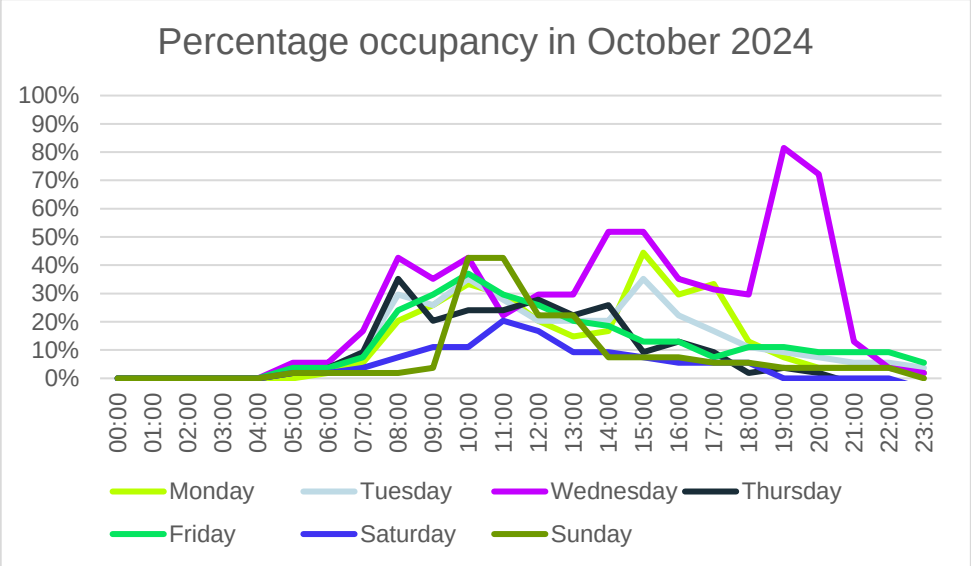

Percentage occupancy in March 2022
100%
90%
80%
70%
60%
50%
40%
30%
20%
10%
0%
00:00
01:00
02:00
03:00
04:00
05:00
06:00
07:00
08:00
09:00
10:00
11:00
12:00
13:00
14:00
15:00
16:00
17:00
18:00
19:00
20:00
21:00
22:00
23:00
Monday
Tuesday
Wednesday
Thursday
Friday
Saturday
Sunday


June 2022
60
50
40
30
20
10
0
00:00
01:00
02:00
03:00
04:00
05:00
06:00
07:00
08:00
09:00
10:00
11:00
12:00
13:00
14:00
15:00
16:00
17:00
18:00
19:00
20:00
21:00
22:00
23:00
Monday
Tuesday
Wednesday
Thursday
Friday
Saturday
Sunday
Capacity


Percentage occupancy in June 2022
100%
90%
80%
70%
60%
50%
40%
30%
20%
10%
0%
00:00
01:00
02:00
03:00
04:00
05:00
06:00
07:00
08:00
09:00
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11:00
12:00
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Saturday
Sunday

2024 Analysis



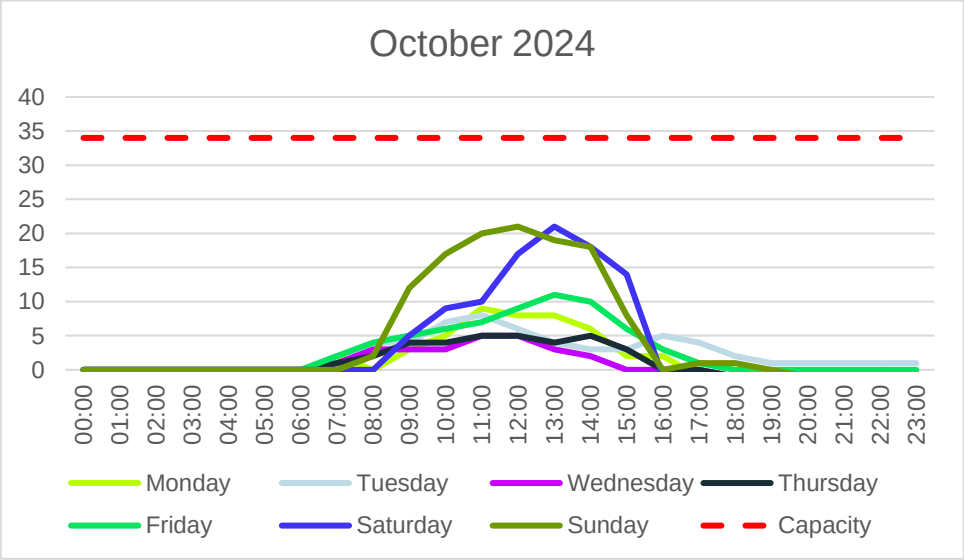


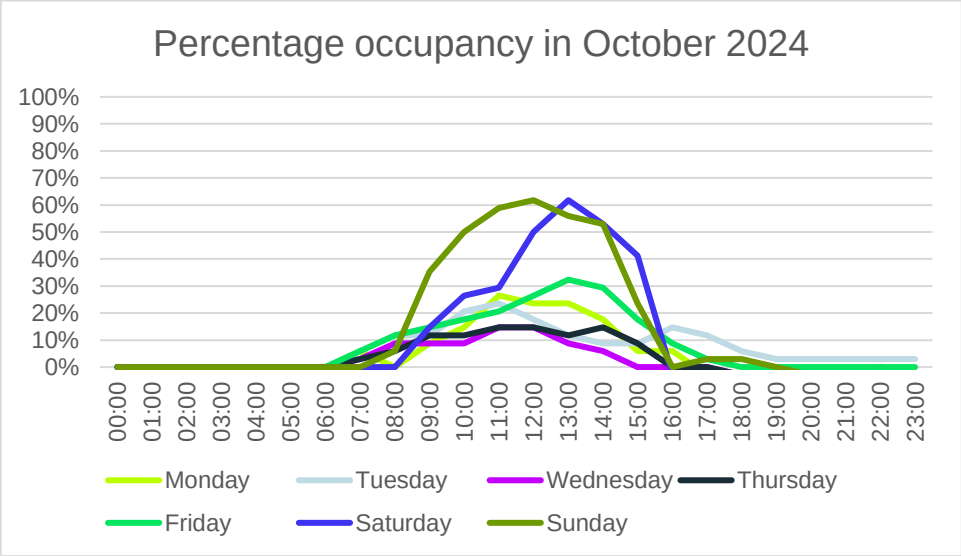
4.11 Tintern

4.11.1 Wireworks

No 2022 data for analysis

2024 Analysis

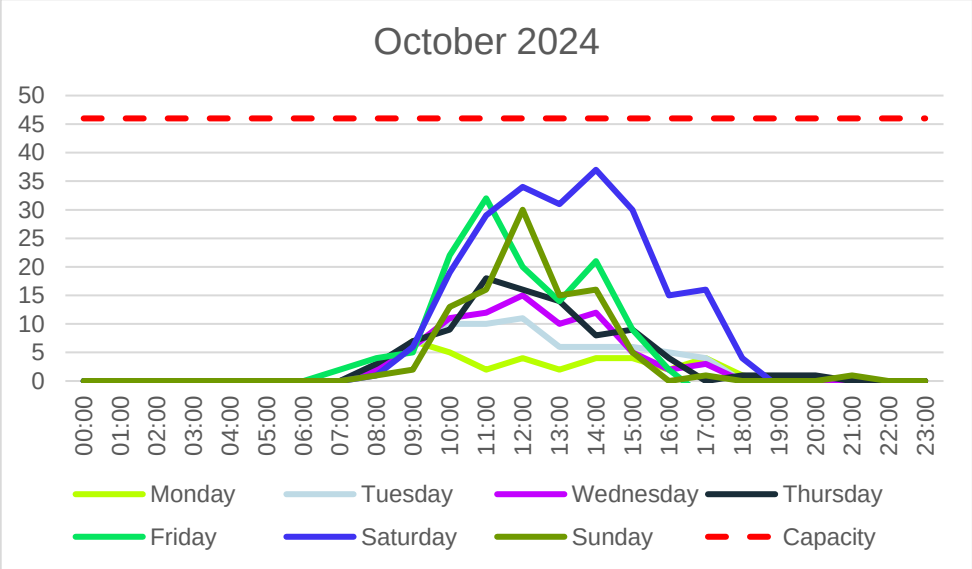


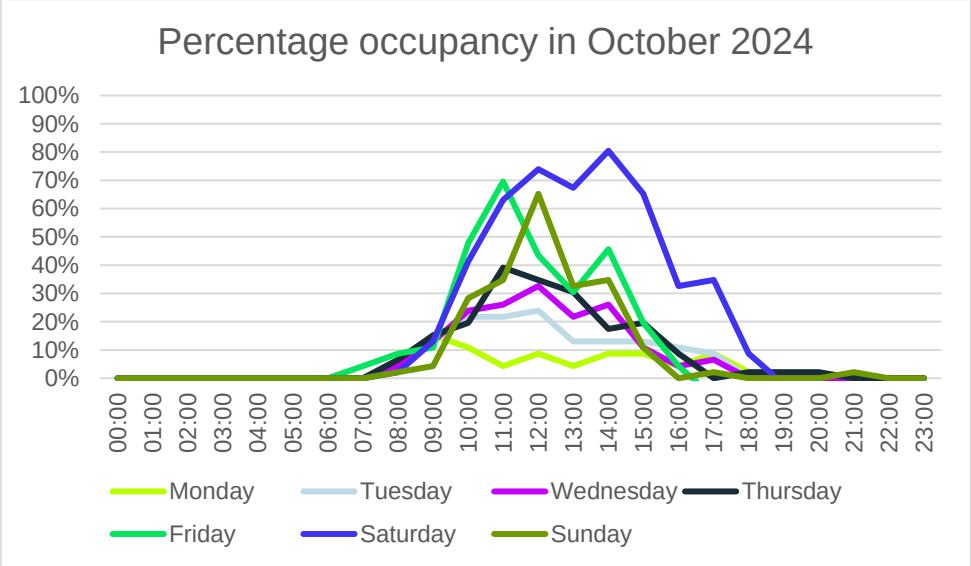


4.11.2 The Old Station[29]

No 2022 data for analysis

2024 Analysis





[29] Overflow car park assumed to be open in 2024 surveys.

Appendix B. Estate Review and Asset Transfer

TECHNICAL NOTE

Monmouthshire Car Park Review

SUBJECT	PROJECT NO.	DATE
Estate Review and Asset Transfer	5230879	May 2025

AUTHOR	DISTRIBUTION	REPRESENTING
HH	Monmouthshire County Council	AtkinsRéalis

Document history

Revision	Purpose description	Originated	Checked	Reviewed	Authorised	Date
1.0	Draft for client comment	HH	CLC	MS	CLC	December 2024
2.0	Final	HH	CLC	SL	CLC	May 2025

Client signoff

Client	Monmouthshire County Council		
Project	Monmouthshire Car Park Review	**Project No.**	5230879
Client signature / date			

TECHNICAL NOTE

1. Introduction

This Technical Note provides information on Monmouthshire County Council's (MCC) parking estate (council-owned and managed car parks) and presents a summary of data analysis covering transactions and occupancy. Based on this analysis, options for potential asset transfer are then examined. For the full data analysis of all the available car parking data please refer to the Data Analysis Technical Note which covers ticket sales and occupancy information.

2. Analysis

Table 2-1 summarises background information and data analysis of MCC's parking estate, detailing the average peak occupancy of car parks in 2022 and 2024, together with transaction analysis, which shows the total number of ticket sales and revenue generated for payable car parks over a 10-month period. The table also provides information on the high and low months for total revenue from ticket sales from February to October 2024. The data for November is partial as it was received before the end of that month.

Methodology

To determine the average peak occupancy, four one-week periods of data for January, March and June 2022, and either September or October 2024[1] were analysed to identify the percentage occupancy of each car park throughout each day of the week:

$$\%\ \text{occupancy} = \frac{\text{Number of vehicles in car park}}{\text{Total number of spaces}^2}$$

A peak occupancy figure for each weekday as well as Saturday, for each month and year, were then summed and divided to give an average peak. For the 2024 analysis, each car park had only one week of data. If data for a specific period, for example a Saturday in March 2022, was missing, the calculation was adjusted by summing the available figures and dividing by the number of available data points.

The transaction analysis details the total ticket sales made at physical ticket machines, as well as PayByPhone, from February to November 2024. The total revenue was determined by multiplying the number of ticket sales, by type, for each month, with the cost of the ticket. A high and low month, in relation to revenue, has been identified and covers February to October 2024.

[1] Data for Caldicot Castle and Country Park covered November/December in 2024
[2] Including disabled, EV and parent and Child spaces

Table 2-1 - Data Analysis Summary

Place	Name	Type	Total Spaces	Occupancy Analysis		Transaction Analysis (Feb to Nov 2024)							
				Average Peak Occupancy		Total Revenue	Total Ticket Sales	High Month (revenue)[3]			Low Month (revenue)		
				2022	2024			Month	Total Revenue	Total Ticket Sales	Month	Total Revenue	Total Ticket Sales
Abergavenny	Brewery Yard	Short Stay Pay and Display	91	63%	78%	£37,133	17841	May	£4,405	2086	Sep	£3,148	1497
	Bus Station	Long Stay Pay and Display	160	89%	100%	£146,929	58903	Aug	£18,717	7518	Feb	£12,154	5095
	Byefield Lane	Other - Pay and Display on Tuesday	297	113%	107%	£27,227	4834	Aug	£4,321	740	Feb	£1,876	372
	Castle Street	Long Stay Pay and Display	226	98%	89%	£230,770	97267	Aug	£28,120	11570	Feb	£19,738	9055
	Fairfield	Long Stay Pay and Display	482	63%	63%	£252,621	108468	Aug	£33,272	14048	Feb	£20,150	9464
	Tiverton Place	Short Stay Pay and Display	65	90%	102%	£46,924	23671	May	£5,588	2734	Sep	£4,186	2108
	Trinity Terrace	Short Stay Pay and Display	38	75%	64%	£39,212	19378	Oct	£4,487	2141	June	£3,738	1812
	Tudor Street	Long Stay Pay and Display	22	-	78%	£30,518	13305	Apr	£3,623	1526	Feb	£2,753	1308
	Abergavenny Leisure Centre	Leisure Centre	48[4]	-	-								
Caldicot	Jubilee Way	Free	57	89%	-								
	Woodstock Way	Free	118	17%	38%								
	Caldicot Leisure Centre	Leisure Centre	70	-	109%								
	Caldicot Castle (Small car park off Church Road)	Visitor attraction	18	-	-								
	Caldicot Castle (Main car park)	Visitor attraction	65	-	81%								
Chepstow	Castle Dell	Long Stay Pay and Display	101	44%	43%	£77,832	32962	Aug	£13,027	5306	Feb	£5,476	2584
	Drill Hall	Other - Long Stay Pay and Display	83	36%	18%	£26,240	14909	Aug	£3,612	2051	Feb	£1,972	1190
	Nelson Street	Short Stay Pay and Display	92	72%	74%	£137,912	70105	Aug	£16,577	8173	Sep	£13,022	6664
	Station Road	Free	43	47%	59%								
	Welsh Street	Long Stay Pay and Display	226	61%	73%	£238,954	99010	Jul	£27,171	10750	May	£22,866	9445
	The Station Car Park	Free	55	83%	78%								
	Chepstow Leisure Centre	Leisure Centre		-	77%								

[3] High/Low month based off February to October data, as data was received on 27th November 2024.
[4] Uncertainty around total number of spaces at time of survey

Monmouth	Chippenham	Long Stay Pay and Display	35	113%	126%	£40,713	16154	Aug	£4,738	1814	Sep	£3,923	1410
	Cornwall House[5]	Long Stay Pay and Display	46	39%	53%	£17,946	8522	Oct	£2,743	1234	Aug	£3	146
	Glendower Street	Short Stay Pay and Display	134	60%	43%	£117,584	57209	May	£14,047	6736	June	£10,838	5246
	Monnow Street	Long Stay Pay and Display	41	59%	41%	£14,556	5666	Aug	£2,025	771	May	£1,040	377
	Cattle Market	Long Stay Pay and Display	188	77%	86%	£197,079	84772	Aug	£25,400	10783	Feb	£17,249	7952
	Cinderhill Street	Free	41	44%	57%								
	Old Dixton Road	Free	32	65%	47%								
	Rockfield Road	Free	109	72%	80%								
	Rowing Club	Free	20	-	230%								
	Sports Ground	Season Permit Only	9	-	-								
	Wyebridge Street[6]	Long Stay Pay and Display	33	-	39%	£8,677	3277	Apr	£1,679	616	Aug	£24.80	74
	Monmouth Leisure Centre	Leisure Centre	76	-	112%								
Usk	Maryport Street North	Free	153	97%	91%								
	Maryport Street South	Free	86	70%	74%								
	Twyn Square	Free	15	-	47%								
Gilwern	Main Road	Free	24	-	32%								
Goytre	Goytre Village	Free	22	-	36%								
Magor	Magor Square	Free	34	77%	85%								
	Sycamore Terrace	Free	32	-	71%								
	Withy Close	Free	26	-	58%								
Rogiet	Playing Fields	Other - Long Stay Pay and Display	70	-	53%	£16,542	7969	Oct	£1,980	947	Jul	£1,263	618
	Severn Tunnel Junction	Other - Long Stay Pay and Display	144	-	-	£600	183	Oct	£116	34	Feb	£15	5
	Country Park	Other - Long Stay Pay and Display	30	-	-	£371	11528	Apr	£66	1362	Feb	£10	1410
Raglan	Chepstow Road	Long Stay Pay and Display	54	52%	51%								
Tintern	Wireworks	Visitor attraction	34	-	47%								
	Old Station (including overflow)	Visitor attraction	46	-	75%								

[5] Noted that Cornwall House offered free parking over July/August to assist with school pupils attending exams and offset the disruption caused by Welsh Water works in Monmouth Town
[6] Noted that Wyebridge Street offered free parking over July/August to assist with school pupils attending exams and offset the disruption caused by Welsh Water works in Monmouth Town

3. Asset Transfer

3.1 Underutilised Car Parks

In order of lowest to highest (for 2024 data), this section presents car parks with an average peak occupancy of under 40%. These are car parks which could potentially be explored to be repurposed. It is worth noting that some of these car parks only have one year of occupancy data available and thus would require further analysis before any final decisions are made. Total ticket sales, and total revenue from ticket sales by month for pay and display car parks has also been presented.

Despite having an average peak occupancy of 35% in November/December 2024, Caldicot Castle and Country Park has not been presented here as an underutilised car park, due to the castle itself being closed during the survey period[7]. A survey conducted during the high season (summer holidays for example) would capture the true utilisation of the car park.

It should be noted that despite being presented within the list of underutilised car park, Main Road in Gilwern and Goytre Village in Goytre are the villages only car parks.

[7] Open from 26th March to 3rd November in 2024 (Caldicot Castle Pre-Visit Information.pdf)

3.1.1 Drill Hall, Chepstow

Average Peak Occupancy	**2022:**	36%
	2024:	18%
Total Number of Spaces:		83
EV Charging:		Unavailable
Type:		Long Stay Pay and Display ▪ Mon-Sat - £2 all day charge ▪ Sun - First 2 hours free, £1.30 for remainder of day

Figure 3-1 - Drill Hall: Percentage Occupancy in January 2022

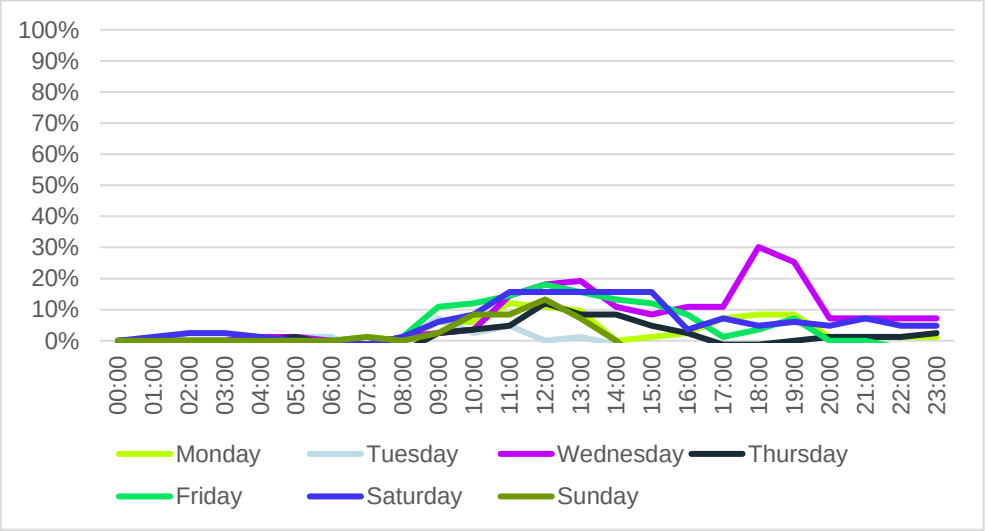


Figure 3-2 - Drill Hall: Percentage Occupancy in March 2022

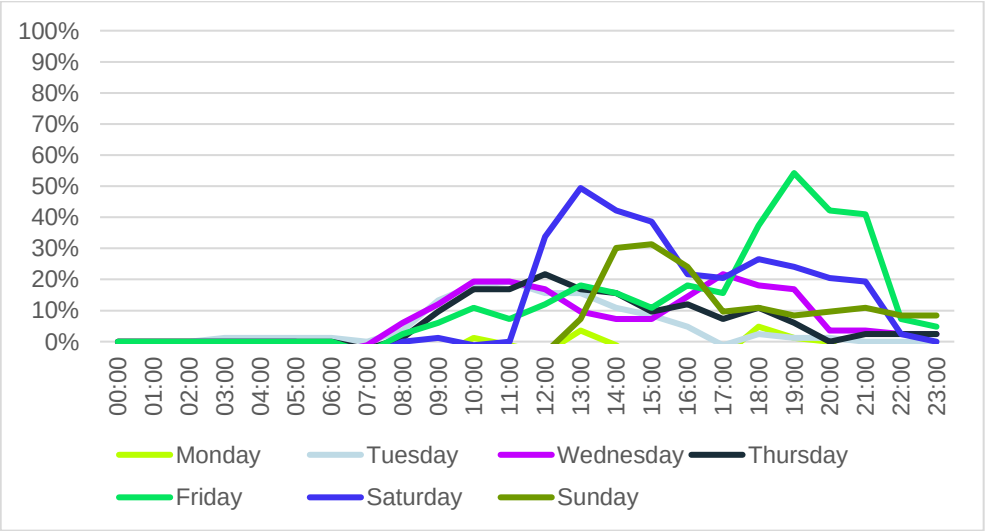


Figure 3-3 - Drill Hall: Percentage Occupancy in June 2022

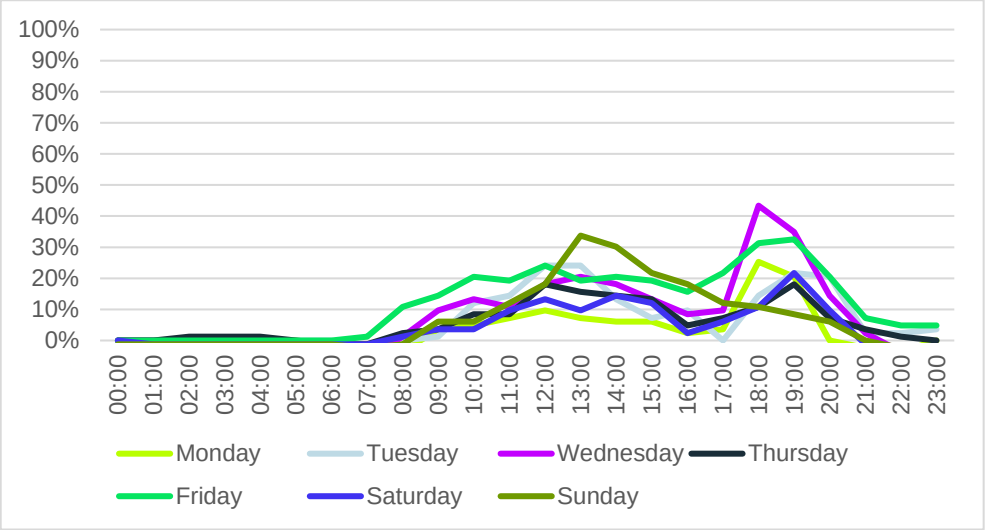


Figure 3-4 - Drill Hall: Percentage Occupancy in September 2024 *(Monday, Tuesday, Wednesday and Thursday was missing or identified to be incorrect)*

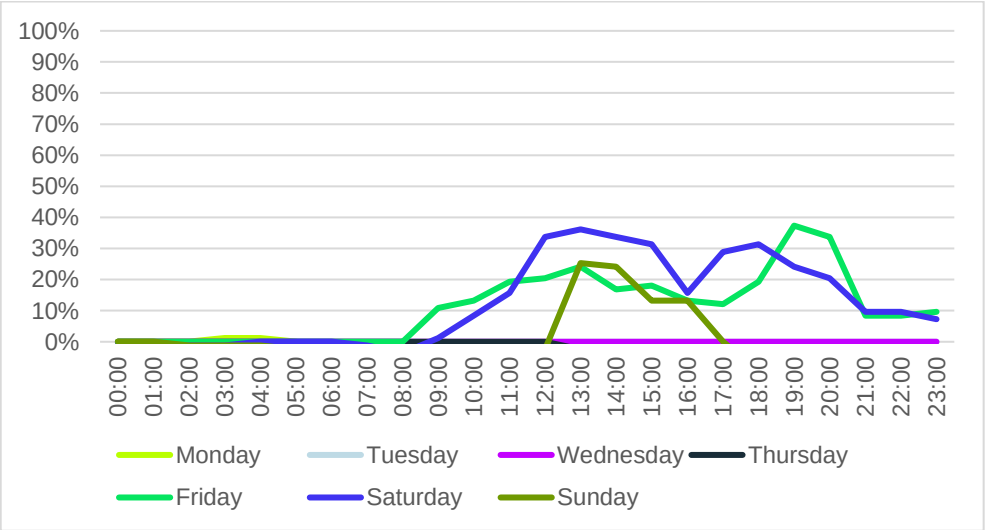


Figure 3-5 - Drill Hall: Total Ticket Sales 2024

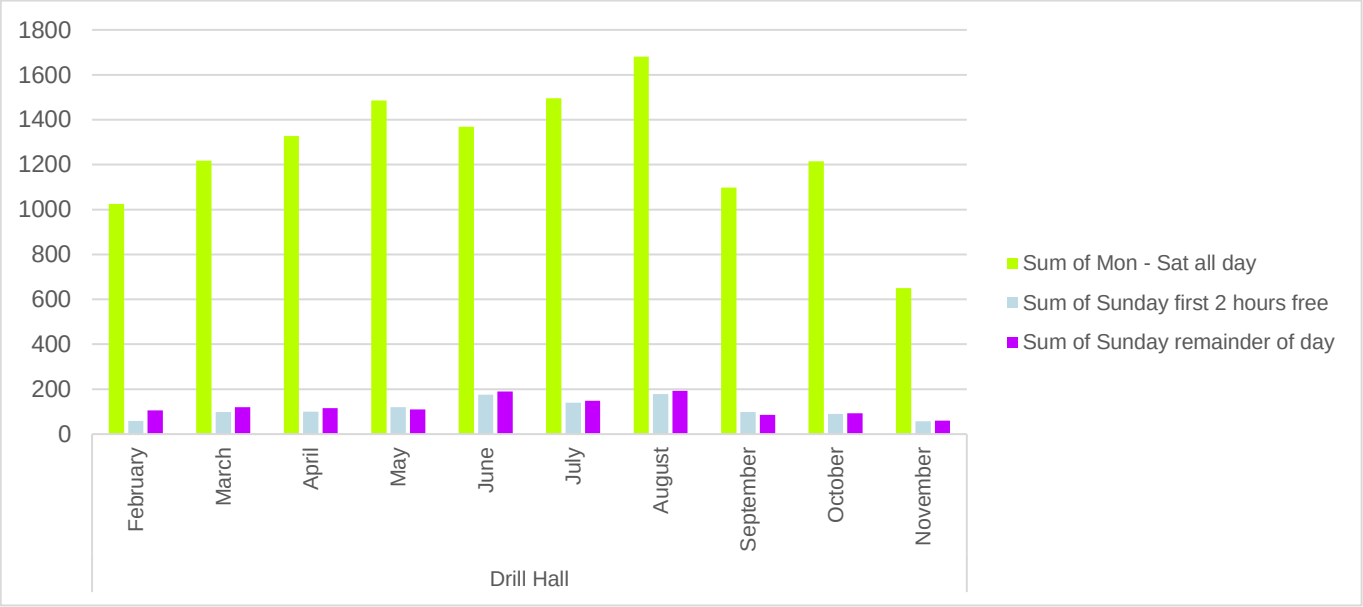
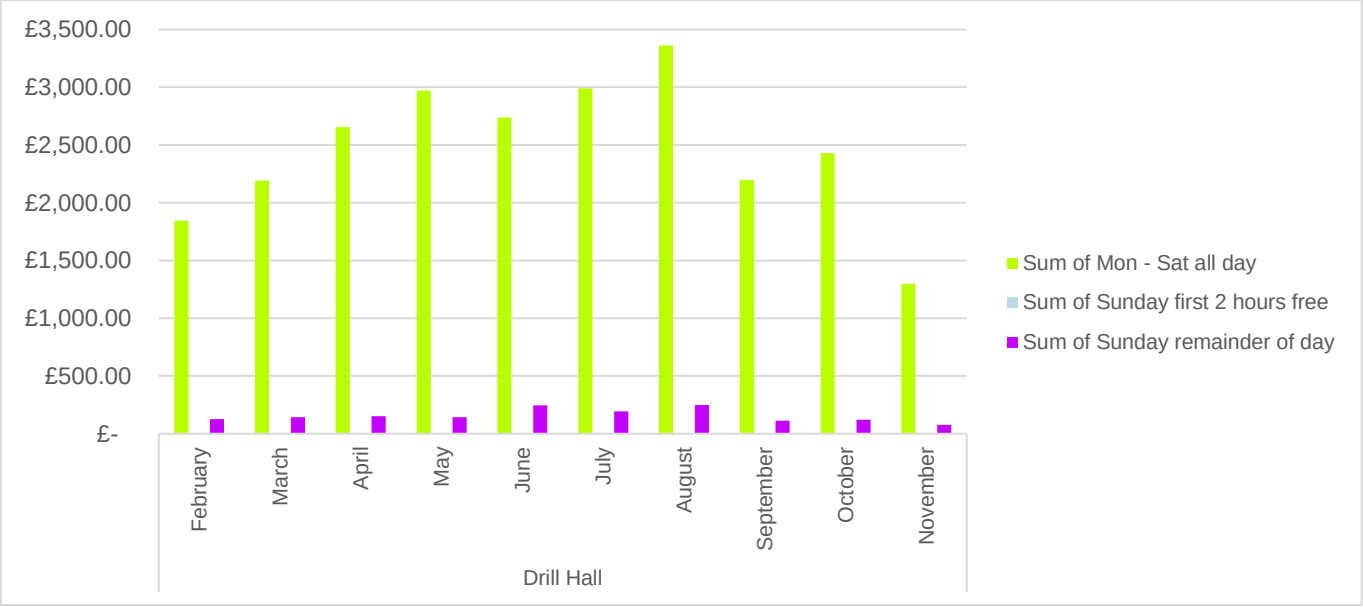


Figure 3-6 - Drill Hall: Total Revenue from Ticket Sales 2024



3.1.2 Main Road, Gilwern

Average Peak Occupancy	**2022:**	Data identified as potentially incorrect, see Figure 3-7, Figure 3-8, Figure 3-9.
	2024:	32%
Total Number of Spaces:		24
EV Charging:		Available
Type:		Free

Figure 3-7 - Main Road: Percentage Occupancy in January 2022 *(Sunday identified to be incorrect)*

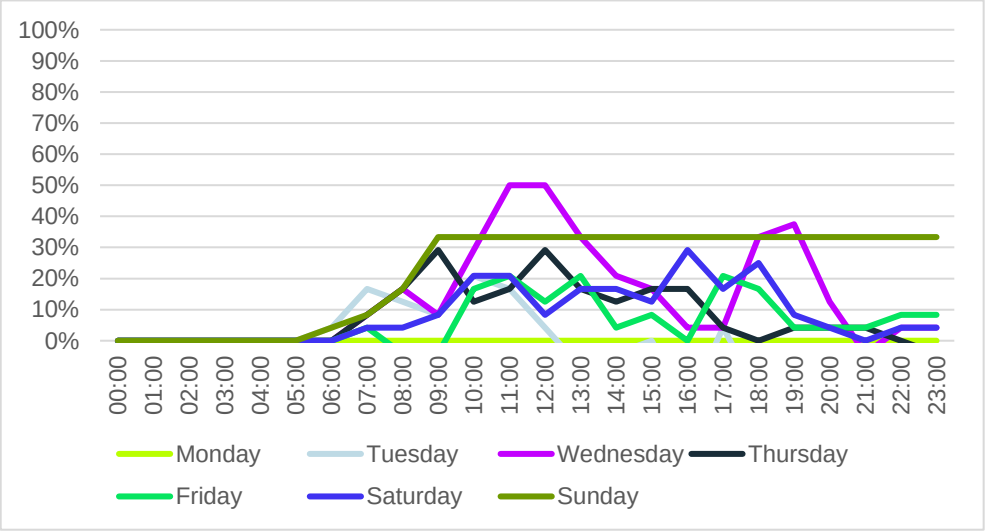


Figure 3-8 - Main Road: Percentage Occupancy in March 2022

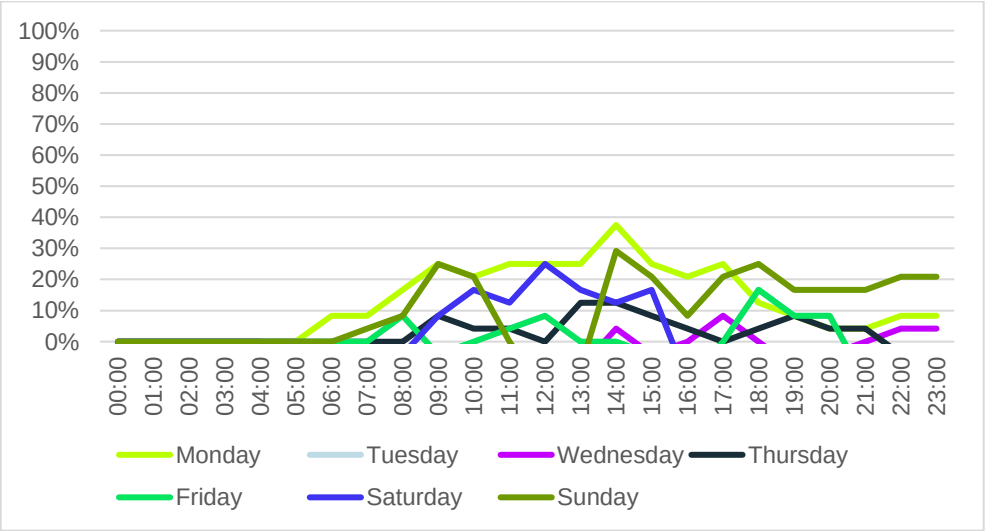


Figure 3-9 - Main Road: Percentage Occupancy in June 2022

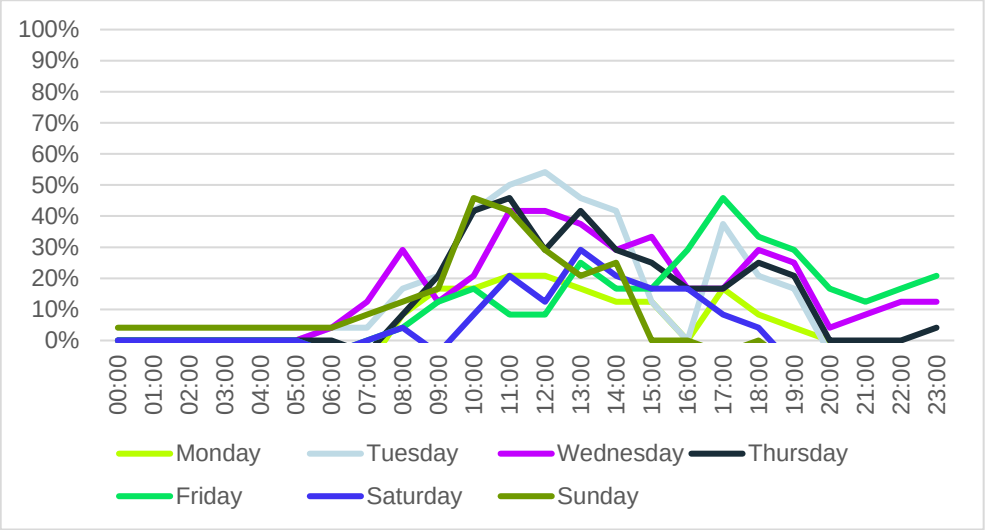
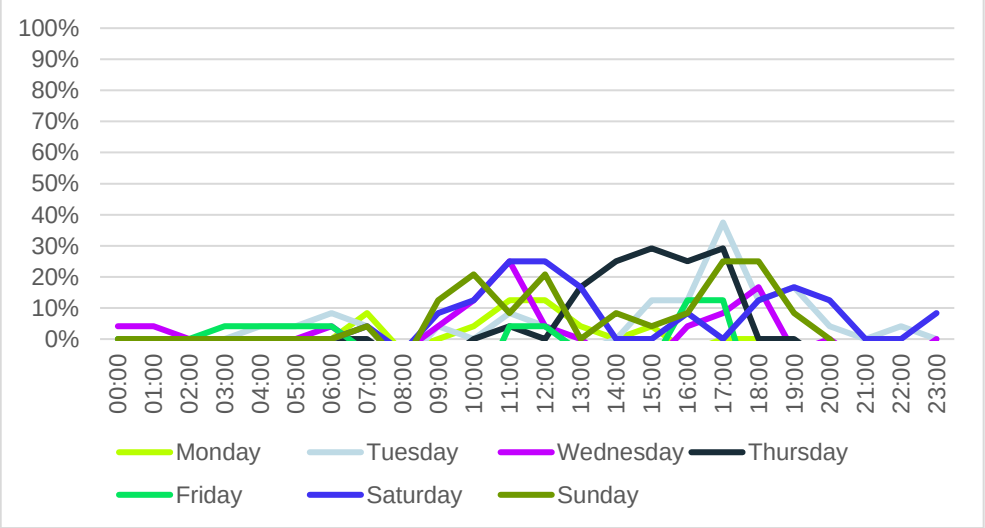


Figure 3-10 - Main Road: Percentage Occupancy in October 2024



3.1.3 Goytre Village, Goytre

Average Peak Occupancy	**2022:**	Data identified as potentially incorrect, see Figure 3-11, Figure 3-12, Figure 3-13.
	2024:	36%
Total Number of Spaces:		22
EV Charging:		Available
Type:		Free

Figure 3-11 - Goytre Village: Percentage Occupancy in January 2022

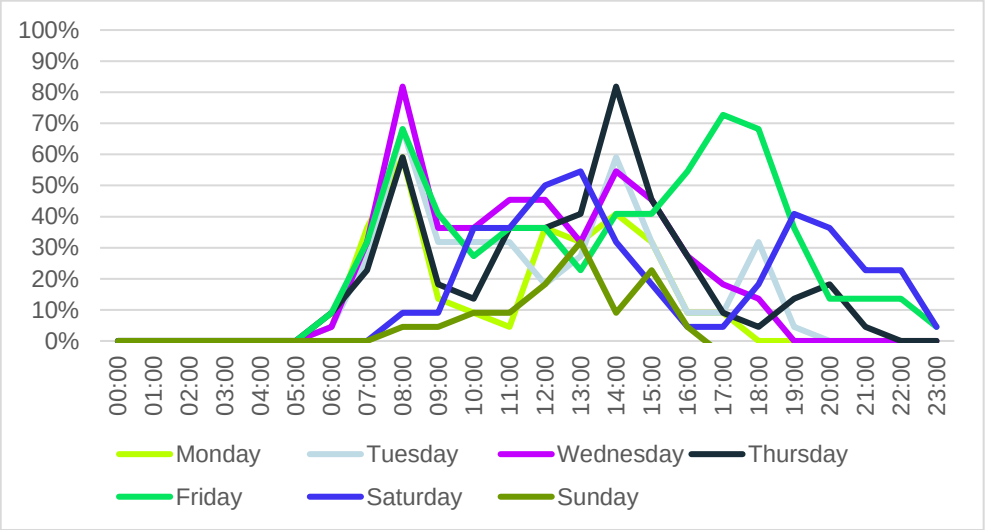


Figure 3-12 - Goytre Village: Percentage Occupancy in March 2022

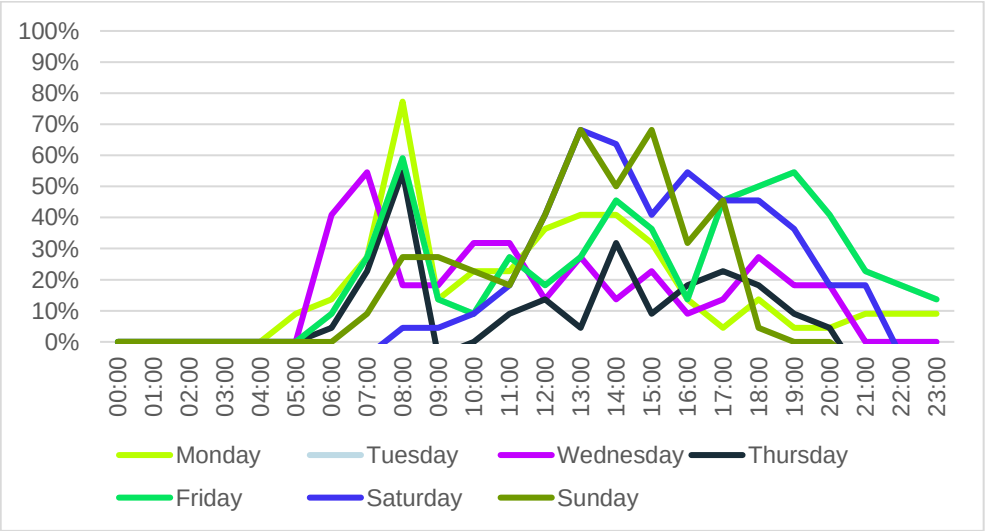


Figure 3-13 - Goytre Village: Percentage Occupancy in June 2022

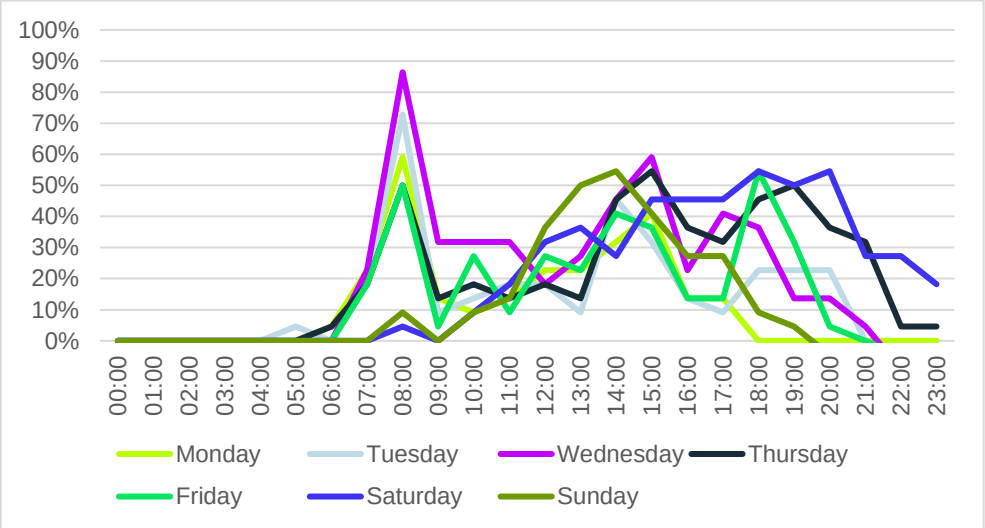
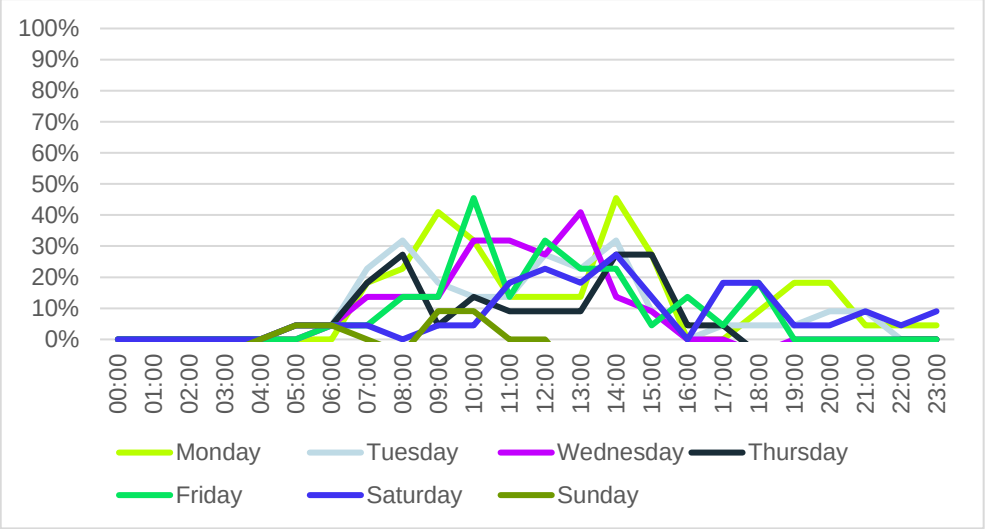


Figure 3-14 - Goytre Village: Percentage Occupancy in October 2024



3.1.4 Woodstock Way, Caldicot

Average Peak Occupancy	**2022:**	17%
	2024:	38%
Total Number of Spaces:		118
EV Charging:		Available
Type:		Free

Figure 3-15 - Woodstock Way: Percentage Occupancy in January 2022

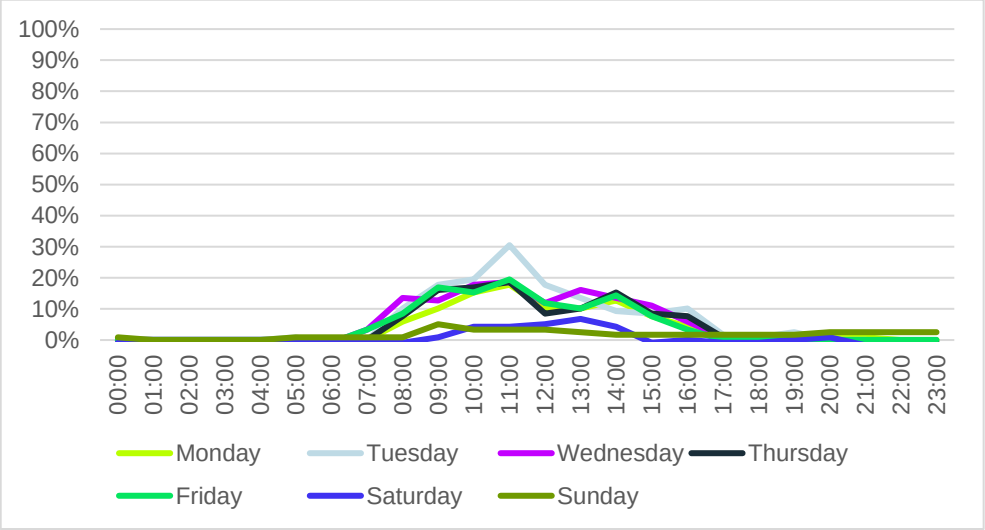


Figure 3-16 - Woodstock Way: Percentage Occupancy in March 2022

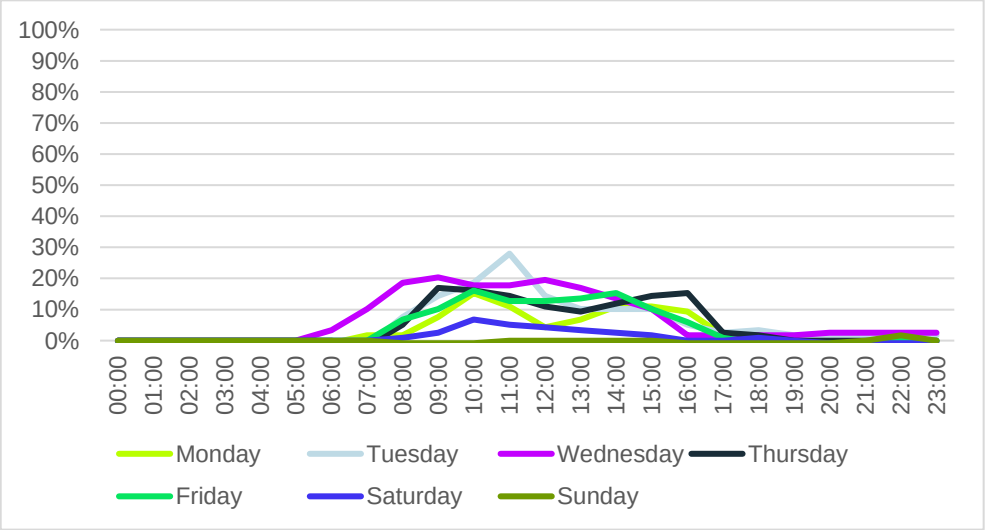


Figure 3-17 - Woodstock Way: Percentage Occupancy in June 2022

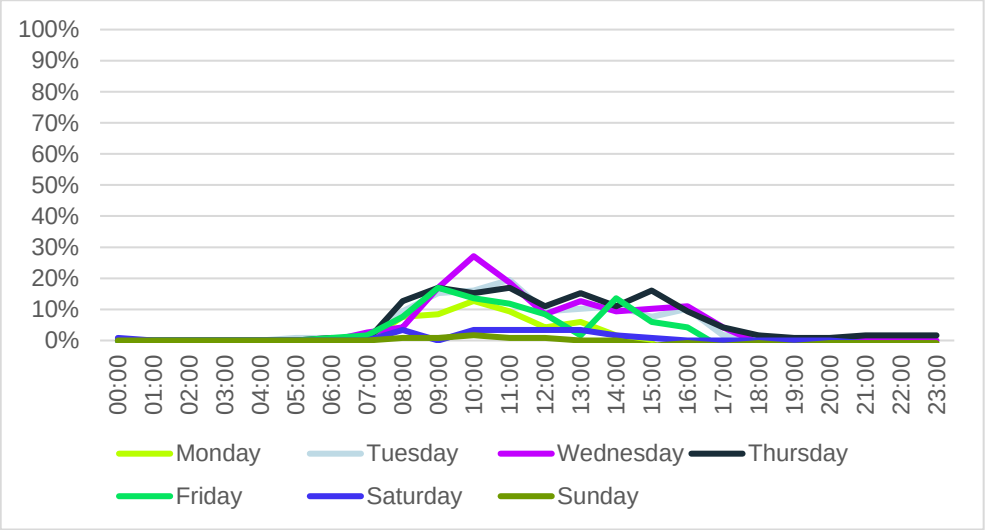
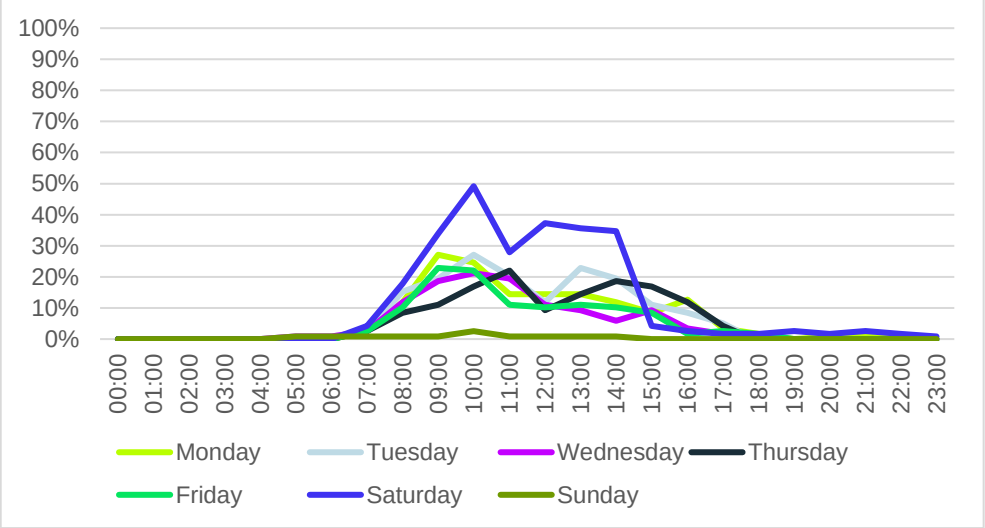


Figure 3-18 - Woodstock Way: Percentage Occupancy in October 2024



3.1.5 Wyebridge Street, Monmouth

Average Peak Occupancy	**2022:**	No data
	2024:	39%
Total Number of Spaces:		33
EV Charging:		Unavailable
Type:		Long Stay Pay and Display

Figure 3-19 - Wyebridge Street: Percentage Occupancy in September 2024

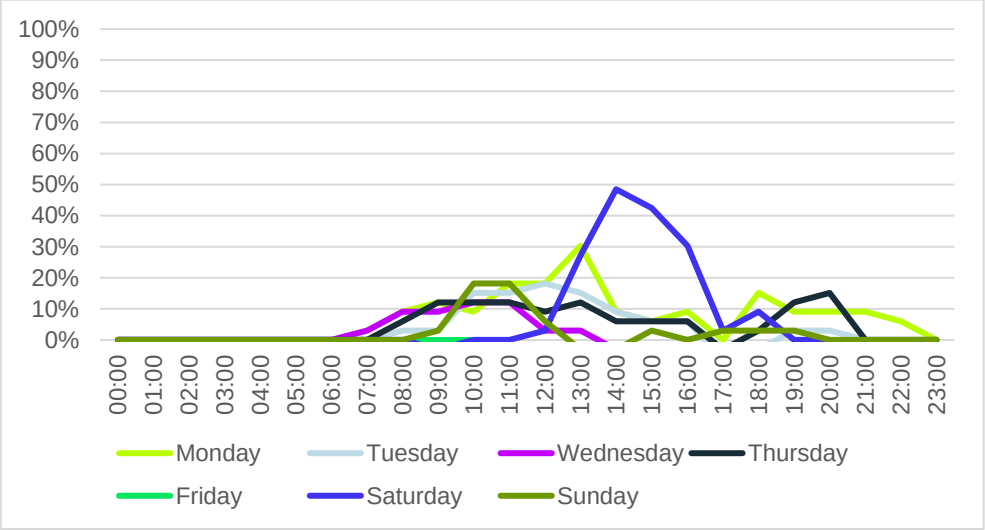


Figure 3-20 - Wyebridge Street: Total Ticket Sales 2024

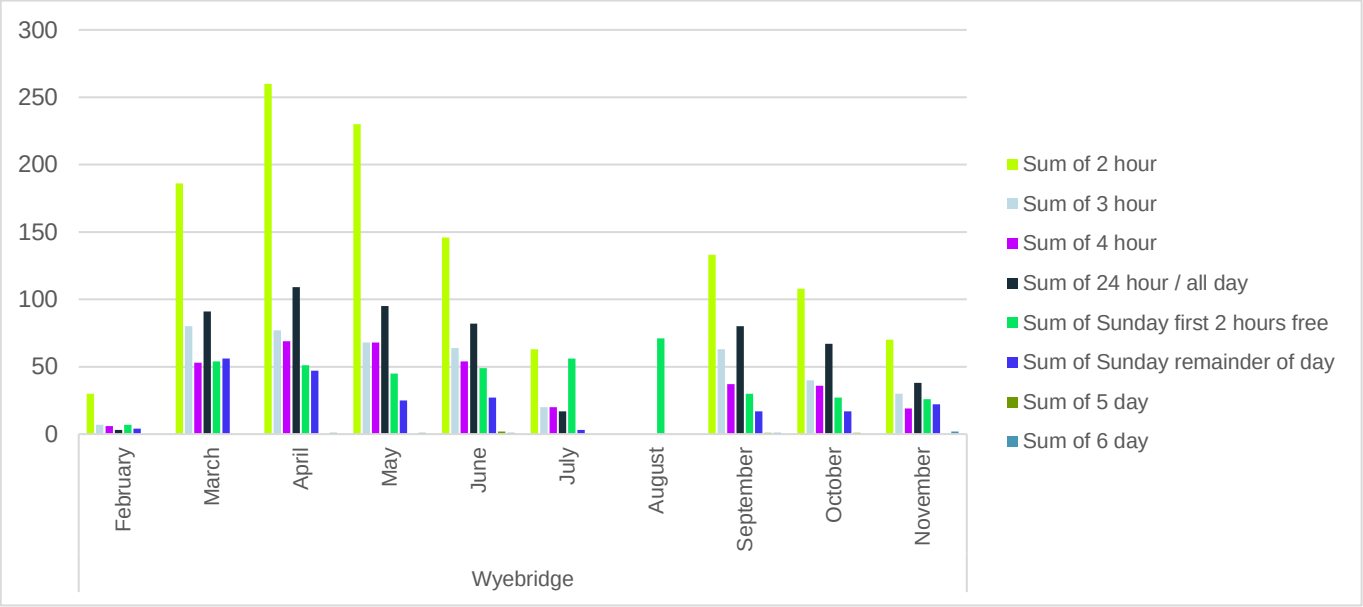
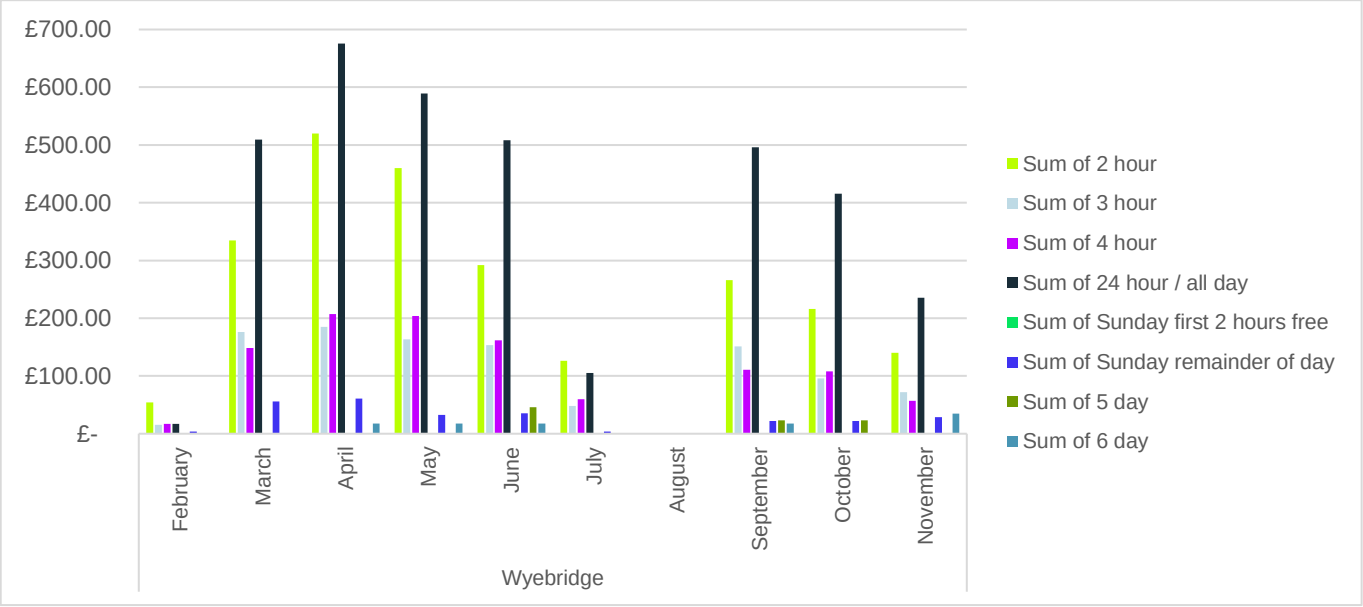


Figure 3-21 - Wyebridge Street: Total Revenue from Ticket Sales 2024



3.2 Over Utilised Car Carks

In order of highest to lowest (for 2024 data), this section presents car parks with an average peak occupancy of over 100%. These are car parks which could potentially be explored to be expanded, or signage to nearby car parks could be improved to provide better local parking management. It is worth noting that some of these car parks only have one year of occupancy data available, and there should be further analys before any final decisions are made. It should also be noted that occupancy levels over 100% may sometimes reflect cars entering the car park and waiting for spaces to become available and/or parking outside of the formal marked bays. Total ticket sales and total revenue from ticket sales by month for pay and display car parks has also been presented.

The Rowing Club site in Monmouthshire has not been presented, despite an average occupancy rate of 230%. This occupancy rate, although indicating the car park is significantly over capacity, has been discussed with MCC officers and is linked to observations of regular parking outside of formal bays within the car park which enable parking for more cars than formally allowed.

3.2.1 Chippenham, Monmouth

Average Peak Occupancy	**2022:**	113%
	2024:	126%
Total Number of Spaces:		35
EV Charging:		Unavailable
Type:		Long Stay Pay and Display

Figure 3-22 - Chippenham: Percentage Occupancy in January 2022

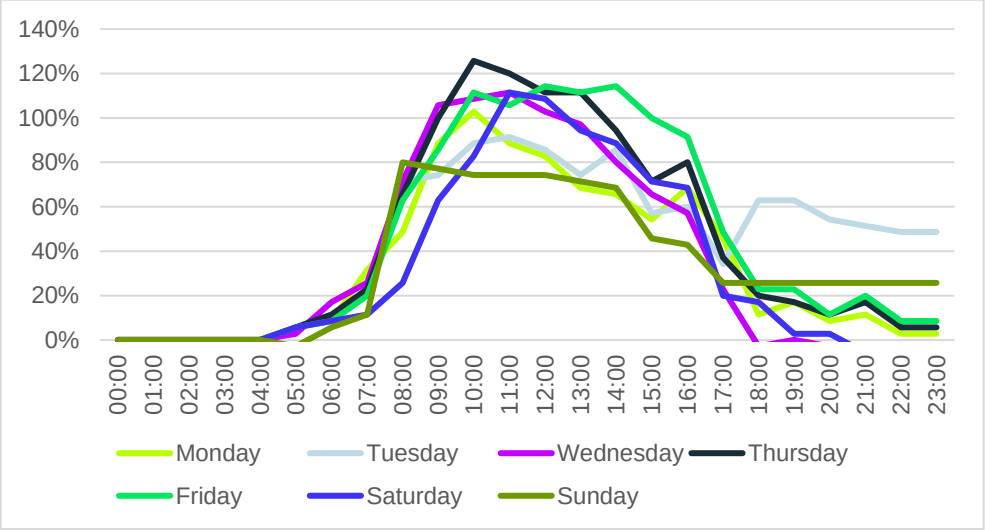


Figure 3-23 - Chippenham: Percentage Occupancy in March 2022

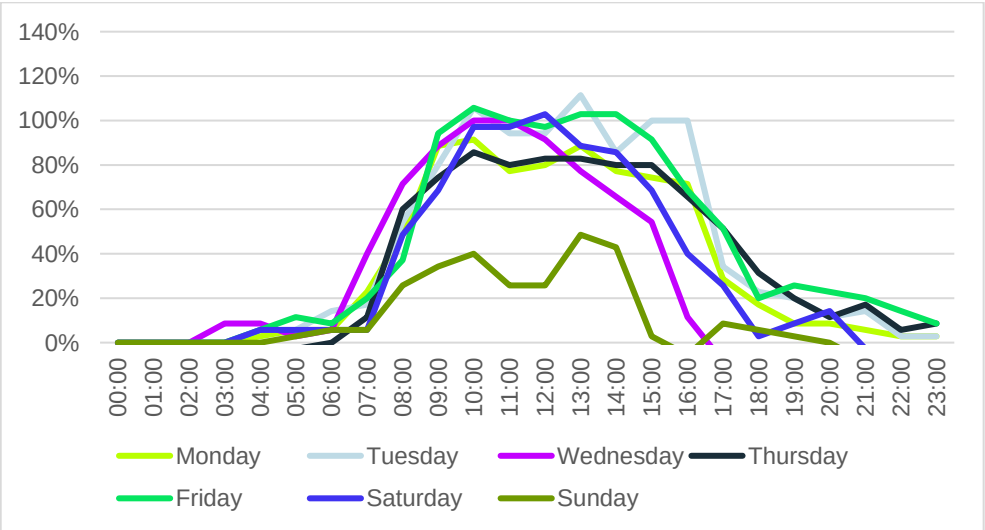


Figure 3-24 - Chippenham: Percentage Occupancy in June 2022

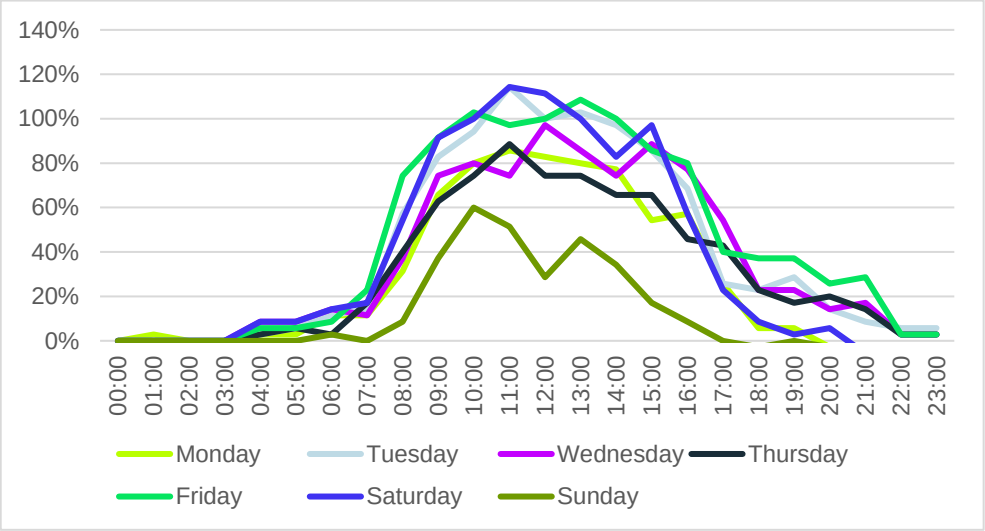


Figure 3-25 - Chippenham: Percentage Occupancy in September 2024 *(Monday, Friday, Saturday and Sunday was missing or identified to be incorrect)*

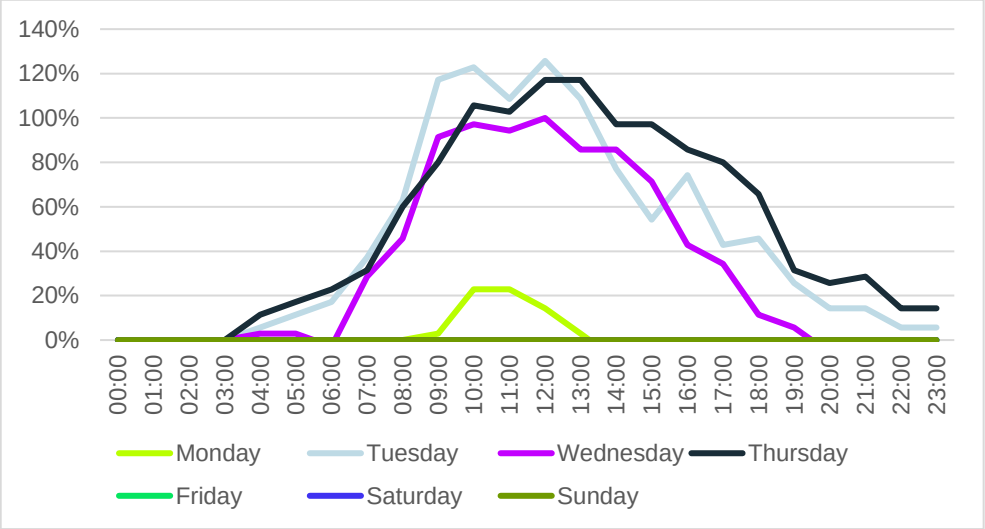


Figure 3-26 - Chippenham: Total Ticket Sales 2024

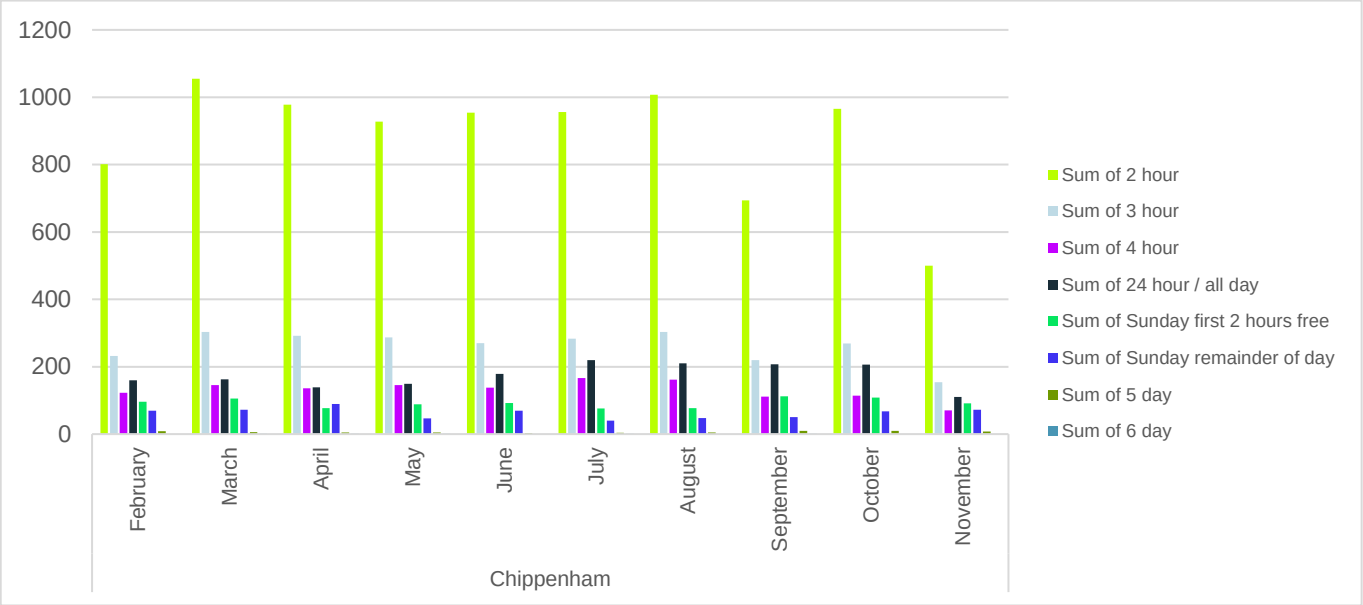
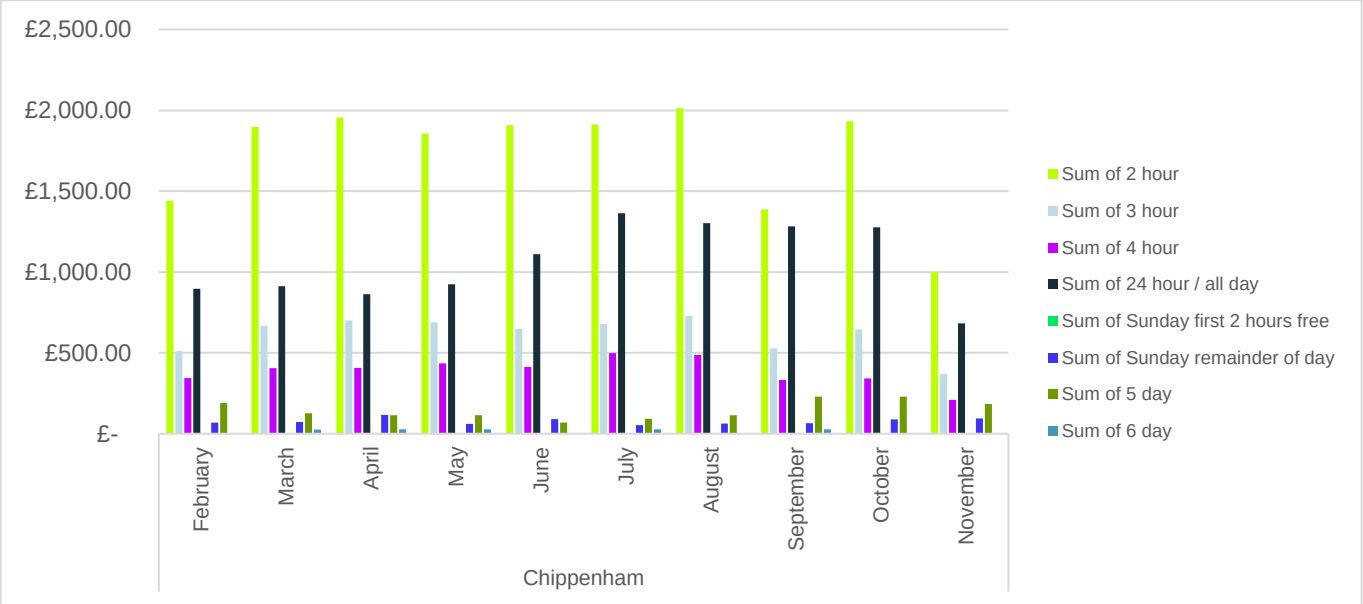


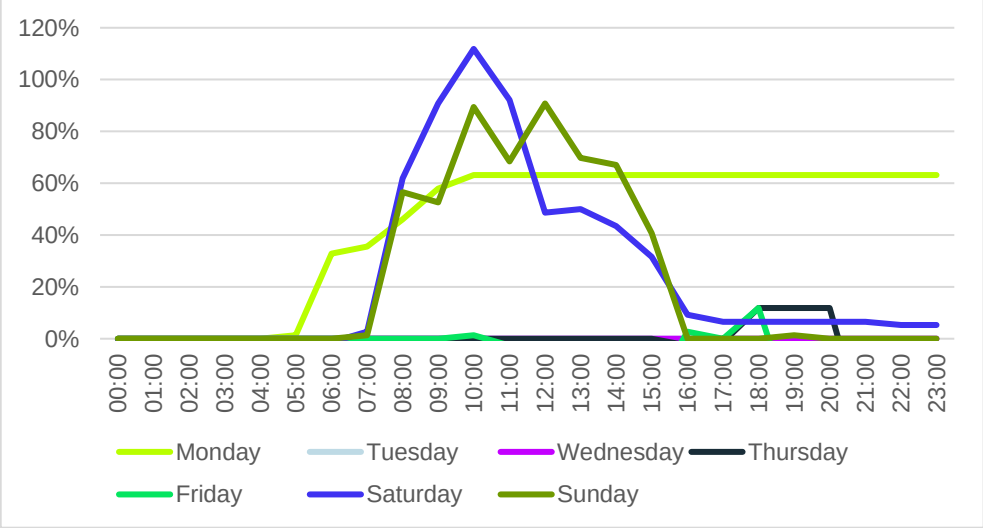
Figure 3-27 - Chippenham: Total Revenue from Ticket Sales 2024



3.2.2 Monmouth Leisure Centre, Monmouth

Average Peak Occupancy	**2022:**	No data
	2024:	112%
Total Number of Spaces:		76
EV Charging:		Unavailable
Type:		Leisure Centre

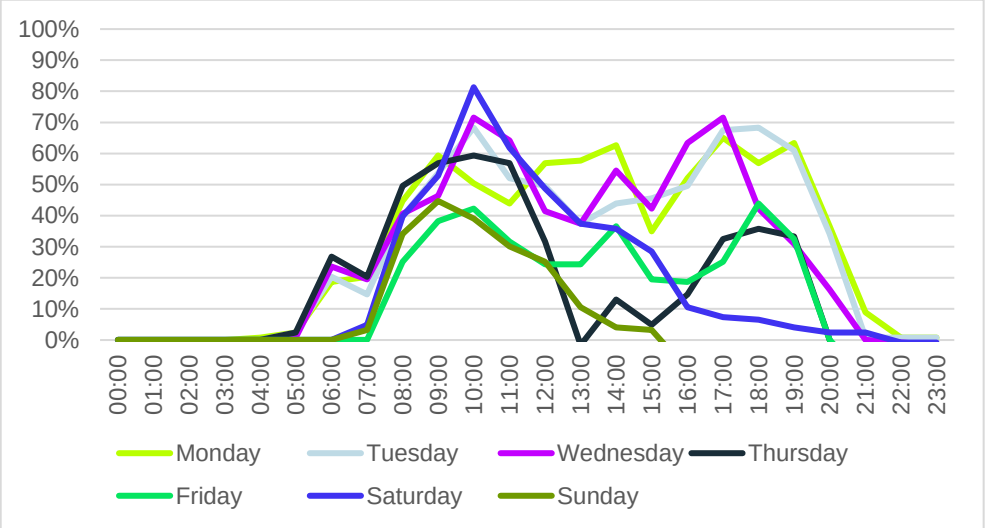
Figure 3-28 - Monmouth Leisure Centre: Percentage Occupancy in September 2024 *(Monday, Tuesday, Wednesday Thursday and Friday was missing or identified to be incorrect)*



3.2.3 Caldicot Leisure Centre, Caldicot

Average Peak Occupancy	**2022:**	No data
	2024:	109%
Total Number of Spaces:		70
EV Charging:		Unavailable
Type:		Leisure Centre

Figure 3-29 - Caldicot Leisure Centre: Percentage Occupancy in September 2024



3.2.4 Byefield Lane, Abergavenny

Average Peak Occupancy	**2022:**	113%
	2024:	107%
Total Number of Spaces:		297
EV Charging:		Available
Type:		Free / Pay and Display on Tuesday ▪ Tues - £6.20 all day charge

Figure 3-30 - Byefield Lane: Percentage Occupancy in January 2022

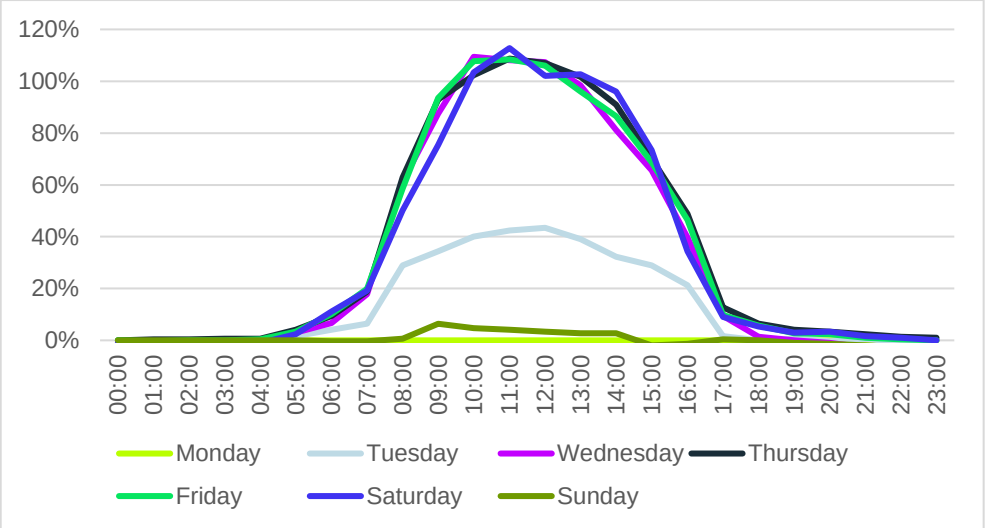


Figure 3-31 - Byefield Lane: Percentage Occupancy in March 2022

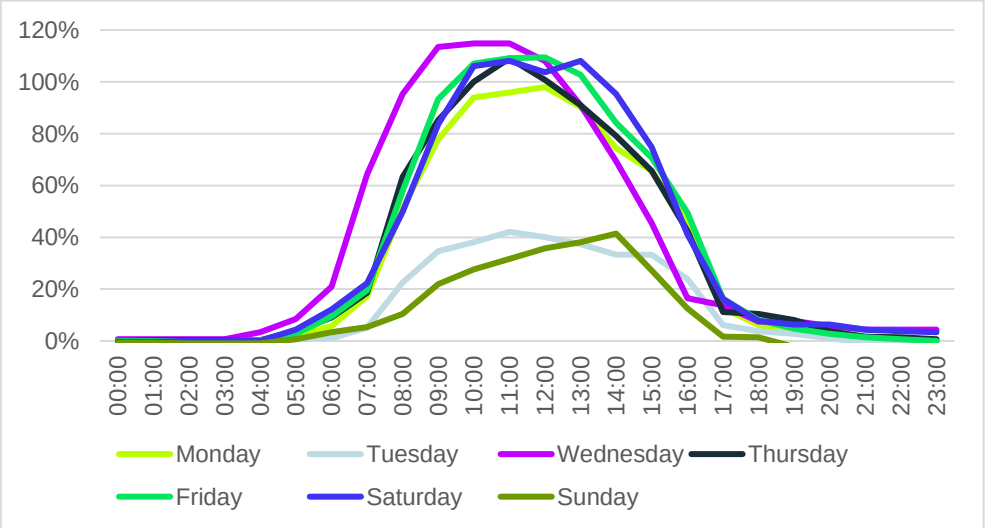


Figure 3-32 - Byefield Lane: Percentage Occupancy in June 2022

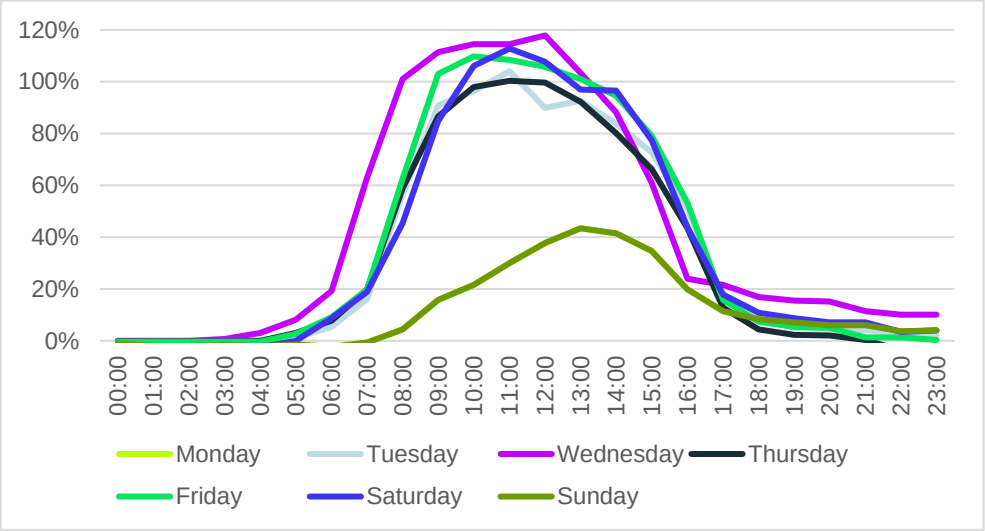


Figure 3-33 - Byefield Lane: Percentage Occupancy in October 2024

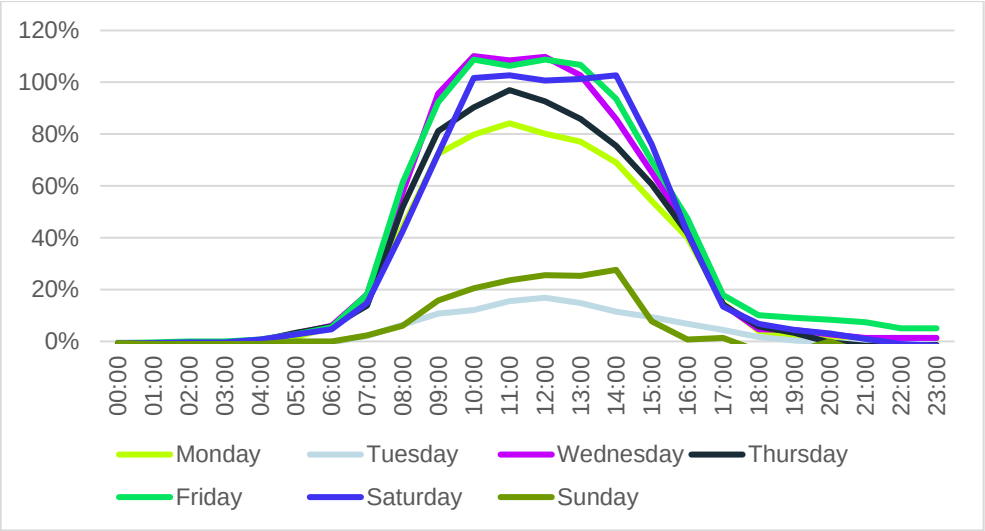


Figure 3-34 - Byefield Lane: Total Ticket Sales 2024

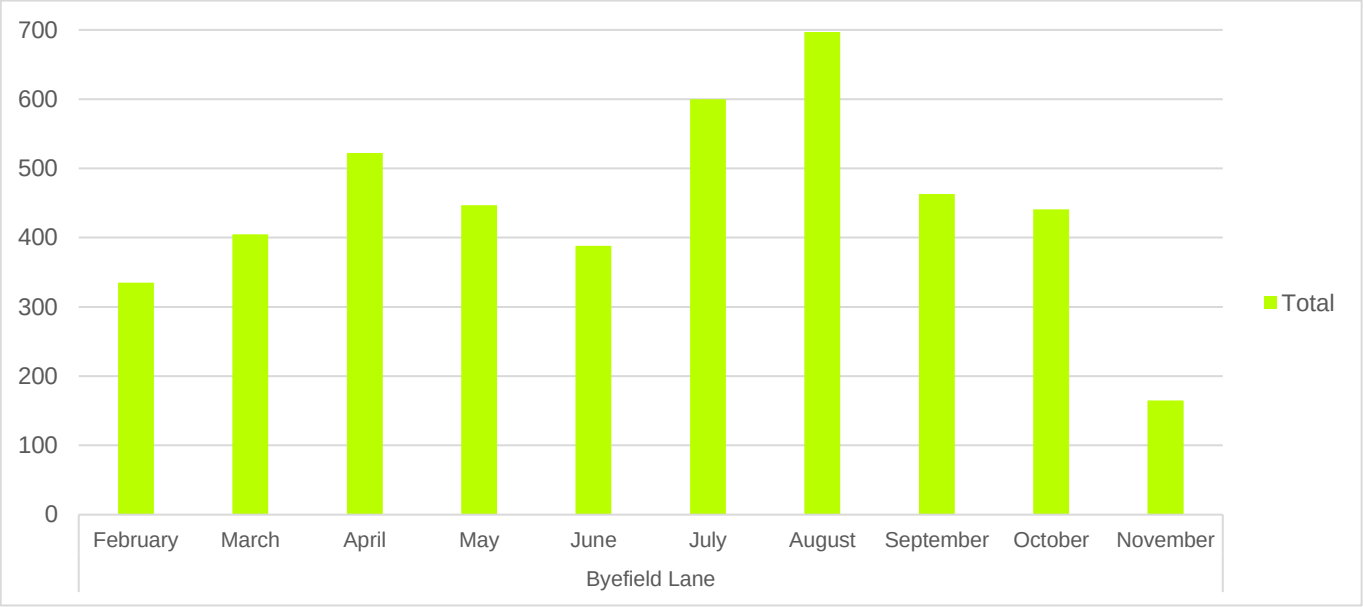
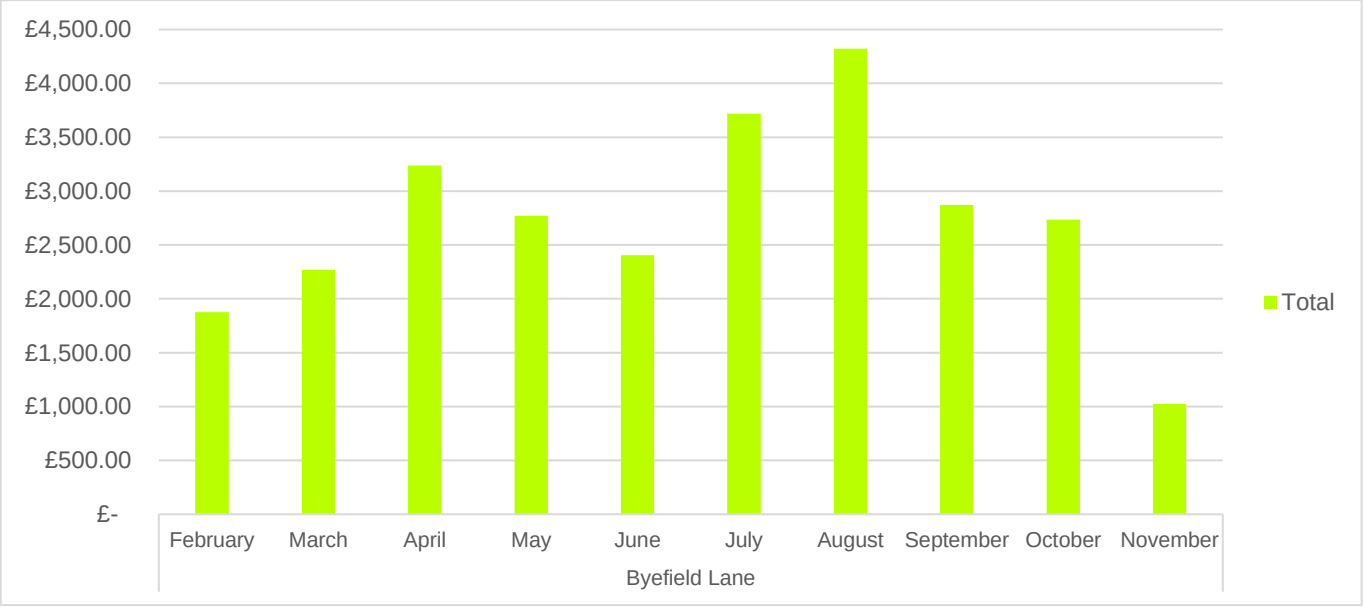


Figure 3-35 - Byefield Lane: Total Revenue from Ticket Sales 2024



3.2.5 Tiverton Place, Abergavenny

Average Peak Occupancy	**2022:**	90%
	2024:	102%
Total Number of Spaces:		65
EV Charging:		Unavailable
Type:		Short Stay Pay and Display

Figure 3-36 - Tiverton Place: Percentage Occupancy in January 2022

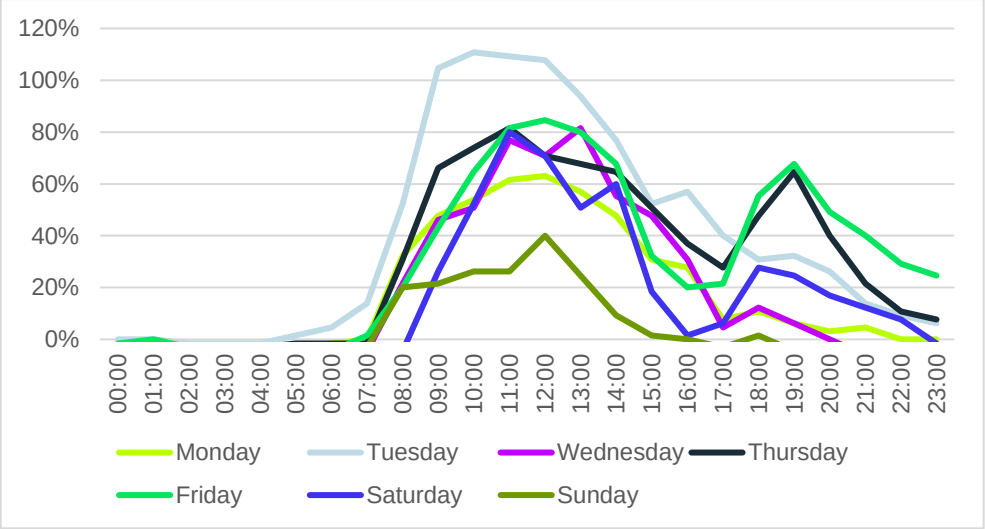


Figure 3-37 - Tiverton Place: Percentage Occupancy in March 2022

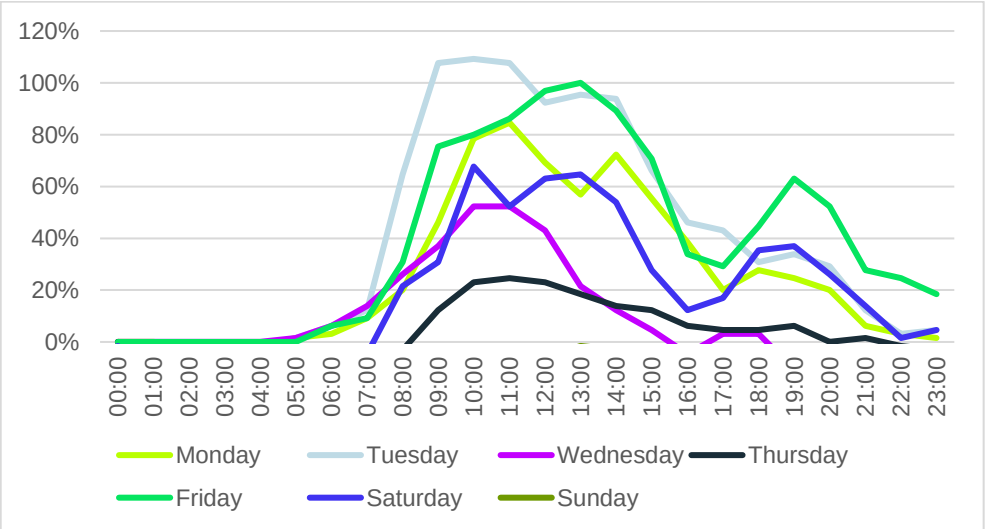


Figure 3-38 - Tiverton Place: Percentage Occupancy in June 2022

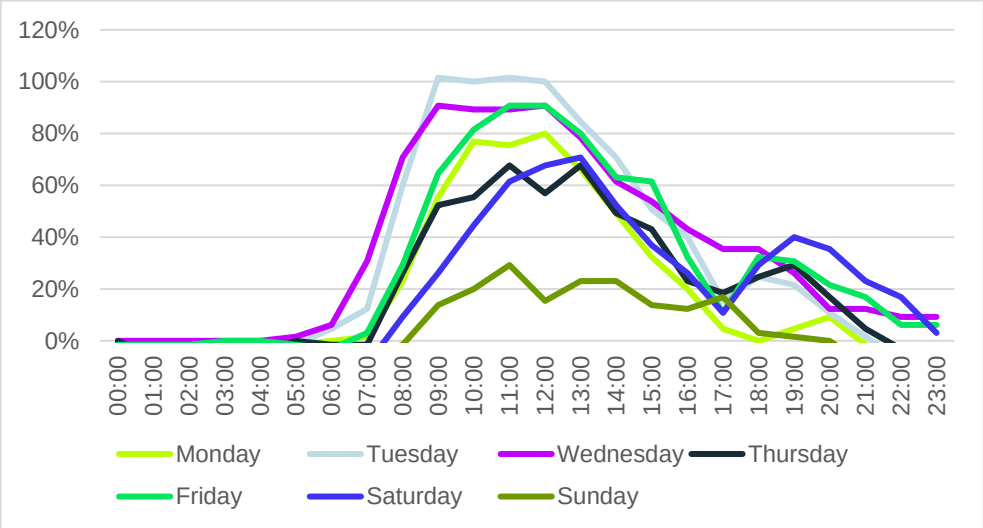


Figure 3-39 - Tiverton Place: Percentage Occupancy in October 2024

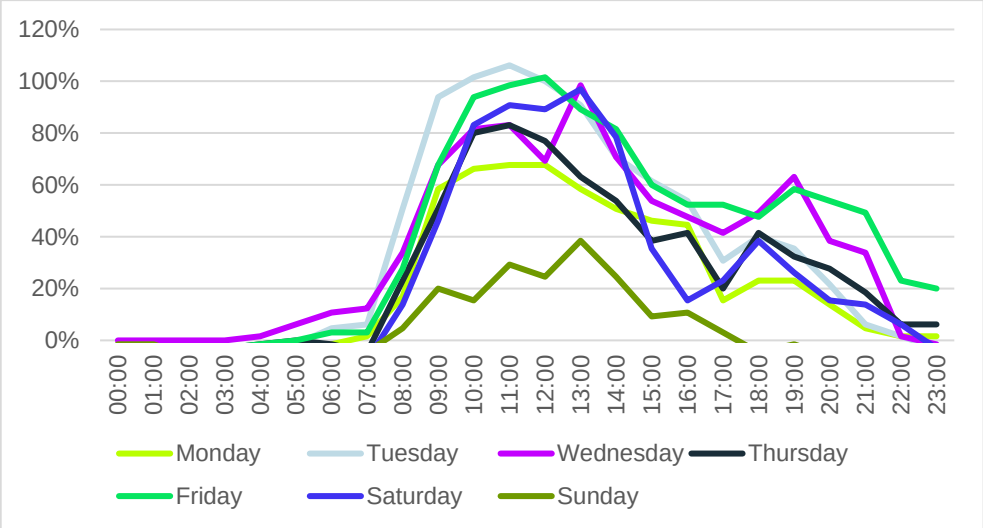


Figure 3-40 - Tiverton Place: Total Ticket Sales 2024

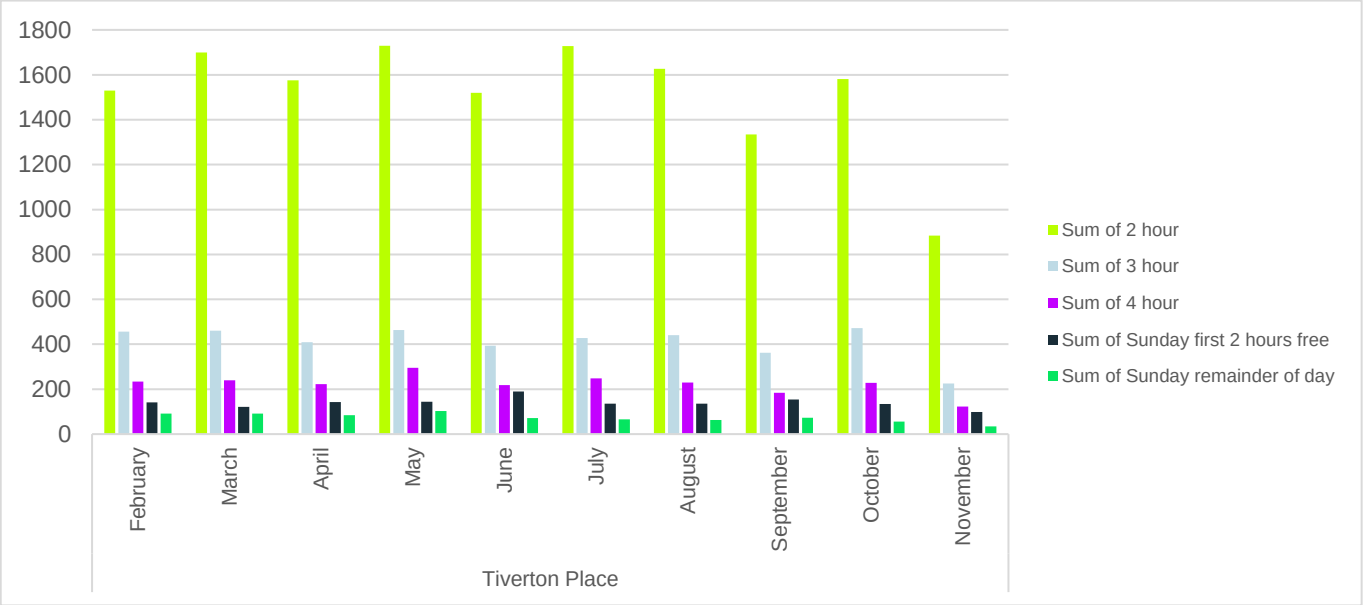
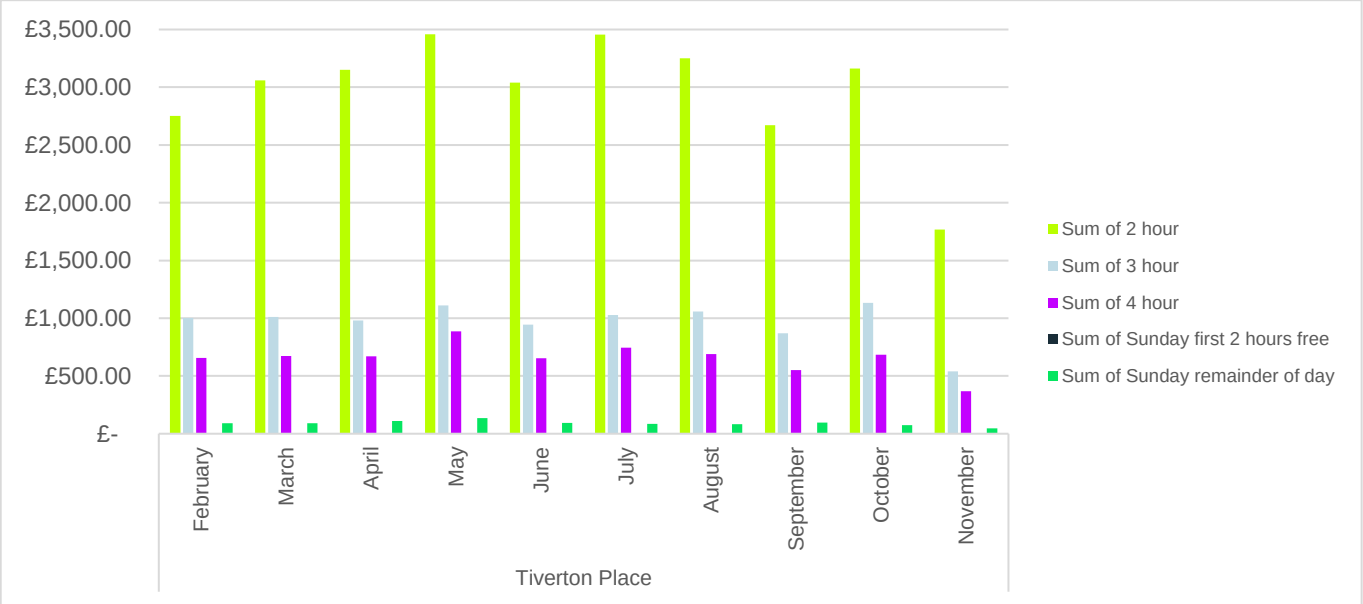


Figure 3-41 - Tiverton Place: Total Revenue from Ticket Sales 2024



3.2.6 Bus Station, Abergavenny

Average Peak Occupancy	**2022:**	89%
	2024:	100%
Total Number of Spaces:		160
EV Charging:		Available
Type:		Long Stay Pay and Display

Figure 3-42 - Bus Station: Percentage Occupancy in January 2022

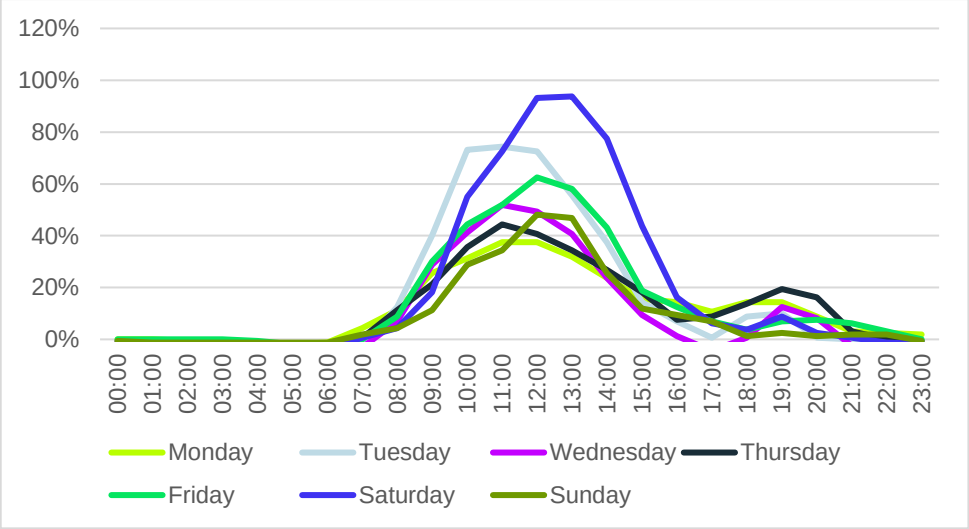


Figure 3-43 - Bus Station: Percentage Occupancy in March 2022

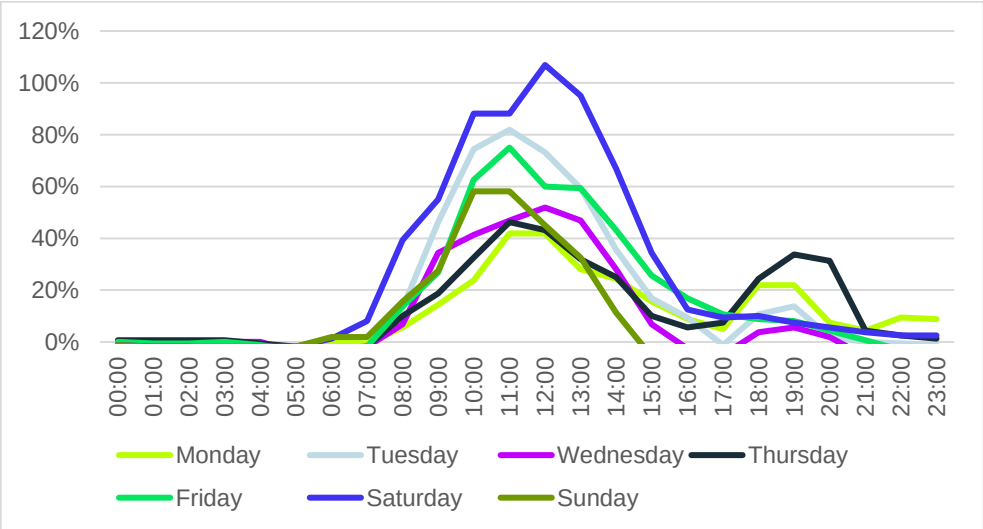


Figure 3-44 - Bus Station: Percentage Occupancy in June 2022

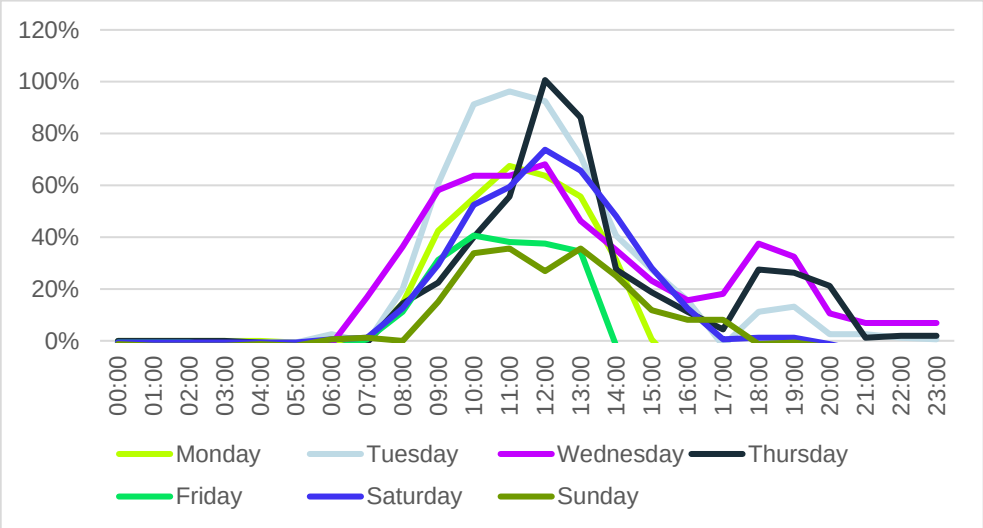


Figure 3-45 - Bus Station: Percentage Occupancy in October 2024

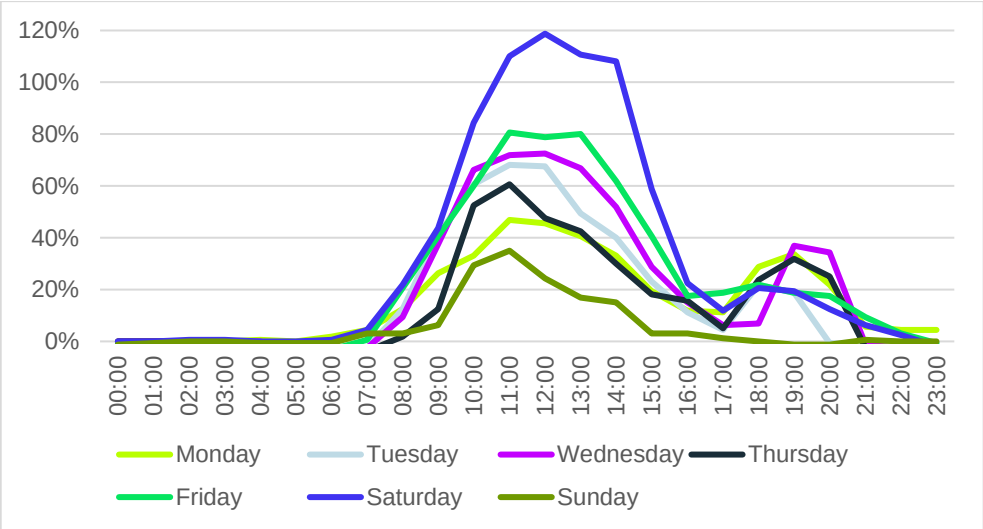


Figure 3-46 - Bus Station: Total Ticket Sales 2024

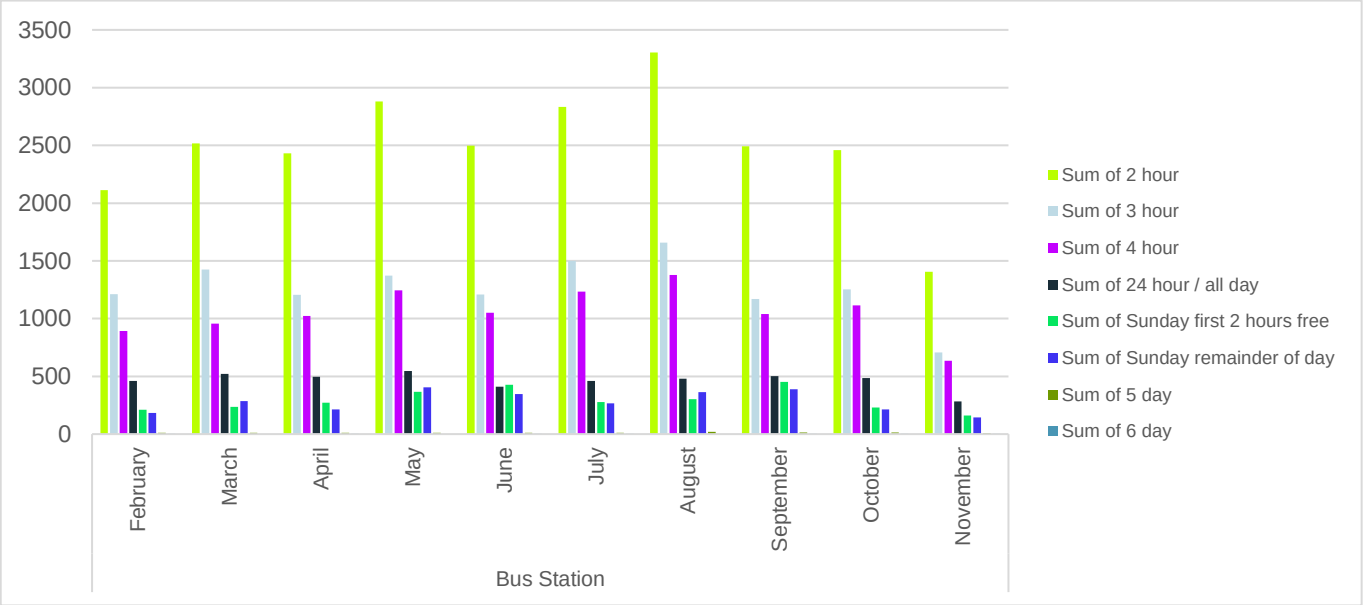
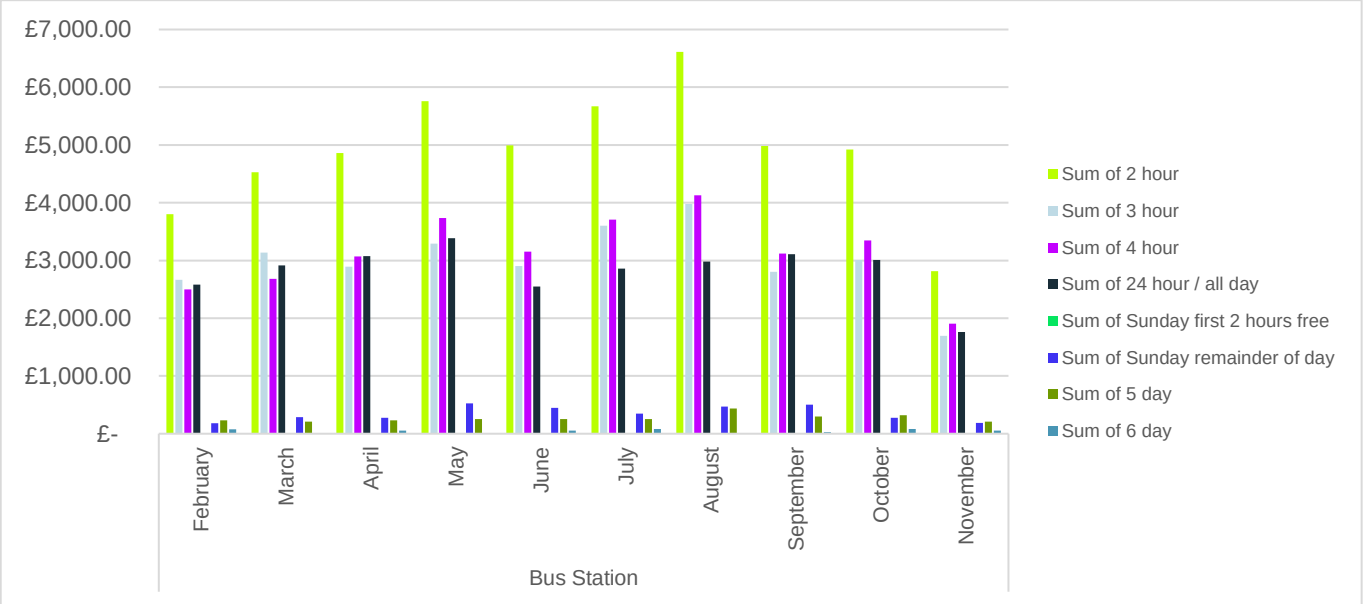


Figure 3-47 - Bus Station: Total Revenue from Ticket Sales 2024



4. Summary and Next Steps

4.1 Overview of findings

This Technical Note has presented five underutilised, and six over utilised MCC owned and managed car parks. These are:

Underutilised

- Drill Hall, Chepstow
- Main Road, Gilwern
- Goytre Village, Goytre,
- Woodstock Way, Caldicot
- Wyebridge Street, Monmouth

Over Utilised

- Chippenham, Monmouth
- Monmouth Leisure Centre, Monmouth
- Caldicot Leisure Centre, Caldicot
- Byefield Lane, Abergavenny
- Tiverton Place, Abergavenny
- Bus Station, Abergavenny

4.2 Recommendations

The following interventions could be explored for both under and over utilised car parks that are nearby, distributing use more evenly:

1. Strategic pricing: tariffs for paid car parks could be altered to entice use to underutilised car parks, whilst easing congestion within nearby over utilised car parks. This could also be implemented through decreased or increased tariffs, an introduction of time-based parking charges, a flat rate evening tariff or differential tariffs for residents/commuters/tourists.

2. Improved signage: to direct drivers to available parking. This could be implemented through enhancing traditional signage or adding digital signage that provides real-time information on parking availability and directions to available spaces. This could also ease congestion in nearby over utilised car parks.

Underutilised car parks

For underutilised car parks asset transfer could be explored. However, no car parks have been presented nor identified that have an average peak occupancy of under 15% and therefore this is not recommended. The reallocation of some space within underutilised car parks could however be explored for use by other sustainable modes, such as car clubs, bike storage and public transport etc.

Over utilised car parks

Monmouth and Caldicot Leisure Centre car parks have been identified to have an average peak occupancy rate over capacity. To ease this congestion, it is recommended that MCC ensures that leisure centre car parks are for customer use only. This could firstly be implemented through signage, and if misuse remains, could be enforced through Automatic Number Plate Recognition (ANPR) monitoring.

As a car park which is only currently chargeable on Tuesdays, different pricing options could be explored for Byefield Lane in Abergavenny to ease congestion on other days of the week. These options could include zonal parking, for free and long stay areas, the implementation of charges all days of the week, similar to Sunday tariffs in other pay and display car parks which allows users the first 2 hours of parking for free, and then a small charge for the remainder of the day or charging on all three market days in Abergavenny.

For other car parks car parks identified to be over utilised, options of strategic pricing and improved signage could be explored.

4.3 Next steps

Of the eleven car parks presented as either under or over utilised, five were either missing 2022 data, or it was identified to be incorrect, and should therefore be re-surveyed prior to any decisions being made. Pilot schemes for initiatives like strategic pricing and/or improved signage could be trailed prior to a full rollout, this would allow MCC to assess impacts on revenue for example. Engagement with stakeholders is also recommended to be drawn upon within the approval process for any recommendations.

Appendix C. Policy and Benchmarking

TECHNICAL NOTE

Monmouthshire Car Park Review

SUBJECT	PROJECT NO.	DATE
Policy and Benchmarking	5230879	May 2025

AUTHOR	DISTRIBUTION	REPRESENTING
HH	Monmouthshire County Council	AtkinsRéalis

Document history

Revision	Purpose description	Originated	Checked	Reviewed	Authorised	Date
1.0	Draft	HH	IB	MS	CLC	November 2024
1.1	Updated Draft	HH			CLC	December 2024
2.0	Final	HH	HH	SL	CLC	May 2025

Client signoff

Client	Monmouthshire County Council		
Project	Monmouthshire Car Park Review	**Project No**	5230879
Client signature / date			

1. Introduction

This Technical Note summarises the approaches to parking taken by neighbouring local authorities / councils and sets these proposals within the context of Welsh policy. For each strategy there is a summary of the overall policy objectives with their aims and priorities, followed by case studies of the approaches that have been applied to urban and rural areas similar to locations within Monmouthshire and, where possible, highlighting the challenges that the area has had to overcome.

All of the summarised policies detailed below will be used, alongside the existing car parking analysis, to inform any proposed changes to the parking arrangements or changing profile for Car Parks managed by Monmouthshire County Council (MCC). The final recommendations for MCC are then discussed in full within the final review Report.

2. Relevant Policies

The following section provides an overview of relevant policies and strategies under which the revised MCC Parking Review sits.

2.1 Llwybr Newydd: the Wales Transport Strategy 2021

The Transport Strategy for Wales set out in Llwybr Newydd is the driver for all decision making in Wales in respect of transport initiatives and requires a transport system fit for future generations. This strategy sets out three priorities for the development of transport across Wales:

- Bring services to people to reduce the need to travel
- Allow people and goods to move easily from door to door by accessible, sustainable transport
- Encourage people to make the change to more sustainable transport

With reference to car parking, Llwybr Newydd identifies the need to tackle illegal pavement parking to give priority to cycle lanes and footways, while also making sure that parking for disabled people is maintained, especially when roads are being redesigned. This strategy also identifies a need to invest in publicly available EV charging to support the shift towards the use of electric bikes, motorbikes and other vehicles instead of the use of fossil fuel powered private cars. These EV charging points could be delivered within car parks.

The Welsh Government (WG) priorities over the next five years are summarised below and will be incorporated within the updated MCC Parking Review as far as reasonably practicable:

- WG will develop policies on parking for all vehicle types to drive modal shift to public transport and active travel, taking equality into account. For example, this would ensure that parking provision for disabled people is maintained in the design of new schemes and road layouts.
- WG will deliver an Electric Vehicle Charging Strategy and encourage the use of motorbikes and powered light vehicles instead of cars where there are no other transport choices

and by 2040

- WG will encourage the optimum location of parking and effective parking management.

2.2 National Transport Delivery Plan 2022-2027

The National Transport Plan for Wales includes calls for all local authorities in Wales to:

- Address and act against pavement parking in their area.
- Consider alternatives to shift away from private car use, such as work place parking levies.
- Support Electric Vehicle (EV) charging. (By 2025 WG will ensure that EV charging points are provided every 20 miles on Trunk Roads to facilitate easier long-distance EV driving).
- Consult on the potential introduction of new civil enforcement powers to enable local authorities to address pavement parking issues in their area (2023).
- Develop policies on parking for all vehicle types to drive mode shift towards public transport and active travel.

2.3 Electrical Vehicle Charging Strategy for Wales

To facilitate the transition to Net Zero, the WG published a Strategy for Wales in March 2021 emphasising that EVs will bring benefits to consumers through lower running costs and the ability to charge at a variety of locations whilst recognising that providing charging facilities to meet the needs of electric vehicle users will be a big challenge. There are clear commercial opportunities to meet this demand and WG will also need to invest in order to deliver their vision of a network of electric vehicle charging that enables consumers to confidently switch from combustion to electric cars and vans.

The strategy is intended to support the public, private and third sectors, as well as individuals, through continued collaborative working to help shape the charging infrastructure system across Wales. The vision is that by 2025, *all users of electric cars and vans in Wales are confident that they can access electric vehicle charging infrastructure when and where they need it.*

MCC have taken this vision on board and will ensure that the Council continues to support the transition to EVs in Wales by ensuring that fair and equitable charging infrastructure is available for residents and visitors, including interventions to deliver and support the WG vision. Interventions could include:

- *Tourism and destination charging at public sector sites*
- *Residential charging in the priority areas*
- *EV charging in key car parks*
- *EV charging strategy (with WG)*
- *Public sector workplace EV charging*
- *Rail station EV charging*

2.4 Transport in rural areas: local authority toolkit – DfT

Although not a requirement to be used in Wales, the local authority toolkit for transport in rural areas published in 2022 by the Department for Transport (DfT) highlights the challenges and potential solutions to parking in rural areas. This toolkit identifies the dependence on private cars in rural areas as a significant challenge, and draws on several case studies for potential solutions:

- Upgraded EV charging and parking structure.
- Allow contactless payments at charge points.
- Improve network coverage of fast charge points.
- Provide grants to not-for-profit organisations to cover the cost of charge points.
- Implement park-and-ride or hop-on-hop-off public transport systems.
- Install charge points for a reduced price for tourism purposes – this scheme would enable tourists to travel by EV which is more environmentally friendly and would help them to travel to more remote locations without the worry of not being able to find a charge point.

3. Benchmarking of Parking Strategies and Tariffs

The parking strategies adopted for neighbouring councils and those with similar characteristics to Monmouthshire have been investigated within this section. The parking tariffs for these councils, as well as MCC, are presented within Table 3-1 which details whether there are free car parks managed within the council area, and the general chargeable hours. It should be noted that the following local authorities have no fees for their council-owned car parks:

- Torfaen; and
- Blaenau Gwent.

The tariffs listed in Table 3-1 are based on information available on the relevant council's website as of December 2024. The table indicates whether the council has a general tariff for all pay-and-display car parks or if the tariffs are specific to individual towns within the council area. In some cases, the general tariff does not apply and these car parks that have set all-day charges.

Table 3-1 - Car Park Tariffs (Council-owned car parks)

	Monmouthshire	Newport	Herefordshire					Powys	Forest of Dean District	Neath Port Talbot	Carmarthenshire			Ceredigion							Gwynedd	Shropshire			
Location	General tariff structure (some car parks follow different structures)	General tariff structure	Hereford	Leominster	Ledbury	Ross-on-Wye	Kington	General tariff structure	General tariff structure	General tariff structure (some car parks follow different structures)	Llanelli	Carmarthen	Newcastle Emlyn / Ammanford / Llandeilo / Llandovery / St. Clears	Aberystwyth	Aberaeron	New Quay	Cardigan	Lampeter	Llandysul	Tregaron	General tariff structure (some car parks follow different structures)	Hourly tariff structure			
																						Shrewsbury	Ludlow / Bridgenorth / Oswestry	Market Drayton / Church Stretton / Whitchurch	Ellesmere / Wem / Prees Heath
Charging hours	Charges apply Mon - Sat: 8am to 6pm Sunday: Free 2 hours, £1.30 for remainder of day	Charges apply Mon - Sun: 8am to 8pm (and some 24 hour car parks)	Charges apply Mon - Sat: 8am to 8pm in Hereford, and until 6pm elsewhere Sunday: Reduced tariffs for 2+ hours in Hereford, and free elsewhere Charges shown are the highest per type/town						Charges apply Mon-Sat: 8am to 6pm	Charges apply Mon - Sat Sunday: £1 for all day	Charges apply Mon - Sun: 8am to 6pm for most car parks Carmarthenshire is piloting free parking periods on certain days in short stay car parks and allows the transfer of tickets between designated short and long stay car parks			Charges apply Mon - Sun: 8am to 6pm for most car parks Seasonal car parks: 1st March - 31st October: 8am to 10pm (some car parks are only chargeable during this period, and for others there is an increase in tariffs)			Charges apply Mon - Sun: 8am to 6pm				Charges generally apply Mon -Sun: 10am to 16:30pm in Short Stay, 24 hours in Long Stay car parks	Charges apply Mon- Sat: 8am to 6pm Sunday: Reduced tariffs / free parking Hourly rate is most expensive within the centres of towns			
Free council-owned car parks	✓	✓	✓					✓	✓	✗	Certain hours/days are being introduced as part of a new pilot imitative			✗							Some free car parks in the winter only	✓			
1 hour			Zone 1: £1.80 Zone 2: £1.60 Zone 3: £1.00	Zone 1: £1.20 Zone 2: £1.00 Zone 3: £1.00	Zone 1: £1.40 Zone 2: £0.70 Zone 3: £1.00	Zone 1: £1.40 Zone 2: £1.20 Zone 3: £1.00	£0.70	Short Stay: £1.40	£0.00	Ponterdawe: £0.00 Rest: £1.75	Short Stay: £1.40	Short Stay: £0.70	Short Stay: £0.90	£2.60	£2.40	£2.60	£2.40	£2.40	£2.40	£2.40		Hourly Rate Range: £0.80-£2.80	Hourly Rate Range: £0.60-£1.40	Hourly Rate Range: £0.60-£0.80	Hourly Rate: £0.60
2 hours	£2.00		Zone 1: £3.60 Zone 2: £3.20 Zone 3: £2.00	Zone 1: £2.40 Zone 2: £2.00 Zone 3: £2.00	Zone 1: £2.80 Zone 2: £1.90 Zone 3: £2.50	Zone 1: £2.80 Zone 2: £2.40 Zone 3: £2.00	£1.40	Short Stay: £2.50 Long Stay: £2.50	£1.00	£2.30	Short Stay: £1.80	Short Stay: £1.80		£3.80	£2.90 Seasonal Car Park £3.80	£3.80	£2.90	£2.90			Short Stay: £1.10 Long Stay: £1.10				
3 hours	£2.40	£2.80	Zone 1: £5.40 Zone 2: £4.80 Zone 3: £3.00	Zone 2: £2.70	Zone 1: £4.20 Zone 2: £3.10	Zone 1: £4.20 Zone 2: £3.60	£2.10		£2.00	£2.85	Short Stay: £2.00	Short Stay: £2.40		£5.10	£4.00		£4.00		£3.60	£3.60					
4 hours	£3.00		Zone 1: £7.20 Zone 2: £6.40 Zone 3: £4.00	Zone 2: £3.60	Zone 1: £5.60	Zone 2: £4.80		Long Stay: £3.25	£3.00	£3.30	Short Stay: £2.20	Short Stay: £3.60	Short Stay: £1.20								Short Stay: £2.20 Long Stay: £2.20				
5 hours		£5.10	Zone 1: £9.00																						
6 hours			Zone 1: £10.80																						

7 hours			Zone 1: £12.60																					
8 hours			Zone 1: £14.40																					
12 hours																					Long Stay - Winter: £3.30 Long Stay - Summer: £5.50				
All day/24 hours	£6.20	£6.70	Zone 1: £16.20 Zone 2: £8.00 Zone 3: £5.00	Zone 2: £4.50 Zone 3: £3.00	Zone 1: £7 Zone 2: £4.30 Zone 3: £2.50	Zone 2: £6.00 Zone 3: £2.50	£2.80	Long Stay £4.00	£4.00	£3.80	Specific Car Park: £1.90 Long Stay: £2.40	Specific Car Park: £1.80 Long Stay: £2.50	Long Stay: £1.70	£6.60	£5.10 Seasonal Car Park: £6.60	£6.60	£5.10		£5.00	£5.00	Long Stay - Winter: £6.60 Long Stay - Summer: £11.00				

3.1 Torfaen

Torfaen, which borders Monmouthshire, offers free parking across all its Council-owned car parks, whilst other Councils within Wales only offer free parking in specific areas, or for certain restricted time periods. Currently, all Council-owned car parks (and on street parking bays) are free for all to use in Torfaen, although there are waiting restrictions in some locations for either 2 or 4-hours.

The Council website provides information on Penalty Charge Notices (PCNs) within Torfaen, and whilst offences for non-payment are not used due to the policy of free car parks, fines are issued for overstaying time limits within parking bays, and other civil parking offences.

Torfaen County Borough Council has not published a parking strategy or review since the above policy was implemented so all Council-owned car parks (and on street parking bays) remain free to use in Torfaen.

3.2 Newport

Newport City Council manage parking in a number of the City Car Parks with only limited availability of free car parking bays and these are generally located outside of the City Centre, in Malpas and Caerleon. Within Newport City Centre the car parks are all pay and display, but there are several other privately owned or NCP manged car parks which may affect local parking policy and revenue.

Where fee tariffs are available for the NCP car parks these are capped for long-stay at £6.20 for all day parking, although other car parks have daily charges advertised at £15:00.

Annual permits are available for Newport residents and Businesses within controlled parking zones.

In February 2024, there were calls by Councillors in Newport for a review of the parking arrangements to be considered as there were concerns that the parking revenue collected for Council managed car parks did not cover their respective running costs. The outcome of this request for a review is not currently available on the Newport City Council Website.

3.3 Blaenau Gwent

Blaenau Gwent County Borough Councillors have also called for a review of the parking arrangements to be considered as there have been concerns raised that the parking has not been robustly enforced. The outcome of this request for a review is not currently accessible on the Council Website. Anecdotal evidence suggests that council-owned car parks within Blaenau Gwent are currently free of charge with some waiting limit restrictions.

3.4 Herefordshire

Herefordshire Council have reviewed their parking strategy with a view to changing to a new parking charges regime and hours of charging for parking in Council car parks. It also looks at:

- On street pay and display parking operations

- Paying using cashless payment methods
- Service delivery.

Three main proposals were made:

- Parking charges and hours of operation of Council car parks and on street pay-and-display were changed.
- A further review of parking operations was recommended, including an examination of cashless payment methods and service delivery.
- Authority was delegated to the Director of Economy and Place, in consultation with the Cabinet Member, to decide each year on any parking concession to be offered for the Christmas period.

One of the main challenges in Hereford identified in the report are that short distance trips by private car can have a significant impact on congestion levels. To try and tackle this challenge, banded car park pricing has been introduced. These bands will be 'Zone 1 – Central', 'Zone 2 - Visit' or 'Zone 3 - Work and stay', and charges will apply 8am-8pm Monday-Sunday in Hereford. A full list of charges is detailed within Table 3-1.

To try and increase the use of electric vehicles there is currently 30-minute free parking available for EVs around Hereford.

3.5 Powys

Powys County Council's 2024 car park review was led by AtkinsRéalis and followed a series of meetings, discussions, data analysis and benchmarking exercises. The car park review has considered car parking tariffs as well as how to best manage all of the Council's car parks. In September 2024, the report was discussed by the Council's Scrutiny Committee and the following recommendations have now been taken forward to the Cabinet:

- *Reinstate the 1hr parking charge to long-stay car parks in the towns where there are no short-stay car parks (Builth Wells, Crickhowell, Llanidloes, Machynlleth, Presteigne and Ystradgynlais)*
- *Increase the tariffs for 2-4hr and all-day parking charges to mitigate the financial pressures of reinstating the 1hr parking option in the specified long-stay car parks*
- *Review options for introducing charging in off-street Council car parks where currently no charging structure exists*
- *Review options for amending car park permits to be valid for specific, single car parks, with an option to upgrade for use in multiple car parks in the county*
- *Free parking for events will cease unless the budget can accommodate all associated costs*

Powys Cabinet members have agreed that they need to take some time to reflect on the Scrutiny Committees' comments and reconsider the recommendations above before any action is taken. The Cabinet members have also indicated that they will hold a focus group to help clearly define a way forward that enables residents and visitors to park safely and sustainably in Powys car parks and is also ensure that the solution is achievable within Council budgets.

3.6 Forest of Dean District, Gloucestershire

The District of the Forest of Dean is an English neighbouring authority to Monmouthshire and in April 2024 the District Council introduced a policy of offering the first hour of parking for free across all of their Council-owned car parks. This initiative was part of a broader effort to standardise parking tariffs and improve the parking experience across the district. The charges for paid car parks are now standardised across the Forest of Dean, with a maximum charge for 4 hours, as detailed in Table 3-1

There are also a number of car parks free of any charges within the Forest of Dean area and motorcycles can park for free within all car parks.

3.7 Neath Port Talbot

The Neath Port Talbot County Borough Council parking strategy is based around policies that follow the Council's main principles. These principles state that parking should uphold the Council's sustainability objectives, and that parking restrictions should be used where they are necessary and should not be overused. The principles also state that the parking policies should consider equality and disability issues and that all relevant costs and incomes of the strategy should be laid out transparently.

From these principles the Council developed five parking policies that they follow:

- Short stay parking will be created to prioritise the support of local businesses.
- Focus on long stay parking located further from the centre of towns.
- Residents parking must be protected, this will be done using regulation of on-street parking and controlled parking zones.
- In high demand areas, such as town centres, parking will be managed using charges.
- Suitable disabled parking will be created.

3.8 Carmarthenshire

The current strategy for Carmarthenshire County Council was adopted in 2018 and aims to support the local economy through easing parking options for shoppers and tourists accessing their market towns.

Carmarthenshire is a highly rural and therefore private vehicles remain the main transport mode across the county borough. In addition, there is increased growth within towns and a lack of capacity for parking in seasonal months due to tourism in places such as Ammanford. The development of an appropriate strategy was a challenge due to the differing local needs which can vary throughout the year. In addition, the previous parking strategy had not been updated since 2005. The 2018 strategy implemented:

- Prioritising short stay parking in town centres.
- Improving car park safety and information.
- Providing more facilities for the mobility impaired.
- Providing a park and ride facilities.

- Improving integration with public transport, as well as other aims.

With the new strategy the Council has prioritised the use of contactless payments and removed cash payments through several methods such as pre booking parking spaces online, ANPR and pay by phone. However, at outset of the strategy, pay on foot and pay and display were still being used.

Carmarthenshire are looking at an increased use of short stay car parks to greater utilise the town centres and increase personal safety by including more CCTV, clean environments, and other measures to make car parks safer. An initiative trailing free parking in the council's short stay car parks has been introduced as part of a pilot initiative in 2024, as detailed on the council's website:

- St. Clears, Newcastle Emlyn, Llandeilo, Llandovery: Free parking Monday to Wednesday, 10am – 2pm.
- Carmarthen: Free parking Tuesdays and Thursdays, 3.30pm – 6pm.
- Llanelli: Free parking Mondays and Tuesdays, 10am – 4pm.
- Ammanford: Free parking Monday, Tuesday, Wednesday, 10am – 2pm.

During these times, customers will need to obtain and display a ticket, but it will be issued at no charge.

Carmarthenshire are also aiming to ensure an appropriate level of disabled parking is achieved in all parking areas, together with EV charging points being introduced as part of the strategy. At the outset of the Strategy a large number of EV charge points were free to use, while some have set charges for as a connection fee, price per time, price per energy consumed or a combination of these. The strategy aims to increase the use of electric vehicles in the future and make sure considerations are made in new developments for parking spaces with new electric charging infrastructure.

3.9 Ceredigion

A review of the car parking charging strategy across the promenade in Aberystwyth was proposed in 2023. It proposed the introduction of restricted time use EV charging points along the promenade, therefore encouraging a more frequent turnover of vehicles, long stay parking at other locations, and the use of public transport. At a cabinet meeting was held in September 2024 and agreed to support a consultation process on the proposals for the charging and parking along parts of the promenade.

To help increase the use of public transport the following measures were suggested within the strategy:

- Only blue badge holders can park for free.
- Allow two hours of free parking between 8-10am Monday-Friday in one car park in Lampeter, Aberaeron and Cardigan. This suggestion aimed at helping the elderly, but as the spaces would be open to everyone, it was concluded that a more holistic approach was needed.
- A park and ride facility in Aberystwyth was considered as an existing bus route could provide easy access to the car parks along its route.
- A better way of monetising the car parks should be investigated.

In this report the current charges for parking were compared with neighbouring locations to confirm that they were similar. The most up-to-date charges available at the time of drafting this technical note have been detailed in Table 3-1.

Ceredigion County Council ULEV Strategy and Action Plan was completed in 2022 and the recommendations made in respect of EV charging were:

- Accelerate charge point deployment to promote EV uptake (increase 45 chargers 2021/2022 to 376 chargers by 2030).
- Build on the existing EV network deployments, focusing on establishing good charge point coverage and plugging gaps - chargers should be built in areas that are forecasted for high usage of EVs.
- Deliver a Ceredigion specific solution - placing chargers in places where tourists park, in order to attract more EV users to the area.

3.10 Gwynedd

In April 2021, it was proposed that the parking management arrangements were changed to a new parking strategy for Cyngor Gwynedd. One of the main priorities of the new parking strategy was a revision to parking fee structures. This was suggested to meet the requirements of modern road usage as well as to address the income level of the Council's Environment Department.

At the time of the review the established parking strategy had been in place since 2015 and was outdated, so a range of changes were considered. These included an increase in the use of technology to reduce the use of cash and increase the support for electric vehicles. This was done by using new ways to pay, such as contactless payments, and by expanding the number of charging points. Future EV charging points would include the capability to collect turnover data. In parts of Gwynedd, the number of second homes and holiday homes continues to increase and as a consequence, resident parking is sometimes in short supply depending on the time of year and this was considered when examining the parking patterns around the county.

Current developments included an additional scheme introduced in 2020 that enabled users to pay for parking using a mobile phone. The ease of use of this scheme proved to be high and there has been very positive feedback from users. To support EV charging it was proposed that in 23 locations there would be new EV charging points available.

One of the main changes proposed within the strategy was a new banded parking charges regime as the old charges had been in place since 2015. The new banded system looked to increase consistency across the county, whilst decreasing the options for the number of hours that could be paid for by the user. This means that the number of users buying higher hours while not staying for that duration increases, which in turn increases turnover for the Council as users will pay a higher price for shorter stays. There was also a consequential decrease in the costs of a 12-hour stay if the user does stay that long. The most up-to-date charges at the time of drafting this technical note have been detailed in Table 3-1.

3.11 Shropshire

The Shropshire Local Transport Plan (LTP) looks at a range of transport topics such as public transport, parking, walking, car-based travel, and freight, and sets out policies and objectives for the County to follow and meet to improve transport. The plan looks at the years 2011 – 2026. One of the main problems the plan attempts to tackle is traffic problems in Shrewsbury. The plan suggests park and ride and edge of town parking should be prioritised, and levels of parking in the centre of the town should be reduced. The plan also looks to tackle similar problems across the county

using enforcement to tackle illegal parking, and by using Traffic Regulation Orders (TRO) to prevent parking that may cause unnecessary congestion.

The plan lists a set of policies that look to reform parking across the county. The first of these policies looks at ensuring local economies are supported through the efficient use of parking spaces, as well as efficient park and ride schemes. It sets out to do this by increasing parking charges, so they are consistent across Shropshire based on the size of each town and the parking demand in the different towns. The policy also prioritises making sure every town has enough parking. The policy sets out time restrictions for on-street and off-street parking close to shops in order to encourage people staying for longer to use park and ride schemes or other forms of transport to help reduce congestion. In addition, to help improve the use of alternative transport the policy sets out to introduce a new park and ride scheme for Oswestry. New and improved signage within towns will be implemented in to decrease unnecessary traffic circulation.

The plan seeks to improve the HGV parking points across the Shropshire while also regulating them to protect the natural beauty of the county. The plan also seeks to facilitate the addition of more EV chargers to support the use of zero emission vehicles.

The policy includes addressing parking to remove barriers to accessibility experienced by people with disabilities. This involves ensuring the misuse of disabled bays is prevented as well as removing parking from footways.

In 2017, Shropshire County Council proposed new parking plans which included the introduction of new pay and display devices in certain locations, removing restrictions on periods of maximum stay and minimum return, a proposal to remove the 15-minute pop and shop period and to introduce a proposal for the option to buy weekly tickets. These weekly tickets would also be split into different charging bands in line with the hourly rate; with band 2 costing £70, band 3 costing £35, band 4 costing £24, band 5 costing £17 and band 6 costing £10.

Shropshire County Council most recent supplementary report on parking tariffs, operations and development was presented to Cabinet in April 2024. This addressed the specific areas of concern raised by the Economy and Environment Overview and Scrutiny Committee. The decision was to agree any changes through full public consultation via a TRO.

Based on the TRO consultation documentation, hourly charges will increase the most in Shrewsbury, by 80p in some car parks, in line with the LTP which identifies parking problems in Shrewsbury. All paid car parks outside of Shrewsbury will see an increase of 20p per hour, and free car parks will remain as free. Charges for season tickets and resident permits will increase significantly, by 50% in most cases. The banding of car parks from the 2017 parking plans remains in place.

Appendix D. Parking Payment Equipment and EV Charging

TECHNICAL NOTE

Monmouthshire Car Park Review

SUBJECT	PROJECT NO.	DATE
Parking Payment Equipment and EV Charging	5230879	May 2025
AUTHOR	**DISTRIBUTION**	**REPRESENTING**
IB	Monmouthshire County Council	AtkinsRéalis

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Client signoff

Client	Monmouthshire County Council		
Project	Monmouthshire Car Park Review	**Project No.**	5230879
Client signature / date			

1. Introduction

This Technical Note is intended to provide an insight into different methods of parking payment mechanisms and technology currently available within Wales which could be utilised, along with:

- Costs where they can be identified from a review of freely available open source data;
- Opportunities;
- Potential risks; and
- Potential suppliers.

This information is intended to supply Monmouthshire County Council with the information needed to help support the recommendations for changes, or otherwise, to the car parking payment and management methods available within Monmouthshire. Parking technology has the ability to aid car park utilisation, improve accessibility to urban areas and reduce time spent searching for spaces.

Context

The British Parking Association (BPA) estimates that the average UK motorist spends 90.5 hours per year, the equivalent of 4 days, searching for a parking space and almost half of motorists describe finding somewhere to park as a stressful experience.

In the UK there are 41.4 million licensed vehicles, which spend 96% of their time stationary[1]. With the number of cars on the roads rising by 16% in the last 10 years[2], the need for effective parking management is becoming of increasing importance.

The British Parking Association (BPA) outlines the value of emerging technology to parking in their 2017-2022 Blueprint for Parking. Parking technology has the ability to aid car park utilisation, improve accessibility to urban areas and reduce time spent searching for spaces. Facilitating the reduction in search time for a parking space will help reduce levels of congestion and reduce the amount of CO_2 and other harmful emissions being emitted by cars searching for a space.

In line with this, the BPA have focussed on three themes for future development:

- Data and apps;
- Payment; and
- Integration.

This emerging technology is explored below.

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[1] Cars parked 23 hours a day
[2] Vehicle licensing statistics: 2021 - GOV.UK

2. Parking mechanisms

This section outlines the commonly used parking mechanisms for towns and cities in Wales. For conciseness and relevance, parking types such as permit-only, residents and visitor parking have not been included within this technical note.

2.1 Pay and display

Pay and display is a widely used mechanism, especially in smaller single-storey car parks. A user will park their car within the car park before walking to a nearby pay and display machine. There, they specify the amount of time they would like to visit and pay the cost in advance, before taking a ticket which they then place in their car in a visible location. The ticket is then checked by parking enforcement officers who patrol the site. These machines can be cash only or cashless enabled (see Section 3) and may, or may not, include registration plate number information to prevent reuse.

2.2 Pay on foot & pay on exit

Pay on foot and pay on exit mechanisms are often used in larger multi-storey car parks. As opposed to the pay and display mechanism which require the user to pay for their parking before visiting an area, pay on foot and pay on exit mechanisms allows the user to pay for parking on exit of the car park. The user will usually receive a ticket on entering the car park or have their entrance timed through automated numberplate recognition (ANPR, see Section 5) and then pay via a machine that can be accessed on foot or upon exit of the car park. As with the to pay and display mechanisms these machines can be cash only or cashless enabled.

Barriers on entry or exist can add £3,000-5,000 to the cost of installation.

2.3 Free parking within a time limit

Some car parks and on-street parking spaces set a certain amount of time for free parking, for example free parking for one hour with no returns within two hours. Providing free parking and limiting the duration of the stay encourages visitors and residents using retail centres, rather than commuters or those without a parking space at their residence. However, while free parking can provide an incentive for visitors to the local area, overprovision can also result in a large daily influx of vehicles into a town or retail centre. This can in turn result in significant congestion in town and city centres, which can increase time spent in traffic for visitors and exacerbate both air and visual pollution for residents as well as impacting cyclists and pedestrians.

2.4 Pre-purchased vouchers

Vouchers still retain some popularity in smaller towns looking to encourage relationships with local shops. Ideally before parking, a driver should visit a participating shop and obtain a voucher for a set fee, on which they can specify the location and duration of their visit. This voucher is then displayed inside their car like a traditional pay and display ticket.

2.5 Summary

MRUK Research published a paper on behalf of Welsh Government in 2015 'Assessing the Impact of Car Parking Charges on Town Centre Footfall'[3] which performed a literature review and conducted interviews with local authorities, business owners and town centre visitors across Wales. The evidence that free parking influences town or city centre footfall is limited. The paper states that *"beyond anecdote [evidence], there is very little published evidence which links changes in car park charges to changes in town centre footfall*". The paper goes onto state that:

> **"***Charging for car parking is a complex issue. It is only one aspect of a complex interplay of factors influencing willingness to travel by car, time and money spent, and business activity in town centres. It is very difficult to separate the influence of car parking charges from other factors. Local Authorities and other stakeholders similarly rely mostly on anecdote when relating car park charges to footfall. However, their feedback does suggest that a relationship exists.*
>
> *"…Visitors to town centres suggested that car park charges impact on how long they to remain in the centre and, consequently, how much they spend whilst there. However, the general availability of spaces is felt by visitors to be more important than cost in their overall decision about visiting. Traffic flow and parking signage are felt by visitors to have the same, if not greater, effect on their decision to visit the town centre, how long they spend there, and how much money they spend."*

Table 2-1 - Parking payment mechanisms advantages and disadvantages

Pay and display	Pay on foot & pay on exit	Free parking
▪ Pay and display mechanisms are well-established and generally well understood by the public. ▪ Pay and display only requires the installation of a payment machine and no barriers or separate ticket machines, reducing the overall installation cost. ▪ Pay and display sites are appropriate for on-street parking, where space is constrained. ▪ Pay and display machines usually require a parking enforcement officer to ensure validate tickets are used, increasing labour costs.	▪ Pay on foot and pay on exit mechanisms eliminates the pressure to rush back to a parking space, making them more popular at retail centres. ▪ The use of barriers in pay and display and pay on exit reduces non-compliance. ▪ Pay on foot pay points can serve up to 200 spaces comfortably, as opposed to pay and display machines, which typically serve up to 70 spaces[4]. ▪ Pay on foot and pay on exit systems use barriers which can cause traffic entering or leaving the car park to back up, increasing congestion nearby. ▪ Installation costs are likely to be higher for this mechanism, although labour costs will be lower due to a reduced need for parking enforcement officers.	▪ Free parking requires limited enforcement or infrastructure installation other than clear signage and road markings, making it very easy to operate. ▪ Free parking can encourage visitors to the local area that may not have chosen to travel otherwise and provide residents with links to nearby retail centres. ▪ This mechanism does not provide any income stream for local councils as opposed to other mechanisms such as pay on display. ▪ Free parking can encourage traffic and poor parking practice, increasing congestion and making the area less attractive for nearby residents.

[3] 150610-assessing-impact-car-parking-charges-town-centre-footfall-en.pdf (gov.wales)
[4] PositionPaper (britishparking.co.uk)

3. Payment machines

Payment machines are one of the most common methods of charging for parking. They are static, require human input and require maintenance. The price of a new machine can vary from £3,000-4,000 for purchase and installation[5,6,7,8], and tends to be more expensive when it is also cashless enabled. Council-operated meters cost approximately £400 per annum for maintenance and up to £20 a month for both networking requirements and software support.

3.1 Cash only

Many payment machines are cash only, which can make the introduction of a new coin or note costly; for example, to upgrade Oxfordshire's 85 machines to accept the new £1 coin it was estimated to cost £343,000. Several local authorities took a significant amount of time to convert all their council-owned payment machines to the new £1 coin in 2017[9]; any delays in switching to new currencies can make these machines unpopular with the public.

While cash has historically been the preferred method of paying for parking, machines can become full of coins or jam frequently, needing in person intervention, causing public irritation and loss of revenue due to malfunctions across all brands of machine. Further, cash only machines can be seen as inconvenient for those that now more frequently use a card and/or do not have the exact change needed for the cost of their parking.

3.2 Cashless enabled machines

Many payment machines now accept card and contactless payments. There are also options which mean there is no need for paper tickets, these also can be used to enforce 'no returning vehicles'. These machines will still incur maintenance costs and will still require upgrading in the future as technologies change and improve. However, updating payment machines to include cashless options increases the number of payment options, making it more convenient for users who in many cases have steadily increased their means of payments to be made using a debit card[10]. If replaced with cashless-only machines, it should be noted that not all users are comfortable with using bank cards, and machines will need to be updated to meet future technology requirements if they operate using mobile data technology.

[5] Freedom of Information request reveals £36,456 installation cost of Princes Parade parking meters (kentonline.co.uk)
[6] Parking Meters - Freedom of information (devon.gov.uk)
[7] REVEALED: Find out where 'voluntary' car park meters are located in the Highlands (northern-times.co.uk)
[8] Freedom of information FOI requests - Dorset Council (disclosure-log.co.uk)
[9] Can't pay or display as parking meters don't take new £1 coin | Motoring | The Guardian
[10] Half of all payments now made using debit cards | Insights | UK Finance

Table 3-1 - Payment machine opportunities and risks

Opportunities	Risks
▪ Updating machines could increase the number of payment options, which would attract a wider variety of people in cars to the area and make paying for parking more efficient. ▪ Updated payment machines are likely to have improved data transfer and storage properties, aiding in analysis of car park usage in the future.	▪ The risk of utilising payment machines is low, due to their longstanding implementation in many places across the UK. However, these machines may become outdated very quickly and can incur high maintenance costs.

3.3 Alternative payment options

Other less common options for payment machines include:

- Decrementing cards: also known as prepaid parking cards, these can be used in specific pay-on-foot or pay-on-exit car parks, usually at retail centres. These cards are pre-charged with a certain value and can be used in a similar way to contactless cards as a method of payment. This type of card is in use by Southampton City Council[11] and can provide discounts for some of the car parks that it operates in.
- Oyster card-style payments: while not currently recorded in operation, a scheme with prepaid parking cards that can be used in all car parks within a defined area has been trailed; this is intended to act in a similar way to the Transport for London Oyster Card scheme[12]. This is an ambitious option that has been recently trialled in large cities with existing machines.

[11] Prepaid parking card (southampton.gov.uk)
[12] Are London's drivers ready for 'the Oyster card for cars'? | Technology | The Guardian

4. Payment apps

With the emergence of smart technology, smart parking apps have been developed to make the experience of parking easier for the user. There are broadly two types of parking apps: those that act simply as a mobile ticket, and those that allow payment as well as integrating with other smart technologies such as sensors to detect parking availability. It should be noted that payment apps are only viable in areas where there is a strong mobile phone signal, or where a repeater antenna can be installed to improve phone signal for users. Repeater antenna cost up to £1,000 depending on the size of the car park[13] and their effectiveness depends still on the mobile signal within the local area in general.

Payment apps allow users to buy parking tickets online or over the phone, to increase the convenience of using the car park. Parking payment apps have already been introduced in many cities and towns to increase the payment options in council-operated car parks. It is also possible to use app-based payments in residents' parking zones. However, they have faced significant opposition[14] in areas where there are no alternatives to using a mobile app, or areas with a poor mobile signal.

4.1 Potential suppliers

- MiPermit[15];
- ParkMobile[16];
- RingGo[17]; and
- PayByPhone[18], which is already in operation in Monmouthshire County Council car parks.

4.2 Smart parking apps

Smart parking apps can pay for a car parking ticket combined with the capability to find an available car parking space, purchase a ticket for that space and then also remotely extend the time on the ticket. This has the potential to reduce time spent searching for a parking space, as there is real time information (provided by sensors) about available spaces, which can in turn reduce searching time, ease congestion, and therefore improve air quality in the local area. This also deters people attempting to use car parks that are already operating at capacity, as well as highlighting areas that may be currently underutilised.

Apps can work in conjunction with on-street sensors which in turn show the specific location of available spaces for drivers. This information being available to drivers would help reduce congestion and therefore help reduce CO_2 emissions from drivers searching for a parking space. In 2017, Cardiff Council invested in a network of 3,300 in-ground road sensors with parking technology firm SMART Parking. The sensors are embedded into the road and can detect

[13] Laughter greets council advice on paying for parking when phone signal fails – Brighton and Hove News
[14] Car parking charges and use of parking apps - Levelling Up Committee writes to Government Ministers - Committees - UK Parliament
[15] MiPermit Digital Permits Supporting Clean Air Initiatives
[16] ParkMobile Parking App | Find & Pay for Parking | On-street & Reservation
[17] RingGo Cashless Parking Solution (myringgo.co.uk)
[18] PayByPhone - Simplifying your journey

whether the parking bay is occupied using infrared technology, allowing users to view a real-time map of parking availability, and then be directed to an empty space via a free app called 'Park Cardiff'[19]. The Cardiff-wide project was estimated to cost around £900,000.

Parking apps use the same data sharing capabilities as Connected and Autonomous Vehicles and therefore could be integrated well with future technology. An ongoing relationship with a smart parking app or software company can result in high maintenance costs that are difficult to determine and quantify without engaging upfront with a supplier directly.

Potential suppliers:

- AppyParking[20], currently in use by Harrogate Borough Council in conjunction with smart sensors and a web-hosted analytics platform;
- JustPark[21], in use by Cornwall, Dorset, Dundee and BCP Councils and which allows individuals to also 'rent out' their private parking spaces;
- YourParkingSpace[22], in use by Coventry, Leeds and Derby City Councils and provides a predictive modelling and forecasting tool; and
- SMART Parking[23], in use by Cardiff Council among others and can provide ANPR systems as well as smart sensors and mobile patrols.

Table 4-1 - Parking app opportunities and risks

Opportunities	Risks
▪ Cashless payments apps have the primary benefit of offering customers convenience and hence have the potential to increase payment compliance. They are a solution which can work well in the short term, as they can provide details about car park location and price. ▪ These technologies are already in use in many areas around the UK. As we continue in the digital age, it is likely that people will become even more likely to pay by phone due to the increased prevalence of contactless cards and phone payments and the reduced reliance on cash to pay. ▪ Smart apps have increased functionality with the potential to expand further in the future, including highlighting parking space availability.	▪ There have been barriers to adoption due to the need for mobile phone access and quality of mobile phone coverage etc. ▪ With the use of some smart parking apps there may be a service charge attached to the payment, making parking more expensive for the user. ▪ Implementing an app individually poses a high-risk scenario, due to the technology being relatively new. The levels of adoption by the public would be unknown and a need for rigorous app testing would be essential. ▪ In some cases, QR codes for parking apps have been replaced with fraudulent ones.

[19] Smart parking is now city wide (cardiffnewsroom.co.uk)
[20] Smart City Parking in Harrogate & North Yorkshire | AppyWay (appyparking.com)
[21] Local Authorities | JustPark
[22] Car Park Management Solutions for Local Authorities. YourParkingSpace
[23] Councils & Local Authorities | Smart Parking

5. Automated number plate recognition (ANPR)

ANPR utilises vehicle sensors and license plate recognition cameras to provide a ticketless service via a car's number plate and monitoring how long it has been in a parking space/car park. It uses either CCTV style cameras placed at the entrance and exit to a car park or can use a mobile system operating in different locations. It can be used to both allow recognised permit holders into a car park as well as to monitor and manage car park capacity and check where a Parking Charge Notice (PCN) should be issued.

5.1 Static ANPR

According to British Parking[24], the process works as follows:

- Timed photographs are taken of the vehicle itself entering and leaving the car park, and also close-ups of the vehicle's number plate.
- Using the two photographs and calculating the time between them, the duration and cost of the stay is produced, which the driver can then pay for. ANPR does not require the use of barriers within a car park but can still operate on a pay-on-foot basis. There are a range of different ways in which you can pay for this service by cash, card, online, or via an app.
- If a driver does contravene any of the terms and conditions laid out in the signage, they will not receive a ticket at the car park site. Using the vehicle's registration number, the operator will access the DVLA's Vehicle Keepers' details database and send a charge certificate to the keeper of the vehicle.
- ANPR technology can also provide data reporting for car park management and is praised in the parking industry for its efficient ability to accurately issue parking tickets.

According to a previous study by AtkinsRéalis, Maidenhead successfully implemented Parkeon's ParkREG ANPR system in its multi-storey town centre car park which reduced the town's congestion issue. It catered for the needs of the retail area and town centre as the reduction in congestion made the town centre more attractive to shoppers, encouraging a positive economic benefit for the town.

Static ANPR systems have a higher initial cost than mobile ANPR, due to the cost of installation. An exact breakdown of costs for ANPR installation in car parks is difficult to determine due to commercial sensitivities and this is often only determined by engagement with potential suppliers. However, Croydon Borough Council's Cabinet publication[25] included details of 37 ANPR cameras purchased at a cost of £851,000 in total (£5000 per camera). Merton Council supports these costings: Merton Council installed 46 ANPR cameras across its borough[26], largely to support 'School – Keep Clear' enforcement which confirmed a cost of around £5,000 per camera. The service costs (hardware and software) for a single camera can cost a further £1,100- 1,500 per annum according to Croydon Borough Council[27] .

[24] ANPR (britishparking.co.uk)
[25] RP3 Contract award template April 2018 (croydon.gov.uk)
[26] Parking update report 24 08 18.pdf (merton.gov.uk)
[27] Response all information to be supplied.pdf (whatdotheyknow.com)

Potential Suppliers:

- RoadPixel[28], who offer both complete systems or component parts with professional system design advice;
- Metric[29], who work with third-party suppliers to align their terminals with ANPR systems; and
- SMART Parking[30], who provide ANPR in conjunction with other smart parking solutions.

Table 5-1 – Static ANPR opportunities and risks

Opportunities	Risks
▪ The risk associated with implementing ANPR is low as the technology itself was first introduced in the 1980s. ▪ The use of ANPR cameras will significantly improve the accuracy and efficiency of data collection and hence add to the evidence base to support decision making in the future, making it both a short- and long-term solution. ▪ ANPR increases compliance as there is constant automatic monitoring of the car parks.	▪ Repeat users of a car park inside a 24-hour period sometimes find that their first entry is paired with their last exit, resulting in an 'overstay'. Operators are becoming aware of this and should now be checking all ANPR transactions to ensure that this does not occur. ▪ Some 'drive in/drive out' motorists that have activated the system receive a charge certificate even though they have not parked or taken a ticket. Car park owners should allow a 'grace period' of 10-15 minutes to account for this.

5.2 Mobile ANPR

Mobile ANPR allows drivers and parking attendants to immediately establish whether a car is parked appropriately or not. Mobile ANPR can be used on handheld devices or can be cameras attached to cars moving around the local area. Penalty Charge Notices (PCNs) can be issued from the mobile device, with some software being able to alert the enforcement officer / driver whether the vehicle is consistently receiving PCNs, so appropriate action can be taken. Mobile ANPR cars often serve multiple purposes other than parking, for example being used for data collection too.

North Tyneside Council identified a yearly cost of around £26,000 for a bus lane enforcement ANPR, inclusive of maintenance and support costs. It is difficult to determine the cost of handheld ANPR systems without engaging directly with suppliers.

Potential suppliers

- SEA[31];
- TES[32];

[28] www.roadpixel.com
[29] METRIC Group Ltd - ANPR Integration Parking Control Management
[30] Efficient ANPR Smart Parking Management Solutions | Smart Parking
[31] Enforcement Systems (sea.co.uk)
[32] Vehicles - TES Limited

- Cleartone[33]; and
- Videalert[34].

Table 5-2 - Mobile ANPR opportunities and risks

Opportunities	Risks
▪ A mobile ANPR camera attached to a car could, if routed efficiently and effectively, be used for monitoring car park utilisation on an initial basis. This would allow data collection for a variety of uses, e.g., parking compliance and collecting survey data. ▪ The monitoring of compliance could then lead to appropriate Traffic Regulation Orders (TROs) being put in place, suitable parking prices for car parks and more PCNs being issued. ▪ Use of ANPR on a handheld device can increase efficiencies for parking enforcement officers.	▪ Mobile ANPR poses a small risk, as the technology must be used correctly and precisely to function fully. However, the technology is flexible in its purpose. At the moment, there must be a qualified worker in the vehicle in order to use mobile ANPR to enforce restrictions.

[33] Cleartone Telecoms - Mobile
[34] Mobile enforcement - Marston Holdings

6. Parking tools

6.1 Digital Information Tools

Car parking signing can be an effective tool in managing parking; clear signs to car parks and on-street parking can reduce unnecessary driving, thereby reducing congestion and other harmful traffic impacts. Signing, particularly dynamic signing which can respond to changing circumstances can also encourage, or discourage, the use of specific car parks and roads.

Information boards are then used to inform drivers of the number of free spaces in a car park. This reduces the time spent looking for a car parking space and they can be used in conjunction with a range of ticket issuing methods like Pay and Display machines. Digital information boards are effectively used in many towns and cities around the UK.

Prices can range depending on the size of car park and level of detail required, ranging from around £600 for a simple 'full/spaces' digital sign to over £3,000 for stacked signs for multistorey car parks displaying the exact number of spaces available. Installation, software, and maintenance requirements would further increase the equipment costs.

Potential suppliers

- Spectra Displays[35];
- Scanlite[36]; and
- Automate Systems[37].

Table 6-1 - Digital information tools opportunities and risks

Opportunities	Risks
▪ The display of real-time data can help to address car park utilisation issues. ▪ Awareness of underutilised car parks aids dealing with congestion and reduces time spent searching for a place, which can reduce emissions from vehicles. ▪ Data received from the tool could be used to improve analysis and management of existing parking stock.	▪ Digital Information boards pose little risk, as they are tried and tested technology. ▪ Digital information boards offer limited coverage at the destination location, in comparison to smart parking apps which provide real time occupancy data to people from the outset of their journey. ▪ These tools also assume prior knowledge of an area to navigate between signposted car parks.

[35] Car Parking Display Signs | Spectra Displays Ltd (spectra-displays.co.uk)
[36] Transport Digital Signage | LED Display Systems for Transport | Scanlite
[37] Smart Parking Solutions, Smart Car Parking System & Car Park Counter System - Auto Mate Systems Ltd.

6.2 Back-office data management tools

Back-office management systems, shared or otherwise, are used to efficiently process PCNs, issue permits, and be a platform to store parking data. These systems are used to streamline the administrative aspect of parking and can analyse this data at a high level to produce automated reports.

Streamlining of office-based processes ensures efficiency, and automated data management makes getting understandable results from large volumes of data fast and effective, to better supply information to decision makers.

When working with geospatial data, such as the location of PCNs or parking spaces, GIS software such as ArcMap can be used as an effective data visualisation and analysis tool. For example, the Network Analyst tool can be used to optimise Civil Enforcement Officer routes and Spatial Analyst enables understanding of compliance issues through PCN monitoring.

ParkMap is a software package that enables easy management of on and off-street parking restrictions, as well as other traffic restrictions. When used in conjunction with its public facing version, TraffWeb, ParkMap provides an extremely powerful platform for data management, storage and analysis as well as enabling a digital interface consultation process for officers.

Upskilling resources to use back-office data management tools would help enhance the capabilities, functionalities, and flexibility of the Council to adapt to future parking challenges and aid in the development of a resilient digital workforce.

Potential suppliers

- ArcMap (ESRI)[38];
- ParkMap Cloud Services (Buchanan Computing)[39]; and
- Chipside[40].

Table 6-2 - Back-office data management tools opportunities and risks

Opportunities	Risks
▪ An efficient back-office management system can provide significant positive influences on parking management. ▪ Some software packages can run network analysis to route drivers using mobile ANPR systems. They can help them to detect patterns more efficiently in PCN distribution and increase compliance from local vehicles. ▪ Several software packages can pair the location of parking prices and the levels of parking utilisation then map them to show immediate discrepancies in	▪ Implementing new back-office management systems poses a low risk as the technology is well-established and can be reviewed and updated. ▪ A back-office data management system will only be as good as the quality of the data collection system, and so should be paired with an effective method of measuring car park occupancy/PCNs issued etc. ▪ Initial programming of scripts to produce reports in R (computer language) can be time-consuming and expensive, but once automated is less labour intensive in the longer term.

[38] An overview of the Data Management toolbox—ArcMap | Documentation (arcgis.com)
[39] Buchanan Computing
[40] Solutions - Chipside

price and whether this relates to the different utilisation of the car parks.

- Public facing web applications from TraffWeb can be used to facilitate an efficient, digital public consultation process.
- Back-office management changes can be implemented quickly and can make significant improvements and can be delivered quickly in the short-term to influence parking in the long term.

7. EV Charging and Uptake

Electric vehicles (EVs) have been becoming more popular in Monmouthshire and Wales, with the number of electric vehicles registered in Monmouthshire growing by around 50% in 2023[41]. As of March 2023, there were over 4,500 low-emission vehicles registered in the County. The number of publicly available public chargers has grown to help match this demand. To match growing demand, the number of public chargers needs to also increase, but this raises the issue of how will EVs can be parked and charged effectively.

7.1 Parking and charging EVs

In public car parks, the company providing the car parking space is typically separate to the company providing the charging infrastructure. The EV charging provider will typically enter into an agreement with the car park operator and install and maintain their charging stations. This leads to several different options for paying for EV spaces in car parks:

- **Separate charges**: Many car parks charge separately for parking and for the electricity used to charge the vehicle. For example, the user might pay a standard parking fee plus a fee per kilowatt-hour (kWh) of electricity used.
- **Combined charges**: Some car parks offer a combined fee that includes both parking and charging. This can simplify the payment process and therefore be more attractive to users.
- **Either charging or parking free**: In some cases, the charging/parking might be free, but the other function is payable. This is less common but can be found in some locations in the UK. Parking an EV for free in a designated EV space is likely to be conditional on actively charging the vehicle while in that space. This is an attractive option for those looking to attract EV users to a certain area. There are around 100 completely free EV charging points in Wales as of April 2024[42]

In the case of paying for parking, please refer to Sections 2 to 4. When it comes to paying for EV charging, there are once more several options:

- **Contactless Payment**: Many newer rapid and ultra-rapid charging stations accept contactless debit or credit card payments at the charging point. However, contactless payment does tend to be the most expensive form of payment, partly due to cost of installation.
- **Mobile Apps**: Many charging networks have their own apps, which can be used to start and pay for a charging session. These apps often provide additional features like locating chargers and monitoring charging status. However, this can be inconvenient for users who need to use different apps for different chargers; Zap-Pay[43] is a unified payment option by ZapMap that is gaining traction for EV charging point providers in the UK.
- **RFID Cards**: Some networks offer RFID cards that can be used to activate and pay for charging.

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[41] Number of electric cars in Monmouthshire rose by more than 50% last year | monmouthshirebeacon.co.uk
[42] Free Electric Car Charging Points UK: Where are they all? - Zapmap
[43] How do you pay for electric car charging on the public network? - Zapmap

- **QR codes**: Some networks require users to scan a QR code and be taken through to a website link, which then allows them to pay.
- **Subscription services**: Some EV manufacturers and EV charging point providers such as Tesla also offer a subscription service for cheaper rates on electricity.
- **Automatic charging**: Some providers support automatic charging and billing. Once a registered car with a provider connects to one of the provider's charging points, vehicle-to-charger communication via the connector plug means the provider can automatically recognise the car and charge the user. This is an uncommon method of paying for EV charging in the UK, and only a few suppliers such a Fastned[44] offer it.

7.2 Existing infrastructure in Monmouthshire

According to the Monmouthshire County Council website, there are several public electric vehicle charging points[45]. These are located at the car parks listed in Table 7-1. All are 'Fast' chargers, which take an estimated 3-4 hours to fully charge the average EV.

Table 7-1 – Existing EV infrastructure

Location	Number and type	Charging network
Abergavenny: Trinity Terrace, NP7 5BD	2 dual (Fast)	Dragon Charging
Abergavenny: Bus Station, NP7 5HF	1 dual (Fast)	Gwent Energy CIC
Abergavenny: Byefield Lane NP7 5DL	2 (Fast)	Connected Kerb
Abergavenny: Fairfield, NP7 5SG	6 (Fast)	Connected Kerb
Caldicot: Woodstock Way, NP26 4FF	2 dual (Fast)	Dragon Charging
Magor: Sycamore Terrace NP26 3EU	1 dual (Fast)	Dragon Charging
Rogiet: Severn Tunnel Junction NP26 3UN	5 dual (Fast)	Connected Kerb
Chepstow: Castle Dell, NP16 5GA	2 dual (Fast)	Dragon Charging
Chepstow: Welsh Street, NP16 5JA	1 single (Fast)	Gwent Energy CIC
Chepstow: Leisure Centre, NP16 5LU	2 (Fast)	Connected Kerb
Tintern: Old Station, NP16 7NX	1 dual (Fast)	Gwent Energy CIC
Monmouth: Glendower Street, NP25 3DF	2 dual (Fast)	Dragon Charging
Usk: Maryport Street South, NP15 1AZ	4 dual (Fast)	Dragon Charging
Usk: Maryport Street North, NP15 1ED	2 (Fast)	Connected Kerb
Usk: County Hall, NP15 1GA	4 dual (Fast)	Hydra EV

[44] Fastned public charging network guide - Zapmap
[45] Electric Vehicle Charge Points - Monmouthshire

Location	Number and type	Charging network
Goytre: Village Car Park, NP4 0BL	2 (Fast)	Connected Kerb
Gilwern: Main Road Car Park, NP7 0AJ	7 (Fast)	Connected Kerb

The battery of an electric car can range from 20kWh to over 100kWh, but an average EV will usually have a battery size of about 40kWh. Each charging company listed above in the table has different charging costs. For example, for Dragon Charging there is a charge of 65p per kWh whereas for points operated by Gwent Energy CIC or Connected Kerb there is a charge of 50p per kWh. At the County Hall Car Park, the charge will remain at 50p per kWh[46] in order to keep the cost of charging EVs attractive to Council staff. However, according to ZapMap some charging points elsewhere in Monmouthshire cost up to 79p per kWh, including the Premier Inn Monmouth. ZapMap[47] is a tool which has live updates of available EV charging points in Monmouthshire and will also generally show the cost and customer reviews of these chargers. Public charging points are shown on here, as well as private charging points that ZapMap users can 'rent out' to other users.

7.3 Promoting EV uptake

The EV sector is rapidly evolving, with new technology developments and changes in user behaviour. In line with the climate emergency declared by Monmouthshire County Council in 2019 a Local Transport Plan (2024-2029) was developed which includes interventions designed to help deliver the vision for EV to:- *Ensure that MCC continues to lead the transition to electric vehicles in Wales by ensuring that fair and equitable charging infrastructure is available for residents and visitors.* Which will be delivered through tourism and destination charging at public sector sites, residential changing in 13 priority areas and providing EV charging points in 10 shortlisted car parks enabling support of the Electrical Vehicle Charging Strategy with Welsh Government, public sector workplace EV charging and rail station EV charging.

Therefore, it is recommended that the Council continues to engage in the following key activities to promote the uptake of EVs:

- Continue engagement with businesses, including retail, workplaces, tourism attractions, fleet managers and other stakeholders to understand barriers, encourage adoption and promote synergies.
- Engage with Distribution Network Operators (DNOs) to ensure there is sufficient grid capacity available for the deployment of proposed chargers.
- Activities to promote EV adoption and address misinformation that is spreading with regards to EVs. This includes perceptions on safety risk, range anxiety, charging availability as well as improved awareness of the technology to assist the public to become more comfortable with this new technology.

[46] Monmouthshire: Discount electric vehicle charge rate agreed | South Wales Argus
[47] Map of electric charging points for electric cars UK: Zapmap

The exact type, number and location of chargers will be subject to further detailed analysis, including the space needed and grid capacity available. In addition, it will be necessary to continue to engage with districts, businesses, and Distribution Network Operators (DNOs) to ensure they are fit for purpose and able to function effectively.

7.4 Funding opportunities

Opportunities to apply for funding to limit the investment required by Monmouthshire County Council has also been explored. These opportunities include:

- Government grants offered to local authorities to assist with the rollout of Electric Vehicle Infrastructure. This includes the Ultra-Low Emission Vehicle Transformation Fund offered by the Welsh Government, and the On-Street Residential Chargepoint Scheme (ORCS) offered by the UK Government.
- The Energy Saving Trust can assist Monmouthshire County Council with obtaining funding from Government grants, including the On-Street Residential Chargepoint Scheme (ORCS).

The Council can promote Government grants offered to residents and businesses to encourage uptake in EV charging infrastructure without requiring additional Council funding. This includes the EV Chargepoint / Infrastructure grant[48] and the Workplace Charging Scheme[49].

[48] Electric vehicle chargepoint and infrastructure grant guidance for installers - GOV.UK
[49] Workplace Charging Scheme: guidance for applicants - GOV.UK

Appendix E. Enforcement and Fee Structure

TECHNICAL NOTE

Monmouthshire Car Park Review

SUBJECT	PROJECT NO.	DATE
Enforcement and Fee Structure	5230879	May 2025

AUTHOR	DISTRIBUTION	REPRESENTING
IB	Monmouthshire County Council	AtkinsRéalis

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Client signoff

Client	Monmouthshire County Council		
Project	Monmouthshire Car Park Review	**Project No.**	5230879
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1. Introduction

This Technical Note has been developed to inform the updated Parking Strategy for Monmouthshire County Council. It is intended to provide an insight into the existing Enforcement Mechanisms employed within Monmouthshire and provide recommendations for any proposed changes. In addition, this Technical Note will also discuss the existing car parking fee structure that is used for enforcement, highlight any changes needed and address the likely impact on revenue collected from the carpark ticketing structure.

This information is intended to supply Monmouthshire County Council with the information needed to help support the recommendations for changes, or otherwise, to the management of the enforcement process and the car park fee structure.

2. Enforcement

This section outlines the existing enforcement mechanisms used by Monmouthshire County Council and existing concerns.

2.1 Staff

Currently the Enforcement Team includes six individuals who all work as FTEs on 37-hour weeks. The team of enforcement officers are paired together to travel to either Chepstow, Monmouth or Abergavenny on a daily basis and both the officer pairings and locations are rotated on a regular basis ensuring a randomisation to their presence on any site. There are also three different shift patterns depending on location and day: 08:00-16:00, 08:30-16:30 and 09:00-17:00. These officers work these shifts Monday to Friday with some provision for event days, weekends and bank holiday working, but currently vacant posts prevent this additional enforcement patrolling being carried out.

The team patrol schools, car parks and on street parking areas

- School patrols: There are several school areas that officers will patrol in the mornings and afternoon, including: The Dell Primary School, Usk Church In Wales Primary School, The Archbishop Rowan Williams Church in Wales Primary School, Cross Ash School, Osbaston Church in Wales School, Cantref Primary School, Goytre Fawr Primary School,

- Off-street parking: The team patrols several off-street car parks in Abergavenny, Chepstow and Monmouth. Each car park takes approximately 15 to 30 minutes to check.

- On-street parking: The team patrol all on-street parking for violations in Abergavenny, Chepstow and Monmouth. This includes: blue badge bays (disabled bays); limited waiting bays; taxi ranks; loading bays; zig-zag markings at schools; pedestrian crossings; double parking (parking too far from the kerb); and resident permit bays. The officers will also enforce against vehicles being parked across dropped kerb when those dropped kerbs have a crossing point and tactile pacing.

- My Monmouthshire App: The team also undertakes responsive action for all parking related issues.

- Publicly reported issues including parking machine faults and those which are reported through remote monitoring. In total, there are 22 car park machines in Abergavenny, 17 in Chepstow and 8 in Monmouth (both on-street and off-street).

It should be noted that there are several main roads in Monmouthshire where the police are responsible for parking restrictions. These include the following trunk roads M4, M48, A40, A465, A449, A4042 and A48/A466.

2.2 Concerns and issues with Management of Civil Enforcement

There have been a number of ongoing issues and concerns raised by members of the public direct to Monmouthshire County Council officers which include the following:

- *Lack of free parking in the county compared to Usk and Caldicot*
- *Want a short amount of time to be free - 1hr for residents*
- *Parking machines not easy to use*
- *App not easy to download if trying in certain areas*
- *Card payments have a delay going through which result in long queues*
- *Queues at peak times when card machine play up*
- *People park in the car parks all day for free due to lack of enforcement and knowing what days attendants are in the town*
- *School students (6th form) park in car parks all day and take up spaces from shoppers (Monmouth)*
- *Free carpark in Abergavenny (Byfield) is not very accessible*
- *Illegal parking on pavements in Abergavenny - not policed (no one accepts responsibility*
- *Maryport Street South in Usk is always full with prison workers*
- *Direct access is needed to Monmouth town centre from two of the car parks*
- *In all town centres cars load / unload or idle in no parking areas but no enforcement so keeps happening*

Although it should be noted that there are some perceptions such as '*People park in the car parks all day for free due to lack of enforcement and knowing what days attendants are in the town' that* are unfounded as the enforcement within Monmouthshire remains random even without the full complement of enforcement officers.

In addition, there have been the following concerns raised by Chepstow Town Council which were collated at the Town Council Meeting held on 25th September 2024.

- *Residents Parking Permits in Lower Church Street and the Drill Hall Car park: It was pointed out that Monmouthshire do not enforce or control the residents parking scheme on Lower Church Street. Residents pay Monmouthshire for a parking permit. This allows them to use the marked parking on Lower Church Street and the resident parking bays in the Drill Hall Car Park.*

    a. *Those using the scheme say the parking bays on Lower Church Street are not enforced. Sometimes car without permits cars can be parked for up to a week without any intervention from MCC. This in effect stops the genuine residents with permits from parking.*
    b. *Next MCC propose to introduce an online only scheme for residents. So no visible parking permit is required. So if it is not policed then it is like taking money under false pretences.*

- *HGV access to the former Osborne Site of Lower Church Street*
    a. *Articulated lorries requiring access to the site which cannot negotiate the roads around lower Chepstow. At least get a voluntary agreement similar to that in place with Travis Perkins.*

- *Short time parking in Nelson Street.*
    a. *Traders here complain that no policing of the short time parking bays outside StMary's arcade means that people can park to just use the shops in the arcade.*
    b. *People will park there for up half a day thus stopping people parking.*

- *High Street*
    a. *Double Yellow lines should be put on the High Street on both sides.*
    b. *Signage for parking restrictions should larger*
    c. *Again, it is not policed.*

- *Disabled Parking in Moor Street (9 till 5).*
    a. *This is never policed and is essential to those disabled using Merrick's Pharmacy*
    b. *It is used by local traders as customer parking.*

2.3 Penalty Charge Notification Processing

Monmouthshire County Council is joined with six other local authorities as part of the South Wales Parking Group (SWPG) to process Penalty Charge Notifications (PCNs). The SWPG works on behalf of Monmouthshire and the other local authorities to support the enforcement operation by dealing with challenges, payments and processing of all penalty charge notices that are issued. While each local authority provides their own enforcement officers, the SWPG provides the shared back office service support and also chases payment of and deals with queries relating to any PCNs issued by Monmouthshire officers.

2.4 Summary

There are no recommendations to change the working relationship with the SWPG, as this is currently working well for the enforcement team at Monmouthshire; it enables the officers to ensure their time is allocated to patrolling throughout Monmouthshire, either on-street or in car parks, rather than being office based completing the administrative side of the PCN process.

The number of Enforcement Officers, once all vacancies are filled, remains sufficient for a well randomised enforcement process to be carried out in Monmouthshire, as confirmed during discussions with MCC's enforcement team. However, it should be noted that travel time to the start of each destination is approximately 30 to 40 mins and then each carpark takes around 15 to 30 mins to check.

3. Fee proposals

3.1 Penalty Charge Notice Costs

There are two levels of PCN in force across Monmouthshire – a higher level and a lower level – depending on the parking contravention with a higher level PCN cost set at £70 and the lower level PCN is £50. There is a 50% discount on the charge if it is paid within 14 days of issue.

As shown on the Monmouthshire website “If no payment or challenge is made within the 28 days from the issue date, SWPG will serve a Notice to Owner (NtO) to the registered owner of the vehicle. This acts as a final reminder before an additional surcharge is added to the amount of the penalty”.

3.1 Payable car parks

Monmouthshire County Council operates pay and display car parks in Abergavenny, Chepstow and Monmouth operating 08:00-18:00 Monday through Sunday. The following tariffs are applicable for short-stay car parks within Monmouthshire County Council[1].

Table 3-1 - Short Stay Car Park

Stay length*	Cost
2 Hours	£2.00
3 Hours	£2.40
4 hours	£3.10
Sunday – First 2 Hours Free	£1.30 (Remainder of the day)

**Note: no return is permitted within 2 hours after expiry of ticket.*

Table 3-2 - Long Stay Car Park

Stay length	Cost
2 Hours	£2.00
3 Hours	£2.40
4 hours	£3.10
5 day ticket	£23.00
6 day ticket	£27.50
All Day	£6.20
Sunday – First 2 Hours are free	£1.30 (Remainder of the day)

However, there are a number of different price structures for the Drill Hall Car Park in Chepstow which has a long stay charge of £.200 all day Monday to Saturday but is free for the first two hours on Sunday and costs £1.30 for the remainder of the day. In addition, some other car parks in Monmouthshire have other tariff structures:

- Byefield Lane Car Park: £6.20 Tuesday Only;
- Rogiet Playing Fields Car Park: £2.20 all day charge (Monday – Friday);

[1] Parking - Pay and Display - Monmouthshire

- Rogiet Country Park Car Park: First 3 hours free – £5.50 per day thereafter; and
- Severn Tunnel Junction Car Park: £3.30 all day charge.

3.2 Car Park Permits

In addition to the above fees there are permit available at a discounted price which can be allocated to a specific car park or residential area and these are priced as follows:

- **RESIDENT PERMITS.**

Resident permit cost: £76.00 per annum, but restricted. Only 1 permit allocated per household.

- **CAR PARKS SEASON PERMITS**.

Long Stay car park Season Permit cost: £545.00 per annum, £275.00 per 6 months, £143 per 3 months.

Short Stay car park Season Permit Cost: £682.00 per annum, £347.00 per 6 months, £176.00 per 3 months.

3.3 Free car parks

There are several car parks which are marked as free or unmarked which are listed below, by location:

- Abergavenny:
  - Abergavenny Leisure Centre
- Caldicot:
  - Jubilee Way (49 spaces)
  - Woodstock Way (110 spaces)
  - Caldicot Community centre (-4 spaces)
  - Caldicot leisure centre (~53 spaces)
- Chepstow:
  - Station Road (43 spaces)
  - The Station car park (55 spaces)
  - Chepstow Leisure Centre (124 spaces)
- Monmouth:
  - Cinderhill Street (41 spaces)
  - Old Dixton Road (30 spaces)
  - Rockfield Road (106 spaces)
  - Rowing club (20 spaces)
  - Monmouth Leisure Centre (~75 spaces)
- Usk:
  - Maryport Street North (142 spaces)
  - Maryport Street South (80 spaces)

  - Twyn Square (14 spaces)
- Gilwern:
  - Main Road (23 spaces)
- Goytre
  - Goytre Village (20 spaces)
- Magor:
  - Magor Square (31 spaces)
  - Sycamore Terrace (27 spaces)
  - Withy Close (24 spaces)
- Tintern:
- Wireworks (38 spaces)
- Tintern Park (10 spaces)

Charging for car parks in small villages (free at present) is not entirely justified, since it would necessitate new charging infrastructure, and would create an additional workload for enforcement officers already spread thin due to Monmouthshire's topography. Some car parks however have been identified as suitable to be made payable, these are:

If there are two or more free car parks in one town (for example, in Usk and Magor) then one or more could be made payable.

It should be noted that Monmouthshire Couty Council officers have confirmed that there will be no free parking exemption in place for 2024 in any of the currently fee-paying car parks in the run up to and nor over the Christmas and New Year period, with the exception of the existing Bank Holiday parking orders.

3.4 Summary

The total number of spaces and number of car parks of different types in Monmouthshire can be found in Table 3-3.

Table 3-3 - Type of car park by town

Town	Number of paid car parks			Number of unpaid car park	Total number of spaces
	Long stay	Short Stay	Other		
Abergavenny	3	4	1	0	1381
Caldicot	0	0	0	2	175
Chepstow	3	1	0	2	600
Monmouth	5	1	1	4	684
Usk	0	0	0	3	252
Gilwern	0	0	0	1	24
Goytre	0	0	0	1	22

Town	Number of paid car parks			Number of unpaid car park	Total number of spaces
	Long stay	Short Stay	Other		
Magor	0	0	0	3	92
Rogiet	0	0	3	0	223
Raglan	0	0	0	1	4

E.1 Enforcement Information supplied by MCC Enforcement Team

Proactive Tasks			Reactive Tasks		
Activity	**Timetable**	**Approximate number of hours (total per week)**	**Activity**	**Occurrence (daily / weekly/ monthly)**	**Approximate number of hours (total per week)**
Car parks	Rota to cover all carparks at least once a week	13.5 hours	Ad hoc complaints about pavement parking	MCC officers do not currently enforce pavement parking this currently lies with police	
On street parking	Rota to cover all carparks at least once a week	13.5 hours	Ad hoc complaints about machines not working	Daily	When required. Can take between 2 minutes and 30 minutes per machine depending on the issue.
Parking machines operational checks	Rota to cover all carparks at least once a week	Daily as part of car park patrol for each car park	Ad hoc complaints about parking obstructions	MCC officers do not enforce obstruction, this lies with police.	
Yellow line obstructions	Rota to cover all carparks at least once a week	Daily as part of on-street patrol.	Processing and issuing resident permits	Daily	Part of admin role contracted 37 hours
Proactive Tasks			**Reactive Tasks**		
Activity	**Timetable**	**Approximate number of hours (total per week)**	**Activity**	**Occurrence (daily / weekly/ monthly)**	**Approximate number of hours (total per week)**
PCN issue (back office admin support supplied centrally across Wales	Rota to cover all carparks at least once a week	32 hours including all patrols(on/off street, school patrols)	Processing and issuing carpark permits (short & long stay)	Daily	Part of admin role contracted 37 hours
Reporting any defects to street furniture, such as signs and road markings	Rota to cover all carparks at least once a week	As and when seen part of daily on-street patrol.	Monitoring CCTV footage for defects or parking obstructions.	CCTV monitored by 3rd party.	

Carry out car park cash collections from pay and display machines	Rota to cover all carparks at least once a week	Carried out by 3rd party. Security plus	Assisting with all car park closures, bay closures, and support with all traffic management.	Ad hoc
Patrol for and reporting abandoned vehicles.	Rota to cover all carparks at least once a week	Officer don't patrol for abandoned vehicles, ad hoc if reported by public.	Work closely with and support the police when requested.	Ad hoc
Check tickets and attend to minor machine faults.		Daily as part of car park patrol.		
Monitor car parks and their facilities to ensure they are clean, tidy and satisfactory. Report if necessary	Rota to cover all carparks at least once a week	Daily as part of every car park patrol.		
Daily school enforcement am/pm		5 hours		
Travel time to and from MCC depot am/pm		5 hours		

Appendix F. Recommendation Table

Recommendation	Strength of evidence	Strategic fit	Acceptability	Deliverability	Cost to implement	Total score	Implementation	Justification	Advantages	Disadvantages	Possible Time Scale if Recommendation pursued for implementation
Existing charging structure remains	1	1	0	0	0	2	No change	Transaction data highlights that the 2-hour ticket is the most popular choice in all car parks where it is offered. Occupancy data shows there are no car parks which are greatly underutilised, thus supporting keeping the existing pricing structure in place.	Stability: provides consistency for users already familiar with the current system Low cost: in comparison to implementing other recommendations	Limited improvement: does not address any existing public perceptions raised that free parking for initial hour or 2 hours would increase footfall and parking behaviour	Short Term
Retain season ticket/permit tariff structure	1	0	1	0	0	2	No change	This is a cost effective solution with minimal disruption. No issues regarding season ticket/permit tariff structures have been identified.	Stability: provides consistency for users already familiar with the current system Low cost: in comparison to implementing other recommendations	Limited improvement: does not address any existing issues or inefficiencies in the current system	Short Term

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Monmouthshire County Council Parking Strategy 2020-2030

April 2020

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Appendix A

1. Introduction

The focus of this Strategy document is to update the Council's position on parking matters since the 2013 Strategy. The aim is to outline the Council's policy framework moving forward for managing parking across the County for a variety of aspects including (but not limited to) parking tariffs, enforcement and parking standards.

Parking management and enforcement play an important role in delivering the Council's well-being objectives for its residents, workforce and visitors. High-quality management of parking in Monmouthshire can contribute to delivering local, regional and national policy objectives ranging from sustaining the local economy to contributing to sustainable outcomes such as the uptake of active travel. It is imperative that this Strategy strikes a balance between all these objectives.

This Parking Strategy will be valid between 2020 and 2030 and is designed to:

- Support the local economy (e.g. making it easier for people to visit towns in the County);
- Provide access to key services and facilities for groups of individuals with different sets of requirements (e.g. by providing appropriate Blue Badge parking provision);
- Encourage sustainable travel modes and help reduce reliance on the private vehicle (e.g. provision cycle storage and setting tariffs at appropriate levels);
- Meet residents' parking needs (e.g. reviewing Resident Parking Permits);
- Improve journey time reliability for road users (e.g. by designing and managing on-street and off-street parking to reduce traffic conflict and delays);
- Make Monmouthshire a safer place (e.g. by ensuring that parking is 'safer by design');
- Enhance the built and natural environment (e.g. reducing the amount of land required for parking and by improving the streetscape through civil parking enforcement); and
- Reduce competition between towns in the wider region (e.g. by setting car parking charges and standards that are consistent with surrounding local authorities).

It is recognised that over the duration of this document, there is likely to be significant technological change ranging from the electrification of motorised vehicles as well as vehicle automation. Improvements to technology including the rollout of 5G in Monmouthshire will result in changes to how people travel for work and leisure and consequently how people use parking facilities in the County. This Strategy is aware that changes to parking is inevitable and will, therefore, work with stakeholders to ensure parking in Monmouthshire is resilient for the future.

1.1 Structure of the Parking Strategy

This Parking Strategy is structured as follows:

- **Chapter 2**; summarises the background of parking across the County;
- **Chapter 3**; outlines the current parking regime in Monmouthshire;
- **Chapter 4**; provides an outline of the policy context for this Parking Strategy;
- **Chapter 5**; presents a series of recommendations; and
- **Chapter 6**; concludes the Parking Strategy.

Supporting information to this document is available in the Appendix. It is recommended that the Strategy is read alongside the Council's Parking Standards SPG (2013).

2. Background

Monmouthshire provides a unique landscape including the Brecon Beacons National Park in the north, Wye Valley Area of Outstanding National Beauty in the east and various town centres with various cultural characteristics that provide important services. Parking serves a mixture of roles from supporting residents' access to necessary everyday essential services, commuters to their workplace and year-round to visitor attractions. The design, layout and use of parking facilities can positively or negatively affect the characteristics of an area and influence how people travel.

The previous Parking Strategy (2013) was produced to encourage individuals to spend time, shop and do business in five areas of Monmouthshire; Abergavenny, Caldicot, Chepstow, Monmouth and Usk. The previous document went on to provide ten recommendations (Table 2.1) which sought to support viable retail, commercial and visitor destinations and facilitate regeneration in the five listed areas. The full list of recommendations and justification is available in Appendix A.

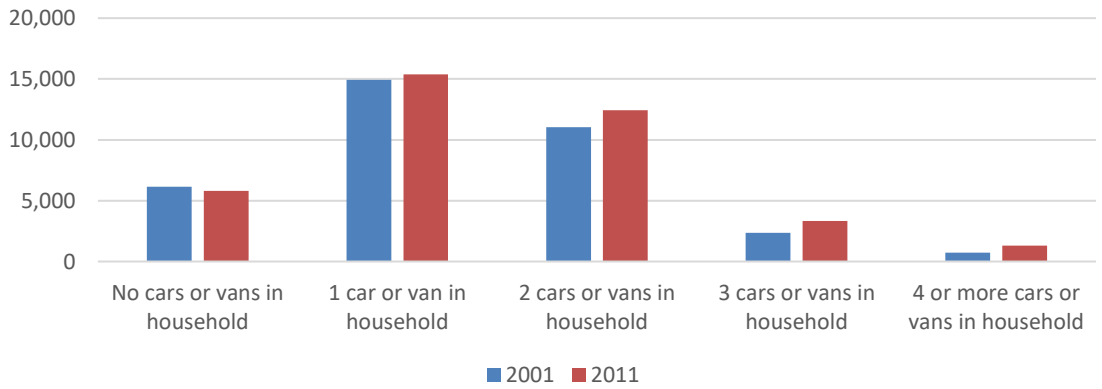
Table 2.1. 2013 Parking Strategy Recommendations and Implementation

2013 Parking Strategy Recommendation	Implemented (Yes / No)
Increased Tariffs	Yes
'No Return' policy across all Council-owned car parks	No
Improved signage	Yes
Sunday tariffs	No
Development of an HGV/Coach Parking Strategy	No
Introduction of disabled 'Blue Badge' tariffs	No
Enhanced urban design/car park layout	No
Enforcement across all Council-owned car parks	Yes
Night tariffs	No
Networked machines	Yes

2.1 Car Ownership

In Monmouthshire between the 2001 census data and 2011, there has been a 5.5% fall in the number of households that have access to a car or van. In total, there has been an 11.6% growth in the number of 1-4+ cars or vans in each household (Figure 2.1).

Figure 2.1 Car or Van Availability in Monmouthshire per Household, 2001 to 2011 Comparison



Heavy reliance on the private car and limited opportunities for public transport are real issues for rural Monmouthshire. This may partially be a reason for the increasing number of cars/vans per household (Figure 2.1). The Council recognise that the increasing number of vehicles per household presents several different challenges to be addressed in this Parking Strategy.

2.2 Civil Parking Enforcement

A recent and significant change to parking in Monmouthshire took place in 2019. Following the Gwent Police decision to withdraw their Traffic Warden Service from Monmouthshire from 31st December 2018, the Council applied to the Welsh Government for Civil Parking Enforcement powers. In 2019, the Council were granted powers to enforce non-endorsable on-street parking restrictions in addition to the off-street parking restrictions, of which they previously managed.

Since the powers were removed from Gwent Police, Parking Enforcement was taken out of the criminal system into the civil system by an order made through an Act of Parliament. Yellow line parking offences became decriminalized leaving the Council the responsibility of fining motorists for ignoring them. However, endorsable parking offences, including parking on pelican and zebra crossings; obstructing the highway or property accesses; parking on footpaths where no yellow lines are in force and the misuse of disabled badges will remain the responsibility of Gwent Police.

The Council, in conjunction with the other five Gwent Authorities commissioned a study in 2017 into the option of collaborative working across the authorities to identify opportunities to reduce operational costs of operating a civil parking enforcement regime by adopting a joint approach wherever feasible. The study highlighted that this arrangement would be more financially secure and have greater resilience.

To reduce the costs associated with the administration of Civil Parking Enforcement (CEO), the Council has partnered with Rhondda Cynon Taf County Borough Council to design and produce all necessary forms, notices, letters, etc. Such documentation takes note of current good practice, statutory guidance and standards e.g. as set out in the Code of Practice for Civil Parking & Traffic Enforcement and by the Traffic Penalty Tribunal.

Since the introduction of enforcement by the Council, five civil parking enforcement officers have been deployed. The performance of the officers is continually monitored to assess the impact and effectiveness of the service to encourage parking compliance across the full County both on-street and off-street. Enforcement objectives have been established to achieve a certain frequency of patrol suited to the varying types of restriction and changes in demand. CEOs are on duty throughout controlled hours, as applied to the various areas throughout the county, plus certain other hours as service needs dictate.

2.3 Why a Parking Strategy?

An update to the former Strategy is required to ensure parking in Monmouthshire is well-informed, modern and continues to meet the needs of its users. There is a case for the document to be updated to meet recent changes in legislation and environmental pressures including the Climate Change agenda and wellbeing goals.

Across the County it is recognised that parking facilities are inconsistent; some parking is unregulated and free whilst in other areas, there is enforcement and tariffs. The parking provision and enforcement can have a positive or detrimental impact on local businesses in the settlements of Monmouthshire. It has been identified that there is a need for a fair and uniform approach to all parking facilities.

Unregulated illegal parking can harm all users of the highway network from pedestrians walking along the footway to impeding emergency services. Whereas better-quality parking can safeguard healthy and environments, generate economic benefits to local business and improve the quality of life for individuals switching mode of travel to sustainable methods.

Without an updated Parking Strategy, there is a risk that there is a reduction in road safety in the County as well as a negative impact on the environment for residents, businesses and visitors.

3. The Existing Situation

The current approach is a balance between three elements; demand management, cost and local conditions. Parking is a fine balance between these elements, if the price and duration are wrong this could discourage facilities being used, alternatively, this may result in increased sustainable travel. Whereby if parking is not appropriately managed this could lead to illegal parking or could result in a steady turnover of spaces, encouraging more people to use the facilities available.

Across all parking facilities, the Council aspire to provide high-quality parking which is supported by appropriate enforcement and management. This includes regular investment, ensuring parking areas are maintained, kept clean and safe for all.

3.1 Off-street Parking

Across the County, there is a mixture of on and off-street parking which is made up of private and public operators. Table 3.1 lists all of the 36 Council-owned parking, number of spaces available and whether there is a tariff in place. An interactive map of where parking is located is available on the Council's website: http://www.monmouthshire.gov.uk/car-parks/our-car-parks

Table 3.1 Council Owned Parking Facilities

Area	Location	Spaces	Tariff
Abergavenny	Fairfield	473	Yes
	Tiverton Place	71	
	Trinity Terrace	37	
	Tudor Street	21	
	Byefield Lane	395	
	Castle Street	211	
	Brewery Yard	85	
	Bus Station (Priory)	90	
	Bus Station	69	
Caldicot	Jubilee Way	48	No
	Woodstock Way	104	
Chepstow	The Station	55	Yes
	Drill Hall	72	
	Nelson Street	86	
	Welsh Street	242	
	Castle Dell	96	
	Station Road	44	
Gilwern	Main Road	22	No
Goytre	Goytre	20	
Magor	Withy Close	24	
	Magor Square	31	
	Sycamore Terrace	27	
Monmouth	Rockfield Road	99	
	Old Dixton Road	30	
	Cattle Market	178	Yes
	Chippenham	33	
	Cornwall House	50	
	Monnow Street	39	
	Glendower Street	121	
	Rowing Club	40	
	Cinderhill Street	42	
Raglan	Chepstow Road	45	No
Rogiet	Playing Fields	0	Yes
Usk	Twyn Sqaure	14	No
	Maryport Street North	149	
	Maryport Street South	0	

The context for each parking area is different and is the reason for a fragmented approach. However, there are similar challenges across 36 Council-owned facilities including efficiently adapting to new technology, thereby, making parking easier for its users, upkeep i.e. signs and lines and competition from other cheaper/free parking areas.

Parking permits are available across all pay and display Council owned car parks, while parking is currently free for all disabled bays in all off-street car parks and in any marked bay if a valid disabled badge is displayed. Further, parking for motorbikes and bicycles is free.

All Council parking operates Monday to Sunday between 08:00 – 18:00, including Bank Holidays.

The Council currently employs five civil enforcement officers (at the time of writing this document) who enforce Council owned off-street pay and display car parks. The penalty for overstaying an allotted time, or not paying for parking varies depending on the parking contravention. However, penalty charges are reduced by 50% if payment is made within 14 days. Alternatively, the Council offer the opportunity to purchase an 'overstay ticket' if an individual overstayed their allotted time on a ticket purchased by one hour. The 'overstay ticket' can be used to clear a penalty charge notice if it is sent to the Council's car park team within seven days of penalty charge notice being issued.

3.2 Residential Parking

Residents who live in Abergavenny, Chepstow, Rogiet and Monmouth Town Centres are entitled to apply for a residential parking permit to help them park near their home. Permits are allocated on based on one per household and subject to eligibility criteria and assessed per application (Table 3.2).

Table 3.2 Streets eligible for residential parking permits

Location	Car Park or On-Street	Streets Eligible to Apply for a Permit
Abergavenny	On-Street	St Michaels Road, Pen-y-fal Road, Lower Ross Road (Even Numbers Only), Lower Monk Street (Odd Numbers Only) and 1-5 Usk View.
	Car Park	Baker Street, Trinity Terrace, Nevill Street, High Street, Lewis Lane, Frogmore Street, St Johns Street, Brewery Yard/Magnolia Terrace, Market Street, and Cross Street.
Chepstow	On-Street	Lower Church Street.
	Car Park	Lower Chepstow below Beaufort Square, Lower Church Street, The Back and St Annes Street
Monmouth	On-Street	2-40 St Mary's Street, 1-12 Almshouse Street, 1-41 Drybridge Street (and Adjacent Cottages), 11-35 Cinderhill Street, 12-29 St Thomas Square, St James Square, St James Street and Whitecross Street (West of junction with Monk Street)
	Car Park	Glendower Street, Worcester Street, Agincourt Street, Church Street, St Mary Street, Almshouse Street, St Johns Street, Agincourt Square, Priory Street, Chippenhamgate Street, Monnow Street and Chippenham Court
Rogiet	On-Street	1-6 Rogiet Terrace and Station Road.

3.3 Electric Vehicle Charging

Electric vehicle sales are increasing rapidly in the UK with statistics from the Society of Motor Manufacturers and Traders showing a 236% rise year-on-year. The Welsh Government similarly anticipate a growth in demand stating that they will meet the demand created by 60% of new sales for cars and vans being electric vehicles by 2030. The number of electric vehicles is increasing due to a number of factors including:

- An increase in the variety of vehicles on offer;
- The distance/range of electric vehicles can travel;
- Availability of charging facilities across the highway network;
- Cost of day-to-day use compared to fossil fuelled vehicles; and
- Government initiatives to reduce the number of petrol/diesel vehicles on the network.

Furthermore, changes in policy including Planning Policy Wales 10, which states that new non-residential developments must have charging points in at least 10% of the spaces available.

Monmouthshire is strategically located for east-west journeys in and out of Wales as well as journeys north-south within Wales. Due to its location, the Council has an important role in addressing barriers in the uptake of electric vehicles such as range anxiety across the rural network to ensure users can access services within and beyond the boundary of the County.

With technology evolving rapidly for electric vehicles, the Council will work in partnership with stakeholders to ensure new chargers avoid the current complicated payment options for opening new accounts or memberships.

To date, as part of the 'Fully Charged RDP Fund', 20 pilot charging facilities have been installed across Monmouthshire (Table 3.3). It is anticipated that following the pilot and policy direction, more electric vehicle charging facilities will be installed across the County.

Table 3.3 Electric Vehicle Charging Facilities in Monmouthshire

Site	Town	Postcode	Charger
Secret Garden	Goytre	NP4 0JE	3.6 kW
MiddleNinfa Bunkhouse	Abergavenny	NP7 5EN	3.6 kW
Beaufort Hotel	Chepstow	NP16 2DY	3.6 kW
Beaufort Hotel	Raglan	NP16 5EP	20 kW
Riverside Hotel	Monmouth	NP25 5EY	20 kW
Clytha Arms	Clytha	NP7 9BW	3.6 kW
Greenman Backpacker	Chepstow	NP16 5EP	3.6 kW
Ty Bryn B&B	Llandogo	NP25 4TA	3.6 kW
Bees for Development	Monmouth	NP25 3DZ	3.6 kW
Treowen	Dingestow	NP25 4DL	3.6 kW
Whitecastle Vineyard	Whitecastle	NP7 8RA	3.6 kW
Old Rectory Barn	Gilwern	NP7 0EY	3.6 kW
Pelham Hall	Penallt	NP25 4AH	3.6 kW Type 1
Caldicot Castle	Caldicot	NP26 4HU	3.6 kW
Northgate B&B	Caerwent	NP26 5NZ	7.2 kW
Goytre Wharf	Mamhilad	NP7 9EW	3.6 kW
Singleton Court	Monmouth	NP25 5JA	3.6 kW
Bridges Community Centre	Monmouth	NP25 5AF	3.6, 7.2 and 22 kW
Pandy Village Hall	Pandy	NP7 8DL	22 kW
Chepstow Library	Chepstow	NP16 5HZ	7 kW
Magor Services	M4	Junction 23a	40 kW

4. Policy Context

4.1 Introduction

This section sets out the policy context of the Parking Strategy. The local, regional and national policies are summarised in Table 4.1, while a more detailed discussion surrounding the compliance of the Strategy with them is available in the subsequent section.

Table 4.1 Relevant Policies

Level of Policy	Policy Document
National	Planning Policy Wales (PPW) Edition 10 (2018)
	Wales Spatial Plan (2008)
	One Wales: Connecting the Nation (Wales Transport Strategy) (2006)
	Prosperity for All: Economic Action Plan (2017)
	Prosperity for All: The National Strategy (2017)
	Prosperity for All: A Low Carbon Wales (2019)
	Active Travel (Wales) Act (2013)
	Well-being of Future Generation (Wales) Act (2015)
	Planning Policy Wales (PPW) Technical Advice Note 18 (2007)
	National Air Quality Strategy (2000)
	Disability Discrimination Act (1995)
Regional	Cardiff Capital Region Strategic Objectives
	Cardiff Capital Region Common Assessment Framework
Local	Monmouthshire Local Transport Plan (2015 – 2020)
	Monmouthshire Local Development Plan (2011-2021)
	Monmouthshire Parking Standards (2013)
	Monmouthshire Corporate Business Plan (2017-2022)
	Monmouthshire Public Service Board Well Being Plan (2018)
	Monmouthshire Climate Emergency Strategy (2019)

4.1.1 National Policy

Planning Policy Wales Edition 10 2018

Planning Policy Wales Edition 10 has been developed to comply with the Well-being of Future Generations (Wales) Act 2015. The five ways of working and well-being goals are a central theme throughout the document. The outcomes that have been set in the Policy document provide a framework for any proposal, including:

- Creating and Sustaining Communities;
- Growing Our Economy in a Sustainable Manner;
- Making Best Use of Resources;
- Maximising Environmental Protection and Limiting Environmental Impact; and
- Facilitating Accessible and Healthy Environments.

As set out in Planning Policy Wales, this document begins to set out parking to support the overall transport and locational policies of the existing and emerging development plan. Further, this Parking Strategy supports Planning Policy Wales by ensuring the parking provision across Monmouthshire is informed by the local context, including public transport accessibility, urban design principles and the objective of the reducing reliance of the private car, thereby supporting a modal shift to walking, cycling and public transport.

Planning Policy Wales recognises that authorities should use charging policies for on-street parking and off-street parking, where it is under their control, to complement their land-use policies and encourage the use of ULEVs. This document begins to explore rationalising future parking tariffs in the County.

Wellbeing of Future Generations (Wales) Act 2015

The Well-being of Future Generations Act 2015 requires the Council to think about the long-term impact of their decisions, to work better with people, communities and each other and to prevent persistent problems such as poverty, health inequalities and climate change.

To make sure we are all working towards the same purpose, the 2015 Act puts in place seven well-being goals on the Council. The 2015 Act makes it clear the listed public bodies must work to achieve all of the goals, not just one or two, these being:

- A prosperous Wales
- A resilient Wales
- A healthier Wales
- A more equal Wales
- A Wales of cohesive communities
- A Wales of vibrant culture and Welsh Language
- A globally responsible Wales

The Wellbeing of Future Generations Act also details five ways of working to enable the act. These have been considered in appraising options. These are long term, **prevention**, integration, collaboration and involvement. This Parking Strategy will allow for better management and control of parking across Monmouthshire, encouraging free movement of vehicles and preventing congestion and assists in addressing **long-term** climate change implications. Furthermore, this document ensures adequate safe affordable parking that supports the local economy and encouraging future investment in the local community.

Parking tariffs can increase parking availability for visitors and residents of Monmouthshire, which can, in turn, improve highway safety and the management of the network, thereby improving road safety.

Prosperity for All: The National Strategy 2017

Prosperity for All – The National Strategy sets out four key themes and several objectives to be delivered, as set out in Table 4.2.

Table 4.2 Key Themes

Key Themes	Objectives
Prosperous and Secure	• Support people and businesses to drive prosperity; • Tackle regional inequality and promote fair work; and • Drive sustainable growth and combat climate change.
Healthy and Active	• Deliver quality health and care services fit for the future; • Promote good health and well-being for everyone; and • Build healthier communities and better environments.
Ambitious and Learning	• Support young people to make the most of their potential; • Build ambition and encourage learning for life; and • Equip everyone with the right skills for a changing world.
United and Connected	• Build resilient communities, culture, and language; • Deliver modern and connected infrastructure; and • Promote and protect Wales' place in the world

The Prosperity for All document places decarbonisation as an increasingly important priority for the Welsh Government, with many of the themes and objectives being focused on this. The delivery of this Strategy will ensure Monmouthshire begin to deliver them. As formerly set out, parking management has the ability to influence how people travel, subsequently promoting good health and wellbeing through active travel. Meanwhile, parking enforcement will safeguard the natural and built environment thereby building resilient communities.

As part of the Prosperity for All documents, the Welsh Government published the Low Carbon Wales Plan in 2019. A number of the policies within the document aim to increase the proportion of electric vehicle and low emission vehicles, subsequently reducing the carbon footprint of vehicles by 2025. There are also targets of which aim to achieve a modal shift away from cars towards more sustainable transport.

Active Travel Wales Act 2013

The Active Travel (Wales) Act was passed by the National Assembly of Wales and seeks to secure new and enhanced active travel routes and facilities, improving provision for walkers and cyclists across Wales. The Act requires the Council to map existing active travel routes and regularly monitor active travel facilities/routes to review where improvements and/or new routes are required. The Council's integrated network map and existing route map are approved by the Welsh Government. This Parking Strategy recommends a series of directives to ensure Active Travel is promoted, whilst parking facilities are established in accordance with the Active Travel Design Guidance.

Technical Advice Note 18 2007

TAN 18 supplements Planning Policy Wales and provides additional guidance to parking in Wales. The Technical Advice Note states that local authorities should ensure that:

- Policies should be used to ensure the delivery of sustainable developments;
- There is a co-ordinated approach to the development of Parking Strategies that address:
  - Local disability standards;
  - Cycle parking standards,

- Parking design/dimension;
- Planning obligations; and
- The management of parking.

- Charges or time restrictions discourage all-day parking but encourage short-term parking;
- Measures are backed up by adequate enforcement measures; and
- Maximum parking standards are set.

TAN 18 also recognises that parking tariffs and limits on provision/time have an important role in managing congestion. It recognises that the overall parking provision affects traffic levels, as will the cost of parking. Therefore, parking charges may be used to encourage the use of alternative modes, and to target forms of travel for reduction, such as commuter journeys.

4.1.2 Regional Policy

Cardiff Capital Region Strategic Objectives

The Cardiff Capital Region City Deal is a £1.28 billion programme which will achieve a 5 per cent uplift in the region's GVA by delivering a range of programmes which will increase connectivity, improve physical and digital infrastructure, as well as regional business governance[1]. It covers the 10 local authorities within south-east Wales including Monmouthshire. Objectives of the Cardiff Capital Region includes:

- Supporting businesses to become more productive from small retail to large advanced manufacturers;
- A vibrant and sustainable economy which contributes to the well-being and quality of life of people and communities now and in the future;
- Access to education and training to develop skills;
- Access to social and recreational opportunities;
- Ensure our urban centres are vibrant and vital with unique identities which all of the region's residents can use and be proud of;
- Respect, protect and support our rural and natural environment and use it to promote economic and social outcomes; and
- Demonstrate our commitment to a sustainable future and acknowledge our global responsibility.

The above objectives are a summary of the Cardiff Capital Region's Strategy. This Parking Strategy document begins to meet a number of the above objectives through appropriately managing, investing and reviewing parking across Monmouthshire.

4.1.3 Local Policy

Monmouthshire Climate Emergency 2019

In 2019, the Council declared a Climate Emergency, recognising that climate change will have a direct impact in Monmouthshire. While the Council is proactively trying to reduce carbon

[1] http://www.cardiffcapitalregioncitydeal.wales/ date accessed 27th June 2018

emissions, such as reducing energy use, generating solar power and trying to encourage electric cars; these alone are not enough.

The Council has set a target to reduce council carbon emissions to zero by 2030. Within the Climate Emergency document, there are a number of actions for greener vehicles including installing charging facilities in larger council buildings and providing free parking in Council-owned car parks for electric and hydrogen vehicles until 2025.

The Climate Emergency document also suggests using parking to prevent traffic congestion and to minimise air pollution. Parking management and enforcement are effective tools that can reduce the need for drivers to waste time searching for a parking space by ensuring a well-managed turnover of bays. By enabling drivers to quickly find a space this reduces circulating traffic, congestion and emissions.

This Strategy recognises the importance of the Climate Emergency and has adopted a number of recommendations to ensure the Council work towards achieving

Monmouthshire Public Service Board Wellbeing Plan

Monmouthshire County Council's Well Being Plan sets out a series of objectives that aim to contribute toward achieving the steps as set out by the Welsh Government in the Wellbeing of Future Generations Act.

The Well-Being Plan was developed following completion of the well-being assessment completed by the Public Service Board (PSB). The well-being plan sets out four objectives and the steps required to deliver the four objectives:

- Provide children and young people with the best possible start in life;
- Respond to the challenges associated with demographic change;
- Protect and enhance the resilience of our natural environment whilst mitigating and adapting the impact of climate change; and
- Develop opportunities for communities and businesses to be part of an economically thriving and well-connected community.

To deliver the objectives of the PSB, enabling active travel and sustainable transport initiatives are important. These will improve air quality and other health benefits whilst ensuring design and planning policy supports strong, vibrant and healthy communities. This Strategy begins to address the PSB Wellbeing Plan as well as the wider Wellbeing Goals and Ways of Working.

Monmouthshire Local Transport Plan 2015 - 2020

Monmouthshire County Council's LTP identifies the transport issues relevant to the county and provides the high-level interventions needed to address the issues and specific priorities. The LTP includes a prioritised five-year programme of projects the Council wishes to see delivered between 2015 and 2020 as well as medium and longer-term aspirations up to 2030.

The key projects related to this Parking Strategy include:

- A review of the parking provision in Caldicot Town Centre;
- Parking at The Queens Head and Rockfield Road in Monmouth; and
- Cycle parking/storage across the Active Travel network.

Monmouthshire Parking Standards 2013

In 2013 the Council introduced several parking standards that are a material planning consideration for all proposed developments in Monmouthshire. The standards provide detailed parking requirements according to land-use and type of development and promote traffic management and the reduction of car dependency. However, the standards also ensure that new developments or a change of use are accompanied by sufficient parking space to avoid the need for vehicles to park on the street and cause congestion, displacement, danger and visual intrusion.

The parking standards also consider facilities for disabled people and recommends that Reducing Mobility Handicaps and Planning and Access for Disabled People publications are used as the basis for guidance on the size and level of parking spaces for disabled people.

Monmouthshire Local Development Plan 2011-2021

Monmouthshire's LDP sets out the Council's vision and objectives for the development and use of land, together with the policies and proposals to implement them by 2021. The plan sets out several aspirations relating to this Parking Strategy including minimising the adverse effects of parking as well as ensuring parking is met in a manner that preserves the character and appearance of the area. It is important to note that the Local Development Plan is being reviewed, which will have an impact on the recommendations within this Strategy.

Monmouthshire Corporate Business Plan 2017-2022

The Corporate Business Plan sets out the organisational goals which the Council commit to action. The themes that will guide the Council until 2022 include:

- The best possible start in life;
- Thriving and well-connected County;
- Maximise the potential of the natural and built environment;
- Lifelong well-being; and
- Future-focused Council.

This Strategy will go beyond the Corporate Business Plan; however, the Strategy is compliant with the Plan and recognises the important role parking plays on delivering the themes. This includes the impact of electric vehicles, management and turnover of parking and enforcement of parking. All of these parking matters have an impact on delivering the themes as outlined above.

5. Recommendations

5.1 Introduction

Parking in Monmouthshire needs to balance a variety of factors to achieve the social, economic and environmental objectives of the Council. The recommendations set out in this chapter aim to strike an appropriate balance across the county given its unique and distinctive characteristics.

5.1.1 Recommendation 1: Data Collection and Management

The Council's approach to parking management across the County will be to manage its demand. To effectively manage parking demand, the Council requires an extensive range of data to understand what is currently taking place 'on the ground' across Monmouthshire.

The data is to be collected on a triennial basis (every three years) from the launch of this Parking Strategy by the Council and will enable the Council to:

- Review the number of Council owned parking spaces against the number of private parking spaces to ensure an approximate mix of short and long-stay provision;
- Set parking tariffs which are comparable to other local towns and are appropriate for their user (e.g. shoppers, commuters, visitors);
- Identify 'hotspots' where demand is high to enforce parking regulations effectively; and
- Manage competing demands for on-street parking through residential parking zones.

The Council is committed to making efficient and effective use of resources to implement improvements and manage parking across Monmouthshire on a day to day basis. Having the most up to date data will dictate how the Strategy will be delivered and parking services are managed, therefore, data collection will ensure the operation and management of parking is regularly reviewed and services are delivered in the most cost-effective and sustainable manner.

R1 – Data Collection and Management
Undertake comprehensive data collection every three years to effectively review tariffs, maintenance, supply and enforcement of both on and off-street parking across Monmouthshire.

Surveys to be completed for on and off-street locations include (but not limited to):

- The duration of individuals parking across the County;
- The locations where parking is or is not in demand;
- Where illegal parking / Penalty Charge Notices are issued most commonly across the County to identify hotspots of illegal parking and to address any identified problems;
- How many residential permits are being issued and whether they are necessary in some locations or whether additional locations require residential permits to address problems;
- Who are using the parking facilities (e.g. 'Blue Badge', Families etc) to ensure facilities are appropriately meeting the needs of its users; and
- What revenue is being generated from parking facilities across the County and whether the tariffs in place are appropriate and suitable.

5.1.2 Recommendation 2: Technology

The Council is dedicated to ensuring that they consider a series of demand management tools and technological innovations that develop the parking experience Monmouthshire offers. It is recognised that future changes in technology will change how and where parking is provided.

Technology will play an increasing role in improving the parking 'experience' for the users and providers of parking facilities across the county. For example, 'smart' overhead guidance indicators may enable drivers to use mobile apps to locate the nearest available parking space. The Council recognise that Pay and Display machines may not always be the appropriate system for charging users, therefore, mobile technology can provide users with the option to pay for parking on their phone, making it quicker and easier for the user and reducing cash collection for the provider.

The Council will also utilise technology in their parking enforcement. The use of technology will ensure effective enforcement of parking by Civil Enforcement Officers and enable traffic regulation orders to be reviewed regularly; enabling providers to manage their assets in more efficient ways than previously.

It is recognised that some technologies are more suitable or timely for areas across Monmouthshire than others, for example, variable message signs will not be appropriate for rural parking facilities where the demand is low. Technology in parking areas across the County will be assessed on a case by case basis.

R2 - Technology
Explore a variety of technological improvements that will enhance the parking 'experience' for users; and advance the Council's capability to effectively and efficiently manage all Council owned parking facilities.

Explore the introduction of technology to (but not limited to):

- **Signage**: Variable Message Signs with (at minimum) name of parking facility and number of spaces;
- **Availability**: GPS trackers to inform user where parking is available; and
- **Payment:** Methods used to pay for parking facilities across on and off-street locations, residential parking permits; penalty charge notices etc. This may include:
  - Payment by mobile phone;
  - Pay on return;
  - Other cashless payment; and
  - Payment in advance.

Review whether the contactless and cash systems are effectively meeting the needs of users of parking facilities across Monmouthshire.

5.1.3 *Recommendation 2a: Technology – Electric Vehicle Charging*

With the growth of electric vehicles, the Council anticipates significant electrification of vehicles in Monmouthshire over the life course of this document. As a rapidly evolving technology, policy guidance relating to on- and off-street charging provision is being continually reviewed to ensure a financially sustainable model for charging infrastructure is rolled out. The climate change agenda and Council's own climate emergency Strategy recognises the importance of electric vehicles and where viable, necessary and practical, on-street electric charging will be explored.

R2a – Technology – Electric Vehicle Charging
The Council is committed to providing electric vehicle charging facilities in accordance with the Council's Climate Emergency Strategy. The Council will explore the introduction of the following:

- Install photovoltaic canopies at council owned car parks to power electric vehicle charge points with renewable energy;
- Increase the mileage rates payable for staff who use electric vehicles relative to petrol and diesel cars;
- Develop proposals for EV charging in streetlights and new housing developments;
- Install EV charging points at all larger council buildings;
- Transition the council's transport fleet to hybrid, electric and hydrogen vehicles as these become available; and
- Provide free car parking in Council owned car parks for electric vehicles until 2025.

Details of electric vehicle charging is new developments is available in Recommendation 9a and Recommendation 9b.

5.1.4 *Recommendation 3: Parking Tariffs*

The cost and duration of parking is a major contributory factor in the choice of travel mode and also on the economic prosperity of an area. Therefore, subsequent to the completion of *'Recommendation 1: Data Collection and Management'*, a review of the parking tariffs and duration will be undertaken on a triennial basis (every three years) to ensure tariffs and duration is appropriate. At present, parking demand varies across Monmouthshire, hence the different tariff structures.

R3 – Parking Tariff
On an ongoing basis, review parking tariffs, taking in to account the following factors:

- Local, regional and national policies, objectives and targets;
- Local environmental conditions;
- Annual inflation;
- Parking tariffs in neighbouring areas;
- The need to avoid circulatory traffic;
- The availability of alternative sustainable modes of transport;
- The utilisation of existing parking spaces;
- The service role and strength of the local economy; and
- Changes in demand

The tariffs for Sunday parking will be reviewed on a regular basis.

Assess the introduction of 'spatial banding' e.g. town centre tariffs, market town tariffs and village tariffs or a set tariff for all Council owned parking facilities across Monmouthshire

Explore removing the 'overstay' ticket available across off-stay chargeable car parks.

5.1.5 *Recommendation 4: Tourist Parking Facilities*

Monmouthshire is a key tourist destination and attracts over two million visitors a year. The provision of adequate parking for tourists (including coaches) at key areas during peak and the off-peak season is, therefore, an important consideration. The provision of tourist parking facilities will be influenced by *'Recommendation 1: Data Collection and Management'.*

R4 – Tourist Parking Facilities
Evaluate the availability of coach parking through consultation with tourist attractions and coach providers.

Consider and review level of charge to be applied to coach parking areas on a demand basis, such that the attraction of the facility is not compromised.

Review the use of coach parking areas during out of hours times/off-peak seasons. For example, can other forms of transport such as heavy goods vehicles and caravans use the parking for a safe and convenient stop over facility.

5.1.6 *Recommendation 5: Short and Long Stay Provision*

It is accepted by the Council that an increased turnover of parking spaces by short-stay users is a more efficient use of Council owned parking spaces, as it maximises the potential number of vehicles that can be accommodated throughout the day. Similarly, encouraging long-stay parking outside of the 'core' of town centres greatly contributes to the parking choices users make.

This will include periodically reviewing the provision of parking in line with the regeneration of each area in Monmouthshire. In some cases, the number of spaces for vehicles will be reviewed due to changing user needs and development opportunities across Monmouthshire. Subsequently, the number of spaces available may increase / decrease to cater for leisure facilities and active travel.

R5 – Short and Long Stay Provision

Encourage long-stay parking outside of the 'core' of town centres, market towns and villages throughout Monmouthshire through tariffs and/or availability of long-stay spaces.

Investigate the feasibility of two interchange facilities (including Park and Ride) in Monmouth and Chepstow.

Prioritise short-stay parking in 'core' areas through tariffs and availability of short-stay spaces.

Investigate improvements to public transport services to ensure access to employment, health, education, leisure and shopping facilities across Monmouthshire.

Investigate with Network Rail and Transport for Wales the provision of safe and convenient parking at railway stations including Abergavenny, Chepstow and Severn Tunnel Junction.

Explore provision of a combined parking and travel ticket at interchanges to promote their use.

Promote car sharing schemes.

Review and where necessary, re-allocate parking provision to meet demand or to encourage modal shift such as removing parking for private motorised transport for bicycle parking.

5.1.7 Recommendation 6: On-Street Parking

It is understood that the provision of on-street parking across Monmouthshire will need to be reviewed in accordance with the regeneration strategies of its town centres, especially where the need and demand may change over time.

The potential to support sustainable travel has positive implications for a town centres' vitality and viability, however, it is also recognised that some short-stay parking (30 minutes) can also support the local retail offer. This is a balance that needs to be struck to ensure town centres are not negatively impacted through circulating traffic, safety, access or amenity concerns. The regeneration of town centres will ensure that the needs of businesses, residents and tourists are met without compromising the promotion of sustainable travel and safety.

The Council recognise the importance of ensuring service vehicles and emergency vehicles require access and this will be assessed on a case by case basis.

R6 – On-street parking

The Council will continue to review the provision of on-street parking through exploring the reallocation of spaces to sustainable forms of transport or for leisure uses in accordance with the town centre regeneration strategies.

A review will be undertaken into charging for on-street parking in-line with off-street parking and residential permit areas.

5.1.8 Recommendation 7: Residential Parking Permits

The Council recognise that improvements to civil parking enforcement and measures that aim to increase sustainable methods of transport may prompt an increase in parking in areas that do not currently have parking problems.

Therefore, where demand for parking is high, controls to prioritise parking by specific user types can be implemented via residential parking permit schemes or residential parking zones.

R7 – Residential Parking Permit

Investigate, where appropriate, resident parking permit schemes or resident parking zones in consultation with residents affected by on-street parking problems.

To ensure a consistent approach to issuing permit parking, the Council will consider:

- The number of permits issued against the available parking spaces;
- Location of on-street and off-street spaces where permit holders can park;
- The impact that permit holder parking may have on other areas; and
- The pricing structure of the permit scheme.

5.1.9 Recommendation 8: 'Blue Badge' Parking

There is the requirement to provide designated disabled 'Blue Badge' holders with an adequate number of properly designed, conveniently located reserved parking spaces (in line with recognised national standards as a minimum).

After the completion of *'Recommendation 1: Data Collection and Management'* and '*Recommendation 3: Parking Tariffs'* a review into the impact of 'Blue Badge' parking across the County will take place.

R8 – Blue Badge Parking

Ensure parking standards for disabled motorists (Blue Badge holders) is provided in line with recognised national guidance (as a minimum).

Provide the appropriate level of disabled parking in accordance with the Council's Parking Standards to ensure spaces are efficiently and effectively utilised.

Provide safe and convenient disabled access to and from Council owned car parks.

On an ongoing basis explore the introduction and implementation of disabled parking tariffs.

5.1.10 Recommendation 9a and 9b: Parking at New Developments

To ensure the appropriate number of parking spaces are provided in new (non-residential) developments and that they do not negatively impact on Council owned parking facilities or the highway network, the Council will explore introducing maximum parking standards.

R9a – Parking at Non-Residential Developments

Explore imposing maximum parking standards (except for disabled parking spaces) based on:

- Local circumstances (mix of land, ancillary uses, scale of development etc.,); and
- Accessibility by sustainable transport modes.

Explore introducing a charge for parking provision in line with charging regime set by Council to ensure consistent and managed provision of parking space.

Encourage the use of Travel Plans to improve sustainable modes of transport and reduce the need for, or usage of parking facilities.

15% of parking spaces at new developments should have active electric vehicle charging facilities, with an additional 10% of parking spaces having a passive provision.

In new (residential) developments, there is a need to ensure there is a sufficient supply of parking to meet demand. Developers for new residential developments will be required to produce text to justify and demonstrate that the demand is sufficiently catered for with no subsequent consequences i.e. overspill on to existing developments.

R9b – Parking at Residential Developments

Assess the provision of proposed residential developments to ensure there is no significant impact on parking that will result in overspill on to existing developments or highway network. It is therefore important to consider:

- Dwelling size;
- Location of dwelling;
- Mix of parking types (on-street, off-street, unallocated etc); and
- Accessibility to sustainable / alternative transport modes.

15% of parking spaces at new developments should have active electric vehicle charging facilities, with an additional 10% of parking spaces having a passive provision.

Encourage the use of Travel Plans to improve sustainable modes of transport and reduce the need for, or usage of motorised transport.

5.1.11 Recommendation 10: Bicycle Parking

In accordance with the Active Travel (Wales) Act, the Council has a duty to ensure bicycle facilities such as cycle parking are provided to meet the needs of cyclists. Active Travel has various environmental, social and economic benefits ranging from reduced carbon emissions to improve physical and mental wellbeing to residents, businesses and visitors to Monmouthshire. The Council will ensure that the appropriate facilities are provided where necessary.

Further to the Active Travel (Wales) Act, the Council's Cycling Strategy places importance on cycling for leisure, sport and recreation in Monmouthshire and this document must ensure facilities are available.

R10 – Bicycle Parking

Explore providing safe and secure bicycle parking facilities on a case by case basis across Monmouthshire to encourage a modal shift to sustainable transport.

Parking for bicycles will remain free of charge for the duration of this Strategy document.

The Council will explore providing electric bicycle charging facilities at appropriate locations.

5.1.12 Recommendation 11: Servicing and Loading

In accordance with the Council's regeneration strategies, the Council will explore maintaining delivery, service and loading vehicles to businesses across Monmouthshire. However, on a case by case basis, the Council will explore reallocating them to meet wider policy aims and objectives. This will require servicing, deliveries and loading to be flexible and managed appropriately.

To ensure there are no negative impacts on the areas across the County, preference will be to serve properties from the rear where possible and, if not possible, from the street outside of peak shopping hours.

R11 – Servicing, Loading and Delivery

Where servicing, delivery or loading requirements change, the Council endorse a Service, Delivery and Loading Plan to be produced to ensure there are no detrimental impacts to the town centres across the County.

5.1.13 Recommendation 12: Parking Enforcement

Effective traffic management and parking enforcement is essential across Monmouthshire whether this is in the off-street car parks, in town centres or outside schools. Illegal parking can result in congestion and also safety issues. This has wider implications including negative impacts on the environment and can deter visitors from the area, resulting in a loss of revenue for businesses and the tourism industry.

One example of illegal parking is generated by school children being dropped off and picked up outside education establishments. While parking restrictions are placed outside many educational facilities across Monmouthshire, there is a limited amount that can be achieved to deter this taking place unless mobile enforcement is used.

Civil Parking Enforcement is a function carried out on both off-street and on-street parking by the Council. There are two elements of enforcement, the first is the public-facing services i.e. patrolling parking facilities. The second element is the back-office management, which is undertaken by Rhondda Cynon Taf County Borough Council, where the day-to-day of parking charge notices are dealt with.

As civil parking enforcement improves, the Council recognise that parking patterns are likely to change, as previously illegally parked vehicles may move to unrestricted areas. This will continually be reviewed to ensure parking is not detrimental to any area of the County.

R12 – Parking Enforcement

To ensure the Council enforce parking restrictions effectively and efficiently under its civil parking enforcement regime, the Council will:

- Investigate the use of technology to maintain effective enforcement such as mobile enforcement vehicles;
- Ensure traffic regulation orders are reviewed on a regular basis; and
- Explore employing additional enforcement offers to patrol on and off-street parking facilities across Monmouthshire.

5.1.14 Recommendation 13: Safety and Access

The safety and access to parking largely fall into two categories. The first is high quality and convenient parking facilities that are safe and accessible contribute to parking facilities being utilised more efficiently. The second is the safe route from the parking facilities to the destination. The Council recognises the importance of providing parking facilities that are as safe as possible, accessible for all users, have visible CCTV/lighting and a high turnover of vehicles.

The access from parking facilities to the destination will be dealt with via the Town Centre strategies and development proposals as they come forward.

R13 – Safety and Access
On a three-year basis, the Council will assess all Council parking facilities and prepare an improvement Strategy for the following factors where necessary against industry standards to gain 'Safer Car Parking Status':

- Access/egress routes for active travel (pedestrians/cyclists);
- Lighting;
- CCTV;
- Natural surveillance;
- Surface quality; and
- Clear signage / road markings.

Ensure parking for service/delivery vehicles are in appropriate areas that avoid conflict with other road users.

5.1.15 Recommendation 14: Motorcyclist Parking Facilities

The provision of designated motorbike parking facilities within car parks not only encourage the use of other forms of private transport to the car, but also portray the image that these forms of transport are valued as high as the private motor car.

R14 – Motorcyclist Parking Facilities

Provide safe/secure motorcycle parking at locations or routes of attraction to motorcyclists.

5.1.16 Recommendation 15: Update Parking Standards Supplementary Planning Guidance

The Parking Standards Supplementary Planning Guidance is an important material consideration to be used to assess planning applications affecting residential and other developments throughout Monmouthshire. The latest Parking Standards document was adopted in 2013 and is now outdated.

R15 – Parking Standards Supplementary Planning Guidance

The Council will review their current Parking Standards Planning Guidance (2013). The purpose of updating the Guidance is to provide more detail on how the Council will apply the contents of this Parking Strategy and contents of the Local Development Plan. The Guidance will therefore set out the following:

- Technical design guidance for parking spaces, disabled parking, motorcycle/cycle parking and electric vehicle charging;
- Maximum parking standards in accordance with the Welsh Government's Technical Advice Note 18;
- Minimum cycle parking standards in accordance with the Welsh Government's Technical Advice Note 18; and
- A strategy for addressing existing parking issues in alignment with this Parking Strategy, including standards for new developments and parking in town centres.

6. Conclusion

Parking for all modes of transport is an important issue for Monmouthshire County Council. As highlighted in the Census data, the car is the main mode of transport to work, with 48% of journeys being undertaken by car/van (including passenger) in Monmouthshire. In combination with increased car ownership, there is an evident need for a Parking Strategy in the County.

This Strategy has outlined a series of well-planned and managed recommendations to help the Council achieve its economic, social, cultural and environmental objectives.

This document has been developed to provide a consistent framework that will guide decisions on the provision, development and management of parking facilities throughout Monmouthshire over the next ten years.

It is well documented that if parking is not effectively managed and enforced, this can have various negative impacts on road safety, congestion, air and noise pollution. As a result, this has wider implications for residents, businesses and visitors including a reduction in business, a fall in tourism and less footfall in town centres.

The effective and efficient management of parking can have a positive impact on all residents, businesses and visitors to Monmouthshire through enabling more productive and efficient use of spaces, making communities across the County more attractive, thereby improving the viability and achieving the various social, economic, cultural and environmental objectives set out documents including the Wellbeing Plan, Local Development Plan and Climate Change Strategy.

This Parking Strategy outlines the policies and actions to be completed by the Council to improve parking for its communities, visitors and businesses while providing an affordable and sustainable service for all. Not only does this Parking Strategy address current issues, but it also considers the future needs of residents, shoppers, traders and visitors.

Appendix A

Parking Strategy 2013 Recommendations and Reasoning

Recommendation	Reasoning
Upgrading to Networked Machines	• Flexibility of payment – the new machines will allow user to pay by card, phone and will provide change if required; • Improve maintenance/servicing work on machines – networked machines will inform the service company when there is a fault or other issue; • Improvement to software updates – network machines can be remotely updated; • Future proof – the networked machine will be future proof and have a life of 10 – 15 years; • Improved data collection – the current system requires manual data extraction at each machine, networked machines can be accessed remotely; and • Marketing – the new ticketing machines will allow vouchers/offers to be printed on the reverse side of the parking tickets.
Increase parking charges	• The charging structure within Monmouthshire has not been increased since 2007 in line with expenditure on parking; • During the workshops the fixed parking tariffs were discussed at length and it was generally accepted that the existing charging structure should increase to accommodate the increasing gap in the budget; and • It is recommended as a minimum that the existing charging structure be increased by 20p for each hour tariff.
Introduce a 'No Return' Policy at all car parks	• Improve short term turn over; and • Discourage 'feeding the meter' leading to key short-term spaces being occupied unnecessarily.
Improve signage	• It was identified in workshops that the existing signage is confusing and poorly maintained; • entering each town and specifically between car parks within the town; • Getting the correct people (short term / long term) parking in the correct car parks; • Increase visitor demand to car parks; • Increase turnover; • Encourage safer driving; and • Decrease illegal parking.
Introduce Sunday charging	• There is currently sufficient demand on Sunday within the county and this would not be impacted by the introduction of charging; • Sunday has been identified as one of the busiest shopping days of the week; • In the workshops it was generally accepted that charging on Sunday would be beneficial and would not impact on trade; and • The benefits associated with Sunday charging will be better management of short term spaces in particular and allow for improvements to the parking infrastructure.
Development of HGV/Coach Strategy	• During the consultation phase of this study the growing concern over limited coach and HGV parking was identified; • It is outside the scope of this study to develop a HGV/Coach strategy; and • It is recommended that a separate strategy be developed for coach and HGV parking across the county. The information collected during this study can inform that strategy.
Introduce night charging	• There is high demand for parking in Monmouthshire due to a successful night time economy; and

Recommendation	Reasoning
	• There is anecdotal evidence to suggest that management of parking demand in the evenings could improve turnover and prevent spaces being blocked for long periods.
Introduce Blue Badge charging	• Stop misuse of Blue Badges and • Additional income to support any disabled parking schemes.
Urban Design	• The built environment for car parks across the county has some key areas for improvement, such as lighting, Disability Discrimination Act compliance and general maintenance of car parks needed in all towns; • It is recommended that the urban design of car parks be reviewed as an additional study to determine if the car parks are to current standards; and • Pedestrian links between the car parks and town centres are generally requiring improvement.
Enforcement	• It was identified in workshops that an increased level of parking enforcement is needed; • Decriminalisation of parking is being considered separately by Council officers; and • As the responsibility of enforcement lies with the local police services it is recommended that a joint strategy/plan be developed.

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Is my report exempt?

In some instances it may be necessary to submit a report to a committee but withhold the whole report, or part of that report, due to the sensitive nature of information contained within it.

There are specific circumstances in which a report may be considered exempt which are set in legislation. When writing your report bear in mind the following circumstances to consider whether your report should be exempt;

Local Government Act, Schedule 12A, Part 4;

12. Information relating to a particular individual
13. Information which is likely to reveal the identity of an individual
14. Information relating to the financial or business affairs of any particular person (including the authority holding that information)
15. Information relating to any consultation or negotiations, or contemplated consultations or negotiations, in connection with any labour relations matter arising between the authority or a Minister of the Crown and employees of, or office holders under, the authority.
16. Information in respect of which a claim to legal professional privilege could be maintained in legal proceedings
17. Information which reveals that the authority proposes –
    a. To give under any enactment a notice under or by virtue of which requirements are imposed on a person; or
    b. To make an order or direction under any enactment
18. Information relating to any action taken or to be taken in connection with the prevention, investigation or prosecution of crime.

If you are unsure if the report should be exempt or not you should contact Democratic Services or the Monitoring Officer for further advice and guidance. The principal to bear in mind however is that the public interest in maintaining the exemption outweighs the public interest in disclosing the information.

If your report is to be exempt you should let Democratic Services know as soon as possible if you have not already done so when adding the item to the forward plan of the relevant committee.

When submitting your report to Democratic Services for publication with the agenda you must also include an exemption certificate which give details as to why the report is exempt and not for publication. This certificate will be publicly available with the agenda in place of the report so the reasoning for the exemption should be made clear on this form. The exemption certificate is available overleaf.

Further information on definitions and exemptions is available within the Local Government Act at the following link; http://www.legislation.gov.uk/ukpga/1972/70/schedule/12A

SCHEDULE 12A LOCAL GOVERNMENT ACT 1972
EXEMPTION FROM DISCLOSURE OF DOCUMENTS

Meeting and Date of Meeting: 10th July 2025 Place Scrutiny

Report: **SHIRE HALL DELIVERY STAGE - FINANCIAL APPROVAL**

Author: **Tracey Thomas / Stacey Jones**

I have considered grounds for exemption of information contained in the background paper for the report referred to above and make the following recommendation to the Proper Officer:-

Exemptions applying to the report:

This report will be exempt under paragraph 12 of Schedule 14 - Information relating to the financial or business affairs of any particular person (including the authority holding that information)

Factors in favour of disclosure:

Openness & transparency in matters concerned with the public

Prejudice which would result if the information were disclosed:

Sharing of financial information could prejudice any current offers and grants being considered as part of this capital project and such as to refer to a decision of a funding award being under embargo.

My view on the public interest test is as follows:

Factors in favour of disclosure are outweighed by those against.

Recommended decision on exemption from disclosure:

Maintain exemption from publication in relation to report

Date: 02/07/2025

Signed:

Post: Head of Culture, Community Learning and Events

I accept the recommendation made above

Signed: J Williams

Date: 2/7/25

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By virtue of paragraph(s) 14 of Part 1 of Schedule 12A
of the Local Government Act 1972.

Document is Restricted

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