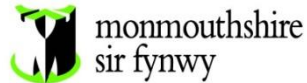


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Tuesday, 9 December 2025

Dear Councillor

## INDIVIDUAL CABINET MEMBER DECISIONS

Notice is hereby given that the following decisions made by a member of the cabinet will be made on Wednesday, 17 December 2025.

1. **Various Traffic Regulation Orders - Amendment Order No 18** 1 - 108

**Division/Wards Affected:** Bulwark and Thornwell; Caerwent; Caldicot Cross; Chepstow Castle & Larkfield; Grofield; Magor East with Undy; Magor West; Mount Pleasant; Osbaston; Park; Pen Y Fal; Raglan; Town; Wyesham  
**CABINET MEMBER:** COUNTY COUNCILLOR CATRIN MABY

**AUTHOR:** Graham Kinsella, Traffic and Road Safety Manager  
Gareth Freeman, Assistant Engineer (Traffic)

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2. **MONMOUTHSHIRE COUNTY COUNCIL'S PLANNING SERVICE'S ANNUAL PERFORMANCE REPORT (APR)** 109 - 162

**Division/Wards Affected:** All Wards  
**CABINET MEMBER:** COUNTY COUNCILLOR PAUL GRIFFITHS

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3. **COUNCIL TAX BASE 2026/27 AND ASSOCIATED MATTERS**

163 - 166

**Division/Wards Affected:** All Wards

**CABINET MEMBER:** COUNTY COUNCILLOR BEN CALLARD

**AUTHOR:** Ruth Donovan, Assistant Head of Finance:  
Revenues, Systems and Exchequer

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Yours sincerely,

**Paul Matthews**  
**Chief Executive**

### CABINET PORTFOLIOS

County Councillor	Area of Responsibility	Ward
Mary Ann Brocklesby	<p><b>Leader</b> Lead Officers – Paul Matthews, Matthew Gatehouse, Peter Davies, Will Mclean</p> <p>Whole Authority Strategy and Direction Whole authority performance review and evaluation, including DDAT Relationships with Welsh Government, UK Government and local government associations Regional Relationships including CJsCs. PSBs and cross boarder Emergency Planning</p>	Llanelly
Paul Griffiths	<p><b>Cabinet Member for Planning and Economic Development Deputy Leader</b> Lead Officers – Will McLean, Craig O'Connor</p> <p>Economic Strategy Skills and Employment Replacement Local Development Plan Placemaking and the development of market and affordable housing Placemaking and Transforming Towns Car parking and civil parking enforcement Development Management Building Control</p>	Chepstow Castle & Larkfield
Ben Callard	<p><b>Cabinet Member for Resources</b> Lead Officers – Peter Davies, Matt Gatehouse</p> <p>Finance including MTFP and annual budget cycle Revenue and Benefits Human resources, payroll, health and safety Land and buildings Property maintenance and management Strategic procurement</p>	Llanfoist & Govilon
Laura Wright	<p><b>Cabinet Member for Education</b> Lead Officers – Will McLean, Ian Saunders</p> <p>Early Years Education All age statutory education Additional learning needs/inclusion Post 16 and adult education</p>	Grofield

	<p>School standards and improvement</p> <p>Community learning</p> <p>Sustainable communities for learning Programme</p> <p>Youth service</p> <p>School transport</p>	
Ian Chandler	<p><b>Cabinet Member for Social Care, Safeguarding and Accessible Health Services</b></p> <p>Lead Officer – Jane Rodgers</p> <p>Children's services</p> <p>Fostering &amp; adoption</p> <p>Youth Offending service</p> <p>Adult services</p> <p>Whole authority safeguarding (children and adults)</p> <p>Disabilities</p> <p>Mental health</p> <p>Wellbeing</p> <p>Relationships with health providers and access to health provision</p>	Llantilio Crossenny
Catrin Maby	<p><b>Cabinet Member for Climate Change and the Environment</b></p> <p>Lead Officers – Debra Hill-Howells, Craig O'Connor, Ian Saunders</p> <p>Decarbonisation</p> <p>Transport Planning</p> <p>Highways and MCC Fleet</p> <p>Waste management, street care, litter, public spaces and parks</p> <p>Pavements and Back lanes</p> <p>Flood Alleviation</p> <p>Green Infrastructure, Biodiversity and River health</p>	Drybridge
Angela Sandles	<p><b>Cabinet Member for Equalities and Engagement</b></p> <p>Lead Officers – Matthew Gatehouse, Ian Saunders, Jane Rogers, James Williams</p> <p>Community development, inequality and poverty (health, income, nutrition, disadvantage, discrimination, isolation and cost of living crisis)</p> <p>Citizen engagement and democracy promotion including working with voluntary organisations</p> <p>Citizen experience - community hubs, contact centre, and customer service and registrars, communications, public relations and marketing</p> <p>Leisure centres, play and sport</p> <p>Public conveniences</p> <p>Electoral Services and constitution review</p> <p>Ethics and standards</p> <p>Welsh Language</p>	Town



	Trading Standards, Environmental Health, Public Protection, and Licencing	
Sara Burch	<b>Cabinet Member for Rural Affairs, Housing &amp; Tourism</b> Lead Officers – Craig O'Connor, Ian Saunders  Local Food production and consumption, including agroforestry and local horticulture Homelessness, Temporary accommodation, private sector housing, (empty homes leasing schemes, home improvement loans, disabled facilities grants and adaptive technology), Allocation of social housing Broadband connectivity Active Travel Countryside Access and Rights of Way Tourism Development and Cultural Services	Cantref

# Aims and Values of Monmouthshire County Council

## Our Purpose

- to become a zero-carbon county, supporting well-being, health and dignity for everyone at every stage of life.

## Objectives we are working towards

- Fair place to live where the effects of inequality and poverty have been reduced;
- Green place to live and work with reduced carbon emissions and making a positive contribution to addressing the climate and nature emergency;
- Thriving and ambitious place, where there are vibrant town centres and where businesses can grow and develop
- Safe place to live where people have a home where they feel secure in;
- Connected place where people feel part of a community and are valued;
- Learning place where everybody has the opportunity to reach their potential

## Our Values

**Openness.** We are open and honest. People have the chance to get involved in decisions that affect them, tell us what matters and do things for themselves/their communities. If we cannot do something to help, we'll say so; if it will take a while to get the answer we'll explain why; if we can't answer immediately we'll try to connect you to the people who can help – building trust and engagement is a key foundation.

**Fairness.** We provide fair chances, to help people and communities thrive. If something does not seem fair, we will listen and help explain why. We will always try to treat everyone fairly and consistently. We cannot always make everyone happy, but will commit to listening and explaining why we did what we did.

**Flexibility.** We will continue to change and be flexible to enable delivery of the most effective and efficient services. This means a genuine commitment to working with everyone to embrace new ways of working.

**Teamwork.** We will work with you and our partners to support and inspire everyone to get involved so we can achieve great things together. We don't see ourselves as the 'fixers' or problem-solvers, but we will make the best of the ideas, assets and resources available to make sure we do the things that most positively impact our people and places.

**Kindness:** We will show kindness to all those we work with putting the importance of relationships and the connections we have with one another at the heart of all interactions.



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<b>SUBJECT:</b>	<b>VARIOUS TRAFFIC REGULATION ORDERS - AMENDMENT ORDER NO. 18 2025</b>
<b>MEETING:</b>	<b>INDIVIDUAL CABINET MEMBER DECISION – COUNCILLOR CATRIN MABY</b>
<b>DATE:</b>	<b>17<sup>th</sup> DECEMBER 2025</b>
<b>DIVISION/WARDS AFFECTED:</b>	<b>MOUNT PLEASANT, CAERWENT, WYESHAM, RAGLAN, GROFIELD, OSBASTON, TOWN, PARK, CHEPSTOW CASTLE AND LARKFIELD, PEN Y FAL, BULWARK AND THORNWELL, MAGOR WEST, MAGOR EAST WITH UNDY, CALDICOT CROSS</b>

## **1. PURPOSE:**

- 1.1 This report seeks Cabinet Member approval to proceed with the making and implementation of The Monmouthshire County Council Traffic Regulation, Speed Limits and Parking Regulations Consolidation Order 2019 (Amendment Order No. 18) 2025. The proposed Orders were duly advertised in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996.
- 1.2 The Authority is exercising its statutory powers under the Road Traffic Regulation Act 1984 (RTRA 1984) and the Traffic Management Act 2004 (TMA 2004), which together provide the necessary legal framework for local authorities to manage and regulate traffic on their road networks. The underlying purpose for these orders is multi-faceted, aligning directly with the objectives set out in Section 1 of the RTRA 1984. These objectives include ensuring public safety by avoiding danger to persons or other traffic, maintaining the efficiency of the highway network by facilitating the passage of vehicles, and preserving local amenities.
- 1.3 The proposals detailed within this document are the culmination of a thorough review process and represent a direct, proactive response to sustained concerns and requests received from various stakeholders, including local residents, community councils, elected ward members, and critical public service providers such as public transport and waste collection services. The overarching goal is to enhance safety, improve accessibility, and ensure the overall highway environment operates efficiently for all users, primarily by rectifying problems stemming from obstructive parking practices and addressing critical junction safety issues.
- 1.4 This report details the review of the statutory consultation feedback. It is important to note the specific decision taken by officers to modify one contentious proposal: Prohibition of Waiting at Any Time on Raglan High Street (Dwg No. 2249). This proposal generated significant negative public feedback regarding economic impact and secondary safety risks. The modification substantially reduces the measure to the minimum, targeted intervention required to satisfy the statutory duty of public safety. All other non-contentious or necessary proposals identified in the key issues section are recommended for implementation, ensuring that statutory obligations are met while maximising community benefit

## **2. RECOMMENDATIONS:**

- 2.1 Following the completion of the statutory consultation period and the subsequent detailed review of all representations received, the following recommendations are presented for consideration and determination by the Cabinet Member:

- 2.2 It is recommended that a Public Inquiry should not be held. While the consultation period revealed significant community opposition to the original scope of the Prohibition of Waiting on Raglan High Street (2249), it is advised to proceed with approving and implementing the proposed orders listed below as originally proposed:
- 2.2.1 Proposed Prohibition of Waiting at Any Time on Ash Tree Road, Caerwent
  - 2.2.2 Proposed Prohibition of Waiting at Any Time on Vauxhall Lane, Chepstow
  - 2.2.3 Proposed Time Restricted Prohibition of Loading on Kings Street/Lion Street, Abergavenny
  - 2.2.4 Proposed Disabled Persons Parking Place on 57 Thornwell Road, Bulwark
  - 2.2.5 Proposed Prohibition of Waiting at Any Time on School Lane, Caerwent
  - 2.2.6 Proposed Prohibition of Waiting at Any Time on The Plantation, Undy
  - 2.2.7 Proposed Prohibition of Waiting at Any Time on Victoria Way, Undy
  - 2.2.8 Proposed Prohibition of Waiting at Any Time on Tudor Road, Wyesham
  - 2.2.9 Proposed Disabled Persons Parking Place on Raglan High Street
  - 2.2.10 Proposed Time Limited Loading Bay on Raglan High Street
  - 2.2.11 Proposed 7.5T Weight Restriction (Except for Access) on A466, Monmouth
  - 2.2.12 Proposed Prohibition of Waiting at Any Time on B4245 Newport Road (Northern Arm of Roundabout), Magor
  - 2.2.13 Proposed Prohibition of Waiting at Any Time on Hereford Road/Grosvenor Road Junction, Abergavenny
  - 2.2.14 Proposed Revocation of Prohibition of Waiting at Any Time on The Back, Chepstow
  - 2.2.15 Proposed Prohibition of Waiting at Any Time and Revocation of Restricted Zone on High Street/Bank Street, Chepstow
  - 2.2.16 Proposed Prohibition of Waiting at Any Time on Plas Derwen Way, Abergavenny
  - 2.2.17 Proposed Prohibition of Waiting at Any Time on Rockwood Road, Chepstow
  - 2.2.18 Proposed Revocation of Time Restricted Prohibition of Waiting on Merthyr Road, Abergavenny
  - 2.2.19 Proposed Prohibition of Waiting at Any Time on The Cross, Caldicot
  - 2.2.20 Proposed Revocation of Prohibition of Waiting at Any Time on Church Road, Caldicot.
- 2.3 As mentioned above, following significant public opposition to the original Prohibition of Waiting on Raglan High Street (2249), the proposed restriction has been substantially reduced. It is recommended to proceed only with the minimum necessary measure: a 10-meter section on the northern side of the highway, as shown in drawing 2249 REV B. This adjustment addresses concerns about economic impact on local businesses and increased through-traffic, which could compromise pedestrian safety. By limiting the scope to a safety-critical area with a known sightline obstruction, the Authority has demonstrated consideration of social and economic factors.

### **3. KEY ISSUES**

- 3.1 Monmouthshire This section details the critical traffic issues and community concerns that necessitate the proposed statutory interventions under Amendment Order No. 18. Each proposal has been technically reviewed and validated against prevailing conditions and legal requirements.
- 3.2 **Statutory Context and Rationale**  
The development of the measures within AO18 adheres strictly to the requirement that interventions must be effective, proportionate, and carefully mitigate any negative consequences. The statutory objectives pursued throughout this amendment process primarily focus on the elimination of identified safety hazards and the continuous facilitation

of vehicular flow, particularly for essential services. The preservation of local amenities is achieved by implementing restrictions only where parking has been identified as a documented cause of physical obstruction, thereby avoiding unnecessary removal of parking resources.

**3.3 2212 Vauxhall Lane, Chepstow - Prohibition of Waiting at Any Time**

This proposal addresses resident concerns regarding hazardous conditions created by parking on a characteristically narrow carriageway, where indiscriminate parking significantly reduces the effective width and creates dangerous conditions that impede the safe passage of all road users, particularly essential public service vehicles including emergency services and refuse collection. The restriction is a targeted approach designed to avoid danger and facilitate passage, with implementation carefully planned to minimise impact on local residents through restrictions only being applied in locations where parking has been specifically identified as causing physical obstruction. Designated gaps will be left where parking is deemed appropriate and does not compromise highway safety or access. The proposal received strong support from local residents who noted the potential risk to emergency vehicle access to their properties. It is recommended that this proposal proceeds as originally advertised.

**3.4 2213 Ash Tree Road, Caerwent - Prohibition of Waiting at Any Time**

This measure is necessary to protect a narrow access road where obstructive parking compromises access for essential services, with the consultation validating the severity of the issue through numerous comments reporting parking that may restrict emergency vehicles from gaining access. The resulting restrictions will ensure emergency vehicles and essential services can navigate the road unimpeded, fulfilling the statutory duty to facilitate passage and avoid danger. The extents of the proposed restrictions have been planned to limit their impact on local residents, with implementation only in locations where parking has been specifically identified as causing physical obstruction, thereby ensuring that desirable on-street parking availability is not unnecessarily removed. It is recommended that this proposal proceeds as originally advertised.

**3.5 2259 School Lane, Caerwent - Prohibition of Waiting at Any Time**

The proposed waiting restrictions respond to parking practices near Mathern Day Nursery that are obstructive, resulting in safety hazards and regularly blocking access for essential public services such as refuse vehicles, with several representations received from staff concerned about parking displacement and walking along poorly lit routes. The order is deemed a necessary intervention to both avoid danger and facilitate passage, as designated staff parking is available nearby at the nursery car park, and the restrictions are limited only to the critical areas where parking compromises highway safety and access. The measures are targeted to problem areas, ensuring on-street parking is only removed where it compromises highway safety and access, thereby minimising the impact on parking availability. It is recommended that this proposal proceeds as originally advertised.

**3.6 2262 Rockwood Road, Chepstow - Prohibition of Waiting at Any Time**

This extension of existing restrictions is necessary to ensure that vital public services, particularly refuse collection vehicles, can safely access the road following previously reported obstructions that have prevented safe navigation, with concerns raised locally that the loss of up to two parking spaces could cause conflict among residents. The analysis determined that the public benefit of facilitating vital service passage outweighs the localised, proportionate removal of limited parking availability, with the extension resulting in the removal of parking availability for approximately one or two vehicles, which is considered a necessary and proportionate consequence to ensure vital public service delivery. It is recommended that this proposal proceeds as originally advertised.

- 3.7 **2261 The Plantation, Undy - Prohibition of Waiting at Any Time**  
This Prohibition of Waiting at Any Time order addresses dangerous and obstructive parking near the junction with Pennyfarthing Lane, particularly exacerbated during school drop-off and pick-up times when pedestrian volume increases significantly, creating a potentially unsafe environment. The order is a required intervention to avoid danger and facilitate the safe passage of traffic during critical periods, ensuring clear sightlines and manoeuvring space for the protection of children, parents, and all road users, with the demarcation lines carefully placed away from residential frontages to ensure that no desirable parking locations are removed, thereby minimising impact on local parking. It is recommended that this proposal proceeds as originally advertised.
- 3.8 **2264 Victoria Way, Undy - Prohibition of Waiting at Any Time**  
This measure addresses dangerous and obstructive parking near the junction with Pennyfarthing Lane, with the problem notably exacerbated during school pick-up and drop-off times when the volume of parked vehicles increases significantly, creating a potentially unsafe environment. The Prohibition of Waiting is a necessary intervention to avoid danger and facilitate the passage of traffic during these critical periods, ensuring clear sightlines and manoeuvring space to enhance safety for children, parents, and other road users. The extent of the double yellow lines has been carefully determined to be far enough away from residential properties to ensure that no desirable parking locations are removed. It is recommended that this proposal proceeds as originally advertised.
- 3.9 **2257 Plas Derwen Way, Abergavenny - Prohibition of Waiting at Any Time**  
This Prohibition of Waiting at Any Time is targeted strictly at the immediate vicinity of the T-junction with the A40 to protect the intersection and prevent unsafe parking practices commonly associated with commuter overflow, with residents agreeing that the intersection required protection but voicing concern that the limited scope of the proposal might merely displace parking issues further into the residential estate. The Authority acknowledged the displacement issue but maintained the focused nature of the intervention, noting that wider restrictions within the estate were previously rejected during consultation, with the restrictions deliberately located far enough away from residences to ensure that no desirable parking places are removed. By limiting the scope to the area where the hazard is most pronounced, the order will not have the negative, unintended consequence of displacing vehicles into other sections of Plas Derwen Way. It is recommended that this proposal proceeds as originally advertised.
- 3.10 **2251 Kings Street/Lion Street, Abergavenny - Time Restricted Prohibition of Loading (07:30-18:00, Monday to Sunday)**  
A Time Restricted Prohibition of Loading is introduced following a formal request from the Public Transport Unit to eliminate a recurrent highway safety issue caused by vehicles loading or parking illegally, which obstructs public transport and forces dangerous manoeuvres, specifically bus drivers reversing onto the A40. This restriction is necessary to ensure the expeditious and safe movement of public transport and avoid danger to persons, with the mitigation for Blue Badge holders affected by the measure being the confirmation of ample alternative free parking located in nearby town centre car parks, where free parking is provided in any marked bay for valid badge holders. It is recommended that this proposal proceeds as originally advertised.
- 3.11 **2252 A466 Hereford Road, Monmouth - 7.5T Weight Restriction**  
This measure constitutes an environmental restriction intended to prevent Heavy Goods Vehicles (HGVs) over 7.5 tonnes from utilising this local route as an unsuitable shortcut to the A40, with the road characterised by challenging topography, narrow sections, and winding geometry that make it unsuitable for large vehicles. The restriction is critical for preserving the character of the road and protecting the local road network infrastructure



from damage and congestion, with the restriction including standard exemptions for vehicles requiring legitimate access for local deliveries or collections, ensuring that local businesses and residents are not negatively impacted. This policy-driven decision guides heavy commercial traffic to the A40, the designated strategic trunk road connecting the area to the wider network. It is recommended that this proposal proceeds as originally advertised.

**3.12 2247 Tudor Road, Wyesham - Prohibition of Waiting at Any Time**

This proposal responds to requests from residents and a local member concerning obstructive parking at the junction of Tudor Road with Wyesham Road. In line with the principles of the Highway Code, which advises against parking near junctions, the proposed restrictions are intended to formalise this guidance and ensure a clear, unobstructed intersection, with the double yellow lines facilitating the safe passage of traffic at this critical location by maintaining clear sightlines for vehicles entering and exiting the junction. The restrictions are limited to the junction itself, ensuring that sufficient on-street parking remains available for local residents. It is recommended that this proposal proceeds as originally advertised.

**3.13 2260 B4245 Newport Road (North Exit of Roundabout), Magor - Prohibition of Waiting at Any Time**

The proposed order responds to persistent issues of vehicles parking for extended periods in the vicinity of the roundabout, creating a significant obstruction for vehicles seeking to access nearby buildings and fields, compromising safety and hindering the free flow of traffic. The proposed restrictions are essential to facilitate the safe and unobstructed passage of traffic at this key location, with the Authority having determined the extents of the double yellow lines with precision, ensuring they are placed only in locations that have been identified as causing an obstruction or safety concern. Restrictions are not included in sections where parking is appropriate, thereby ensuring that legitimate parking availability is maintained and the scheme is proportionate to the problem. It is recommended that this proposal proceeds as originally advertised.

**3.14 2253 Hereford Road/Grosvenor Road Junction, Abergavenny - Prohibition of Waiting at Any Time**

This proposal, requested by local members and residents, is a precautionary measure to enhance safety at the junction of Hereford Road and Grosvenor Road. The order is intended to formalise the principles of the Highway Code, which advises against parking within ten metres of a junction, with the implementation of waiting restrictions at this junction necessary to avoid danger and to ensure that sightlines for all road users, including vehicles and pedestrians, are consistently maintained. A review of the surrounding streets confirms that the restrictions are limited to the immediate junction area, and that sufficient on-street parking availability exists nearby for local residents. It is recommended that this proposal proceeds as originally advertised.

**3.15 2249 REV B Raglan High Street - Prohibition of Waiting at Any Time (Modified)**

The initial proposal for broad prohibition was met with strong opposition, with opponents arguing that unrestricted parking acts as a natural traffic-calming mechanism, and its removal would increase vehicle speeds, making the village less safe for pedestrians, despite the Authority having received requests from the Public Transport Unit and Refuse services who have been consistently obstructed by parked vehicles. The Authority's subsequent determination was that the community opposition, coupled with the cited risks to local trade, rendered the full scheme disproportionate to the required outcome. Consequently, the broad prohibition is withdrawn and the scheme proceeds only with a critically necessary, minimalist intervention: a short 10-meter section of Prohibition of Waiting at Any Time on the northern side of the highway, precisely located to prevent

visually obstructive parking directly on the crest of a hill and bend, which is a documented safety hazard regardless of general traffic flow. This refined approach prioritises essential visibility protection while preserving general on-street parking to maintain local amenity and traffic calming. It is recommended that this proposal proceeds as modified.

**3.16 2248 REV B Raglan High Street - Disabled Persons Parking Place**

This single dedicated bay (operating Monday to Sunday, 8:45AM to 6PM, 1-hour limit, no return within 1 hour) is proposed to preserve accessible parking close to vital local amenities, specifically the pharmacy, serving as direct mitigation for the removal of a pre-existing accessible space designated for a former resident. The location was rigorously selected to offer the greatest benefit in terms of convenience and accessibility for those with mobility challenges, with the provision generally supported by the community as necessary to preserve amenity and ensure that disabled residents and visitors can continue to access the pharmacy and other businesses on the High Street. It is recommended that this proposal proceeds as originally advertised.

**3.17 2250 REV B Raglan High Street - Time Limited Loading Bay**

Proposed as a necessary part of the cohesive scheme, this loading bay directly supports local business continuity by providing a guaranteed space for deliveries and stock movements during core business hours (8:45AM to 6PM), mitigating commercial impacts that might otherwise arise from other necessary restrictions, even the limited 10-meter safety restriction now proceeding under AO18-2249. This proposal demonstrates a thoughtful approach to traffic management, where the negative consequences of one measure are systematically addressed. It is recommended that this proposal proceeds as originally advertised.

**3.18 2263 Merthyr Road, Abergavenny - Revocation of Time Restricted Prohibition of Waiting**

Following a site meeting with the local member, this proposal seeks the Revocation of a Time Restricted Prohibition of Waiting (a single yellow line restriction) in front of approximately four and a half to five house frontages, with the affected properties not benefiting from off-street parking. The wide carriageway means the existing restriction is no longer essential for maintaining traffic flow or safety, with the removal of the restriction directly benefiting residents, particularly those lacking off-street parking, by improving parking availability, thus fulfilling the statutory objective of preserving amenity. The change will provide significant benefit to local residents without adversely impacting highway operation. It is recommended that this proposal proceeds as originally advertised.

**3.19 2254 High Street/Bank Street, Chepstow - Prohibition of Waiting at Any Time and Revocation of Restricted Zone**

The existing "restricted zone" on High Street and Bank Street is being widely ignored, leading to rampant illegal and obstructive parking, with the Authority having received reports that the signs are not sufficiently obvious or are being disregarded. This action corrects a historical issue where ambiguous or non-compliant signage within the restricted zones led to widespread non-compliance and illegal, obstructive parking, with the proposal revoking the ineffective restricted zone and replacing it with more explicit and widely recognised double yellow lines. This measure is intended to facilitate the passage of traffic and avoid danger by making the regulations more obvious to drivers and easier for civil enforcement officers to manage. While this change will remove on-street parking, this is a necessary step to address the current breakdown in traffic regulation, with a number of council-run car parks available in Chepstow providing alternative parking spaces for town visitors. It is recommended that this proposal proceeds as originally advertised.

**3.20 2270 The Cross, Caldicot - Prohibition of Waiting at Any Time and Revocation of Restricted Zone**

This proposal responds to the ineffectiveness of a previous experimental restricted zone in managing parking, with the Authority having received numerous complaints from residents and a local member regarding widespread illegal and obstructive parking within the area covered by the experimental order. To address these persistent issues, a permanent Prohibition of Waiting at Any Time (double yellow lines) is proposed to cover the entirety of the former restricted zone, intended to facilitate the safe passage of traffic and pedestrians by providing clear, enforceable restrictions on parking. The proposal also includes reinstating a previously approved Prohibition of Waiting that is not currently marked out on site, ensuring the entire area around The Cross junction is covered by consistent and legally enforceable controls. This action demonstrates a strategic shift from a less effective experimental measure to a permanent solution designed to enhance highway safety and formalise parking regulations in the area. It is recommended that this proposal proceeds as originally advertised.

**3.21 2256 The Back, Chepstow - Revocation of Prohibition of Waiting at Any Time**

This is a partial revocation of a previously approved Order in direct response to feedback received from a section of the community, including a local pub and nearby residents, who expressed opposition after the Order had been legally approved, with the residents reporting that they had not seen or commented on the initial consultation. The Authority has listened to this feedback and, in a demonstration of its commitment to community partnership and fairness, has agreed to revoke a section of the double yellow lines as a direct mitigation of the negative impact on the local pub and parking availability for residents. Crucially, the double yellow lines on the western section of The Back, which were the primary source of safety concerns, will remain in place, with the revocation also ensuring that parking availability for a disabled resident is not negatively impacted. This solution balances the need for highway safety with the legitimate concerns of the community, evidencing the Authority's capability of adjusting its position when presented with new information. It is recommended that this proposal proceeds as originally advertised.

**3.22 2271 Church Road, Caldicot - Revocation of Prohibition of Waiting at Any Time**

As part of the wider scheme to implement permanent Prohibition of Waiting restrictions at The Cross, Caldicot, a review of existing waiting restrictions on Church Road has been undertaken, which identified sections of double yellow lines (Prohibition of Waiting at Any Time) that are no longer marked out on site and have become obsolete due to changes in the road layout and traffic management since their original introduction. The revocation of these outdated restrictions is proposed to reflect the current highway configuration and usage, ensuring that parking controls are both necessary and proportionate, with the sections identified for revocation no longer serving a traffic management purpose. Their removal will help clarify enforcement boundaries, reduce confusion for road users, and support a more consistent and legally enforceable parking regime. The extents of the proposed revocation have been carefully designed to tie in with the existing and proposed Prohibition of Waiting at The Cross, maintaining continuity and clarity across the network. It is recommended that this proposal proceeds as originally advertised.

**3.23 2258 57 Thornwell Road, Chepstow - Disabled Persons Parking Place**

The proposed Disabled Persons Parking Place outside 57 Thornwell Road is being introduced following a formal request from Occupational Health, highlighting that a disabled resident is experiencing significant difficulty in securing a parking space in the vicinity of their home. The provision of a designated bay will ensure that the resident has reliable access to a parking space, which is critical for their independence and quality of life, with

the bay available for use by all blue badge holders. It is recommended that this proposal proceeds as originally advertised.

#### **4. EQUALITY AND FUTURE GENERATIONS EVALUATION (INCLUDES SOCIAL JUSTICE, SAFEGUARDING AND CORPORATE PARENTING):**

- 4.1 The proposed traffic regulation orders in Amendment Order No. 18 are designed to support significant improvements to the safety and well-being of communities across Monmouthshire, aligning with the principles of the Well-being of Future Generations (Wales) Act 2015.
- 4.2 The introduction of waiting restrictions and parking controls in areas experiencing persistent access issues for essential services, such as Vauxhall Lane (Chepstow), Ash Tree Road (Caerwent), School Lane (Caerwent), and Rockwood Road (Chepstow), will have a direct positive impact on public health and safety. By ensuring unimpeded access for emergency services and refuse collection vehicles, these proposals contribute to a healthier and safer Wales, protecting the well-being of all residents and maintaining vital public services that underpin community health.
- 4.3 Proposals to introduce waiting restrictions near junctions and school areas, such as The Plantation and Victoria Way in Undy, directly support the creation of more equal and cohesive communities. These measures provide enhanced protection for vulnerable road users, including children, the elderly, and individuals with disabilities, ensuring they can move around their communities more safely during critical periods such as school drop-off and pick-up times. This fosters a greater sense of security and encourages community interaction, contributing to social justice and safeguarding.
- 4.4 The Raglan High Street cohesive scheme, which includes a Disabled Persons Parking Place and Time Limited Loading Bay alongside minimal safety restrictions, demonstrates a balanced approach that supports a globally responsible Wales. The provision of accessible parking ensures that individuals with mobility challenges can access essential services such as the pharmacy, while the loading bay supports local business continuity and economic vitality. This carefully calibrated response to community feedback embeds principles of proportionate intervention and community partnership.
- 4.5 The numerous proposals aimed at rectifying administrative anomalies and ensuring legal consistency across the network, including revocations at The Back (Chepstow), Church Road (Caldicot), and Merthyr Road (Abergavenny), alongside the replacement of ineffective restricted zones at High Street/Bank Street (Chepstow) and The Cross (Caldicot), are fundamental to creating a resilient Wales. This commitment to good governance ensures that the rule of law is applied consistently and that traffic regulations are legally enforceable. The strategic management of parking controls creates a more logical, understandable, and resilient road network that reduces confusion for road users and improves compliance, underpinning the conditions for a prosperous and well-managed county.

#### **5. OPTIONS APPRAISAL**

- 5.1 Table One below provides an options appraisal of the proposal:

Options	Benefits	Risks	Comments/Mitigation
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No action	<ul style="list-style-type: none"> <li>Less demand on officer time and resource/budget.</li> </ul>	<ul style="list-style-type: none"> <li>Communities remain at risk from obstructive parking that prevents access for emergency services and refuse collection vehicles.</li> <li>Pedestrian safety concerns near schools and junctions remain unaddressed, particularly affecting vulnerable road users.</li> <li>Legal and administrative inconsistencies in traffic regulation orders remain, creating enforcement challenges and legal uncertainty.</li> <li>Ineffective restricted zones continue to be widely ignored, undermining traffic management objectives.</li> <li>Opportunities to support local businesses and provide accessible parking for disabled residents are missed.</li> </ul>	The ongoing risks to public safety, particularly the potential inability of emergency services to access properties, and the failure to address legal non-compliance are considered unacceptable.
Adopt the proposals as advertised (with modification to AO18-2249 Raglan High Street)	<ul style="list-style-type: none"> <li>A safer highway environment for all users, with parking controls appropriate to local circumstances and essential service requirements.</li> <li>Improved access for emergency services and refuse collection vehicles, ensuring vital public services can be delivered safely and reliably.</li> <li>Enhanced safety for vulnerable road users, particularly children near schools and elderly residents.</li> <li>Legal and administrative anomalies are rectified, ensuring traffic regulations are consistent and enforceable across the county.</li> <li>Support for local businesses through provision of loading facilities and accessible parking.</li> <li>Community concerns are appropriately balanced with safety requirements, as demonstrated by the modified Raglan High Street scheme.</li> </ul>	<ul style="list-style-type: none"> <li>Some residents may experience reduced on-street parking availability in specific locations.</li> <li>Potential for parking displacement in some areas.</li> </ul>	This is the preferred option. The proposals have been carefully designed to minimise negative impacts, with restrictions targeted only at locations where obstruction or safety concerns have been specifically identified. Mitigation measures include the provision of alternative parking facilities, designated loading bays, and accessible parking spaces where appropriate.

## **6. REASONS:**

- 6.1 The proposals will support the statutory duty to avoid danger to persons or other traffic using the road and to facilitate the passage on the road of any class of traffic, including pedestrians, by ensuring that essential services can access all areas safely and that obstructive parking is prevented at critical locations.
- 6.2 The proposals will result in a positive impact on the health and wellbeing throughout the affected communities by ensuring reliable access for emergency services and refuse collection, improving road safety particularly near schools, and providing accessible parking for disabled residents.
- 6.3 The proposals demonstrate a commitment to responsive and proportionate traffic management, as evidenced by the substantial modification to the Raglan High Street scheme following community consultation, balancing safety requirements with the preservation of local amenity and economic vitality.
- 6.4 The proposals will ensure legal compliance and enforceability of traffic regulations across the county, rectifying historical administrative omissions and replacing ineffective measures with clear and widely recognised controls.

## **7. RESOURCE IMPLICATIONS:**

- 7.1 The proposals will be funded by the Council's Road Safety and Traffic Management budget.

## **8. CONSULTEES:**

- Cabinet Member for Climate Change and the Environment
- Cabinet
- Communities and Place DMT
- SLT including Monitoring Officer and S151 Finance Officer
- The Traffic Orders were publicised in accordance with the statutory process including notification of County Councillors for the affected wards and the relevant Town/Community Council.

## **9. BACKGROUND PAPERS:**

Appendix 1: Schedule of consultation responses

Appendix 2: Summary of consultation responses

Appendix 3a & 3b: Notice of Intention as published as part of the consultation

Appendix 4: Statement of Reasons as published as part of the consultation

Appendix 5: Drawing no's 2212, 2213, 2247, 2248 REV A, 2248 REV B, 2249 REV A, 2249 REV B, 2250 REV A, 2250 REV B, 2251, 2252, 2253, 2254, 2256, 2257, 2258, 2259, 2260, 2261, 2262, 2263, 2264, 2270, 2271.

Appendix 6: Wellbeing of Future Generations Equalities Impact Assessment

## **10. AUTHORS:**

Graham Kinsella, Traffic and Road Safety Manager  
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## Appendix 1: Schedule of Consultation Responses

Ref.	Agree or Disagree	Order/ Location	Comments	Officers Response
726	Disagree	AO18 - 2249 Raglan High Street Proposed Prohibition of Waiting at Any Time	I believe this will be detrimental to the businesses along the High Street, these being Raglan Fryer, The Ship Inn, Tesco, Raglan Pharmacy, Extons, Neil James Butchers and to some extent Raglan Garage with Morrisons and the Post Office in there (though they do have their own car park now). These shops are very well supported by the through traffic customers and doing away with the ability to pull up outside the shops will lose these shops a tremendous amount of business and therefore could make them uneconomically viable to keep going. [REDACTED] I am aware for the need these shops have to bring trade in from the surrounding areas and being able to just pull up and pop in is a big attraction, [REDACTED]	The Authority acknowledges concerns regarding economic impact and overwhelming negative response. The proposed Prohibition of Waiting at Any Time (AO18-2249) will not proceed as originally planned. Instead, only a short section (10m) of waiting restriction will be progressed on the northern side of the highway to prevent visually obstructive parking on the crest of the hill and bend, fulfilling the statutory duty to ensure highway safety at this critical point..
727	Somewh at Agree	AO18 - 2248 Raglan High Street Proposed Disabled Persons Parking Place (Monday to Sunday, 8:45AM TO 6PM) 1 Limited Waiting Period, No return within 1 hour.	It would make more sense to locate the disabled parking space on the existing disable parking space (opposite) so that the proposed no waiting restriction is all on one side of the road.	The existing disabled bay opposite was originally installed to serve a specific resident who no longer lives in the area. As such, it no longer provides the same level of benefit to the wider community. The proposed location—immediately outside the pharmacy—has been selected as the most appropriate alternative. It directly supports access to a key local amenity and also contributes to calming vehicular traffic along this section of the road. While your suggestion to consolidate restrictions on one side of the road is noted, the current proposal offers the greatest overall benefit in terms of accessibility and road safety.
728	Agree	AO18 - 2258 57 Thornwell Road, Bulwark Proposed Disabled Persons Parking Place	Due to my health conditions and the growing parking situation, this will greatly improve my way of life and in particular my physical and mental wellbeing.	Your comments have been noted. The provision of a designated bay is proposed following a request from Occupational Health to ensure reliable access to a parking space for the disabled resident, which is critical for independence and quality of life.
729	Disagree	AO18 - 2249 Raglan High Street Proposed Prohibition of Waiting at Any Time	Putting double yellow lines like this in Raglan will mean the death of our high street, and subsequently the community. The problems with congestion, which these measures are presumably meant to solve, are the result of drivers not following the CURRENT measures. Cars are regularly parked on the current yellow lines and close to corners, blocking views and causing tailbacks. Adding more lines won't stop people parking on them. It will simply force shoppers to go elsewhere. Enforcement of the current measures are what is needed. [REDACTED], I already often fail to find a space to park on the high street, so restricting it more will make it impossible. Although a dedicated disabled space is welcome, as there is a large elderly population in Raglan it is likely to be heavily used and rarely empty when needed. And the way drivers currently behave, there is	The proposed broad waiting restriction will not proceed due to overwhelming negative response. Only a short 10m section will be implemented to prevent visually obstructive parking on the crest of the hill and bend, addressing the immediate safety risk. Enforcement of this proposal will be managed by Monmouthshire's Civil Enforcement Team, who conduct enforcement as resource allocation reasonably allows.

			<p>also a high probability it will be misused. In addition to parking problems, these measure still will turn the high street into a much more dangerous road for pedestrians to cross. Despite current speed limits the speed of traffic will increase substantially. As it currently stands, if the current double yellow lines are followed the traffic is slowed down and can take turns.</p> <p>I don't think it's a coincidence that these measures are being proposed so soon after Tesco took over the supermarket. A supermarket stood on this spot nearly 60 years before them and managed to function. Have a loading space by all means but don't block off almost the whole high street.</p> <p>By the way - the yellow lines indicated outside the Beaufort corner, are not currently there.</p>	
730	Disagree	AO18 - 2263 Merthyr Road, Abergavenny Proposed Revocation of Time Restricted Prohibition of Waiting	This is right outside my house, where am I suppose to park !!. There is barely enough parking on Merthyr road as it is, less when people park there instead of using the car parks in town?	The proposed revocation seeks to remove an existing single yellow line restriction to improve parking availability for residents of properties lacking off-street parking, as the wide carriageway means the existing restriction is not essential for maintaining traffic flow or safety. There will therefore be more parking availability as a result of the removal of the existing Single Yellow Lined section.
731	Agree	AO18 - 2212 Vauxhall Lane, Chepstow Proposed Prohibition of Waiting at Any Time	As the owner of a property directly impacted by the TRO I fully support its implementation due to the narrowness of Vauxhall Lane and Hardwick Hill Lane. Without it there is a risk that emergency vehicles would not be able to attend my property if needed.	Your comments have been noted. The waiting restrictions are a targeted measure to avoid danger to persons or other traffic and to facilitate the passage of vehicles on the narrow carriageway, in line with the Authority's legal duties.
732	Disagree	AO18 - 2249 Raglan High Street Proposed Prohibition of Waiting at Any Time	Prohibiting people from parking down such a large part of the High St will no doubt ruin Raglan small businesses. It will discourage many people from using the High St at all. This will greatly affect older people who pop to the High St. Also, the loading bay at Tesco will remove a further [REDACTED] Suggest a compromise cutting the length of the prohibited parking part of the road by 50% to allow cars. Or instead of closing it completely to parking, you could put a waiting limit of 30 mins on it. This would prevent transient commuters who don't live in Raglan or use the shops from leaving their cars there all day, freeing up space for consumers. Many of the problems in Raglan are caused by vans, lorries, and buses trying to get through the High St. Why not prevent large vehicles from using the High St, so they use the by pass instead?	The proposed broad waiting restriction will not proceed due to overwhelming negative response. Only a short 10m section will be implemented on the northern side to prevent visually obstructive parking on the crest of the hill and bend, protecting highway safety. Comments regarding HGV restrictions and waiting limits are unrelated to the proposal. They have been noted by Monmouthshire's Traffic Team.
733	Agree	AO18 - 2250 Raglan High Street Proposed Time Limited Loading Bay (Monday to Sunday, 07:00am – 10:00am)	Fantastic idea to help local businesses unload safely.	Your comments have been noted. This measure is proposed as a necessary mitigation to maintain loading availability for local businesses due to wider restrictions.
734	Agree	AO18 - 2249 Raglan High Street Proposed Prohibition of	Fantastic idea to help the flow of traffic through Raglan Village and prevent accidents and near misses.	Your comments have been noted. The proposal has been significantly modified due to an overwhelmingly negative public responses. Only a



		Waiting at Any Time		short 10m section will be progressed on the northern side to prevent visually obstructive parking on the crest of the hill and bend, which will contribute to the safe passage of traffic.
735	Somewh at Agree	AO18 - 2249 Raglan High Street Proposed Prohibition of Waiting at Any Time	Congestion on Raglan High Street is currently disruptive to the village and makes it dangerous for anyone trying to cross the road. I fear however that if this is implemented traffic will travel at a higher speed through the village making it even more dangerous. Is there plans to introduce speed bumps on the high street to stop people speeding.	The Authority acknowledges concerns regarding traffic speed. The broad prohibition proposal will not proceed; only a targeted 10m restriction for sightline protection will be progressed. Comments regarding additional traffic calming have been noted by Monmouthshire's Traffic Team.
736	Somewh at Agree	AO18 - 2249 Raglan High Street Proposed Prohibition of Waiting at Any Time	Whilst this attempt to improve traffic flow by restricting parking is laudable, a far more effective solution is to change the two-way traffic system on Raglan High Street (between Chepstow Rd and Usk Rd). This should be a one-way section allowing vehicles to travel east only. All vehicles travelling from Chepstow Road should turn right only, along Monmouth Rd. Making the High Street one-way would stop the frequent grid-locked traffic that now occurs following the opening of the Tesco store. The store is a useful addition to this small village but has brought a significant increase in traffic to the village.	Your suggestion for a one-way system between Chepstow Road and Usk Road has been considered previously but is not recommended. Such a change would increase journey lengths, displace traffic onto surrounding routes, and create congestion elsewhere, while also complicating access for residents, businesses, and emergency services. One-way streets often lead to higher speeds, which conflicts with safety objectives, whereas two-way traffic helps moderate speeds and maintain a safer pedestrian environment. Following the consultation, the original proposal for double yellow lines has been significantly reduced due to overwhelmingly negative public feedback. Only a short 10m section on the northern side will be progressed to prevent visually obstructive parking on the crest of the hill and bend, contributing to the safe passage of traffic.
737	Disagree	AO18 - 2249 Raglan High Street Proposed Prohibition of Waiting at Any Time	Any restrictions on High Street, Raglan would need to be enforced, how would that happen? A weight and size of vehicles would be more effective, but again it would need to be enforced	The Authority acknowledges comments regarding enforcement. Enforcement of traffic regulation orders is managed by Monmouthshire's Civil Enforcement Team, who conduct enforcement as resource allocation reasonably allows. Your comments regarding weight limits have been noted by Monmouthshire's Traffic Team.
738	Agree	AO18 - 2249 Raglan High Street Proposed Prohibition of Waiting at Any Time	Concerned there could be an accident if restrictions aren't put in place soon.	Your comments have been noted. Following the consultation, the original proposal for double yellow lines has been significantly reduced due to overwhelmingly negative public feedback. Only a short 10m section on the northern side will be progressed to prevent visually obstructive parking on the crest of the hill and bend, contributing to the safe passage of traffic.
739	Agree	AO18 - 2248 Raglan High Street Proposed Disabled Persons Parking Place (Monday to Sunday, 8:45AM TO 6PM) 1 Limited Waiting	High street has become a rabbit run of cars trying to make it through. Cars regularly park on the existing double yellow at the brow of the hill obstructing a safe view.	Your comments have been noted. The order for the Disabled Persons Parking Place is proposed as part of a cohesive scheme. Following the consultation, the original proposal for double yellow lines has been significantly reduced due to overwhelmingly negative public feedback. Only a short 10m section

		Period, No return within 1 hour.		on the northern side will be progressed to prevent visually obstructive parking on the crest of the hill and bend, contributing to the safe passage of traffic.
740	Agree	AO18 - 2248 Raglan High Street Proposed Disabled Persons Parking Place (Monday to Sunday, 8:45AM TO 6PM) 1 Limited Waiting Period, No return within 1 hour.	What the high street needs is a zebra crossing. It is dangerous at present to try and cross the road to the Garage/Morrisons from the postbox. Elderly people need time to cross the road to the postoffice.	Your comments regarding the need for a zebra crossing have been noted by Monmouthshire's Traffic Team. Following the consultation, the original proposal for double yellow lines has been significantly reduced due to overwhelmingly negative public feedback. Only a short 10m section on the northern side will be progressed to prevent visually obstructive parking on the crest of the hill and bend, contributing to the safe passage of traffic.
741	Disagree	AO18 - 2249 Raglan High Street Proposed Prohibition of Waiting at Any Time	To put double yellow lines all along one side of the High Street and restrictions on the other side will drastically reduce number of vehicle owners using the village. This will be extremely detrimental to the shops and other businesses which are unlikely to sustain. Many people, including myself are likely to use either the outlets at Raglan Services or carry on to Usk, Monmouth or Abergavenny for their shopping. It will kill the High Street which is the core of our village. In addition to this it will give free access for through traffic to drive faster creating a further hazard to pedestrians. Already traffic driving from the chepstow road and going to Abergavenny drive though the high street too fast but at least, as its effectively single lane, speeding is to certain degree curtailed. A better and safer plan to relieve the traffic problems in the High Street would be to find a way to divert through traffic around via the A40. I would be in favour of putting a time limit on parking in the High Street however. Say 1 hour. Also traffic calming may be a consideration.	The Authority acknowledges concerns regarding traffic speed and economic impact. Following the consultation, the original proposal for double yellow lines has been significantly reduced due to overwhelmingly negative public feedback. Only a short 10m section on the northern side will be progressed to prevent visually obstructive parking on the crest of the hill and bend, contributing to the safe passage of traffic. Comments regarding traffic diversion and time limits have been noted Monmouthshire's Traffic Team.
742	Disagree	AO18 - 2249 Raglan High Street Proposed Prohibition of Waiting at Any Time	This will effect the business no end especially the fish and chips shop and extons and the ship. may be it would be a good idea that you make these restrictions to half hour parking with no return for a least two hours this would also stop Tesco employees parking outside the shop all day Although there is a 20mph speed limit the parking does slow down the idiots that can't read.If this can't be archived may be you put double yellow lines on just one side of the road and limit the parking the other side.	The Authority acknowledges concerns regarding business impact. Following the consultation, the original proposal for double yellow lines has been significantly reduced due to overwhelmingly negative public feedback. Only a short 10m section on the northern side will be progressed to prevent visually obstructive parking on the crest of the hill and bend, contributing to the safe passage of traffic. Your suggestion for time-limited parking has been noted by Monmouthshire's Traffic Team.
743	Somewh at Agree	AO18 - 2262 Rockwood Road, Chepstow Proposed Prohibition of Waiting at Any Time	As a resident of Rockwood Road this will directly effect me. I have no objection to the 23m extension of the double yellow lines, however the 6m extension on the opposite side of the road will mean we lose two parking spaces on the road. As it stands all of the residents of the road are extremely courteous when it comes to parking and never block access or park on the existing double yellows. That said, the road often fills up but currently has enough space for all residents to park. I fear that losing two spaces to double yellow lines will mean that	Thank you for your comments regarding the proposed extension of waiting restrictions on Rockwood Road. The additional 6m section on the opposite side has been proposed to ensure that essential public services, such as refuse collection, can safely and reliably access the road. This follows reports from MCC's waste collection team of repeated difficulties caused by parked vehicles. We acknowledge that this change

			<p>some of the elderly or venerable people who live on the road will have a considerable walk to get to their homes. If the issue is access for supposed emergency vehicles, well, the extremely large bin and recycling lorry has no problem every single week. Please don't take away our parking spaces unnecessarily and cause anguish in our happy community.</p>	<p>will remove space for one vehicle and appreciate the impact this may have on residents. However, this is considered a necessary and proportionate measure where the wider public benefits—maintaining access for large service vehicles and emergency services—outweigh the drawbacks. The aim is to prevent obstruction at a critical point and ensure the safe passage of traffic.</p>
744	Agree	AO18 - 2261 The Plantation, Undy Proposed Prohibition of Waiting at Any Time	<p>Just want to know if I will be affected as I park my car outside my house on the road sometimes.</p>	<p>Thank you for your query. The proposed prohibition of waiting is limited to the immediate junction area between The Plantation and Pennyfarthing Lane. It formalises the Highway Code principle of not parking within 10 metres of a junction and addresses documented safety concerns, particularly during school pick-up and drop-off times. Parking within The Plantation beyond this distance will not be affected. The extent of the double yellow lines has been carefully determined to maintain manoeuvring space and clear sightlines while minimising the removal of desirable parking near residential properties.</p>
745	Disagree	AO18 - 2249 Raglan High Street Proposed Prohibition of Waiting at Any Time	<p>While stopping parking along the high street would speed up driving times for those driving through the centre of Raglan, I think that it would kill off some of the local businesses that rely on easy access (such as the fish &amp; chip shop, the pharmacy and Exton's), leaving the centre of Raglan an empty shell. It would also make Raglan High Street a less pedestrian-friendly place - at present one can more easily and safely cross the road, knowing that cars will be going slowly and only in one direction at a time. If cars were stopped from parking on both sides, cars would drive much more quickly through the centre, in both directions at once, making crossing much more difficult and dangerous. As a mother whose kids walk through Raglan to get to school, I can see more families choosing to drive rather than to walk to school under these circumstances, resulting in increased car use and congestion, and undermining the intended benefits. Overall, I feel that these negative impacts on the community of Raglan would more than offset any benefits from faster drive times through the village. I understand that the traffic along the High Street can get snarled up during busy periods, but feel that a better solution would be to allow parking to continue all along one side of the road, while perhaps reserving the other side of the road for the bus stop, the loading bay and a disabled parking space only. This would allow the one side of the road to remain clear for more free-flowing traffic for the majority of the day, while still enabling at least some customers to continue to park and nip into the local businesses.</p>	<p>The Authority acknowledges concerns regarding speed and economic impact. Following the consultation, the original proposal for double yellow lines has been significantly reduced due to overwhelmingly negative public feedback. Only a short 10m section on the northern side will be progressed to prevent visually obstructive parking on the crest of the hill and bend, contributing to the safe passage of traffic.</p>

746	Disagree	AO18 - 2249 Raglan High Street Proposed Prohibition of Waiting at Any Time	<p>The existing double yellow lines are enough to regulate traffic and ensure a line of view to see oncoming traffic, however they are not enforced.. it is when cars park on the existing double yellows that obstruction the view. Also, heavy goods vehicles forcing cars with right of way back, which causes a backup of traffic. HGV could be access only to help this?</p> <p>Whilst lack of our family's cyston wouldny signularly destroy a business, A blanket ban on street throughout the highstreet would mean, instead of using and supporting our local shop, I would venture into either monmouth or Abergavenny, or even more likely cwmbbran. If it wasn't to visit the local general store(currently tesco) I wouldn't venture in to the other independent shops, and parking far away is not always measyrably reasonable.</p>	<p>The Authority acknowledges comments regarding enforcement. Enforcement of traffic regulation orders is managed by Monmouthshire's Civil Enforcement Team, who conduct enforcement as resource allocation reasonably allows. Your comments regarding HGV restrictions and waiting limits have been noted by Monmouthshire's Traffic Team. Following the consultation, the original proposal for double yellow lines has been significantly reduced due to overwhelmingly negative public feedback. Only a short 10m section on the northern side will be progressed to prevent visually obstructive parking on the crest of the hill and bend, contributing to the safe passage of traffic.</p>
747	Somewh at Agree	AO18 - 2249 Raglan High Street Proposed Prohibition of Waiting at Any Time	<p>Please could consideration be given to Residents Only Parking for those that live further down the High St (opposite the petrol station). [REDACTED] and this is likely to move the traffic for the shops further down the High St.</p>	<p>Your suggestion for Resident Only Parking has been noted by Monmouthshire's Traffic team. Following the consultation, the original proposal for double yellow lines has been significantly reduced due to overwhelmingly negative public feedback. Only a short 10m section on the northern side will be progressed to prevent visually obstructive parking on the crest of the hill and bend, contributing to the safe passage of traffic.</p>
748	Agree	AO18 - 2249 Raglan High Street Proposed Prohibition of Waiting at Any Time	<p>The High Street is a nightmare to drive through and park, something has to change even if it is not popular. Just hope the changes will be properly enforced because current double yellow lines are not adhered to and cause chaos</p>	<p>The Authority acknowledges comments regarding enforcement. Enforcement of traffic regulation orders is managed by Monmouthshire's Civil Enforcement Team, who conduct enforcement as resource allocation reasonably allows. Following the consultation, the original proposal for double yellow lines has been significantly reduced due to overwhelmingly negative public feedback. Only a short 10m section on the northern side will be progressed to prevent visually obstructive parking on the crest of the hill and bend, contributing to the safe passage of traffic.</p>
749	Disagree	AO18 - 2248 Raglan High Street Proposed Disabled Persons Parking Place (Monday to Sunday, 8:45AM TO 6PM) 1 Limited Waiting Period, No return within 1 hour.	<p>There are lots of villagers and visitors with a blue badge, what use is one parking space.</p>	<p>The provision of a Disabled Persons Parking Place near the pharmacy is intended as a mitigation measure to ensure that at least one dedicated accessible space remains available for disabled residents and visitors following the loss of an existing bay. While we acknowledge that there are multiple Blue Badge holders in the area, the allocation of spaces must balance demand with the limited road space available and the need to maintain traffic flow and safety. This location has been chosen as it provides the greatest benefit—direct access to a key local amenity and improved convenience for those with mobility challenges. Additional bays cannot be introduced without</p>

				further reducing general parking capacity and potentially creating wider access issues. The proposed space therefore represents a proportionate solution within the constraints of the site.
750	Somewhat Agree	AO18 - 2249 Raglan High Street Proposed Prohibition of Waiting at Any Time	The problem of congestion in the High Street needs addressing so a proposal from MCC is a start but this one needs much extra work. The proposal for a specific unloading bay for Tesco, chemist and pubs is welcome. There are ways of reducing the number of extra large trucks, coaches and trailers on the high street which are a constant source of gridlock, there could be speed bumps on the approaches to the High Street and the positioning of the proposed disabled parking could be adjusted away from the narrowest pavement. It needs a public consultation to gather the most constructive solutions to a longstanding problem.	Thank you for your comments and support for the proposed loading bay (AO18-2250) and disabled bay (AO18-2248). The location of the disabled bay has been carefully chosen to provide direct access to Raglan Pharmacy, which is considered the most appropriate position to serve those with mobility needs. This placement also helps maintain safe traffic flow and avoids obstructing key pedestrian routes. While we acknowledge concerns about pavement width, the proposed position has been assessed against available space and accessibility requirements to ensure compliance with national guidance. Your suggestion regarding speed bumps and wider measures to address congestion has been noted and referred to Monmouthshire's Traffic Team for consideration as part of future traffic management reviews.
751	Disagree	AO18 - 2249 Raglan High Street Proposed Prohibition of Waiting at Any Time	I am a resident and business owner on the side of the street where you are proposing to put double yellow lines. As a resident, I have no off road parking available to me and therefore would need to find alternative parking which is not feasible. As a business owner this would drastically affect my business, I've already noticed a drop in trade due to people struggling to park on the street. I also have suppliers that need to park in the high street. There are double yellow lines already in the street which are ignored on numerous occasions so unless there is a traffic warden employed to enforce the new lines it would be a total waste of money which could be spent on a different solution to this problem.	We acknowledge the concerns about loss of on-street parking for residents and the potential impact on local businesses and deliveries. These factors were carefully considered during the consultation process. Following significant public feedback, the original proposal has been substantially reduced. Only a short 10m section on the northern side will proceed, specifically to prevent visually obstructive parking on the crest of the hill and bend, which is essential for maintaining safe traffic flow. This change minimises the impact on available parking while addressing a critical safety concern. Regarding enforcement, Monmouthshire's Civil Enforcement Team is responsible for managing compliance with traffic regulation orders. Enforcement is carried out as resources allow, and while continuous presence cannot be guaranteed, the restrictions provide a legal basis for action where necessary. Your comments about alternative solutions and the importance of supporting local businesses have been noted and will inform future reviews of traffic management in the area.
752	Disagree	AO18 - 2249 Raglan High Street Proposed Prohibition of	Will impact members of the community accessing facilities that provide for social cohesion and wellbeing	The Authority recognises the importance of maintaining access to amenities that support social cohesion and wellbeing. Following significant public feedback, the

		Waiting at Any Time		original proposal has been substantially reduced. Only a short 10m section on the northern side will proceed, specifically to prevent visually obstructive parking on the crest of the hill and bend, which is essential for maintaining safe traffic flow. This change minimises the impact on available parking while addressing a critical safety concern.
753	Disagree	AO18 - 2262 Rockwood Road, Chepstow Proposed Prohibition of Waiting at Any Time	Parking is already limited on our road and reducing it by a further 2 parking spaces could cause conflict with the residents arguing over available parking spaces.	Thank you for your comments regarding the proposed extension of waiting restrictions on Rockwood Road. The additional 6m section on the opposite side has been proposed to ensure that essential public services, such as refuse collection, can safely and reliably access the road. This follows reports from MCC's waste collection team of repeated difficulties caused by parked vehicles. We acknowledge that this change will remove space for one vehicle and appreciate the impact this may have on residents. However, this is considered a necessary and proportionate measure where the wider public benefits—maintaining access for large service vehicles and emergency services—outweigh the drawbacks. The aim is to prevent obstruction at a critical point and ensure the safe passage of traffic.
754	Somewhat Agree	AO18 - 2259 School Lane, Caerwent Proposed Prohibition of Waiting at Any Time	The No Waiting is aimed toward the A48 side of School Lane. My concern is traffic will park further up the lane where there will be traffic orders in place. Wouldn't it be more appropriate to use an access only sign.	The restriction is proposed on a section of public highway, which means an "Access Only" sign cannot be applied as this would restrict legitimate public rights of way. The Waiting Restriction is intended to address safety hazards and ensure clear access for essential public service vehicles. While some displacement of parking is anticipated, this will occur further up the lane where it is less likely to cause obstruction. Additionally, nursery staff have access to a designated car park nearby, which should help mitigate the impact on local parking demand.
755	Agree	AO18 - 2213 Ash Tree Road, Caerwent Proposed Prohibition of Waiting at Any Time	The road is often blocked by people parking or dropping off parcels to the nearby flats. Meaning you have to either drive on the pavement or go almost half a mile out of the way. The concern is how it might impact emergency services in the unfortunate event of a 999 call.	Your comments have been noted. The restrictions are proposed to prevent obstructive parking and ensure emergency vehicles and essential services can navigate the road unimpeded.
756	Disagree	AO18 - 2259 School Lane, Caerwent Proposed Prohibition of Waiting at Any Time	There is not an issue, parked or waiting vehicles do not have a serious impact on the residents or cause an issue for service vehicles. It is a no through rd and not a main route to exit or enter the village.	The Authority has assessed the location and determined that existing parking practices are obstructive, regularly preventing access for essential public service vehicles such as refuse collection and obstructing access to nearby residents. The order is a necessary intervention to both avoid danger and facilitate the passage of vehicles.

757	Disagree	AO18 - 2249 Raglan High Street Proposed Prohibition of Waiting at Any Time	<p>As a business we rely on the street parking for our customers, Many of whom are elderly. The proposed yellow lines would considerably effect our business. It is difficult enough at the moment to park on the street due to the residents parking there. Also up to [REDACTED] all day taking up valuable customer parking places.</p> <p>I am also concerned that the yellow lines will allow the traffic to drive much faster making the High street dangerous.</p> <p>The current traffic problems are caused when people park on the existing yellow lines out side the washing machines making it impossible for drivers to see down the street. The other issue is when Tesco has a delivery late afternoon and their huge lorry narrows the street.</p> <p>We need..</p> <p>The existing yellow lines to be enforced, A weight restriction on large vehicles, including tractor and trailers.</p> <p>Maybe a [REDACTED],</p> <p>Raglan High street is thriving at the moment, that is why it is so busy with traffic. This amendment will KILL Raglan High Street!</p> <p>Please reconsider this!!</p>	<p>Following significant public feedback, the original proposal has been substantially reduced. Only a short 10m section on the northern side will proceed, specifically to prevent visually obstructive parking on the crest of the hill and bend, which is essential for maintaining safe traffic flow. This change minimises the impact on available parking while addressing a critical safety concern.</p> <p>Regarding enforcement, Monmouthshire's Civil Enforcement Team is responsible for managing compliance with traffic regulation orders. Enforcement is carried out as resources allow, and while continuous presence cannot be guaranteed, the restrictions provide a legal basis for action where necessary.</p> <p>Your comments about the potential impact on local businesses, concerns over increased vehicle speed, existing issues with illegal parking, Tesco deliveries, and suggestions for weight restrictions and time-limited parking have been noted and recorded by Monmouthshire's Traffic Team for consideration as part of wider traffic and parking management reviews.</p>
758	Disagree	AO18 - 2259 School Lane, Caerwent Proposed Prohibition of Waiting at Any Time	<p>This is now a dead end street with no road access, by enforcing this TRO, would directly impact those who use the chapel, it may not have occurred to you, that due to the lack of parking bays in the small car park opposite &amp; in the Barn car park, and people inabilities to park with consideration, it leaves us with not enough parking in this village, and with no offence to the age group that use the chapel i feel walking over from the community center, or up from the village hall is not an option.</p>	<p>Thank you for your comments. The proposed prohibition of waiting is a necessary intervention to address documented safety hazards and ensure access for essential public services, including refuse collection vehicles. Parking in the proposed restricted section has been identified as obstructive, creating hazards and blocking turning space for large vehicles.</p> <p>We acknowledge concerns about parking availability for chapel users. Alternative car parking is available nearby, as well as along School Lane. The restriction has been designed to be targeted and limited in extent to minimise impact while addressing the most critical safety concerns.</p>
759	Disagree	AO18 - 2259 School Lane, Caerwent Proposed Prohibition of Waiting at Any Time	<p>Most of the cars parking there are excess for staff from the nursery as the car park is mostly for parents. A lot of people will struggle finding somewhere to park in order to get to work so ultimately won't be able to look after the children in the nursery. As well as this, it also means that the residents won't be able to park anywhere but drives or any friends or relatives coming to visit which will mean people will lose the social aspect. 9/10 the parking and waiting does not cause any problems.</p>	<p>Thank you for your feedback. The proposed restriction is necessary to ensure clear passage for essential services and avoid danger. Parking in the restricted section has been documented as obstructive, particularly for refuse collection vehicles and delivery lorries.</p> <p>Designated car parking for nursery staff is located nearby. Staff should use the allocated spaces or park further along School Lane where no restriction is proposed and parking does not obstruct access. The restriction is limited to the area where hazards have been identified, minimising impact on residents and visitors.</p>

760	Disagree	AO18 - 2259 School Lane, Caerwent Proposed Prohibition of Waiting at Any Time	This is a dead end road, no obstruction to the lane due to cars being parked. Seems like a waste of council money to implement this and with residents that have driveways which park there cars on the lane due to having 1 or more cars, surely this will affect them too if this action is put into place and not to mention the church which have coffee mornings and events to support local	The Authority has received documented concerns regarding obstructive parking creating safety hazards and blocking access for essential public services, including refuse collection vehicles. The proposed restriction is a necessary intervention to both avoid danger and facilitate the passage of vehicles. The restriction is targeted to the section where hazards have been identified and does not extend along the entire lane, minimising impact on residents and church users.
761	Somewhat Agree	AO18 - 2264 Victoria Way, Undy Proposed Prohibition of Waiting at Any Time	To ensure the safety of children and others remains paramount. The way people park it obstructive and dangerous. I agree that double yellow lines need to be put here but who is going to enforce the rules. People will park here regardless. Will there be a presence of wardens?	Thank you for your comments. The proposed prohibition of waiting is a necessary intervention to avoid danger and facilitate the passage of traffic during school pick-up and drop-off times. Parking at the junction has been documented as obstructive, creating blind spots and forcing vehicles into unsafe manoeuvres, which increases risk for pedestrians and other road users. Enforcement of traffic regulation orders is managed by Monmouthshire's Civil Enforcement Team, who conduct enforcement as resources allow. While continuous presence cannot be guaranteed, the restriction provides a legal basis for action where necessary.
762	Disagree	AO18 - 2264 Victoria Way, Undy Proposed Prohibition of Waiting at Any Time	As living on Pennyfarthing Lane the school closure times already cause dangerous parking on our road ..Parking at junction of Acacia Avenue entering Pennyfarthing causing children to dodge cars ..Our road turns into a one way system at these times ! Cars doing u turns on road sometimes going into pavements ! These plans to Victoria way will cause even more chaos at school times ! A accident waiting to happen ..As traffic will then park further up Acacia and causing even more chaos at school times .Really you need to see school traffic at these closure times to see how bad it gets !	The proposed prohibition of waiting is focused on the junction of Victoria Way and Pennyfarthing Lane to address documented safety hazards caused by obstructive parking during school pick-up and drop-off times. Parking at this location creates blind spots, restricts manoeuvring space, and increases risk for pedestrians and vehicles. The restriction will ensure clear sightlines and safe turning movements at this critical point, improving overall highway safety. We acknowledge your concerns about potential displacement and congestion further along Acacia Avenue. While some redistribution of parking may occur, this is considered a necessary and proportionate consequence of improving safety at the junction, where risks are greatest. The extent of the double yellow lines has been carefully designed to target the most hazardous location while minimising the removal of desirable parking elsewhere.
763	Disagree	AO18 - 2261 The Plantation, Undy Proposed Prohibition of Waiting at Any Time	My concern is that traffic will back up further along the route to the school creating danger due to excessive volume at school delivery and collection times.  My suggestion would be to extend the yellow lines to the adjoining roads encouraging parents to use the hub car park as a drop off and collect point.	The proposed restriction is focused on the junction of The Plantation and Pennyfarthing Lane to address documented safety hazards caused by obstructive parking during school pick-up and drop-off times. This measure ensures clear sightlines and safe turning manoeuvres at this critical location.



				Your suggestion to extend restrictions and encourage use of the hub car park is outside the scope of this specific proposal but has been noted for consideration by Monmouthshire's Traffic Team.
764	Agree	AO18 - 2264 Victoria Way, Undy Proposed Prohibition of Waiting at Any Time	I agree with the reasons given for both 2264 and 2261 (The Plantation, Undy) and would strongly suggest that the junction of Acacia Avenue and Pennyfarthing Lane is considered as well. The implementation of the closure of Pennyfarthing Lane during school pickup/dropoff times has merely pushed the traffic problem further up and down the road (no surprise there!) and failed to address the root cause - over-use of motor vehicles and the concomitant risk to residents and pedestrians. Instead it seems that measures should be taken to improve the safety of risk areas, junctions being a specific one, by reducing parked vehicles at peak times.	Thank you for your comments. The proposed order is designed to enhance safety at the junction of Victoria Way and Pennyfarthing Lane by ensuring clear sightlines and manoeuvring space during critical school times. Parking at this location has been documented as creating hazards for pedestrians and forcing vehicles into unsafe manoeuvres. Your suggestion to consider restrictions at Acacia Avenue is outside the scope of this proposal but has been noted for consideration by Monmouthshire's Traffic Team
765	Disagree	AO18 - 2249 Raglan High Street Proposed Prohibition of Waiting at Any Time	The proposal doesn't take into consideration the lack of parking/stopping for elderly people to use the pharmacy. The pharmacy van which delivers medication can not park in front of the pharmacy to load and of load	Following significant public feedback, the original proposal has been substantially reduced. Only a short 10m section on the northern side will proceed, specifically to prevent visually obstructive parking on the crest of the hill and bend, which is essential for maintaining safe traffic flow. This change minimises the impact on available parking while addressing a critical safety concern. To support accessibility and business operations, a dedicated Disabled Persons Parking Place (AO18-2248) and a Loading Only Bay (AO18-2250) are proposed near the pharmacy. These measures aim to ensure convenient access for elderly visitors and allow the pharmacy van to load and unload safely. Your comments have been noted and recorded by Monmouthshire's Traffic Team.
766	Disagree	AO18 - 2259 School Lane, Caerwent Proposed Prohibition of Waiting at Any Time	A small area at the end of the lane is used for parking by employees of Caerwent Nursery. If this prohibition is enforced it would force employees to park [REDACTED] on a dark evening to access alternative parking. Where they park is not detrimental to any other traffic or residents. If the refuse lorry turning is of concern then the grassed triangle at the end of the lane should be removed to allow a full turning area.	The proposed restriction is necessary to address safety hazards and ensure access for essential public services, including refuse collection vehicles. Parking in the restricted section has been documented as obstructive, particularly for large vehicles turning safely. Designated car parking for nursery staff is located nearby. Staff should use the allocated spaces or park further along School Lane where no restriction is proposed and parking does not obstruct access. Comments regarding the removal of the grassed triangle will be considered by Monmouthshire's Traffic Team.
767	Disagree	AO18 - 2259 School Lane, Caerwent Proposed Prohibition of	The lane should be opened back up to allow access onto the A48 instead of painting double yellow lines everywhere. Some of the residents think this road is exclusively for access to their property, when not so long	The proposed order is focused on addressing documented safety hazards and ensuring access for essential public services by preventing obstructive parking. Your

		Waiting at Any Time	ago it was a through road. This would allow the local services lorry much better access through.	comments have been noted and will be considered by Monmouthshire's Traffic Team.
768	Disagree	AO18 - 2259 School Lane, Caerwent Proposed Prohibition of Waiting at Any Time	I use the very end of this lane for parking to access my job at the local nursery. I have spoken to the land owner who property I park outside of and they have no concerns with me parking there. If this prohibition order is to go ahead I would have to walk down school lane which is not very well lit and down the main road or another unlit lane to access any parking. This would be very unpleasant for a girl walking alone late in the evening.	The proposed restriction is necessary to ensure clear passage for essential services and avoid danger. Parking in the restricted section has been documented as obstructive, particularly for refuse collection vehicles and delivery lorries. Designated car parking for nursery staff is located nearby. Staff may also use the allocated spaces or park further along School Lane where no restriction is proposed and parking does not obstruct access.
769	Agree	AO18 - 2261 The Plantation, Undy Proposed Prohibition of Waiting at Any Time	Also AO18 = 2264. There have been significant parking issues in this area for decades. I do not think the parking restrictions go far enough! I would like to see double yellow lines going all the way up Pennyfarthing Lane to just past the junction with Victoria Way at least on one side of the road. With the continued building of houses in the area meaning there will be more families moving into the area this problem is only going to escalate further. Please consider doing something more radical. I would hate to see anyone get hurt by excessive traffic and selfish/inconsiderate parking. All human life is precious be that child, adult or pensioner!!!	The proposed restriction is targeted at the junction of The Plantation and Pennyfarthing Lane to address the most critical safety concerns identified, including obstructive parking during school times and compromised visibility for turning vehicles. Your suggestion for extending restrictions further along Pennyfarthing Lane is outside the scope of this proposal but has been noted for consideration by Monmouthshire's Traffic Team.
770	Disagree	AO18 - 2261 The Plantation, Undy Proposed Prohibition of Waiting at Any Time	Is this not cover under the basic rules of Highway Code Rule 243, obviously this is not being currently enforced by the relevant agency how does MCC propose enforcement, if the current rules are not being enforced?	While the Highway Code advises against parking within 10 metres of a junction, enforcement requires a formal Traffic Regulation Order. This proposal formalises that guidance and provides a legal basis for enforcement. Enforcement of traffic regulation orders is managed by Monmouthshire's Civil Enforcement Team, who conduct enforcement as resources allow. While continuous presence cannot be guaranteed, the restriction enables action where necessary.
771	Disagree	AO18 - 2261 The Plantation, Undy Proposed Prohibition of Waiting at Any Time	With the road closed restriction not allowing cars to pass the school the situation in this area is already very dangerous with cars turning and parking. I strongly believe in adding double yellow lines would just add to the lack of parking and therefore danger would only be exasperated.	The proposed restriction is necessary to avoid danger and facilitate the passage of traffic during critical school pick-up and drop-off times. Parking at the junction has been documented as creating hazards for pedestrians and forcing vehicles into unsafe manoeuvres. The extent of the double yellow lines has been carefully designed to maintain manoeuvring space and clear sightlines while minimising the removal of desirable parking near residential properties.
772	Disagree	AO18 - 2264 Victoria Way, Undy Proposed Prohibition of Waiting at Any Time	With not being allowed to drive past the school and parking being a real problem around the school it is important no more parking opportunities are taken away. It is only for a very short periods throughout the day.	Thank you for your comments. The proposed restriction is essential to avoid danger and facilitate the passage of traffic during school pick-up and drop-off times. Parking at the junction has been documented as obstructive, creating

				blind spots and increasing risk for pedestrians and vehicles. The extent of the double yellow lines has been carefully designed to maintain manoeuvring space and clear sightlines while minimising the removal of desirable parking near residential properties.
773	Somewh at Agree	AO18 - 2264 Victoria Way, Undy Proposed Prohibition of Waiting at Any Time	I agree with the proposal but think there should also be double yellow lines on the other side of pennyfarthing outside 31, 33, 35 where there is currently a single white line. This is often the only place cars can pull in if someone is coming up hill and the last spot you can really see the crossing from.	The proposed restriction is focused on the junction of Victoria Way and Pennyfarthing Lane to address documented safety hazards caused by obstructive parking during school times. Your suggestion to include restrictions on the opposite side of Pennyfarthing Lane is outside the scope of this proposal but has been noted for consideration by Monmouthshire's Traffic Team.
774	Somewh at Agree	AO18 - 2264 Victoria Way, Undy Proposed Prohibition of Waiting at Any Time	Nobody parks in this location anyway, the real issue is the car that's parked between the driveways to stop people pulling in when they cannot see around the corner, further down the hill if you are doing double yellows please also replace the single white line outside 33, 31, [REDACTED] block	The proposed restriction is intended to formalise safety at the junction by ensuring clear sightlines and safe manoeuvring space during school pick-up and drop-off times. Your comments regarding specific parking behaviour and the suggestion to replace single white lines further down the hill are outside the scope of this proposal but have been noted for consideration by Monmouthshire's Traffic Team.
775	Agree	AO18 - 2264 Victoria Way, Undy Proposed Prohibition of Waiting at Any Time	Please make Pennyfarthing Lane and Victoria Way resident parking only there is going to be a serious accident one day involving parents dropping their children off to school as they drive extremely dangerously particularly when they are late.	The proposed restriction is focused on the junction of Victoria Way and Pennyfarthing Lane to address documented safety hazards caused by obstructive parking during school times. Your suggestion for resident-only parking is outside the scope of this proposal but has been noted for consideration by Monmouthshire's Traffic Team.
776	Agree	AO18 - 2264 Victoria Way, Undy Proposed Prohibition of Waiting at Any Time	Traffic parking on corner especially at school times create blind spots for traffic exiting and entering Victoria way. During school times Victoria way is used by parents for parking and as a turning point which heightens the probability of a two car collision or even worse an adult or child being in collision with a car.	The proposed restriction is a necessary intervention to enhance safety for all road users by ensuring clear sightlines and manoeuvring space at the junction during critical school times. Parking at this location has been documented as creating blind spots and increasing collision risk for both vehicles and pedestrians.
777	Somewh at Agree	AO18 - 2264 Victoria Way, Undy Proposed Prohibition of Waiting at Any Time	Fully behind order, but we have lots of double yellow lines around village, and they are NOT enforced. Seems to be the norm in Monmouthshire. Nothing is enforced. What's the point of making any orders?	Your comments have been noted. Enforcement of traffic regulation orders is managed by Monmouthshire's Civil Enforcement Team, who conduct enforcement as resources allow. While continuous presence cannot be guaranteed, the restriction provides a legal basis for action where necessary.
778	Agree	AO18 - 2213 Ash Tree Road, Caerwent Proposed Prohibition of Waiting at Any Time	Constant silly parking where emergency vehicles would not be able to gain access through.	Your comments have been noted. The restrictions are proposed to prevent obstructive parking and ensure emergency vehicles and essential services can navigate the road unimpeded, fulfilling the duty to facilitate passage and avoid danger.
779	Disagree	AO18 - 2257 Plas Derwen Way, Abergavenny	Legal parking in this street has very little impact on residents as it does not block access to driveways or the rest of the estate.	The proposed order is restricted solely to the immediate vicinity of the A40 junction. This location has

		Proposed Prohibition of Waiting at Any Time	However, any restrictions in Plas Derwen Way are likely to result in drivers parking further on up the street and into Plas Derwen Close/View where the impact would be greater. I cannot see a problem at present and do not want to have one unnecessarily created, funded by my council tax.	been identified as a safety concern due to obstructive parking that compromises sightlines and forces vehicles into unsafe manoeuvres when entering or exiting the junction. The measure is designed to protect the intersection and prevent accidents, in line with Highway Code guidance. We acknowledge concerns about displacement further into the estate. Wider restrictions were previously considered but not implemented following significant opposition during consultation. This revised proposal deliberately avoids extending restrictions beyond the junction to minimise impact on residents while addressing the most critical hazard.
780	Disagree	AO18 - 2249 Raglan High Street Proposed Prohibition of Waiting at Any Time	I believe the changes that want to be made to the high street, are going to massively effect and put the businesses at risk. The high street is the only part of raglan that pulls trade in, people are creatures of habit and convenience. The high street really is integral to Raglan, and parking needs to stay the same.	Following significant public feedback, the original proposal has been substantially reduced. Only a short 10m section on the northern side will proceed, specifically to prevent visually obstructive parking on the crest of the hill and bend, which is essential for maintaining safe traffic flow. This change minimises the impact on available parking while addressing a critical safety concern. Your comments regarding the importance of High Street trade and the need to maintain convenient parking have been noted and recorded by Monmouthshire's Traffic Team.
781	Disagree	AO18 - 2249 Raglan High Street Proposed Prohibition of Waiting at Any Time	This proposal will kill many of the businesses on the highstreet, and impact the residents ability to park their cars.	Following significant public feedback, the original proposal has been substantially reduced. Only a short 10m section on the northern side will proceed, specifically to prevent visually obstructive parking on the crest of the hill and bend, which is essential for maintaining safe traffic flow. This change minimises the impact on available parking while addressing a critical safety concern. Your comments regarding the potential impact on businesses and residents' parking have been noted and recorded by Monmouthshire's Traffic Team.
782	Disagree	AO18 - 2249 Raglan High Street Proposed Prohibition of Waiting at Any Time	Given there are numerous ways to avoid Raglan high street (including, yes, a by-pass) one must conclude that drivers are stopping and /or passing through largely by choice. They are choosing to encounter a potential delay and will have factored in that delay into their journey (this to include bus and delivering time tabling) or they are choosing to negotiate parking and travelling through because they want to provide or use services including Tesco, Morrisons, fish and chips, pub, fuel and pharmacy. These are valued services, which bestow [REDACTED] a rare vibrancy, which we should protect.  The slow moving traffic makes it an easy road to cross at most points along its length.	Following significant public feedback, the original proposal has been substantially reduced. Only a short 10m section on the northern side will proceed, specifically to prevent visually obstructive parking on the crest of the hill and bend, which is essential for maintaining safe traffic flow. This change minimises the impact on available parking while addressing a critical safety concern. Your comments regarding the importance of High Street services, the potential risks of kerb widening, and the need to avoid measures that increase traffic speed have

			<p>Provision of a portion of kerb widening to facilitate crossing may hold unintended dangers, as would any measures which seek to speed up traffic.</p> <p>As there are no resources to enforce traffic limitations and compliance is, in effect, voluntary we are back to human choice.</p> <p>HGVs which have no business in the high street are unwelcome and unnecessary. This is where the council should focus its thinking.</p>	<p>been noted and recorded by Monmouthshire's Traffic Team. Regarding enforcement, Monmouthshire's Civil Enforcement Team is responsible for managing compliance with traffic regulation orders. Enforcement is carried out as resources allow, and while continuous presence cannot be guaranteed, the restrictions provide a legal basis for action where necessary.</p> <p>Your comments about HGV restrictions have also been noted and recorded by Monmouthshire's Traffic Team.</p>
783	Agree	AO18 - 2248 Raglan High Street Proposed Disabled Persons Parking Place (Monday to Sunday, 8:45AM TO 6PM) 1 Limited Waiting Period, No return within 1 hour.	<p>Where do I say this. Please read. The central waiting section of the A40 crossing, (heading eastbound to Newport/monmouth or crossing to the Gorseinon Rd, giving way to fast moving traffic from the Abergavenny direction...THERE IS TOO MUCH SIGNAGE BLOCKING VISIBILITY.</p> <p>SHOULD HAVE SPEED CAMERAS ENFORCING 50mph along Raglan by-pass. Safer, quieter and a great source of income.</p>	<p>Your concerns regarding visibility at the central waiting section of the A40 crossing have been noted. The Authority will review the signage layout to ensure it does not compromise sightlines or safety for vehicles crossing or merging with fast-moving traffic from the Abergavenny direction.</p> <p>With regard to speed enforcement along the Raglan bypass, the installation and operation of speed cameras fall under the jurisdiction of Gwent Police and the GoSafe Partnership, rather than the local authority. We will forward your comments to the relevant enforcement body for consideration.</p>
784	Disagree	AO18 - 2249 Raglan High Street Proposed Prohibition of Waiting at Any Time	<p>There are a lot of elderly people in the village and surrounding area who would not be able to walk from the car park to the shops and carry shopping back. The speed of traffic passing through would increase making it more dangerous for the elderly crossing the road. A lot of drivers don't abide by the rules for the double yellow lines that have been there for many years. Will there be a traffic warden to man it if more lines are painted ?</p>	<p>Following significant public feedback, the original proposal has been substantially reduced. Only a short 10m section on the northern side will proceed, specifically to prevent visually obstructive parking on the crest of the hill and bend, which is essential for maintaining safe traffic flow. This change minimises the impact on available parking while addressing a critical safety concern.</p> <p>Your comments regarding the needs of elderly residents, concerns about increased traffic speed, and the question of enforcement have been noted and recorded by Monmouthshire's Traffic Team. Regarding enforcement, Monmouthshire's Civil Enforcement Team is responsible for managing compliance with traffic regulation orders. Enforcement is carried out as resources allow, and while continuous presence cannot be guaranteed, the restrictions provide a legal basis for action where necessary.</p>
785	Disagree	AO18 - 2263 Merthyr Road, Abergavenny Proposed Revocation of Time Restricted Prohibition of Waiting	<p>1. The chicane of legally parked cars on this upper section of Merthyr Road already makes traffic flow somewhat competitive. This proposal makes emerging from Pant Lane, whether to turn right or left on to Merthyr Road, even more of a blind guess and seems only to legalise the jeopardy currently created because of parked vehicles obscuring the view in either direction. Many Merthyr Road residents at the junction with</p>	<p>The proposal seeks to revoke the existing single yellow line restriction on Merthyr Road to improve parking availability for residents. This change responds to feedback that the current restriction is not essential for maintaining traffic flow or safety, given the width of the carriageway and the lack of off-street parking for some properties.</p>

			<p>Brecon Road have their parking to the rear on Regent Street (whether off or on road); to bring a vehicle from there to the front of the property on Merthyr Road can mean travelling down Prospect Road, right on to Pant Lane, and then right on to Merthyr Road. I would imagine that residents of Prospect Road and this section of Pant Lane, with little other choice, will dislike this proposal even more than I do.</p> <p>2. There is a similar problem directly opposite on this part of Merthyr Road for vehicles emerging from Commercial Street and Lamb Close, especially when seeking to turn left on to Merthyr Road. Sightlines would be much improved by adding yellow lines outside [REDACTED], rather than removing any from in front of [REDACTED]. [Apologies to residents at these addresses but improved sightlines mean improved chances for safety.]</p>	<p>We acknowledge your concerns regarding sightlines at junctions, particularly when emerging from Pant Lane and Commercial Street. While the removal of the restriction will increase parking opportunities, the Authority has considered the balance between visibility and parking needs. Parked vehicles can help calm traffic by reducing speeds and encouraging more cautious driving, which is particularly important in residential areas.</p> <p>The Highway Code advises against parking within 10 metres of a junction, and this principle will continue to apply. Enforcement of obstruction remains possible under existing legislation. Your suggestion to introduce additional yellow lines outside Nos. 23 and 23A to improve sightlines has been noted for consideration by Monmouthshire's Traffic Team. The current proposal focuses on revoking a restriction that was identified as unnecessary for traffic management, while maintaining the ability to address specific safety concerns through future targeted measures if required.</p>
786	Disagree	AO18 - 2249 Raglan High Street Proposed Prohibition of Waiting at Any Time	<p>[REDACTED] ,Our customers all use us and other businesses in the High street because of the convenience of being able to park outside the shops especially those of an elderly age ,The parking is also a natural traffic speed calming to the high street as vehicles are unable to speed through and the parked vehicles enable people to step out onto the road with protection of the parked cars and less distance to cover across the single file of moving traffic ,In all the years we have been here there has never been a fatality or accident involving a pedestrian being hit that we can recall</p> <p>I understand that the congestion can be somewhat annoying for some vehicle drivers but we have a by pass and an alternative route that can be taken if people wish and unless you are needing to come to the shops or pubs there is no need to drive through the high Street .</p> <p>I believe what would help the high street would be policing of the existing double yellow lines that we have to stop drivers from parking on them which creates issue with traffic coming from the Raglan Roundabout in to the village not being able to see through the high street if any on coming traffic from the Beaufort square end coming through .</p> <p>Policing this would solve most of the issues and we would be willing to contribute to the policing of this if it was possible to do .</p> <p>A weight restriction on the high street would also help to stop the large HGVs coming through on poor st navigation also a rerouting of the bus routes would help , Bus stops from Beaufort square could be removed so the bus stops coming into the village via Raglan Roundabout and collecting opposite the crown carpark as they do turning right down Wilcae terrace road to the</p>	<p>Following significant public feedback, the original proposal has been substantially reduced. Only a short 10m section on the northern side will proceed, specifically to prevent visually obstructive parking on the crest of the hill and bend, which is essential for maintaining safe traffic flow. This change minimises the impact on available parking while addressing a critical safety concern.</p> <p>Your comments regarding the importance of convenient parking for businesses and elderly customers, the role of parked vehicles in calming traffic, and the lack of accidents historically have been noted. Suggestions for enforcement of existing yellow lines, weight restrictions for HGVs, bus route adjustments, school bus parking, and a 2-hour parking limit have also been noted and recorded by Monmouthshire's Traffic Team. Regarding enforcement, Monmouthshire's Civil Enforcement Team is responsible for managing compliance with traffic regulation orders. Enforcement is carried out as resources allow, and while continuous presence cannot be guaranteed, the restrictions provide a legal basis for action where necessary.</p>

			<p>other bus stop leaving the village back out on to the old Usk road and looping back onto the Raglan roundabout if going north saving having to cross the dangerous A40 junction at the top end of the village and leaving there back ends out in the dual carriageway whilst trying to cross this junction (which I have personally witnessed) . I don,t believe it is necessary for there to be 4 lots of Bus stops in such a small village .The crown end of the village is also flat and more easily accessible to disabled or infirm passengers . Monmouthshire county council school empty buses being driven through the high street to park at Station road depot are also causing issues in the street why cant they be parked at Usk county hall as before or left at the respective schools Monmouthshire county council are not helping the situation . Also I believe a [REDACTED] all day by some motorists car sharing ,but exceptions would be required for residents living on the High street,</p> <p>In My view these measures would help significantly in reducing the congestion at certain times of the day and would very pretty easy and inexpensive to implement and not cause significant harm to our businesses and vibrant Village which is very unique in these times .</p> <p>I believe the plans proposed would be seriously damaging to the businesses of the village and create just another village with boarded up shops and no sole something I hope not to see in my lifetime</p> <p>will await your response</p> <p>[REDACTED]</p>	
787	Disagree	AO18 - 2249 Raglan High Street Proposed Prohibition of Waiting at Any Time	<p>If the TRO means the extension of Double Yellow Lines along the High Street, I would definitely object. I would like to see an answer to the proposals made by Raglan Community Council in 2024 to extend the pavement outside the pharmacy and why Raglan Community Council have not received an answer to that proposal. A restriction of weight and width of vehicles using the High Street would be useful, but who is going to enforce any restrictions implemented. I do not agree to a designated loading bay for Tesco, which could limit parking for the general public</p>	<p>Following significant public feedback, the original proposal has been substantially reduced. Only a short 10m section on the northern side will proceed, specifically to prevent visually obstructive parking on the crest of the hill and bend, which is essential for maintaining safe traffic flow. This change minimises the impact on available parking while addressing a critical safety concern.</p> <p>Your comments regarding the pavement extension proposal from Raglan Community Council, weight and width restrictions for vehicles, and opposition to a designated loading bay for Tesco have been noted and recorded by Monmouthshire's Traffic Team. Regarding enforcement, Monmouthshire's Civil Enforcement Team is responsible for managing compliance with traffic regulation orders. Enforcement is carried out as resources allow, and while continuous presence cannot be guaranteed, the restrictions provide a legal basis for action where necessary.</p>
788	Agree	AO18 - 2257 Plas Derwen Way, Abergavenny Proposed Prohibition of	<p>The implementation of this order would have no impact on many residents of the Plas Derwen estate, but would have a huge effect on those of us who live in the area affected by the proposed order.</p>	<p>The Authority acknowledges the serious concerns raised regarding obstructive parking, blocked driveways, reduced visibility, and the wider impact on safety and</p>

		Waiting at Any Time	<p>The large number of cars which are parked outside our homes pose a danger - obstructing views and blocking driveways and frequently failing to observe speed limits as they enter and exit the estate.</p> <p>My view as I exit - or attempt to exit - my driveway is frequently blocked as is that of my neighbours - frankly this is an accident waiting to happen and we have all experienced near misses as we attempt to edge out between closely parked vehicles. I have repeatedly reported this to the police and was recently prevented from attending a medical appointment by a thoughtlessly parked car which encroached onto my access route.</p> <p>Last year two cars were completely destroyed by fire, which had it not been for the swift actions of the fire service would also have destroyed my beech hedge, which as it was, was damaged.</p> <p>In recent weeks we have subjected to abuse from drivers. While my neighbour was verbally abused and spat at by an angry driver, I received a mouthful of abuse from a driver enjoying an 'evening snack' who I respectfully asked not to put his beer cans in my garden waste bin which was awaiting collection and which I pay £50 for the privilege of using!</p> <p>Two more elderly neighbours have been terrified after speaking to a driver who threatened to 'come back and burn their house down' and 'kill them' after they had asked politely how long the vehicle was going to remain blocking their drive.</p> <p>In short, most residents in this part of the estate are fearful of repercussions from drivers who have simply been asked to park in a considerate and safe fashion. Many of us are elderly - I am an 83 year woman, living alone - or disabled and rely on our cars to remain independent. I count myself as good driver but there have been many occasions when I have failed to leave my drive thanks [REDACTED] on either side of the space.</p> <p>All too often these cars are parked for long periods of time - sometimes as long as three weeks, while their owners use Plas Derwen Way as a (free) extension of the railway station car park.</p> <p>We pay a considerable amount each year in council tax and receive very little - in fact the damage done to the road by last year's car fire is still to be repaired.</p> <p>It seems that by further delaying the implementation of these parking restrictions MCC is simply pandering to the wishes of a minority of residents who feel no impact of these issues.</p> <p>This problem has affected us for many years, with no resolution and I hope that introducing these parking restrictions will finally allow us to access our properties easily and safely.</p> <p>I have a number of photographs to illustrate the problems which I am able to provide if necessary.</p>	<p>quality of life.</p> <p>The proposed order is limited in extent solely to the immediate vicinity of the A40 junction. This location has been identified as a critical safety concern where obstructive parking compromises sightlines and forces vehicles into unsafe manoeuvres when entering or exiting the junction. The measure is designed to protect the intersection and prevent accidents, in line with the Highway Code and the Authority's statutory duty to maintain highway safety.</p> <p>We note your comments about vehicles obstructing driveways, causing near misses, and creating hazards when residents attempt to exit their properties. These issues highlight the importance of maintaining clear visibility at junctions, which is the primary objective of this proposal. The restriction will ensure that vehicles cannot park in positions that block sightlines or create dangerous conditions for drivers approaching or leaving the A40.</p> <p>Your concerns about anti-social behaviour, verbal abuse, and threats from drivers are deeply troubling. While these matters fall outside the scope of this Traffic Regulation Order, they underscore the need for measures that reduce conflict and improve safety in the highway environment. Similarly, the fire incident you described demonstrates the risks associated with vehicles parked for extended periods in unsuitable locations.</p> <p>This proposal is considered necessary and proportionate to address the most hazardous location identified, while minimising the removal of on-street parking elsewhere in the estate.</p> <p>Enforcement of the restriction will provide a clear legal basis for action where vehicles park in contravention of the order.</p> <p>Your comments and supporting evidence have been recorded as part of the consultation process.</p>
789	Disagree	AO18 - 2249 Raglan High Street Proposed	It will harm trade in Raglan. It will lead to an increase in vehicle speeds. It will not be monitored or enforced.	Following significant public feedback, the original proposal has been substantially reduced. Only a



		Prohibition of Waiting at Any Time		<p>short 10m section on the northern side will proceed, specifically to prevent visually obstructive parking on the crest of the hill and bend, which is essential for maintaining safe traffic flow. This change minimises the impact on available parking while addressing a critical safety concern.</p> <p>Your comments regarding potential harm to trade and concerns about increased vehicle speeds have been noted and recorded by Monmouthshire's Traffic Team. Regarding enforcement, Monmouthshire's Civil Enforcement Team is responsible for managing compliance with traffic regulation orders. Enforcement is carried out as resources allow, and while continuous presence cannot be guaranteed, the restrictions provide a legal basis for action where necessary.</p>
790	Somewh at Agree	AO18 - 2259 School Lane, Caerwent Proposed Prohibition of Waiting at Any Time	<p>School Lane is a busy road that serves the Baptist Church several days a week, St Tathans Church on busy funeral and wedding days, the nursery, a number of residents, tourists, children walking to and from school bus stops and dog walkers. So it's a bit of an anomaly both in terms of usage and given the fact that there is NO pavement. There are days when residents cannot easily exit their driveways due to heavy parking. Large refuse and delivery lorries also struggle, in particular to find safe areas to turn around. Another problem is that some parents and guardians picking up children from the nursery on the A48 drive too fast, maybe not realising that school children and dog walkers will also be using the road. Having seen a couple of near misses lately between drivers and pedestrians, I asked the nursery to kindly remind users to drive with caution and consideration for others. It's a shame that the CADW barns parking isn't used more often by those using School Lane although I appreciate it's not appropriate that people with mobility issues would be expected to park there and walk up to the church (for example). Having said all of that, putting double yellow lines in a large section of School Lane will just push the problem further up the Lane, closer to the war memorial. Would it not be possible to double yellow a section that would enable large lorries to turn safely and also put access protection markings (white lines) across and slightly beyond the residents' driveways right the way along School Lane?</p>	<p>The proposed restriction is a necessary intervention to address safety hazards and ensure access for essential public services, such as refuse collection vehicles. Parking in the restricted section has been documented as obstructive, creating hazards and blocking turning space for large vehicles. The Authority is proposing targeted restrictions to minimise impact while addressing the most critical safety concerns. Comments regarding alternative restriction locations and access protection markings have been noted for consideration by Monmouthshire's Traffic Team.</p>
791	Somewh at Agree	AO18 - 2250 Raglan High Street Proposed Time Limited Loading Bay (Monday to Sunday, 07:00am – 10:00am)	<p>counter proposal for village parking. on north side of high street unloading only outside Beaufort Arms, followed by time limited parking up the the garage. on south side bus stop followed by unloading only as far as Tesco, then no parking until the old Post Office with time limited parking. No blue badge parking ( there are alternatives behind Morrissons and surgery prescriptions) and possible resident permits to override time</p>	<p>The Loading Only Bay (07:00–10:00) is proposed as part of a coordinated scheme to maintain essential loading availability for Tesco and other businesses following wider restrictions. This measure ensures deliveries occur safely and efficiently during peak morning hours without obstructing traffic flow.</p> <p>Your counter-proposal for</p>

			limited parking. I suspect there are a few two and council proposal.	alternative bay locations and resident permits is noted; however, the Authority must balance operational needs with highway safety. The proposed loading bay is positioned to serve the primary retail premises most affected by delivery requirements. Introducing multiple unloading zones and resident permit exemptions would significantly increase complexity and enforcement challenges, reducing the effectiveness of the scheme. Blue badge parking has been provided through a dedicated Disabled Persons Parking Bay near the pharmacy to maintain accessibility for vulnerable users. Alternative parking behind Morrisons remains available for general use. Resident permit schemes are not currently supported in Raglan due to enforcement resource limitations and the need for consistent, clear regulations.
792	Disagree	AO18 - 2249 Raglan High Street Proposed Prohibition of Waiting at Any Time	Traffic will speed through the village, there will be a higher risk of someone being knocked over crossing the street which has no crossing points. This will also lead to less shoppers and will have a detrimental effect on Raglan.	Following significant public feedback, the original proposal has been substantially reduced. Only a short 10m section on the northern side will proceed, specifically to prevent visually obstructive parking on the crest of the hill and bend, which is essential for maintaining safe traffic flow. This change minimises the impact on available parking while addressing a critical safety concern. Your comments regarding pedestrian safety, lack of crossing points, and potential impact on local trade have been noted and recorded by Monmouthshire's Traffic Team.
793	Agree	AO18 - 2257 Plas Derwen Way, Abergavenny Proposed Prohibition of Waiting at Any Time	The Plas Derwen estate was once a most pleasant and tranquil area; however, this serenity has been severely disrupted in recent times as commuters have begun using our streets as an overflow car park for the nearby train station. It is deeply frustrating to return home after a day's work to find the estate congested with vehicles belonging to non-residents. This not only creates an unsightly environment but also causes significant inconvenience to those of us who live here. Residents pay a considerable amount in council tax each month, in addition to an annual fee for the upkeep of the estate, yet we are forced to contend with selfish and inconsiderate parking — with some vehicles left for several days, or even a fortnight at a time, while their owners are away. The council must accept some responsibility for this situation. A substantial sum has been spent transforming the train station into what many consider an unattractive development, while simultaneously reducing available parking through expanded disabled access on an already inadequate car park. It is difficult to understand why those funds were not allocated towards increasing parking	Thank you for your detailed comments. The proposed order is limited to the immediate vicinity of the A40 junction, which has been identified as a critical safety concern. Obstructive parking at this location compromises visibility and forces vehicles into unsafe manoeuvres when entering or exiting the junction. The restriction is designed to protect sightlines and reduce collision risk, in line with the Highway Code and the Authority's statutory duty to maintain highway safety. Wider restrictions within Plas Derwen Way were previously proposed under a different traffic order but were not progressed following significant negative feedback during consultation. This revised proposal focuses solely on the junction to address the most hazardous location identified while minimising the removal of on-street parking elsewhere.

			<p>capacity, rather than continually lecturing residents under the guise of environmental concerns.</p> <p>There is growing anger and frustration among residents, and I genuinely fear that, unless decisive action is taken soon, tensions may escalate and damage to vehicles could occur. This issue demands urgent attention before matters deteriorate further.</p>	
794	Agree	AO18 - 2249 Raglan High Street Proposed Prohibition of Waiting at Any Time	<p>This is a very sound proposal. It would be a huge improvement to the public realm. There is no justification for allowing waiting on both sides of the High Street. At the moment there is almost constant parking on both sides causing regular disruption to traffic flow. There is a free car park a short walk away which is very little used. I also support TRO AO18 2248 and AO18 2250 (disabled parking and loading bay). The next step would be to create a shared traffic/pedestrian space with attractive new paving and ultimately a one way system with traffic flowing only west to east with westbound traffic diverted along Monmouth Road to join the A40 east of the town.</p>	<p>Following significant public feedback, the original proposal has been substantially reduced. Only a short 10m section on the northern side will proceed, specifically to prevent visually obstructive parking on the crest of the hill and bend, which is essential for maintaining safe traffic flow. This change minimises the impact on available parking while addressing a critical safety concern.</p> <p>Your support for the proposal and suggestions for shared traffic/pedestrian space and a one-way system have been noted and recorded by Monmouthshire's Traffic Team.</p>
795	Disagree	AO18 - 2249 Raglan High Street Proposed Prohibition of Waiting at Any Time	<p>The proposal for yellow lines to be put along one side of Raglan High St is unsuitable - it cannot be policed adequately and is therefore unlikely to be adhered to. The prohibiting of all parking is likely to increase the overall speed of vehicles and in itself will not make crossing the busy and well used High Street any safer. A resident's proposal that the yellow lines already in place should be extended to go over the brow of the hill to help provide a vantage point for drivers without having to pull out into the road to have sight of on-coming traffic, is far more practical.</p>	<p>Following significant public feedback, the original proposal has been substantially reduced. Only a short 10m section on the northern side will proceed, specifically to prevent visually obstructive parking on the crest of the hill and bend, which is essential for maintaining safe traffic flow. This change minimises the impact on available parking while addressing a critical safety concern.</p> <p>Your comments regarding enforcement, concerns about increased speed, and the suggestion to extend existing yellow lines for improved visibility have been noted and recorded by Monmouthshire's Traffic Team. Regarding enforcement, Monmouthshire's Civil Enforcement Team is responsible for managing compliance with traffic regulation orders. Enforcement is carried out as resources allow, and while continuous presence cannot be guaranteed, the restrictions provide a legal basis for action where necessary.</p>
796	Somewhat Agree	AO18 - 2249 Raglan High Street Proposed Prohibition of Waiting at Any Time	<p>This also applies to TRO's A18-2249 and 2250.</p> <p>There is a traffic issue with this section of Raglan's High Street.</p> <p>Whilst there was a convenience store there previously, its opening times were limited to 9.00am to 6.00pm and as Tesco is open for longer hours and with the range of products and prices it offers, it has attracted an increase in footfall from outside of Raglan and the associated increase in vehicle movements.</p>	<p>Following significant public feedback, the original proposal has been substantially reduced. Only a short 10m section on the northern side will proceed, specifically to prevent visually obstructive parking on the crest of the hill and bend, which is essential for maintaining safe traffic flow. This change minimises the impact on available parking while addressing a critical safety concern.</p> <p>Your comments regarding bus routes, school bus movements, pavement widening, pedestrian</p>

			<p>I gather that the proposal to investigate traffic movement have been brought by bus services and refuse collections, due to insurances claims following damage to parked vehicles.</p> <p>At the consultation meeting suggestions were raised asking if the school buses leaving and returning to the highways depot on Station Road could not use High Street, this would mean that vehicles had to use the "dangerous" junction on the A40 to the west of the village.</p> <p>This is another long running issue, but these busses do cross this junction as children travel from across the county to their respective schools.</p> <p>There was also discussions regarding the route of the Newport bus through the village between Monmouth to Usk and vice versa, to avoid High Street. This would of course require negotiations with Newport bus operators and could not be guaranteed.</p> <p>The proposal raised by one of the community councillors which had originally come from the school, was to provide a widened pavement outside the chemist, to improve pedestrian crossing.</p> <p>Currently, to cross, pedestrians as you know, have to step between parked cars, assess the opportunity to cross and then enter the row of parked cars on the opposite side. If the gaps don't align, a change of direction whist on the road has to take place.</p> <p>A problem is that when travelling from the west passed the petrol station, the carriageway rises and bends to the left, creating a blind spot of traffic travelling from the east, uphill.</p> <p>My question is, could the pavements on either side of the carriageway, (outside the chemist) be widened, with a pedestrian crossing, creating a traffic calming section, giving priority to cars moving eastwards, and to install a similar calming measure at the brow of the hill, giving priority to cars moving west.</p> <p>This would provide two potential crossing points for pedestrians, allowing priority for traffic within this section to leave, slow down traffic movement and potentially, reduce the "stand offs" of vehicles.</p> <p>The provision of the double yellow lines, parking and loading bays could be installed as per the proposals on the table or amended to suit current highways design, including the concerns raised at the public meeting.</p> <p>I would like to thanks [REDACTED] attended the meeting, especially their patience.</p>	<p>crossings, and alternative traffic calming measures have been noted and recorded by Monmouthshire's Traffic Team.</p>
797	Disagree	AO18 - 2249 Raglan High Street Proposed	<p>This would allow traffic to move without obstruction meaning higher speeds and drivers passing close to pavements on that</p>	<p>Following significant public feedback, the original proposal has been substantially reduced. Only a</p>

		Prohibition of Waiting at Any Time	<p>side, which are very narrow in parts. The street is always busy with parked cars which can cause problems with flow, but it does slow the traffic and is obviously needed by customers of the various businesses here. The double yellow lines already in place near Morrisons are constantly abused, though they are actually well placed to allow drivers from that direction to get a clear view of approaching traffic.</p> <p>A disabled parking space would be welcomed by many but it's suggested position - virtually opposite the loading bay - would surely cause a bottleneck here. I'd be very interested in the crossing point which was brought to our attention at the meeting. It seems an obvious project to look at, with minimal loss of parking spaces (no need for zigzags in this proposal) and a safer place to cross.</p> <p>The sad fact is that many people will continue to ignore double yellow lines and similarly, blue badge spaces unless there is some consequence to their actions. A few parking tickets handed out over the space of a month and then sporadic checks going forward might encourage more considerate and legal parking.</p> <p>Raglan has a busy High St with an increasing volume of traffic, it would be good to discourage through traffic as much as possible and these proposals would have the opposite effect.</p>	<p>short 10m section on the northern side will proceed, specifically to prevent visually obstructive parking on the crest of the hill and bend, which is essential for maintaining safe traffic flow. This change minimises the impact on available parking while addressing a critical safety concern.</p> <p>Your comments regarding potential speed increases, narrow pavements, the location of the proposed disabled bay, interest in a crossing point, and discouraging through traffic have been noted and recorded by Monmouthshire's Traffic Team.</p> <p>Regarding enforcement, Monmouthshire's Civil Enforcement Team is responsible for managing compliance with traffic regulation orders. Enforcement is carried out as resources allow, and while continuous presence cannot be guaranteed, the restrictions provide a legal basis for action where necessary.</p>
798	Disagree	AO18 - 2251 Kings Street/Lion Street, Abergavenny Time Restricted Prohibition of Loading (Monday to Sunday, 07:30 – 18:00)	<p>For the last 12-15 years I had helped my elderly aunt [REDACTED] of [REDACTED], look after her disabled husband [REDACTED] along with carers. Since his passing Dec' 2020 I have looked after my aunt who is housebound delivering hot meals everyday of the week parking outside her home for no longer than 30 minutes, I also take her to and from Doctors/ Hospital appointments as she is unable to walk many steps I pick her up outside her front door, I am very concerned how this will affect me and my aunt, she is 92 years of age and very worried how this proposal will affect our situation.</p> <p>Kind regards. [REDACTED].</p>	<p>The Authority fully understands the importance of being able to support vulnerable residents and appreciates the concern this proposal raises.</p> <p>This order has been requested by Monmouthshire's Public Transport Unit to address a persistent highway safety issue and ensure the safe passage of public transport vehicles. The location is a critical point where stationary vehicles—even for short periods—create significant hazards, forcing buses and other large vehicles into unsafe manoeuvres. For this reason, the proposed restriction is a Prohibition of Loading, which means stopping for any loading or unloading activity will not be permitted at any time.</p> <p>Whilst we recognise this may cause inconvenience for carers and family members. This measure is considered necessary and proportionate to improve road safety and maintain traffic flow for all road users, including emergency and public transport vehicles.</p>
799	Agree	AO18 - 2248 Raglan High Street Proposed Disabled Persons Parking Place (Monday to Sunday, 8:45AM TO 6PM) 1 Limited Waiting	<p>It only makes sense to do this if MCC actually do what they've been asked to do by Raglan Community Council and put a crossing point across the road between the Chemist and Tesco's. Then any disabled people can cross the road safely.</p>	<p>The proposed Disabled Persons Parking Place is intended to maintain accessible parking provision near key amenities following the loss of an existing bay. The suggestion for a pedestrian crossing between the chemist and Tesco's is noted; however, this is a separate matter outside the scope</p>

		Period, No return within 1 hour.		of the current proposal. Your comments have been noted by Monmouthshire's Traffic Team for consideration as part of wider pedestrian safety improvements.
800	Disagree	AO18 - 2250 Raglan High Street Proposed Time Limited Loading Bay (Monday to Sunday, 07:00am – 10:00am)	<p>I understand why the supermarket want this but this should all have been evaluated when they took over the small village supermarket rather than one year later. It is notable that the evening delivery comes in a smaller vehicle which causes minimal issue whereas the morning delivery comes in the largest HGV so was always going to cause an issue. Why can't the supermarket use a smaller vehicle in the morning as well.</p> <p>Current deliveries are made by 9am so don't agree with restriction until 10am</p> <p>The previous supermarket owner had deliveries at 7am and there was never an issue.</p> <p>Therefore I believe the supermarket could resolve this themselves by delivering in the smaller vehicles earlier in the morning.</p>	<p>The Loading Only Bay is proposed to ensure safe and legal loading for all businesses during peak morning hours. While operational choices such as vehicle size and delivery scheduling are matters for the retailer, the Authority must provide infrastructure that accommodates current practices and prevents obstruction of the highway.</p> <p>The 07:00–10:00 window was selected to cover the period when deliveries typically occur, ensuring flexibility for businesses while minimising disruption to general traffic. Reducing the time window could lead to congestion if deliveries overlap or are delayed. The Authority cannot mandate vehicle size but recognises that the loading bay provides a controlled space to mitigate the impact of larger vehicles.</p>
801	Agree	AO18 - 2257 Plas Derwen Way, Abergavenny Proposed Prohibition of Waiting at Any Time	<p>This is an increasingly busier junction with visibility from the A40 Monmouth Road from the Fenni direction being restricted by the boundary wall between the estate and the main road. The renovation works on the Plas Derwen Inn are progressing and will generate additional traffic numbers when opened for business. The restrictions proposed will (if complied with) will offer greater certainty of visibility to drivers.</p> <p>However, it is disappointing that this order will offer no relief for resident drivers who have to navigate several chicanes, a blind 90' bend with adjoining junction which requires driving on the wrong side of the road to avoid the many parked cars whose owners are using the area for daily and extended (+ one week) railway parking. There is a tremendous facility for +100 parking one station further down the line if used could resolve this this problem.</p> <p>May I suggest that the yellow lines be extended into the estate with parking being limited to 6 hours in ant one day.</p>	<p>Thank you for your observations. The proposed restriction at the A40 junction is intended to improve visibility and reduce risk where vehicles enter and exit the estate. This location has been identified as a priority due to obstructive parking that compromises sightlines and creates hazards for approaching traffic.</p> <p>Wider restrictions within Plas Derwen Way were previously proposed but did not proceed following significant negative feedback during consultation. The current proposal is therefore focused solely on the junction to address the most immediate safety concern while minimising the removal of on-street parking elsewhere. Your suggestion for extended waiting restrictions has been noted.</p>
802	Disagree	AO18 - 2249 Raglan High Street Proposed Prohibition of Waiting at Any Time	<p>Absolutely oppose for safety reasons as well as commercial</p> <p>1. The current arrangement with cars parked on both sides of the road means that vehicles travelling through the High Street in either direction do so typically at a speed well below the speed limit. If this proposal is implemented it would mean cars could travel in both directions without any reduction in speed. A recent Go Safe speed survey outside of the school showed 60% of cars travelling above the speed limit (available on request) and it would be the same here. This would make it virtually impossible for vulnerable adults and children to cross the road safely.</p> <p>It should be noted that with the Chemist and supermarket on opposite sides of the road, crossing the road is very necessary for the elderly.</p>	<p>Following significant public feedback, the original proposal has been substantially reduced. Only a short 10m section on the northern side will proceed, specifically to prevent visually obstructive parking on the crest of the hill and bend, which is essential for maintaining safe traffic flow. This change minimises the impact on available parking while addressing a critical safety concern.</p> <p>Your comments regarding pedestrian safety, lack of crossing points, traffic flow evaluation, A40 junction changes, and the importance of High Street businesses for local wellbeing have been noted and recorded by Monmouthshire's Traffic Team.</p>

			<p>2. The change to traffic flow at the A40 junction that MCC agreed to over 18 months ago has still not been completed. This is despite Cathrin Maby agreeing with Ken Skates that it would be done. Her recent excuse was that a traffic flow effect evaluation for the High Street would need to be done. As this is a significant change to the High Street itself I would expect a traffic flow effect evaluation to be completed and submitted alongside the TRO so that a proper understanding could be had of the likely effect of the change.</p> <p>3. The success of Raglan as a village in part comes from the fact that we have commercial businesses that would not normally be sustainable in a village of our size. The ability of passing shoppers, often doing a quick divert from the A40, to pop in for a quick shop supports these businesses which in turn supports access to local shops for the elderly in our village. Over 50% of the residents in the village are of retirement age and access to local shops is very important to their wellbeing. If you remove parking on the High Street you will decimate the footfall through these shops and they will then disappear causing a detrimental effect on the wellbeing of residents.</p> <p>To be clear we have a supermarket, clothes shop, butchers, post office, garage with supermarket, fish &amp; chip shop and a chemist.</p>	
803	Somewhat Agree	AO18 - 2257 Plas Derwen Way, Abergavenny Proposed Prohibition of Waiting at Any Time	<p>The proposed yellow lines are welcome but do not go far enough on Plas Derwen Way as they will not help the situation in any way in fact will only exacerbate the situation. The lines in the present proposal are unnecessary because they only prevent parking near a junction or across the driveway to the Plas Derwen Pub which is illegal anyway. This is a complete waste of time resources and money from an already struggling authority and as a resident and someone who pays a high rate of council tax is disturbing</p>	<p>The proposed restriction is limited to the A40 junction to address a documented safety hazard where obstructive parking compromises visibility and creates collision risk. While parking near junctions is discouraged under the Highway Code, enforcement requires a formal Traffic Regulation Order. This measure ensures compliance and provides a legal basis for enforcement where necessary. Wider restrictions within Plas Derwen Way were previously proposed but were not progressed following significant negative feedback during consultation. The current proposal is considered necessary and proportionate to address the most critical hazard while minimising impact on residents.</p>
804	Disagree	AO18 - 2249 Raglan High Street Proposed Prohibition of Waiting at Any Time	<p>This will kill the businesses on the High Street. Yellow lines down one side only would be sufficient to prevent the usual blockage. Plus traffic calming bumps if speed is an issue.</p>	<p>Following significant public feedback, the original proposal has been substantially reduced. Only a short 10m section on the northern side will proceed, specifically to prevent visually obstructive parking on the crest of the hill and bend, which is essential for maintaining safe traffic flow. This change minimises the impact on available parking while addressing a critical safety concern.</p> <p>Your comments regarding business impact and suggestions for alternative measures such as yellow lines on one side only and traffic calming bumps have been noted</p>

				and recorded by Monmouthshire's Traffic Team.
805	Disagree	AO18 - 2249 Raglan High Street Proposed Prohibition of Waiting at Any Time	At present the cars parked on both sides of the road act to slow down traffic. If there are traffic restrictions in the high street then cars will be driven faster through the village and this could well be dangerous to pedestrians trying to cross the road. Also the inability to park will cause a drop in footfall in the local shops.	Following significant public feedback, the original proposal has been substantially reduced. Only a short 10m section on the northern side will proceed, specifically to prevent visually obstructive parking on the crest of the hill and bend, which is essential for maintaining safe traffic flow. This change minimises the impact on available parking while addressing a critical safety concern. Your comments regarding the role of parked cars in calming traffic and concerns about pedestrian safety and business impact have been noted and recorded by Monmouthshire's Traffic Team.
806	Disagree	AO18 - 2248 Raglan High Street Proposed Disabled Persons Parking Place (Monday to Sunday, 8:45AM TO 6PM) 1 Limited Waiting Period, No return within 1 hour.	It would kill the passing trade with motorists being able to park and shop conveniently. If this was implemented the village would become yet another pedestrianised ghost town. The current system has been used successfully for decades. Leave it as it is please!	The proposed Disabled Persons Parking Place is intended solely to maintain accessible parking provision for disabled residents and visitors near key amenities. It will not significantly reduce general parking availability and therefore should not impact passing trade. Additionally, Following significant public feedback, the original proposal has been substantially reduced. Only a short 10m section on the northern side will proceed, specifically to prevent visually obstructive parking on the crest of the hill and bend, which is essential for maintaining safe traffic flow. This change minimises the impact on available parking while addressing a critical safety concern.
807	Disagree	AO18 - 2248 Raglan High Street Proposed Disabled Persons Parking Place (Monday to Sunday, 8:45AM TO 6PM) 1 Limited Waiting Period, No return within 1 hour.	I think it will be the end for the businesses in Raglan by restricting parking. People already speed through the village and this will only encourage even faster driving. The buses that pass through could easily change the bus stops to Usk Rd then the buses would not need to go through the High Street and get on the dual carriageway via the roundabout. This would also stop the dangerous crossing at Monmouth Rd end. Please do not kill our lovely village	The Disabled Persons Parking Place is proposed to ensure accessible parking remains available for disabled residents and visitors. Comments regarding bus routes, traffic speed, and pedestrian safety are outside the scope of this proposal and have been noted by Monmouthshire's Traffic Team for consideration as part of wider transport planning. Additionally, Following significant public feedback, the original proposal has been substantially reduced. Only a short 10m section on the northern side will proceed, specifically to prevent visually obstructive parking on the crest of the hill and bend, which is essential for maintaining safe traffic flow. This change minimises the impact on available parking while addressing a critical safety concern.
808	Somewhat Agree	AO18 - 2249 Raglan High Street Proposed Prohibition of Waiting at Any Time	Only one side of the road, the chemist side! I [REDACTED], the amount of driver's speeding is getting worse, why cannot a mobile camera unit be placed in [REDACTED]	Following significant public feedback, the original proposal has been substantially reduced. Only a short 10m section on the northern side will proceed, specifically to prevent visually obstructive parking on the crest of the hill and bend, which is essential for maintaining



				<p>safe traffic flow. This change minimises the impact on available parking while addressing a critical safety concern.</p> <p>Your comments regarding speed concerns, the suggestion for a mobile speed camera, and limiting restrictions to one side of the High Street have been noted and recorded by Monmouthshire's Traffic Team.</p>
809	Somewhat Agree	AO18 - 2248 Raglan High Street Proposed Disabled Persons Parking Place (Monday to Sunday, 8:45AM TO 6PM) 1 Limited Waiting Period, No return within 1 hour.	The frequent traffic chaos on Raglan High Street needs to be addressed. Double yellow lines on [REDACTED] would seem to be enough of a change. There is an adequate car park very near the high street which can easily accommodate the parked vehicles.	<p>The Disabled Persons Parking Place is proposed as part of a cohesive scheme to improve accessibility. Additionally, Following significant public feedback, the original proposal has been substantially reduced. Only a short 10m section on the northern side will proceed, specifically to prevent visually obstructive parking on the crest of the hill and bend, which is essential for maintaining safe traffic flow. This change minimises the impact on available parking while addressing a critical safety concern.. Your comments regarding alternative measures and car park usage have been noted by Monmouthshire's Traffic Team.</p>
810	Disagree	AO18 - 2249 Raglan High Street Proposed Prohibition of Waiting at Any Time	<p>I feel it will be more difficult for people (especially who have limited mobility, of which there are a lot in the village) to park near to the high street and therefore discourage people from using the local shops.</p> <p>I also worry that with less parked cars drivers will be tempted to drive faster through this high street and be less vigilant for pedestrians</p>	<p>Following significant public feedback, the original proposal has been substantially reduced. Only a short 10m section on the northern side will proceed, specifically to prevent visually obstructive parking on the crest of the hill and bend, which is essential for maintaining safe traffic flow. This change minimises the impact on available parking while addressing a critical safety concern.</p> <p>Your comments regarding mobility challenges, access to local shops, and concerns about increased traffic speed have been noted and recorded by Monmouthshire's Traffic Team.</p>
811	Disagree	AO18 - 2249 Raglan High Street Proposed Prohibition of Waiting at Any Time	Restrict vehicles over [REDACTED], restricting parking will not benefit village life and any restriction would be ignored as who is going to police any breaches	<p>Following significant public feedback, the original proposal has been substantially reduced. Only a short 10m section on the northern side will proceed, specifically to prevent visually obstructive parking on the crest of the hill and bend, which is essential for maintaining safe traffic flow. This change minimises the impact on available parking while addressing a critical safety concern.</p> <p>Your comments regarding weight restrictions and enforcement have been noted and recorded by Monmouthshire's Traffic Team.</p> <p>Regarding enforcement, Monmouthshire's Civil Enforcement Team is responsible for managing compliance with traffic regulation orders. Enforcement is carried out as resources allow, and while continuous presence cannot be guaranteed, the restrictions provide</p>

				a legal basis for action where necessary.
812	Somewh at Agree	AO18 - 2248 Raglan High Street Proposed Disabled Persons Parking Place (Monday to Sunday, 8:45AM TO 6PM) 1 Limited Waiting Period, No return within 1 hour.	<p>[REDACTED]. I will gratefully welcome more yellow lines.</p> <p>I think the disabled spot needs to be on the same side as the loading bay by extons. We currently see people thinking they can be somehow unnoticed parking on double yellows if they squeeze close behind a legally parked car. Giving any availability on that side of the road will encourage violation I feel. But would rather this current proposal than nothing.</p> <p>The hight street really needs some speed bumps or a give way to calm the through traffic speed (a lot driving through from Chepstow including lorries).</p> <p>There's currently a temporary traffic light by Castle Gate Medical Practice and this is calming the through traffic a lot. Could this light be put in one way (for people entering the village) permanently? Considering the new development will be there too.</p> <p>The car park by the school isn't providing enough spaces to deal with the entire school, church events and people using the local amenities. We already have high volumes of illegal parking during school pick up. Could the council utilise the old school plot for more parking? We have more houses being built in the village right now and the school has capacity to take in more students. It's a problem that needs to be tackled sooner or later.</p> <p>There's no safe crossing on chepstow road by the school or on the high street. People living close by aren't walking or in danger wheb walking because the routes aren't safe enough.</p> <p>There's no pavement, speed bumps or lighting by the nursery on Station road. Children finish in the dark during winter and many walk home. MCC employees tend to speed down this road from the base at Raglan.</p> <p>Could also do with some speed bumps on Monmouth road to calm the speed of the traffic coming off the A40. Again, children are using this route to walk to school and toddlers from the nursery walk it as part of the healthy footsteps route.</p> <p>People seem to argue this is the way the village has been for years. But 25+ years ago is not comparable to now. Far more traffic coming through, many more houses (and more coming), nursery, bigger school. Businesses look much different even in the past 5 years attracting people from surrounding villages who would have formerly opted for Usk, Monmouth or Aber. Bigger and more frequent lorry deliveries. Some people on long distance journeys even use Raglan garage over the service stations.</p>	<p>The proposed Disabled Persons Parking Place is part of a wider scheme to improve accessibility and maintain provision for Blue Badge holders near key amenities. The suggested alternative location for the bay has been noted; however, the current position was selected to provide the greatest benefit without compromising loading arrangements or traffic flow. Your comments regarding additional measures—such as speed bumps, traffic calming, permanent signals, improved pedestrian crossings, lighting, and parking provision—are outside the scope of this specific proposal but have been recorded and will be referred to Monmouthshire's Traffic and Road Safety Teams.</p> <p>We acknowledge the concerns about school-related parking pressures, future development impacts, and pedestrian safety on Chepstow Road, Station Road, and Monmouth Road. These issues will be reviewed alongside strategic planning for Raglan to ensure that future measures address increased traffic volumes and improve safety for all road users.</p>

			<p>People also argue that it will cause local businesses to struggle, but Morrisons garage has its own parking, people won't stop using the pharmacy because they need it, Beaufort has its own parking and to enjoy food or drink at the Ship I'm sure a walk from the car park won't stop people. Tesco would have more challenges but I don't think they'll struggle.</p>	
813	Somewh at Agree	AO18 - 2250 Raglan High Street Proposed Time Limited Loading Bay (Monday to Sunday, 07:00am – 10:00am)	<p>I have a 4 and [REDACTED] several times a day. I will gratefully welcome more yellow lines.</p> <p>I think the disabled spot needs to be on the same side as the loading bay by extons. We currently see people thinking they can be somehow unnoticed parking on double yellows if they squeeze close behind a legally parked car. Giving any availability on that side of the road will encourage violation I feel. But would rather this current proposal than nothing.</p> <p>The hight street really needs some speed bumps or a give way to calm the through traffic speed (a lot driving through from Chepstow including lorries).</p> <p>There's currently a temporary traffic light by Castle Gate Medical Practice and this is calming the through traffic a lot. Could this light be put in one way (for people entering the village) permanently? Considering the new development will be there too.</p> <p>The car park by the school isn't providing enough spaces to deal with the entire school, church events and people using the local amenities. We already have high volumes of illegal parking during school pick up. Could the council utilise the old school plot for more parking? We have more houses being built in the village right now and the school has capacity to take in more students. It's a problem that needs to be tackled sooner or later.</p> <p>There's no safe crossing on chepstow road by the school or on the high street. People living close by aren't walking or in danger wheb walking because the routes aren't safe enough.</p> <p>There's no pavement, speed bumps or lighting by the nursery on Station road. Children finish in the dark during winter and many walk home. MCC employees tend to speed down this road from the base at Raglan.</p> <p>Could also do with some speed bumps on Monmouth road to calm the speed of the traffic coming off the A40. Again, children are using this route to walk to school and toddlers from the nursery walk it as part of the healthy footsteps route.</p> <p>People seem to argue this is the way the village has been for years. But 25+ years ago is not comparable to now. Far more traffic coming through, many more houses</p>	<p>The Disabled Persons Parking Bay is proposed near the pharmacy to ensure accessibility to essential health services. Locating it on the loading bay side would reduce available space for deliveries and compromise the scheme's effectiveness. Enforcement will address illegal parking on double yellow lines; Monmouthshire's Civil Enforcement Team manages compliance as resources allow. Your suggestions for speed bumps, traffic lights, additional parking, pedestrian crossings, and lighting improvements are outside the scope of this Traffic Regulation Order but have been recorded for consideration by Monmouthshire's Traffic Team.</p>

			<p>(and more coming), nursery, bigger school. Businesses look much different even in the past 5 years attracting people from surrounding villages who would have formerly opted for Usk, Monmouth or Aber. Bigger and more frequent lorry deliveries. Some people on long distance journeys even use Raglan garage over the service stations.</p> <p>People also argue that it will cause local businesses to struggle, but Morrisons garage has its own parking, people won't stop using the pharmacy because they need it, Beaufort has its own parking and to enjoy food or drink at the Ship I'm sure a walk from the car park won't stop people. Tesco would have more challenges but I don't think they'll struggle.</p>	
814	Somewh at Agree	AO18 - 2249 Raglan High Street Proposed Prohibition of Waiting at Any Time	<p>[REDACTED]. I will gratefully welcome more yellow lines.</p> <p>I think the disabled spot needs to be on the same side as the loading bay by extons. We currently see people thinking they can be somehow unnoticed parking on double yellows if they squeeze close behind a legally parked car. Giving any availability on that side of the road will encourage violation I feel. But would rather this current proposal than nothing.</p> <p>The hight street really needs some speed bumps or a give way to calm the through traffic speed (a lot driving through from Chepstow including lorries).</p> <p>There's currently a temporary traffic light by Castle Gate Medical Practice and this is calming the through traffic a lot. Could this light be put in one way (for people entering the village) permanently? Considering the new development will be there too.</p> <p>The car park by the school isn't providing enough spaces to deal with the entire school, church events and people using the local amenities. We already have high volumes of illegal parking during school pick up. Could the council utilise the old school plot for more parking? We have more houses being built in the village right now and the school has capacity to take in more students. It's a problem that needs to be tackled sooner or later.</p> <p>There's no safe crossing on chepstow road by the school or on the high street. People living close by aren't walking or in danger wheb walking because the routes aren't safe enough.</p> <p>There's no pavement, speed bumps or lighting by the nursery on Station road. Children finish in the dark during winter and many walk home. MCC employees tend to speed down this road from the base at Raglan.</p> <p>Could also do with some speed bumps on Monmouth road to calm the speed of the traffic coming off the A40. Again, children are using this route to walk to school and</p>	<p>Following significant public feedback, the original proposal has been substantially reduced. Only a short 10m section on the northern side will proceed, specifically to prevent visually obstructive parking on the crest of the hill and bend, which is essential for maintaining safe traffic flow. This change minimises the impact on available parking while addressing a critical safety concern.</p> <p>Your comments regarding the location of the disabled bay, speed bumps, traffic lights, school parking capacity, pedestrian crossings, Station Road safety, and Monmouth Road traffic calming have been noted and recorded by Monmouthshire's Traffic Team.</p>

			<p>toddlers from the nursery walk it as part of the healthy footsteps route.</p> <p>People seem to argue this is the way the village has been for years. But 25+ years ago is not comparable to now. Far more traffic coming through, many more houses (and more coming), nursery, bigger school. Businesses look much different even in the past 5 years attracting people from surrounding villages who would have formerly opted for Usk, Monmouth or Aber. Bigger and more frequent lorry deliveries. Some people on long distance journeys even use Raglan garage over the service stations.</p> <p>People also argue that it will cause local businesses to struggle, but Morrisons garage has its own parking, people won't stop using the pharmacy because they need it, Beaufort has its own parking and to enjoy food or drink at the Ship I'm sure a walk from the car park won't stop people. Tesco would have more challenges but I don't think they'll struggle.</p>	
815	Disagree	AO18 - 2250 Raglan High Street Proposed Time Limited Loading Bay (Monday to Sunday, 07:00am – 10:00am)	<p>Impact on businesses, elderly people frequent raglan and many can't walk from the car parks.</p> <p>Fines implemented for parking on the yellow lines and larger vehicles made to use the bypass instead of Main Street. Also the bypass could be made safer if the traffic waiting to cross from raglan side were made to go to the roundabout and the cross over was blocked off!</p>	<p>The Loading Only Bay is designed to support local businesses by providing a dedicated space for deliveries during peak hours, mitigating the impact of wider restrictions. The Authority has withdrawn the broad Prohibition of Waiting order, retaining general parking availability on the High Street to minimise inconvenience for residents and visitors.</p> <p>Regarding enforcement, Monmouthshire's Civil Enforcement Team is responsible for managing compliance with traffic regulation orders. Enforcement is carried out as resources allow, and while continuous presence cannot be guaranteed, the restrictions provide a legal basis for action where necessary.</p> <p>Your comments regarding HGV routing and bypass configuration are strategic matters outside the scope of this order and will be considered by Monmouthshire's Traffic Team.</p>
816	Disagree	AO18 - 2249 Raglan High Street Proposed Prohibition of Waiting at Any Time	<p>Double yellow lines will decrease parking for the businesses in the village. The car park is only useful for fit people. Without parking on both sides the traffic will not be calmed and there is potential for cars to speed through a busy shopping environment. There are many better ways of dealing with this. I am concerned about there being a stand alone disabled parking bay by the pharmacy-on the side where there is proposed to be double yellow lines. The disabled person will have a very hard time getting out of their car to get to the safety of the pavement when they will become a pinch point for all passing traffic including buses. Poor design</p>	<p>Following significant public feedback, the original proposal has been substantially reduced. Only a short 10m section on the northern side will proceed, specifically to prevent visually obstructive parking on the crest of the hill and bend, which is essential for maintaining safe traffic flow. This change minimises the impact on available parking while addressing a critical safety concern.</p> <p>Your comments regarding business impact and concerns about the design and location of the disabled bay have been noted and recorded by Monmouthshire's Traffic Team.</p>
817	Agree	AO18 - 2249 Raglan High Street Proposed	<p>The TRO would ease the unacceptable parking congestion which currently allows only a single vehicle width for the majority of</p>	<p>Following significant public feedback, the original proposal has been substantially reduced. Only a</p>

		Prohibition of Waiting at Any Time	<p>the length of the High Street. [REDACTED]. Parked vehicles, often on existing double yellow lines, also block any clear view of opposing traffic when approaching from the western end of the High Street, inevitably requiring one or more vehicles to reverse in order to allow oncoming vehicles to pass. A similar situation happens at the eastern end of the High Street, with vehicles wanting to pass through the village often having to queue back on to Chepstow Road.</p> <p>I entirely support the proposed TRO, which should also include a restriction on large farm vehicles and goods vehicles using the High Street unless making a delivery, and traffic management and calming measures to ensure the speed of all vehicles is restricted.</p>	<p>short 10m section on the northern side will proceed, specifically to prevent visually obstructive parking on the crest of the hill and bend, which is essential for maintaining safe traffic flow. This change minimises the impact on available parking while addressing a critical safety concern.</p> <p>Your comments regarding congestion, visibility, support for the TRO, and suggestions for HGV restrictions and traffic calming have been noted and recorded by Monmouthshire's Traffic Team.</p>
818	Disagree	AO18 - 2249 Raglan High Street Proposed Prohibition of Waiting at Any Time	<p>[REDACTED]. Having parking both sides of the High Street has ensured that retail businesses in the High Street have survived the economic challenges that many other small towns and villages have fallen foul of. Not only is it convenient to park so close to the shops, pub, and fish and chips shop, the parking on both sides of the road forces traffic flow to slow down.</p> <p>If the High Street had double lines both sides, I believe, the traffic would speed up considerably and make anyone walking on the pavement or crossing over the road more vulnerable.</p> <p>It is annoying when some people blatantly park on the double yellow lines already in place. By doing so, they are the people who cause the traffic snarl ups. This is because by parking on the current double yellows it prevents drivers getting a clear view of the road ahead.</p> <p>Putting double yellow lines both sides of the High Street will kill our lovely village amenities.</p>	<p>Following significant public feedback, the original proposal has been substantially reduced. Only a short 10m section on the northern side will proceed, specifically to prevent visually obstructive parking on the crest of the hill and bend, which is essential for maintaining safe traffic flow. This change minimises the impact on available parking while addressing a critical safety concern. Your comments regarding the importance of parking for local businesses, its role in calming traffic, concerns about increased speed, and enforcement of existing yellow lines have been noted and recorded by Monmouthshire's Traffic Team.</p> <p>Regarding enforcement, Monmouthshire's Civil Enforcement Team is responsible for managing compliance with traffic regulation orders. Enforcement is carried out as resources allow, and while continuous presence cannot be guaranteed, the restrictions provide a legal basis for action where necessary.</p>
819	Disagree	AO18 - 2249 Raglan High Street Proposed Prohibition of Waiting at Any Time	<p>This is a lovely bustling village that has become dangerous since the new retail outlets have been opened and are open until much later in the evening. For eg. 1730-1800 on a tuesday evening is crazy. However this could be improved by rerouting certain types of vehicles as the Ire is clearly demand for these businesses. It is questionable if it should have been granted without adequate parking but thats by the by.</p> <p>The high street is clearly not suitable for the size of buses that drive through. Could the bus stop be moved to the school car park or to the area outside the old raglan school where they could drive in and then back out. And make it more of a bus station and the buses only enter and exit going back up to the a40 via a right turn bu the church. No buses in the busy aection of the high street.</p> <p>Then agricultural vehicles could alsi use the same route and. Ot be allowed into the aection of the high street from the garage to the beaufort.</p> <p>Then make one side of the high street a no parking zone and leave the other side open</p>	<p>Following significant public feedback, the original proposal has been substantially reduced. Only a short 10m section on the northern side will proceed, specifically to prevent visually obstructive parking on the crest of the hill and bend, which is essential for maintaining safe traffic flow. This change minimises the impact on available parking while addressing a critical safety concern. Your comments regarding bus routes, agricultural vehicle restrictions, alternative parking arrangements, Tesco delivery concerns, and enforcement have been noted and recorded by Monmouthshire's Traffic Team.</p> <p>Regarding enforcement, Monmouthshire's Civil Enforcement Team is responsible for managing compliance with traffic regulation orders. Enforcement is carried out as resources allow, and while continuous presence cannot be</p>

			<p>for all to park.</p> <p>The main issue is inconsiderate parking on the bend to access the supermarkets.</p> <p>To remove parking completely will destroy local businesses as the majority of raglan shoppers will just drive to somewhere where they can park conveniently rather than walk further with shopping.</p> <p>If there was an alternative way for tesco to arrange their deliveries rather than use a huge lorry then that would be better but that planninh permission has been granted now so too late.</p> <p>You will destroy the feel Of raglan when some tweaks would imporve it.</p> <p>How will you police any of it anyway, you arent now. It will just be continued chaos.</p>	<p>guaranteed, the restrictions provide a legal basis for action where necessary.</p>
820	Agree	AO18 - 2249 Raglan High Street Proposed Prohibition of Waiting at Any Time	<p>Although I used the shops and live in raglan, something has to change as it is utter chaos on the high street, and it's an accident waiting to happen</p>	<p>Following significant public feedback, the original proposal has been substantially reduced. Only a short 10m section on the northern side will proceed, specifically to prevent visually obstructive parking on the crest of the hill and bend, which is essential for maintaining safe traffic flow. This change minimises the impact on available parking while addressing a critical safety concern. Your comments regarding congestion and safety concerns have been noted and recorded by Monmouthshire's Traffic Team.</p>
821	Disagree	AO18 - 2248 Raglan High Street Proposed Disabled Persons Parking Place (Monday to Sunday, 8:45AM TO 6PM) 1 Limited Waiting Period, No return within 1 hour.	<p>[REDACTED] we have been increasingly concerned about the speed of the traffic up and down Station Road and high street. There is also no safe crossing (zebra/pedestrian lights). This hinders independence for those otherwise able to walk to school. As you should be aware, there have been monitored speeds exceeding 20mph.</p> <p>Our other concern is the already difficult situation of parking on Castle Street. If visitors to the High Street shops are unable to park on the High Street, the closest place will be Castle Street. If this is the case, we would like a consideration of permit holders parking to be put in place to support residents of the street to be able to park.</p> <p>There are [REDACTED] who would be truly grateful to be able to have close safe access to their vehicles.</p>	<p>The Disabled Persons Parking Place is proposed to maintain accessible parking near local shops following the loss of an existing bay. Your comments regarding vehicle speeds on Station Road and High Street, the absence of a safe pedestrian crossing, and the suggestion for a resident permit parking scheme on Castle Street have been noted and recorded by Monmouthshire's Traffic Team. These matters fall outside the scope of this proposal but will inform wider reviews of road safety and parking strategy. Following the consultation, the original proposal for double yellow lines has been significantly reduced due to overwhelmingly negative public feedback. Only a short 10m section on the northern side will be progressed to prevent visually obstructive parking on the crest of the hill and bend, contributing to the safe passage of traffic.</p>
822	Agree	AO18 - 2249 Raglan High Street Proposed Prohibition of Waiting at Any Time	<p>The high street is too congested often leading to non movement of traffic making it difficult to drive through high street</p>	<p>Following significant public feedback, the original proposal has been substantially reduced. Only a short 10m section on the northern side will proceed, specifically to prevent visually obstructive parking on the crest of the hill and bend, which is essential for maintaining safe traffic flow. This change</p>

				minimises the impact on available parking while addressing a critical safety concern. Your comments regarding congestion and traffic flow have been noted and recorded by Monmouthshire's Traffic Team.
823	Agree	AO18 - 2249 Raglan High Street Proposed Prohibition of Waiting at Any Time	Cause of people constantly driving through the high have witnessed drivers swearing at each others and abusive behaviour as they always think they have the right of way	Following significant public feedback, the original proposal has been substantially reduced. Only a short 10m section on the northern side will proceed, specifically to prevent visually obstructive parking on the crest of the hill and bend, which is essential for maintaining safe traffic flow. This change minimises the impact on available parking while addressing a critical safety concern. Your comments regarding driver behaviour and conflict have been noted and recorded by Monmouthshire's Traffic Team.
824	Agree	AO18 - 2250 Raglan High Street Proposed Time Limited Loading Bay (Monday to Sunday, 07:00am – 10:00am)	The shops and businesses need times in which to restock and supply their items	Your comments have been noted. The Loading Only Bay is proposed to maintain loading availability for local businesses due to wider restrictions.
825	Agree	AO18 - 2248 Raglan High Street Proposed Disabled Persons Parking Place (Monday to Sunday, 8:45AM TO 6PM) 1 Limited Waiting Period, No return within 1 hour.	This will enable those who are disabled ease of access to shops	Your comments have been noted. The Disabled Persons Parking Place is proposed as necessary to preserve amenity and provide accessible parking close to local shops.
826	Disagree	AO18 - 2249 Raglan High Street Proposed Prohibition of Waiting at Any Time	I think that implementing double yellow lines along the raglan high street will encourage faster, more dangerous driving due to the lack of a bottleneck caused by parked cars. It will also discourage shopping in the village causing long-standing business to suffer.	Following significant public feedback, the original proposal has been substantially reduced. Only a short 10m section on the northern side will proceed, specifically to prevent visually obstructive parking on the crest of the hill and bend, which is essential for maintaining safe traffic flow. This change minimises the impact on available parking while addressing a critical safety concern. Your comments regarding traffic speed and business impact have been noted and recorded by Monmouthshire's Traffic Team.
827	Agree	AO18 - 2248 Raglan High Street Proposed Disabled Persons Parking Place (Monday to Sunday, 8:45AM TO 6PM) 1 Limited Waiting Period, No return within 1 hour.	Absolute nightmare parking & shopping there . Speed on vehicles going through village is unacceptable.no one takes any notice of current yellow lines , even mcc vehicles.	The Authority acknowledges your comments regarding enforcement and vehicle speeds. Enforcement of traffic regulation orders is managed by Monmouthshire's Civil Enforcement Team, who carry out enforcement as resources allow. Your comments about enforcement and speeding have been noted and recorded by Monmouthshire's Traffic Team. Following the consultation, the original proposal for double yellow lines has been significantly reduced due to



				overwhelmingly negative public feedback. Only a short 10m section on the northern side will be progressed to prevent visually obstructive parking on the crest of the hill and bend, contributing to the safe passage of traffic.
828	Disagree	AO18 - 2249 Raglan High Street Proposed Prohibition of Waiting at Any Time	If you make Raglan High Street a no waiting at anytime with double yellow lines the issues we currently have will not improve. With no parking in the High Street, traffic will flow faster and cause a danger to life. Less people will visit the shops and businesses on the high street and streets nearby to the High Street will become hazardous with a greater number of vehicles parking there, as an alternative to the High Street. This is not the appropriate solution.	Following significant public feedback, the original proposal has been substantially reduced. Only a short 10m section on the northern side will proceed, specifically to prevent visually obstructive parking on the crest of the hill and bend, which is essential for maintaining safe traffic flow. This change minimises the impact on available parking while addressing a critical safety concern. Your comments regarding potential speed increases, business impact, and displacement parking have been noted and recorded by Monmouthshire's Traffic Team.
829	Disagree	AO18 - 2249 Raglan High Street Proposed Prohibition of Waiting at Any Time	As car numbers grow the high street is a pinch point, but this proposal is taking a sledge hammer to crack a nut. 1. As a parent I have been grateful for the natural traffic calming that parked cars create in the high street during the day. 2. Before Tesco's the main issue has always been people parking on the double yellow lines nearest the garage - drivers have to pull out and commit to going up the high street before they can see what is coming the other way which can cause a jam. But it gets sorted. 3. Raglan residents love their High Street and it's businesses. We don't want it to be like Usk, who's pavements are treacherous because of the traffic. And we don't want to lose our shops. I'm sure there are people at MCC who are skilled at solving these problems. I understand the size of Tesco lorries and the way it runs it's business is causing problems - maybe it needs to be part of the solution too. Keep parked cars away from outside and opposite Tesco, but not the whole high street. It will push cars onto side streets creating issues there.	Following significant public feedback, the original proposal has been substantially reduced. Only a short 10m section on the northern side will proceed, specifically to prevent visually obstructive parking on the crest of the hill and bend, which is essential for maintaining safe traffic flow. This change minimises the impact on available parking while addressing a critical safety concern. Your comments regarding the role of parked cars in calming traffic, Tesco delivery concerns, alternative solutions, and enforcement have been noted and recorded by Monmouthshire's Traffic Team. Regarding enforcement, Monmouthshire's Civil Enforcement Team is responsible for managing compliance with traffic regulation orders. Enforcement is carried out as resources allow, and while continuous presence cannot be guaranteed, the restrictions provide a legal basis for action where necessary.
830	Agree	AO18 - 2248 Raglan High Street Proposed Disabled Persons Parking Place (Monday to Sunday, 8:45AM TO 6PM) 1 Limited Waiting Period, No return within 1 hour.	Good idea	Your comments have been noted.
831	Somewhat Agree	AO18 - 2250 Raglan High Street Proposed Time Limited Loading Bay (Monday to Sunday, 07:00am – 10:00am)	Support this IF it is part of a solution which continues to allow parking on the high street. I think Tesco have to be made to work harder their end to help with a solution and not dictate to the village how our high street looks. We have a Morrisons now. We don't NEED Tesco's and it's delivery lorry.	The Authority has largely withdrawn the broad Prohibition of Waiting order (AO18-2249), retaining general parking availability on the High Street. The Loading Only Bay is proposed as a necessary mitigation to maintain loading availability for all businesses, not solely Tesco. Operational practices

				of individual retailers are outside the scope of this Traffic Regulation Order, but the Authority's approach ensures that essential deliveries can occur safely while preserving as much parking as possible
832	Disagree	AO18 - 2248 Raglan High Street Proposed Disabled Persons Parking Place (Monday to Sunday, 8:45AM TO 6PM) 1 Limited Waiting Period, No return within 1 hour.	Double yellows will only encourage speed. Sort out intersection so that lorries and tractors can safely avoid the high street. Many elderly people/young families depend on street parking, it is part of the charm of the village so leave it alone.	The Disabled Persons Parking Place is proposed to maintain accessible parking near local amenities. Your comments regarding the potential impact of double yellow lines on vehicle speed, the need to improve the intersection for lorries and tractors, and concerns about preserving street parking and village character have been noted and recorded by Monmouthshire's Traffic Team. Following the consultation, the original proposal for double yellow lines has been significantly reduced due to overwhelmingly negative public feedback. Only a short 10m section on the northern side will be progressed to prevent visually obstructive parking on the crest of the hill and bend, contributing to the safe passage of traffic.
833	Agree	AO18 - 2248 Raglan High Street Proposed Disabled Persons Parking Place (Monday to Sunday, 8:45AM TO 6PM) 1 Limited Waiting Period, No return within 1 hour.	There are too many cars parked for significant periods of time. The parking should be restricted to residents and those using the businesses. However, strict enforcement will have to take place as currently so many vehicles park on double yellow lines, restricting the view of oncoming traffic. This forces cars to reverse, which presents a risk to pedestrians.	The Authority acknowledges your comments regarding enforcement. Enforcement of traffic regulation orders is managed by Monmouthshire's Civil Enforcement Team, who conduct enforcement as resources allow. Your comments regarding time-limited parking, resident/business parking, and enforcement have been noted and recorded by Monmouthshire's Traffic Team.
834	Disagree	AO18 - 2249 Raglan High Street Proposed Prohibition of Waiting at Any Time	I believe this will be detrimental to the village as a whole. The businesses attract people from the village and surrounding areas many of whom cannot walk to the shops due to distance or dangers of walking on country roads without footpaths. If people cannot park in the high street they are likely to drive on to Usk, Abergavenny or Monmouth for their needs. [REDACTED] The businesses will not sustain if people do not support them - that includes the pub, the fish and chip shop and the other shops. What a terrible shame that will be. My other point is that Raglan currently takes a lot of 'through' traffic - often those travelling from the Chepstow Road and going towards Abergavenny. These vehicles invariably drive too fast if they can but currently are slowed down as they often have to give way due to the effective single lane nature. If two way traffic could travel freely in the High Street the 'through' traffic would be likely to go all the faster (regardless of the 20mph limit) making the high street more dangerous for pedestrians. A much more sensible option would be to find a way to discourage or disallow 'through' traffic to enter the high street, these vehicles could be diverted around the dual carriageway which would be much safer and would relieve the pressure on the high street considerably. This includes the buses which could slightly redesign their	Following significant public feedback, the original proposal has been substantially reduced. Only a short 10m section on the northern side will proceed, specifically to prevent visually obstructive parking on the crest of the hill and bend, which is essential for maintaining safe traffic flow. This change minimises the impact on available parking while addressing a critical safety concern. Your comments regarding business impact, mobility concerns, through traffic speed, and suggestions to divert traffic and bus routes have been noted and recorded by Monmouthshire's Traffic Team.

			route whilst still providing a service to local people who need them. Please do not take the heart out of our village for the sake of traffic that just wants to drive through more quickly.	
835	Disagree	AO18 - 2249 Raglan High Street Proposed Prohibition of Waiting at Any Time	This is not going to help the village and the business community in any way. The best [REDACTED] the village High street better is to stop all HGV Lorries and tractors and trailers using the High Street for easy access. Only those delivery Lorries should have access.	Following significant public feedback, the original proposal has been substantially reduced. Only a short 10m section on the northern side will proceed, specifically to prevent visually obstructive parking on the crest of the hill and bend, which is essential for maintaining safe traffic flow. This change minimises the impact on available parking while addressing a critical safety concern. Your comments regarding HGV restrictions and alternative measures have been noted and recorded by Monmouthshire's Traffic Team.
836	Somewhat Agree	AO18 - 2249 Raglan High Street Proposed Prohibition of Waiting at Any Time	This should only be on one side of the road, there is no need to restrict car parking on both sides of the road. This would enable better traffic flow and allow people to minor to the shops/pharmacy.	Following significant public feedback, the original proposal has been substantially reduced. Only a short 10m section on the northern side will proceed, specifically to prevent visually obstructive parking on the crest of the hill and bend, which is essential for maintaining safe traffic flow. This change minimises the impact on available parking while addressing a critical safety concern. Your suggestion regarding one-sided restrictions has been noted and recorded by Monmouthshire's Traffic Team.
837	Disagree	AO18 - 2249 Raglan High Street Proposed Prohibition of Waiting at Any Time	It will kill the village, literally annihilate it. What are you trying to achieve. People pull in for a few minutes at a time only and to stop this will close all the shops and pubs except the garage and possibly the butcher. There is no need to prohibit stopping. A no left turn at the top of Chepstow road for through traffic would help ease the congestion to an acceptable level, although measures would also need to be taken to stop traffic cutting through the estate.	Following significant public feedback, the original proposal has been substantially reduced. Only a short 10m section on the northern side will proceed, specifically to prevent visually obstructive parking on the crest of the hill and bend, which is essential for maintaining safe traffic flow. This change minimises the impact on available parking while addressing a critical safety concern. Your comments regarding alternative traffic management measures have been noted and recorded by Monmouthshire's Traffic Team.
838	Disagree	AO18 - 2249 Raglan High Street Proposed Prohibition of Waiting at Any Time	The proposal for double yellow lines /no waiting/no parking on High Street will be detrimental to the local businesses & will only mean that if implemented all vehicles will have a clear route to increase their speed through the village increasing the risk to pedestrians attempting to cross the road. Currently, the way cars are parked on the high street, drivers proceed slowly as it is in effect a one way street ( due to parked cars) & cars travelling into or out of the village need to give way to oncoming traffic from the opposite direction. This rarely causes a problem & is usually done at a slow pace with courtesy & good grace on the drivers part. Raglan is a busy village & it's good to see in this day & age ..restrict the parking &	Following significant public feedback, the original proposal has been substantially reduced. Only a short 10m section on the northern side will proceed, specifically to prevent visually obstructive parking on the crest of the hill and bend, which is essential for maintaining safe traffic flow. This change minimises the impact on available parking while addressing a critical safety concern. Your comments regarding the role of parked cars in calming traffic and the potential impact on businesses have been noted and recorded by Monmouthshire's Traffic Team.

			you restrict trade , it would be such a shame to see it go the same way as other drive through towns & villages . I don't think the high street is broken ... it doesn't need "fixing"	
839	Disagree	AO18 - 2249 Raglan High Street Proposed Prohibition of Waiting at Any Time	The current system effectively slows traffic through the village and allows on_street parking for those needing to pop into shops. Maybe it would work better with double yellow lines on one side only? This proposal will just make the high street more dangerous.	Following significant public feedback, the original proposal has been substantially reduced. Only a short 10m section on the northern side will proceed, specifically to prevent visually obstructive parking on the crest of the hill and bend, which is essential for maintaining safe traffic flow. This change minimises the impact on available parking while addressing a critical safety concern. Your suggestion regarding one-sided restrictions and traffic calming has been noted and recorded by Monmouthshire's Traffic Team.
840	Disagree	AO18 - 2249 Raglan High Street Proposed Prohibition of Waiting at Any Time	It is unnecessary and blocks easy access to the shops. Cars will just drive faster down a narrow street. Currently there are only short delays occasionally	Following significant public feedback, the original proposal has been substantially reduced. Only a short 10m section on the northern side will proceed, specifically to prevent visually obstructive parking on the crest of the hill and bend, which is essential for maintaining safe traffic flow. This change minimises the impact on available parking while addressing a critical safety concern. Your comments regarding traffic speed and access have been noted and recorded by Monmouthshire's Traffic Team.
841	Disagree	AO18 - 2249 Raglan High Street Proposed Prohibition of Waiting at Any Time	If this goes ahead how long before you have to install "traffic calming" measures to slow traffic down again? Currently all it takes is a little courtesy to get through. We will lose the shops if this goes ahead - where else can we park to get to the pharmacy etc?	Following significant public feedback, the original proposal has been substantially reduced. Only a short 10m section on the northern side will proceed, specifically to prevent visually obstructive parking on the crest of the hill and bend, which is essential for maintaining safe traffic flow. This change minimises the impact on available parking while addressing a critical safety concern. Your comments regarding traffic calming and parking availability have been noted and recorded by Monmouthshire's Traffic Team.
842	Disagree	AO18 - 2249 Raglan High Street Proposed Prohibition of Waiting at Any Time	Double yellow lines are not needed it would kill the village businesses etc.	Following significant public feedback, the original proposal has been substantially reduced. Only a short 10m section on the northern side will proceed, specifically to prevent visually obstructive parking on the crest of the hill and bend, which is essential for maintaining safe traffic flow. This change minimises the impact on available parking while addressing a critical safety concern. Your comments regarding business impact have been noted and recorded by Monmouthshire's Traffic Team.
843	Disagree	AO18 - 2249 Raglan High	Placing double yellow lines will speed up the traffic which is the opposite of what Raglan	Following significant public feedback, the original proposal has

		Street Proposed Prohibition of Waiting at Any Time	needs. The current on street parking slows the traffic because drivers need to be cautious about traffic coming the other way. I would be very surprised if there have been any injury accidents in Raglan high street in the last 10 years. Double yellow lines would also damage trade to the shops on the high street. If you speed the traffic up in this way you would then need to add at least one pedestrian crossing on the High Street. I understand that it is difficult for buses and refuse lorries but that is no justification for this half baked scheme. [REDACTED]and would definitely not recommend this scheme from a safety and community point of view.	been substantially reduced. Only a short 10m section on the northern side will proceed, specifically to prevent visually obstructive parking on the crest of the hill and bend, which is essential for maintaining safe traffic flow. This change minimises the impact on available parking while addressing a critical safety concern. Your comments regarding traffic speed, pedestrian safety, business impact, and professional expertise have been noted and recorded by Monmouthshire's Traffic Team.
844	Somewhat Agree	AO18 - 2249 Raglan High Street Proposed Prohibition of Waiting at Any Time	I agree that there are too many cars parking on the high street and it's making it difficult for cars to pass through but I think to change this other changes need to be actioned too to slow the traffic which undoubtedly will increase their speed limit. My suggestions are- - Speed bumps to slow traffic - Widen the pavements to create single lane traffic controlled by traffic lights - one way traffic - zebra crossing - there should be residents parking - a load limit should be placed on the high street to prevent tractors and large vehicles from passing that way - to prevent parking on double yellows a camera should be installed - a disabled bay should be installed in an area where it is safe for the occupants to get out of.	Following significant public feedback, the original proposal has been substantially reduced. Only a short 10m section on the northern side will proceed, specifically to prevent visually obstructive parking on the crest of the hill and bend, which is essential for maintaining safe traffic flow. This change minimises the impact on available parking while addressing a critical safety concern. Regarding enforcement, Monmouthshire's Civil Enforcement Team is responsible for managing compliance with traffic regulation orders. Enforcement is carried out as resources allow, and while continuous presence cannot be guaranteed, the restrictions provide a legal basis for action where necessary. Your comments regarding enforcement, traffic calming, one-way systems, load limits, and disabled parking have been noted and recorded by Monmouthshire's Traffic Team.
845	Agree	AO18 - 2249 Raglan High Street Proposed Prohibition of Waiting at Any Time	The problem of the village high street being congested, is traffic take a short cut though Caestory Crescent and Fayre Oaks either getting from Usk road to Chepstow road or vice versa, Tractors and trailers drive at excessive speed through here as well as trade vans, lorry's and cars, this is a residential area and traffic should not be using this road because the village is not navigable due to excessive parking in the Main Street. The road through Fayre Oaks and Caestory Crescent should be made access only,	Following significant public feedback, the original proposal has been substantially reduced. Only a short 10m section on the northern side will proceed, specifically to prevent visually obstructive parking on the crest of the hill and bend, which is essential for maintaining safe traffic flow. This change minimises the impact on available parking while addressing a critical safety concern. Your comments regarding "Access Only" restrictions on local side roads and concerns about HGV and tractor traffic have been noted and recorded by Monmouthshire's Traffic Team.
Email Response #1	Unspecified	AO18 - 2257 Plas Derwen Way, Abergavenny Proposed Prohibition of Waiting at Any Time	TO WHOM IT SHOULD CONCERN I am pleased this initial proposal will help all drivers to approach the T-junction at the A40, safely and clearly.  The parking of an NDR one time blocked the road, as I was trying to leaving my drive way in a clear turn, I was bumped by a driver coming along the road, as I had to reverse to make a sharper turn.	The proposed restriction at the A40 junction is intended to improve safety for all road users by maintaining clear sightlines and preventing obstructive parking at this critical location. This measure will help reduce the risk of collisions and improve access for vehicles entering and exiting the estate. Wider restrictions within Plas Derwen Way were previously

			<p>NDR Parking has increased and is a continuous problem, but there is little residents can do, except to request how long the NDR will stay, if one actually sees them. It is essential that NDRs are stopped completely from parking here, to ease traffic flow on the estate and allow ease of access and exit from our driveways.</p> <p>A 'prohibition of waiting any time' is needed for all the road areas of the estate as NDRs will sneak into any spot, no matter what they block.</p> <p>Please take time to make direct contact with residents to understand their point of view, to reach a safe outcome for residents, not simply 'it's a public road, no restrictions.</p> <p>What about more improved car parking facilities at the station being implemented. Some NRDs clearly don't want parking costs, particularly when they leave their cars for days on the estate.</p>	<p>proposed but were not progressed following significant negative feedback during consultation. The current proposal is therefore focused on the junction to address the most immediate hazard identified.</p>
Em ail res pon se #2	Unspecifi ed	AO18 - 2257 Plas Derwen Way, Abergavenny Proposed Prohibition of Waiting at Any Time	<p><b>TO WHOM IT SHOULD CONCERN</b></p> <p>This is to request that further restrictions on NDRs parking on the Plas Derwen Estate, be put in place.</p> <p>The proposed yellow lines, from the T-junction at the A40, to just past pub entrance is welcome to finally have safe access to the busy A40.</p> <p>BUT..these NDRs will move further up PLAS DERWEN WAY and in due course reach the upper T-junction leading into Plas Derwen View, which they have done, several times.</p> <p>The long hedge boundaries on left and right sides, is where NDRs will try to park, with no concern that opposite are residents driveways,, creating difficulties for residents to exit and enter their drives safely, as well as blocking smooth flow of daily traffic through the estate</p> <p>NDRs also have left or thrown out their litter and times stay overnight and up to a week.</p> <p>This problem will continue and request the 'prohibition' of waiting at any time' - residents need help - What other solution can there be?</p> <p>Residents' Parking Sign on entry to the estate without adding further expenses of Residents Permits, to residents rates, would clearly help, and might lessen the concern of residents, who feel additional yellow lines, will push NRDs further still along opposite or near their driveways.</p> <p>It's clearly going to be a domino effect. NRDs avoid paying for parking, or arrive after 'rush' hour so too late to park at the station (students), or others who just stay overnight for their own convenience - no expense, and no regulations to stop them.</p> <p>Please acknowledge receipt of this email by return.</p>	<p>Thank you for your comments and for highlighting the concerns about displacement and safety. The proposed order is limited to the immediate vicinity of the A40 junction, which has been identified as a critical safety concern where obstructive parking compromises visibility and creates hazards for vehicles entering or exiting the estate.</p> <p>Wider restrictions within Plas Derwen Way were previously proposed under a different traffic order but were not progressed following significant negative feedback during consultation. This revised proposal focuses solely on the junction to address the most hazardous location identified while minimising the removal of on-street parking elsewhere.</p> <p>Comments regarding signage and other measures fall outside the scope of this order but have been noted.</p>

Em ail Res pon se #3	Unspecifi ed	AO18 - 2257 Plas Derwen Way, Abergavenny Proposed Prohibition of Waiting at Any Time	<p>TO WHOM IT SHOULD CONCERN</p> <p>This in response to the Public Notice issued in the Abergavenny Chronicle on 1st October.</p> <p>The proposition to provide NO PARKING RESTRICTIONS with yellow lines, from the T-junction at the A40, stretching back to past the pub drive entrance, one assumes, on both sides of the road ? is welcomed, BUT our strong reservation is this restriction will push NRDs.(Non Resident Drivers) further up Plas Derwent Way, and on to Plas Derwent View.</p> <p>We have already had serious difficulty from NRDs over the years, which culminated in a threatening and dangerous outburst from a NRD camper van driver. A police report was filed, a copy of which is attached. On 10th October, a further aggressive incident occurred against a neighbour in Plas Derwen Way. A NRD when asked how long he would stay, was verbally abusive, and went into his car, wound down his window and spat at the resident.</p> <p>Some residents don't want yellow lines, because of further encroachment where the road is clear, by NRDs to scramble for any 'parking' spot' beyond 'parking restrictions.</p> <p>The section of the estate at the Upper T-junction, is a blind left and right corner turn. There is a long hedge on the left and right side of the road. The opposite side of the road, are 2 -3 residents drives on either side. NRDs, parked on the hedge side of road today 18th October As shown in photo.....car parked either last night (17th) or very</p> <p>The residents whose properties are directly opposite the 'hedges' at the T-junction, are older residents, for over 25 years, pay increasing council taxes. The residents beyond the hedge will possibly object to yellow lines, because the NRDs cars will move beyond the lines.</p> <p>The cul de sac off Plas Derwen View is well hidden. But the other 'estate' The Courtyard ' may have already objected to yellow lines, on the earlier traffic proposal, some months ago.</p> <p>So ....what can be done to help all residents on the Plas Derwen Estate ?</p> <p>How is it Melin Housing on Station Road, provide a neat visible notice RESIDENTS PARKING ONLY. Why can't a similar sign be placed at the corner of our small open grassed area, RESIDENTS PARKING ONLY</p> <p>Why do we have to pay the extra for a Residents Parking permit that means we can park on the road, without being fined, BUT that does not stop NRDs from parking because there is nothing visible to show RESIDENTS PARKING ONLY</p>	<p>Thank you for your detailed feedback and for sharing the incidents that have occurred. The proposed restriction at the A40 junction is intended to improve safety by maintaining clear sightlines and preventing obstructive parking at this critical location.</p> <p>Wider restrictions within Plas Derwen Way were previously proposed but were not progressed following significant negative feedback during consultation. This revised proposal focuses on the junction to address the most immediate hazard identified while minimising the removal of on-street parking elsewhere.</p> <p>Comments regarding resident-only signage and enforcement fall outside the scope of this order but have been noted.</p>
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			<p>WHY ? 'cos it's a public road, a road not owned by the residents, as Melin owns the site of the social housing land, so can place a sign.</p> <p>The behaviour and increasing aggressive attitude of some NRDs had been very unpleasant and there is no recourse for residents to stop this negative intrusion.</p> <p>Finally when the Plas Derwen Pub finally opens, it is hoped the parking area can accommodate customers cars and don't spill over into Plas Derwen Estate.</p>	
Email Response #4	Unspecified	AO18 - 2249 Raglan High Street Proposed Prohibition of Waiting at Any Time	<p>Dear Sir,</p> <p>Parking in Raglan High Street</p> <p>I am writing about the proposals to increase provision of No Parking yellow lines in Raglan High Street. [REDACTED]</p> <p>[REDACTED]</p> <p>The reasons for this are still relevant today, and are as follows:</p> <p>1 Safety of pedestrians: At the moment, it is relatively easy for pedestrians to cross the road by Tesco's. Because parking is allowed on both sides of the road, the through traffic is only able to come through one direction at a time. It also has to proceed slowly. So it is relatively easy for slow-walking people to see when it is safe, and to cross without having to rush. [REDACTED]. Similar considerations apply to those with young children and/or push-chairs. If double yellow lines completely cover one side of the High Street, the traffic will be able to move in both directions at once. Traffic will move faster and it will be more difficult to see when it is safe to cross. This will make crossing the road far more dangerous.</p> <p>2 Effect on the shop trade: The vitality of life in Raglan is hugely helped by our excellent range of shops. To reduce parking places would damage their trade. Many people park for a very short space of time, just to nip in and do a quick shop. Our shops rely on these customers. Stopping this facility will have a huge effect on their trade. Yes, there is a car park, but it is off Chepstow Road, and the road rises from there to the High Street, a slope which can be quite daunting for elderly pedestrians and people pushing buggies. Nor is it useful for those in a hurry.</p> <p>3 Effect on side-streets: Reducing parking in the High Street would increase it in side-streets, such as Fairfax View and Castle Street, which makes things difficult for those residents.</p> <p>4 The priority is not to allow traffic to move faster within Raglan: I know there are times when the High Street can be blocked, and it can take a little time to get sorted out. However, on this busy road with shops and pubs on both sides, making life easier for drivers to get through faster should not be the priority when it will at the same time</p>	<p>Following significant public feedback, the original proposal has been substantially reduced. Only a short 10m section on the northern side will proceed, specifically to prevent visually obstructive parking on the crest of the hill and bend, which is essential for maintaining safe traffic flow. This change minimises the impact on available parking while addressing a critical safety concern.</p> <p>Your comments have been carefully considered:</p> <p>Pedestrian safety: We acknowledge concerns that removing parking could increase traffic speed and make crossing more difficult for elderly residents, parents with pushchairs, and other vulnerable pedestrians.</p> <p>Impact on local businesses: We recognise the importance of short-stay parking for supporting village shops and services. The reduced proposal aims to preserve the majority of existing parking provision.</p> <p>Effect on side streets: We note your concern that restricting High Street parking could displace vehicles into nearby residential streets.</p> <p>Traffic speed and flow: We acknowledge your view that facilitating faster traffic should not be the priority in a busy village environment.</p> <p>A40 junction and roundabout: Your suggestion for improvements to the A40 junction and the installation of a roundabout at Croesonen Road has been noted.</p> <p>Your comments regarding alternative measures, including A40 improvements, have been recorded and referred to Monmouthshire's Traffic Team for consideration as part of wider traffic management planning.</p>



			<p>endanger pedestrians and damage our shops.</p> <p>5 The priority for traffic is to have a proper roundabout on the A40: The difficulties for traffic travelling through Raglan is increased by the through-put of A40 traffic going to and from Chepstow Road. This especially applies to large vehicles, such as HGVs and tractors. They cannot use the dangerous A40 junction by Croesonen Road, since there is not enough room for them to wait to cross the dual. So instead they use the large Raglan roundabout and come through the village. If we had a roundabout at the Croesonen Road, they would use that and would not come through the village at all. So please put pressure on the Welsh Government to put in a proper roundabout at the Mitchel Troy/Dingestow turn-off.</p>	
Em ail Res pon se #5	Unspecifi ed	AO18 - 2257 Plas Derwen Way, Abergavenny Proposed Prohibition of Waiting at Any Time	<p>This week there have two or three cars all squeezing alongside the long hedge on the left. It is half term so possibly Hereford 6th Form College is closed. But several students also park their cars, some times by 8.30 or later and stay all day. Let's see how next week goes.</p> <p>One point also, is a couple of residents park their 2nd car in front of their driveways because the drive width cannot accommodate two cars.</p> <p>The potential solution to relieve the estate of constant NRDs not parking maybe a continuous yellow line on either side but their concern is a technicality of parking on a yellow line.</p> <p>Station Road has double yellows on left/right hand side of the road, changing to single yellow up to the approach to the station. There is not a single car parked there, and if so only for a brief time.</p> <p>It is hoped that the Plas Derwent Estate can be equally free from NDR cars, by drivers not willing to park in council car parks, or arrive at time when the station car park is full ?</p> <p>But at the same time allay the fears of residents who don't want an encroachment because of yellow lines - not sure how the ones who don't like yellow lines can be satisfied.</p> <p>Just some extra aspects.</p>	<p>Thank you for your observations. The proposed restriction is limited to the A40 junction to address a documented safety hazard where obstructive parking compromises visibility and creates collision risk. Wider restrictions within Plas Derwen Way were previously proposed but were not progressed following significant negative feedback during consultation. The current proposal is therefore focused on the junction to address the most critical hazard identified while minimising impact on residents.</p>
Em ail Res pon se #6	Unspecifi ed	AO18 - 2257 Plas Derwen Way, Abergavenny Proposed Prohibition of Waiting at Any Time	<p>I write to advise agreement with the proposal to put yellow lines from the T-junction meeting the A40 to beyond the drive of the Plas Derwen Pub, as one enters Plas Derwen Way. It is assumed these yellow lines will be on both sides of the road.</p> <p>Although this will enable all drivers to clearly and safely approach the busy A40, it will only push the non-resident drivers further up Plas Derwen Way, and move on to Plas Derwen View. The 2nd T-junction, has 'blind' corners turning left and right, and any non-resident vehicles parked on either left or right side after the T-junction will block and cause difficulty of traffic flow and also the residents' ease of exit and entry into their drive ways on Plas Derwen View.</p> <p>I ask that further line restrictions be placed at</p>	<p>Thank you for your comments and support for the proposed restriction at the A40 junction. This measure is intended to improve safety by maintaining clear sightlines and preventing obstructive parking at this critical location.</p> <p>Wider restrictions within Plas Derwen Way were previously proposed but were not progressed following significant negative feedback during consultation. The current proposal is therefore focused on the junction to address the most immediate hazard identified while minimising the removal of on-street parking elsewhere.</p>

			the top T-junction to follow the hedge length fully, both left and right, to stop this problem spreading. Otherwise this parking problem is not solved, and only pushed further on to the estate's roads, causing significant problems for the residents.	
Letter Response #3	Unspecified	AO18 - 2249 Raglan High Street Proposed Prohibition of Waiting at Any Time	<p>1.1 This is a response to the Traffic Regulation, Speed Limits and Parking Regulations Consolidation Order 2019 (AMENDMENT ORDER [REDACTED]) 2025 published by Monmouthshire County Council Highways.</p> <p>1.2 Raglan Community Council cannot support the amendments contained in Order [REDACTED] on the following grounds.</p> <p>1.3 The amendment to install the proposed prohibition of waiting at any time by installing double yellow lines, on the northern side of the High Street are not necessary to facilitate the passage of essential vehicles and emergency service vehicles.</p> <p>1.4 Raglan Community Council would challenge the statement to facilitate the passage of these essential vehicles and emergency services. The Community Council's understanding is that there has never been an issue with any emergency service vehicles being held up when attending an emergency.</p> <p>1.5 By installing a prohibition on waiting at any time, with the current 20MPH default speed restriction, it would mean an increase to the risk of the safety of pedestrians of all ages. The proposed order would give more opportunity for any motorised vehicle to travel faster through the High Street in Raglan Village.</p> <p>1.6 The prohibition on waiting at any time, thus reducing the parking, will have a detrimental effect on the small businesses on the High Street. The reduction on parking on the High Street will mean residents and visitors will need to park in the carpark on Chepstow Road. This will have a detrimental effect on businesses, and could see the closure of businesses, therefore have a detrimental effect on the proposals made by Welsh Government in supporting highstreets in Wales.</p> <p>1. [REDACTED] across the carpark access to the Beaufort Hotel.</p> <p>1.8 WG has indicated that investing in the highstreet will create jobs, boost economic activity and breathe new life into highstreets and town centres nationwide. The Welsh Government's transforming towns programme, will breathe new life into town centres across Wales and deliver the economic growth that our communities deserve. This proposal will have the reverse effect on a small community like Raglan and the businesses that have been the back bone of the community for many decades.</p> <p>1.9 On the 25 September 2025, the MP for</p>	<p>Following significant public feedback, the original proposal has been substantially reduced. Only a short 10m section on the northern side will proceed, specifically to prevent visually obstructive parking on the crest of the hill and bend, which is essential for maintaining safe traffic flow. This change minimises the impact on available parking while addressing a critical safety concern. Your comments have been carefully considered:</p> <p>Emergency access: We acknowledge your view that emergency vehicles have not historically experienced delays and note this concern.</p> <p>Pedestrian safety: We recognise the concern that removing parking could increase traffic speed and risk for pedestrians, including older residents and families with young children.</p> <p>Impact on businesses: We understand the importance of short-stay parking for supporting local trade and note your concerns about potential economic harm.</p> <p>Access to car parks: We acknowledge the practical challenges for elderly or mobility-impaired individuals when using the Chepstow Road car park.</p> <p>Effect on side streets: We note your concern that restricting High Street parking could displace vehicles into nearby residential streets.</p> <p>Traffic speed and flow: We acknowledge your view that facilitating faster traffic should not be the priority in a village setting.</p> <p>Welsh Government regeneration objectives: Your comments regarding alignment with national policy and local economic vitality have been noted.</p> <p>Historic and cultural significance: We recognise Raglan's heritage and the importance of maintaining its character and vitality.</p> <p>Disabled parking provision: Your support for a dedicated disabled bay and improved footway access has been noted.</p> <p>Alternative measures supported: We note your suggestions for footway widening, time-limited parking, enforcement of existing restrictions, weight limits for heavy vehicles, and removal of the existing disabled bay east of Tesco's.</p> <p>Enforcement: Regarding enforcement, Monmouthshire's Civil</p>

			<p>Monmouthshire said 'This investment will help revitalise our high streets and support community regeneration projects across the county - making Monmouthshire an even better place to live, work and visit'.</p> <p>1.10 In September 2021, Audit Wales, made reference in a published report, Regenerating Town Centres in Wales, where it was said Wales is a nation of small towns. Towns are where people live, work and play. Town centres are historic and cultural centres; Raglan may be a village but it can be classed as a place that people class as their 'local' town.</p> <p>1.11 Raglan is a historic picturesque village renowned for the impressive remains of its medieval castle and cultural centre for visitors. The earliest recorded market in Raglan was said to be around 1354, and if the proposed amendments in the above order are implemented it could see the demise of the centre of the village. In the words of one business owner, and a number of residents they say Monmouthshire County Council will kill the village and it's renowned businesses if these proposals are adopted.</p> <p>(Surely this will drastically reduce the number of people choosing to use the local shops and consequently kill the businesses. Also, through traffic is likely to go faster. How will this help the village?)</p> <p>1.12 With the current RLDP going through the current process, Raglan is due to see more growth in housing and commercial facilities on the outskirts of the village. Restricting parking will be detrimental to the village and the businesses.</p> <p>1.[REDACTED] for individuals with mobility conditions with dedicated parking places. It's the Community Councils understanding the previous disabled bay was for the use of the former house holder not a community dedicated</p> <p>parking place for residents with mobility conditions, otherwise the dedicated parking place would have remained.</p> <p>The Community Council cannot support:</p> <p>Raglan Community Council cannot support the proposals made in the Amendment Order [REDACTED] sent to Raglan Community Council on Tuesday, 30 September 2025 8:08 [REDACTED] will support:</p> <p>1.14 The Community Council would support the widening of the public footway outside the pharmacy. This proposal was suggested and proposed in October 2024 with the Head of Neighbourhood Services. The Community Council would support the intervention of building out the footway in a location to enable anyone with mobility issues and parents with young children to use the footway without needing to stand on the carriageway.</p> <p>1.15 The provision of a disabled bay is a</p>	<p>Enforcement Team is responsible for managing compliance with traffic regulation orders. Enforcement is carried out as resources allow, and while continuous presence cannot be guaranteed, the restrictions provide a legal basis for action where necessary.</p> <p>Future growth and RLDP: Your comments about anticipated housing and commercial growth and its impact on parking demand have been recorded.</p> <p>A40 junction improvements: Your suggestion for a roundabout at Croesonen Road and related strategic traffic measures has been noted.</p> <p>Your comments regarding alternative measures and strategic improvements have been recorded and referred to Monmouthshire's Traffic Team for consideration as part of wider traffic management planning.</p>
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			<p>direct mitigation for the loss of a vital accessible parking space, ensuring that disabled residents and visitors can continue to access the pharmacy and other businesses on the High Street.</p> <p>1.16 The Community Council would support installing Prohibition of Waiting, which is proposed to address persistent traffic flow issues on the western side of the High Street between the "Old Court House and Orchard Close" junction only. This would enable the flow of traffic from the bottle neck in this location.</p> <p>The Community Council would also support extending the double yellow lines for 10 meters travelling east through the village to improve the visibility (were the bus in the image above is)</p> <p>1.17 The Community Council would support a cohesive and coordinated scheme, for a time limit, limited to a 90-minute waiting period, with no return within 1 hour.</p> <p>1.18 The Community Council would support the enforcement of the prohibition of waiting, which already exists to address the ongoing traffic issues where vehicles are parked on the double yellow line on the High Street.</p> <p>1.19 The Community Council would support a Prohibition Notice restricting vehicles over 3 Tons from travelling through the village between 08:30 and 18:00 hrs Monday to Saturday</p> <p>1.[REDACTED] east of Tesco's</p> <p>1.[REDACTED]</p> <p>1.22 If the proposed order is implemented, who will enforce the order.</p> <p>1.23 Amend the Order 18 with Order 19 to a traffic restriction on vehicles over 3 Tons between 08:30 and 18:00hrs</p>	
Letter Response #1	Unspecified	AO18 - 2249 Raglan High Street Proposed Prohibition of Waiting at Any Time	<p>I refer to the current consultation on proposed Traffic Regulation Orders in Monmouthshire, specifically those affecting Raglan High Street:-</p> <ul style="list-style-type: none"> <li>• Additional prohibition of waiting at any time restrictions</li> <li>• 7.00am to 10.00am loading bay</li> <li>• Disabled Persons Parking Bay (DPPB)</li> </ul> <p>Since Tesco and Morrisons opened in the village a year or so ago there is no doubt that on street parking has become significantly more intense, leading to congestion and conflict in the High Street, often resulting in unorthodox and unsafe manoeuvres (e.g. vehicles reversing and pulling on to the footway) to resolve. Hence the intention to address the current situation is generally to be welcomed. However I believe the proposals as they currently stand will introduce other unsafe conditions, and a more subtle approach can achieve the desired improvements without any negative impacts.</p> <p>Proposed Prohibition of Waiting at any Time</p>	<p>Following significant public feedback, the original proposal has been substantially reduced. Only a short 10m section on the northern side will proceed, specifically to prevent visually obstructive parking on the crest of the hill and bend, which is essential for maintaining safe traffic flow. This change minimises the impact on available parking while addressing a critical safety concern.</p> <p>Your comments have been carefully considered:</p> <p>Traffic speed and pedestrian safety: We acknowledge your concern that removing parking could increase traffic speed and create risks for pedestrians, particularly near the pharmacy where the footway is narrow.</p> <p>Retention of limited parking: Your suggestion to retain some parking adjacent to the pharmacy and The Ship Inn to maintain slower traffic</p>

			<p>The proposals will result in the free flow traffic in both directions (except when the DPPB is occupied). Whilst 20mph is the speed limit I can foresee some vehicles traveling nearer the historic limit of 30mph. The footway adjacent Raglan Pharmacy is especially narrow, at the corner only 0.7 metres wide, meaning that all pedestrians, including parents with prams or pushchairs, or escorting children to or from school, and wheelchair users, must walk tight to the kerb in this vicinity. High Street is not particularly wide. With a line of parked vehicles on the 'Tesco' side of the road and traffic flowing in both directions it is inevitable that eastbound vehicles, especially wide vehicles such as buses and lorries, will be driven very close to this substandard footway. This is a real concern. As your proposals stand they address one issue but will create another road safety issue.</p> <p>[REDACTED] some vehicles have almost invariably always been parked in the vicinity of the pharmacy, hence through traffic has hardly ever passed close to the building. I believe that some on street parking must be retained on this side of the street, but to a more limited extent than currently, i.e. at least adjacent the frontages of the pharmacy and The Ship Inn, sufficient for approximately four or five cars to park (see attached drawing). This will:-</p> <ul style="list-style-type: none"> <li>• Avoid through traffic passing very close to a narrow footway</li> <li>• Require drivers to travel slower to check for opposing traffic</li> <li>• Not have such an adverse effect on availability of on street parking</li> <li>• Still achieve the objective of your current proposals</li> </ul> <p>Whilst the length of the current chicane (lines of vehicles parked on both sides of the street) contributes to current congestion, the main cause is that due to the coincidental horizontal and vertical summit curves in High Street drivers travelling eastwards, from Usk Road junction towards Beaufort Square, cannot see if there are any opposing vehicles travelling towards them until they have entered the chicane. They then have to reverse (often requiring following vehicles to reverse as well) to make way. Restricting parking to a shorter length on a straight section of the road will enable drivers approaching in both directions to see any opposing vehicles much earlier and, if necessary, pull into the side of the road in a forward direction.</p> <p>I therefore object to this aspect of the proposals, and urge you to amend them to permit some parking as described above.</p> <p>Proposed 07.00am -10.00am Loading Bay</p> <p>The previous grocers trading from the Tesco building accommodated many of their supplier's delivery vehicles in the back yard,</p>	<p>and avoid vehicles passing close to the footway has been noted.</p> <p>Loading bay provision: We note your comments regarding the proposed 07:00–10:00 loading bay and the need to confirm Tesco's delivery arrangements. Your suggestion to extend the loading bay and use access protection markings instead of additional waiting restrictions has been recorded.</p> <p>Disabled Persons Parking Bay (DPPB): Your recommendation to locate the DPPB on the south side near Tesco for better accessibility has been noted.</p> <p>Bus stop markings: We acknowledge your request to renew and extend faded bus stop markings and consider similar improvements at other stops in the village.</p> <p>Enforcement: Regarding enforcement, Monmouthshire's Civil Enforcement Team is responsible for managing compliance with traffic regulation orders. Enforcement is carried out as resources allow, and while continuous presence cannot be guaranteed, the restrictions provide a legal basis for action where necessary. Your suggestion for occasional enforcement visits has been noted.</p> <p>Alternative measures: Your proposals for access protection markings, extending the loading bay, and retaining limited parking have been recorded for consideration by Monmouthshire's Traffic Team.</p> <p>Your comments regarding these alternative measures and enforcement have been referred to Monmouthshire's Traffic Team for review as part of wider traffic management planning.</p>
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			<p>and it seems regrettable that this cannot continue. But Tesco is a national company with its own fleet of vehicles some of which, presumably, are too big to be accommodated in the yard, and a limited time waiting bay which will still be available for other vehicles for most of the day does not seem unreasonable. Presumably you have already consulted Tesco to verify their deliveries would predominately occur during these hours?</p> <p>2. The proposed prohibition of waiting near Tesco's vehicular access should be replaced with a vehicle access protection marking and an extension of the 7.00 — 10.00 am loading bay.</p> <p>3. A Disabled Persons Parking Bay might be better located on the south side adjacent Tesco.</p> <p>Two other allied matters:- Bus Stop Markings It is quite common for vehicles to be parked in the westbound bus bay opposite the Beaufort Hotel, or in the short space between Chepstow Road junction and the bus bay. These thoughtless drivers significantly hamper buses ability to stop close to the kerb, and make life difficult for passengers with impaired mobility.</p> <p>In the expectation that some additional yellow carriageway markings will be required after your consultation (though hopefully not as extensive as currently proposed) could you please arrange for the yellow bus stop markings to be renewed at the same time and extended back to the tangent point at the junction - there is no specific prescribed length for bus stop markings. Perhaps the other bus stop markings in the village could be renewed as well, they are all very faded.</p> <p>Enforcement</p> <p>At busier times drivers frequently contravene the existing Prohibition of Waiting Order, in part because it is unknown for anyone to have been prosecuted for such an offence. If the availability of on-street parking is reduced then contravention is likely to become more commonplace. If new Orders are introduced it is hoped the Council will be willing to allocate some resources to enforcing them. An occasional visit by one of your enforcement officers, possibly while on route to or from Monmouth or Abergavenny, would clearly deter such behaviour - especially — heaven forbid — if one or two tickets were issued.</p> <p>[REDACTED]</p> <p>I do not see the purpose of the short length of prohibition of waiting at any time on the south side of High Street. If the purpose is to prevent parked vehicles obstructing the vehicular access to Tesco's yard then a vehicular access protection marking (a single white line with terminal bars) would be more appropriate. There are already several of these in the village - one safeguarding the access to The Old Court House nearby, and</p>	
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			<p>three more in Usk Road. These seem to be very well observed by motorists, and have the added advantage that they are not part of the Traffic Regulation Order process — you could lay these markings tomorrow if you wished.</p> <p>The short extension of the proposed prohibition of waiting to the west of the access is presumably to ensure delivery vehicles can readily enter the loading bay. A more logical measure would be simply to extend the loading bay to abut the vehicle protection marking. This would achieve the same outcome during the period the loading bay is effective, but release space for one more vehicle to park after 10.00am.</p> <p>I therefore object to this element of the proposal, as both the vehicular access to Tesco's yard and the proposed loading bay can be protected more efficiently by other means.</p> <p>Proposed DPPB</p> <p>Given the intensity of on street parking the provision of a DPPB is desirable. However I wonder if the bay is proposed on the north side of High Street on the assumption that disabled persons are likely to be frequent customers of the pharmacy. I suspect that they are more frequent patrons of Tesco, which has a step free access and wide internal isles, and hence a DPPB might be more logical on the south side of High Street? If positioned directly in front of Tesco where the footway is quite wide it would be easier for car doors to be fully opened to allow ingress and egress than if positioned adjacent the pharmacy.</p> <p>Summary</p> <p>1. Whilst additional parking restrictions are desirable to ease the flow of traffic through High Street it would be foolish to totally prohibit parking on the north side. Limited parking should be retained, at least adjacent Raglan Pharmacy and The Ship Inn.</p>	
Letter Response #2	Unspecified	AO18 - 2257 Plas Derwen Way, Abergavenny Proposed Prohibition of Waiting at Any Time	<p>As you will see from my address I live very close to the proposed prohibition of waiting and I wish you take my views into account . The suggested use of double yellow lines is welcome but is far less than necessary to serve the community of Plas Derwen adequately. The grounds for my concerns are danger, significant inconvenience and council tax charge bands..</p> <p>The proposed double yellow lines at the junction of Plas Derwen Way and the A40 would be welcome, but this is inadequate. At present it is frequently the case that cars and other parked vehicles cause vehicles leaving the Plas Derwen estate to drive on the wrong side of the road where they meet traffic leaving the A40 head on.</p>	<p>The Authority acknowledges the concerns raised regarding obstructive parking, reduced visibility, and the difficulties for residents and service vehicles. The proposed order is limited in extent solely to the immediate vicinity of the A40 junction. This location has been identified as a critical safety concern where obstructive parking compromises sightlines and forces vehicles into unsafe manoeuvres when entering or exiting the estate. The restriction is designed to protect the intersection and reduce collision risk, in line with the Highway Code and the Authority's statutory duty to maintain highway safety. We note your observations about</p>

			<p>From my home I have seen a number of nasty accidents just being avoided by sudden breaking.</p> <p>At busy times, however, cars are parking, bumper to bumper, much further up along Plas Derwen Way. Thus, cars leaving The Orchard ( number 2-5) have to enter Plas Derwen Way where they cannot see traffic oncoming traffic. Cars leaving other roads on the estate and Plas Derwen Way itself have to drive the whole distance of Plas derwen way on the wrong side of the road up to the A40 junction.</p> <p>day one side of Plas Derwen Way is filled with parked cars that are not related in any way to residents. Most are drivers parking to use the station and staying all day but very often cars are left for days on even weeks on end.</p> <p>These parked cars make it very difficult for me to get into and out of my drive and it is impossible, going forward or in reverse, to do so without driving over the raised kerb. This, my garage tells me, is potentially causing damaging to my car.</p> <p>Tradesmen who need to come to my home often find it impossible to park their vehicles conveniently for them to do their work.</p> <p>Refuse collection and emergency vehicles often need drive with wheels on the pavement</p> <p>I would not object to someone coming in to Abergavenny for a few hours and bringing their custom into the town center but I do object to Plas Derwen Way being used as a long - stay, alternative car-park for the railway station</p> <p>The council tax bill for my property is very high. This cost is, in my opinion, grossly unjust for a living on a road which the Council is prepared to treat as a car-park.</p>	<p>vehicles parked bumper-to-bumper further along Plas Derwen Way, causing drivers to travel on the wrong side of the road and creating hazards for those leaving side roads and driveways. These issues highlight the importance of maintaining clear visibility at the junction, which is the primary objective of this proposal.</p> <p>Wider restrictions within Plas Derwen Way were previously proposed under a different traffic order but were not progressed following significant negative feedback during consultation. This revised proposal focuses on the most hazardous location identified while minimising the removal of on-street parking elsewhere.</p> <p>Your comments regarding the impact on driveway access, damage to vehicles, and difficulties for tradespeople and refuse collection have been noted as part of the consultation process.</p>
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## Appendix 2: Summary of Consultation Responses

Order/ Location	Agree	Disagree	Somewhat Agree	Unspecified
2212 Vauxhall Lane, Chepstow - Proposed Prohibition of Waiting at Any Time	1	0	0	0
2213 Ash Tree Road, Caerwent Proposed Prohibition of Waiting at Any Time	2	0	0	0
2248 Raglan High Street Proposed Disabled Persons Parking Place (Monday to Sunday, 8:45AM TO 6PM) 1 Limited Waiting Period, No return within 1 hour.	8	3	5	0
<b>2249 Raglan High Street Proposed Prohibition of Waiting at Any Time</b>	<b>9</b>	<b>9</b>	<b>42</b>	<b>3</b>
2250 Raglan High Street Proposed Time Limited Loading Bay (Monday to Sunday, 07:00am – 10:00am)	2	3	2	0
2251 Kings Street/Lion Street, Abergavenny Time Restricted Prohibition of Loading (Monday to Sunday, 07:30 – 18:00)	0	0	1	0
2257 Plas Derwen Way, Abergavenny Proposed Prohibition of Waiting at Any Time	3	1	1	6
2258 57 Thornwell Road, Bulwark Proposed Disabled Persons Parking Place	1	0	0	0
2259 School Lane, Caerwent Proposed Prohibition of Waiting at Any Time	0	2	7	0
2261 The Plantation, Undy Proposed Prohibition of Waiting at Any Time	2	0	3	0
2262 Rockwood Road, Chepstow Proposed Prohibition of Waiting at Any Time	0	1	1	0
2263 Merthyr Road, Abergavenny Proposed Revocation of Time Restricted Prohibition of Waiting	0	0	2	0
2264 Victoria Way, Undy Proposed Prohibition of Waiting at Any Time	3	4	2	0

## Appendix 3a: Notice of Intention #1

### ROAD TRAFFIC REGULATION ACT 1984 NOTICE OF INTENTION TO MAKE A PERMANENT ORDER

#### MONMOUTHSHIRE COUNTY COUNCIL MONMOUTHSHIRE COUNTY COUNCIL TRAFFIC REGULATION, SPEED LIMITS AND PARKING REGULATIONS CONSOLIDATION ORDER 2019 (AMENDMENT ORDER NO 18) 2025

#### PROPOSED PROVISION AND AMENDMENTS TO TRAFFIC ORDERS WITHIN VARIOUS COMMUNITIES IN MONMOUTHSHIRE

**NOTICE IS HEREBY GIVEN** that Monmouthshire County Council of County Hall, The Rhadyr, Usk, NP15 1GA ("the Council") propose to make a Road Traffic Regulation Order as follows:

**EFFECT OF THE ORDER:**

- To introduce a Prohibition of Waiting at Any Time on Vauxhall Lane, Chepstow.
- To introduce a No Loading on Kings Street, Abergavenny.
- To introduce a Disabled Persons Parking Place at 57 Thornwell Road, Chepstow.
- To introduce a Prohibition of Waiting at Any Time on Ash Tree Road, Caerwent.
- To introduce a Prohibition of Waiting at Any Time on School Lane, Caerwent.
- To introduce a Prohibition of Waiting at Any Time on The Plantation, Undy.
- at Any Time
- To introduce a Prohibition of Waiting at Any Time on Tudor Road, Wyesham.
- To introduce a Disabled Persons Parking Place on Raglan High Street.
- To introduce a Loading Only Bay on Raglan High Street.
- To introduce a Prohibition of Waiting at Any Time on Raglan High Street.
- To introduce a 7.5T Weight Restriction on Hereford Road, Monmouth.
- To introduce a Prohibition of Waiting at Any Time on B4245 Newport Road (North Exit of Roundabout), Magor.
- To introduce a Prohibition of Waiting at Any Time on Hereford Road/Grosvenor Road Junction, Abergavenny.
- To revoke a section of Prohibition of Waiting at Any Time on The Back, Chepstow.
- To introduce a Prohibition of Waiting and revoke a Restricted Zone on High Street/Bank Street, Chepstow.
- To introduce a Prohibition of Waiting at Any Time on Plas Derwen Way, Abergavenny.
- To introduce a Prohibition of Waiting at Any Time on Rockwood Road, Chepstow.
- To introduce a Prohibition of Waiting at Any Time on The Cross, Caldicot
- To revoke a section of Prohibition of Waiting at Any Time on Church Road, Caldicot

Within the locations identified on the plans, which are available to view at County Hall, Usk or online via <http://www.monmouthshire.gov.uk/public-consultation-traffic>

Further details of the proposed Order, comprising a copy of the draft order, plans and a statement of reasons for proposing to make the Order may be examined via pre-arranged appointment at County Hall, Usk NP15 1GA (appointments can be arranged by e-mailing [traffic@monmouthshire.gov.uk](mailto:traffic@monmouthshire.gov.uk)) or by phoning 01633 644644 or online via <http://www.monmouthshire.gov.uk/public-consultation-traffic> which can be accessed by scanning the QR code below.

Any representations in respect of this proposal should be made not later than 5pm on **Wednesday the 22nd October 2025** by either:

- Sending a written letter, stating the grounds on which the representation is being made, addressed to: Traffic Section, Monmouthshire County Council, County Hall, Usk NP15 1GA;
- Or by scanning the QR code below and selecting "How to comment on a proposed TRO", where the public Consultation response form can be accessed.

Date: 1st October 2025  
Carl Touhig  
Head of Neighbourhood Services  
Monmouthshire County Council



## Appendix 3b: Notice of Intention #2

### ROAD TRAFFIC REGULATION ACT 1984 NOTICE OF INTENTION TO MAKE A PERMANENT ORDER

#### MONMOUTHSHIRE COUNTY COUNCIL MONMOUTHSHIRE COUNTY COUNCIL TRAFFIC REGULATION, SPEED LIMITS AND PARKING REGULATIONS CONSOLIDATION ORDER 2019 (AMENDMENT ORDER NO 18) 2025

#### PROPOSED PROVISION AND AMENDMENTS TO TRAFFIC ORDERS WITHIN VARIOUS COMMUNITIES IN MONMOUTHSHIRE

**NOTICE IS HEREBY GIVEN** that Monmouthshire County Council of County Hall, The Rhadry, Usk, NP15 1GA ("the Council") propose to make a Road Traffic Regulation Order as follows:

**EFFECT OF THE ORDER:**

- To introduce a Prohibition of Waiting at Any Time on Victoria Way, Undy.
- To revoke a Time Restricted Prohibition of Waiting on Merthyr Road, Abergavenny.

Within the locations identified on the plans, which are available to view at County Hall, Usk or online via <http://www.monmouthshire.gov.uk/public-consultation-traffic>

Further details of the proposed Order, comprising a copy of the draft order, plans and a statement of reasons for proposing to make the Order may be examined via pre-arranged appointment at County Hall, Usk NP15 1GA (appointments can be arranged by e-mailing [traffic@monmouthshire.gov.uk](mailto:traffic@monmouthshire.gov.uk)) or by phoning 01633 644644 or online via <http://www.monmouthshire.gov.uk/public-consultation-traffic> which can be accessed by scanning the QR code below.

Any representations in respect of this proposal should be made not later than 5pm on **Wednesday the 29th October 2025** by either:

- Sending a written letter, stating the grounds on which the representation is being made, addressed to: Traffic Section, Monmouthshire County Council, County Hall, Usk NP15 1GA;
- Or by scanning the QR code below and selecting "How to comment on a proposed TRO", where the public Consultation response form can be accessed.

**Date: 8th October 2025**  
**Carl Touhig**  
**Head of Neighbourhood Services**  
**Monmouthshire County Council**



## Appendix 4: Statement of Reasons

### **MONMOUTHSHIRE COUNTY COUNCIL MONMOUTHSHIRE COUNTY COUNCIL TRAFFIC REGULATION, SPEED LIMITS AND PARKING REGULATIONS CONSOLIDATION ORDER 2019 (AMENDMENT ORDER NO 18) 2025**

#### **PROPOSED PROVISION AND AMENDMENTS TO TRAFFIC ORDERS WITHIN VARIOUS COMMUNITIES IN MONMOUTHSHIRE**

##### **EFFECT OF THE ORDER:**

- To introduce a Prohibition of Waiting at Any Time on Vauxhall Lane, Chepstow.
- To introduce a No Loading on Kings Street, Abergavenny.
- To introduce a Disabled Persons Parking Place at 57 Thornwell Road, Chepstow.
- To introduce a Prohibition of Waiting at Any Time on Ash Tree Road, Caerwent.
- To introduce a Prohibition of Waiting at Any Time on School Lane, Caerwent.
- To introduce a Prohibition of Waiting at Any Time on The Plantation, Undy.
- To introduce a Prohibition of Waiting at Any Time on Victoria Way, Undy.
- To introduce a Prohibition of Waiting at Any Time on Tudor Road, Wyesham.
- To introduce a Disabled Persons Parking Place on Raglan High Street.
- To introduce a Loading Only Bay on Raglan High Street.
- To introduce a Prohibition of Waiting at Any Time on Raglan High Street.
- To introduce a 7.5T Weight Restriction on Hereford Road, Monmouth.
- To introduce a Prohibition of Waiting at Any Time on B4245 Newport Road (North Exit of Roundabout), Magor.
- To introduce a Prohibition of Waiting at Any Time on Hereford Road/Grosvenor Road Junction, Abergavenny.
- To revoke a section of Prohibition of Waiting at Any Time on The Back, Chepstow.
- To introduce a Prohibition of Waiting and revoke a Restricted Zone on High Street/Bank Street, Chepstow.
- To introduce a Prohibition of Waiting at Any Time on Plas Derwen Way, Abergavenny.
- To introduce a Prohibition of Waiting at Any Time on Rockwood Road, Chepstow.
- To introduce a Prohibition of Waiting at Any Time on The Cross, Caldicot
- To revoke a section of Prohibition of Waiting at Any Time on Church Road, Caldicot

##### **STATEMENT OF REASONS**

The proposals outlined in this Amendment Order are presented by Monmouthshire County Council in its capacity as the highway authority. The Authority is exercising its statutory powers under the Road Traffic Regulation Act 1984 (RTRA 1984) and the Traffic Management Act 2004 (TMA 2004), which collectively provide the legal framework for local authorities to manage and regulate traffic on their road networks.

The purpose for which these orders are proposed is multi-faceted, aligning directly with the objectives set out in Section 1 of the RTRA 1984.2 These include:

- For avoiding danger to persons or other traffic using the road or any other road.
- For facilitating the passage on the road of any class of traffic, including pedestrians.
- For preventing the use of the road by vehicular traffic of a kind which, or its use by vehicular traffic in a manner which, is unsuitable, having regard to the existing character of the road or adjoining property.
- For preserving the amenities of the area through which the road runs.

Each of the proposals detailed in this statement is the culmination of a thorough review process and is a direct response to concerns and requests received from local residents, community councils, and elected ward members. They reflect a commitment to a proactive and responsive approach to highway management, addressing local issues to enhance safety, accessibility, and the overall highway environment for all users. The measures proposed are designed to be both effective and proportionate to the identified problems, ensuring that any negative impacts are minimised and appropriately mitigated.





<b>Drawing Number</b>	<b>Associated Road Name(s)</b>	<b>Details</b>
2213	Ash Tree Road, Caerwent	<p><b>Proposed Prohibition of Waiting at Any Time</b></p> <p>This proposal is a direct response to concerns from the local elected member and the community council. The objective is to protect a narrow access road by preventing obstructive parking that could compromise access for essential services.</p> <p>The primary motivation is to ensure that emergency vehicles and refuse collection vehicles can navigate the road unimpeded. The waiting restrictions are necessary to guarantee a clear and accessible route for these vital services.</p> <p>The extents of the proposed restrictions have been planned to limit their impact on local residents; they will only be implemented in locations where parking has been specifically identified as causing a physical obstruction. This ensures that desirable on-street parking availability is not unnecessarily removed.</p>
2212	Vauxhall Lane, Chepstow	<p><b>Proposed Prohibition of Waiting at Any Time</b></p> <p>The proposal for Vauxhall Lane directly addresses resident concerns regarding obstructive parking. The street is characterised by a narrow carriageway, and indiscriminate or inconsiderate parking can significantly reduce its effective width. This creates hazardous conditions that impede the safe passage of all road users and, critically, may obstructs essential public service vehicles.</p> <p>The implementation of waiting restrictions is a targeted measure to avoid danger to persons or other traffic and to facilitate the passage of vehicles, in accordance with the Authority's legal duties.</p> <p>In order to minimise the impact on local residents and to preserve on-street parking availability, the waiting restrictions will only be applied in locations where parking has been identified as a specific and documented cause of obstruction. The design of the scheme includes leaving designated gaps where parking is deemed appropriate and does not compromise highway safety or access.</p>
2251	Kings Street/Lion Street, Abergavenny	<p><b>Time Restricted Prohibition of Loading (Monday to Sunday, 07:30 – 18:00)</b></p> <p>This proposal stems from a formal request by Monmouthshire's Public Transport Unit to rectify a significant and recurrent highway safety issue on Kings Street.</p> <p>Vehicles loading or parking illegally on existing restrictions are known to obstruct public transport vehicles. This forces bus drivers to perform dangerous</p>

		<p>manoeuvres, including backing up onto the A40. This practice creates a serious hazard for bus occupants and other road users in the vicinity of this key interchange.</p> <p>The introduction of a No Loading restriction is therefore essential to ensure the expeditious, convenient, and safe movement of public transport and to avoid danger to persons.</p> <p>The Authority acknowledges that this measure may affect blue badge holders who previously used this location for parking. A comprehensive review of local amenities has confirmed that there is ample alternative parking for disabled badge holders in nearby car parks within Abergavenny's town centre, where free parking is provided in any marked bay for valid badge holders.</p>
2258	57 Thornwell Road, Bulwark	<p><b>Proposed Disabled Persons Parking Place</b></p> <p>The proposed Disabled Persons Parking Place outside 57 Thornwell Road is being introduced following a formal request from Occupational Health. The request highlights and demonstrates with evidence that a disabled resident is experiencing significant difficulty in securing a parking space in the vicinity of their home.</p> <p>The provision of a designated bay will ensure that the resident has reliable access to a parking space, which is critical for their independence and quality of life.</p> <p>The bay will be available for use by all blue badge holders.</p>
2259	School Lane, Caerwent	<p><b>Proposed Prohibition of Waiting at Any Time</b></p> <p>The proposed waiting restrictions on School Lane are a direct response to concerns raised by a local member and nearby residents regarding parking practices in the vicinity of Mathern Day Nursery.</p> <p>Motorists who park in the proposed restricted section of the lane do so in an obstructive manner, creating safety hazards and regularly blocking access for essential public services, such as refuse vehicles. This order is a necessary intervention to both avoid danger to persons or other traffic and facilitate the passage of vehicles, in accordance with the Authority's legal duties.</p> <p>A designated car park with bays for nursery staff is located nearby, meaning the restrictions have minimal impact on parking availability. Additionally, the measures are targeted to the problem areas, thereby ensuring that on-street parking is only removed where it compromises highway safety and access.</p>
2261	The Plantation, Undy	<p><b>Proposed Prohibition of Waiting at Any Time</b></p>

		<p>This measure is a direct response to concerns raised by local residents regarding dangerous and obstructive parking, particularly in the vicinity of The Plantation's Junction with Pennyfarthing Lane. The problem is notably exacerbated during school pick-up and drop-off times when the volume of parked vehicles increases significantly, creating a potentially unsafe environment.</p> <p>The Prohibition of Waiting is a necessary intervention to avoid danger and facilitate the passage of traffic during these critical periods. By ensuring clear sightlines and manoeuvring space, the proposals will enhance safety for children, parents, and other road users.</p> <p>The extent of the double yellow lines has been carefully determined to be far enough away from residential properties to ensure that no desirable parking locations are removed, addressing the potential negative impact on local residents.</p>
2264	Victoria Way, Undy	<p><b>Proposed Prohibition of Waiting at Any Time</b></p> <p>This measure is a direct response to concerns raised by local residents regarding dangerous and obstructive parking, particularly in the vicinity of Victoria Way's junction with Pennyfarthing Lane. The problem is notably exacerbated during school pick-up and drop-off times when the volume of parked vehicles increases significantly, creating a potentially unsafe environment.</p> <p>The Prohibition of Waiting is a necessary intervention to avoid danger and facilitate the passage of traffic during these critical periods. By ensuring clear sightlines and manoeuvring space, the proposals will enhance safety for children, parents, and other road users.</p> <p>The extent of the double yellow lines has been carefully determined to be far enough away from residential properties to ensure that no desirable parking locations are removed, addressing the potential negative impact on local residents.</p>
2247	Tudor Road, Wyesham	<p><b>Proposed Prohibition of Waiting at Any Time</b></p> <p>This proposal is a response to requests from residents and a local member concerning obstructive parking at the junction of Tudor Road with Wyesham Road. In line with the principles of the Highway Code, which advises against parking near junctions, the proposed restrictions are intended to formalise this guidance and ensure a clear, unobstructed intersection.</p> <p>The double yellow lines will ultimately facilitate the safe passage of traffic at this critical location by maintaining clear sightlines for vehicles entering and exiting the junction.</p>



		<p>The restrictions are limited to the junction itself, ensuring that sufficient on-street parking remains available for local residents.</p>
	Raglan High Street	<p><b>Proposed Disabled Persons Parking Place (Monday to Sunday, 8:45AM TO 6PM) 1 Limited Waiting Period, No return within 1 hour.</b></p> <p>The proposals for Raglan High Street are a cohesive and coordinated scheme. The Disabled Persons Parking Place is proposed in response to a request from a disabled resident and local stakeholders following the recent removal of a previous disabled bay. The new bay will be located in the vicinity of Raglan Pharmacy, a key community health service.</p> <p>The provision of this bay is a direct mitigation for the loss of a vital accessible parking space, ensuring that disabled residents and visitors can continue to access the pharmacy and other businesses on the High Street.</p> <p>This action underscores the Authority's commitment to preserve the amenities of the area for all members of the community.</p>
2250	Raglan High Street	<p><b>Proposed Time Limited Loading Bay (Monday to Sunday, 07:00am – 10:00am)</b></p> <p>The proposals for Raglan High Street are a cohesive and coordinated scheme. The Proposed Time Limited Loading Bay is a necessary mitigation for the commercial impact of the wider waiting restrictions on Raglan High Street. The proposed loading bay is intended to maintain loading availability for the Tesco store and other local businesses. Without a designated loading bay, the new general waiting restrictions may impact local business operations.</p> <p>This proposal demonstrates a thoughtful approach to traffic management, where the negative consequences of one measure are systematically and purposefully addressed by others.</p>
2249	Raglan High Street	<p><b>Proposed Prohibition of Waiting at Any Time</b></p> <p>The proposals for Raglan High Street are a cohesive and coordinated scheme. The central element of this scheme is the Prohibition of Waiting, which is proposed to address persistent traffic flow issues on the High Street.</p> <p>The Authority has received requests from Monmouthshire's Public Transport Unit and Refuse services, who have been consistently obstructed by parked vehicles. The proposed double yellow lines on the northern side of the highway are necessary to facilitate the passage of these essential vehicles, as well as emergency services. The Authority recognises</p>

		<p>that this broad restriction will inevitably remove on-street parking availability. This negative impact is considered necessary and proportionate to the overriding public benefit of ensuring unimpeded passage for essential and emergency vehicles.</p> <p>To address and mitigate the specific impacts of this primary measure, two complementary orders are proposed; a Disabled Person's Parking Place and Time Limited Loading Only Bay.</p>
2252	A466, Monmouth	<p><b>Proposed 7.5T Weight Restriction (Except for Access)</b></p> <p>This proposal is an environmental weight restriction aimed at preventing heavy goods vehicles (HGVs) over 7.5 tonnes from using Hereford Road and Buckholt as an inappropriate route to the A40. This measure is a direct response to concerns from local members regarding the unsuitability of the route for large vehicles. The road is characterised by a challenging topography, narrow sections, and winding geometry.</p> <p>The proposed restriction is not a reaction to a complaint but a policy-driven decision. The Authority's guidance on weight limits confirms that environmental restrictions are suitable for preventing HGVs from using unsuitable roads as shortcuts. The A40 is the designated strategic trunk road connecting the area to the wider network. The weight restriction on Hereford Road guides heavy commercial traffic to this appropriate main road, thereby protecting the unsuitable local road network from damage and congestion.</p> <p>The restriction will include standard exemptions for vehicles requiring legitimate access for local deliveries or collections, ensuring that local businesses and residents are not negatively impacted by the measure.</p>
2260	B4245 Newport Road (Northern Arm of Roundabout), Magor	<p><b>Proposed Prohibition of Waiting at Any Time</b></p> <p>The proposed order is a response to persistent issues of vehicles parking for extended periods in the vicinity of the roundabout. This parking practice creates a significant obstruction for vehicles seeking to access nearby buildings and fields. The presence of parked vehicles in an obstructive manner at this location compromises safety and hinders the free flow of traffic.</p> <p>The proposed restrictions are essential to facilitate the safe and unobstructed passage of traffic at this key location. The Authority has determined the extents of the double yellow lines with precision, ensuring they are placed only in locations that have been identified as causing an obstruction or safety concern.</p> <p>Restrictions are not included in the sections where parking is appropriate, thereby ensuring that legitimate</p>

		parking availability is maintained and the scheme is proportionate to the problem it aims to solve.
2253	Hereford Road/Grosvenor Road Junction, Abergavenny	<p><b>Proposed Prohibition of Waiting at Any Time</b></p> <p>This proposal, requested by local members and residents, is a precautionary measure to enhance safety at the junction of Hereford Road and Grosvenor Road. The order is intended to formalise the principles of the Highway Code, which advises against parking within ten metres of a junction. This measure is consistent with other similar orders that have been successfully introduced in the area.</p> <p>The implementation of waiting restrictions at this junction is necessary to avoid danger and to ensure that sightlines for all road users, including vehicles and pedestrians, are consistently maintained. A review of the surrounding streets confirms that the restrictions are limited to the immediate junction area, and that sufficient on-street parking availability exists nearby for local residents.</p>
2256	The Back, Chepstow	<p><b>Proposed Revocation of Prohibition of Waiting at Any Time</b></p> <p>The proposal is a partial revocation of a previously approved Order. This is a direct response to feedback received from a section of the community, including a local pub and nearby residents, who expressed opposition after the Order had been legally approved. The residents reported that they had not seen or commented on the initial consultation.</p> <p>The Authority has listened to this feedback and, in a demonstration of its commitment to community partnership and fairness, has agreed to revoke a section of the double yellow lines. This is a direct mitigation of the negative impact on the local pub and parking availability for residents. Crucially, the double yellow lines on the western section of The Back which were the primary source of safety concerns, will remain in place. The revocation also ensures that parking availability for a disabled resident is not negatively impacted.</p> <p>This solution balances the need for highway safety with the legitimate concerns of the community, evidencing that the authority's capability of adjusting its position when presented with new information.</p>
2254	High Street/Bank Street, Chepstow	<p><b>Proposed Prohibition of Waiting at Any Time and Revocation of Restricted Zone#</b></p> <p>The proposal for High Street/Bank Street, Chepstow demonstrates a firm and pragmatic approach to dealing with non-compliance. The existing "restricted zone" on High Street and Bank Street is being widely ignored, leading to a situation of rampant illegal and obstructive parking. The area is known for the</p>



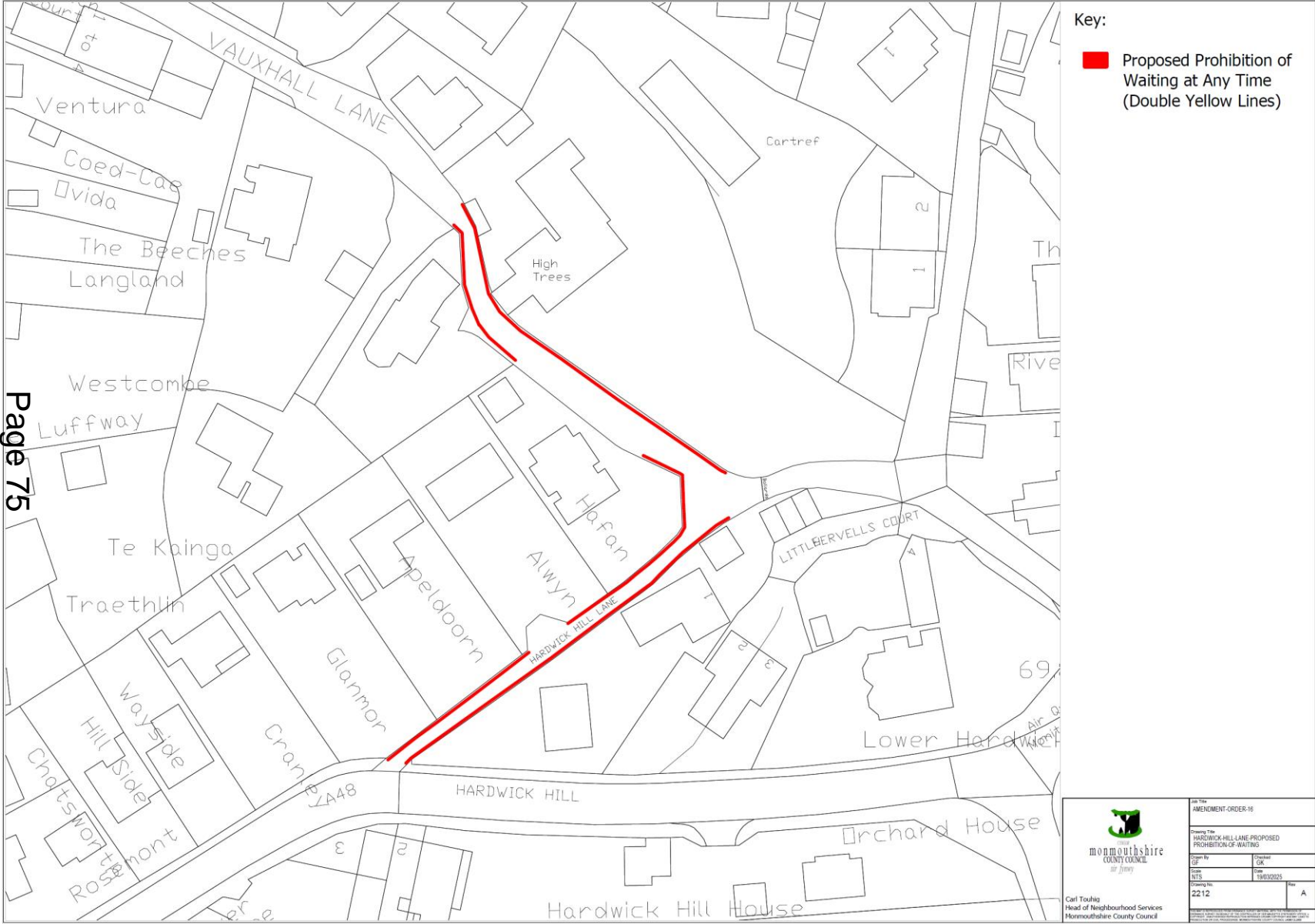
		<p>widespread disregard for the existing regulations. The Authority has received reports that the signs are not sufficiently obvious or are being disregarded. This proposal will therefore revoke the ineffective restricted zone and replace it with more explicit and widely recognised double yellow lines.</p> <p>This measure is intended to facilitate the passage of traffic and avoid danger by making the regulations more obvious to drivers and easier for civil enforcement officers to manage. While this change will remove on-street parking, this is a necessary step to address the current breakdown in traffic regulation. It is important to note that a number of council-run car parks are available in Chepstow and provide alternative parking spaces for town visitors.</p> <p>This proposal illustrates the Authority's nuanced approach to traffic management. On High Street, where a previous solution was ineffective and widely flouted, the Authority is adopting a firmer stance with more clearly visible measures.</p>
2257	Plas Derwen Way, Abergavenny	<p><b>Proposed Prohibition of Waiting at Any Time</b></p> <p>The proposed waiting restrictions on Plas Derwen Way are a refined measure to address long-standing safety concerns regarding parking at its junction with the A40. A previous proposal in a different order did not proceed due to resident concerns that it would simply displace parking, thereby exacerbating the problem further up the street. This revised proposal is a direct response to that specific feedback. It is limited in extent solely to the immediate vicinity of the A40 junction, with the explicit purpose of protecting the intersection and preventing unsafe parking practices that hinder the safe and smooth flow of traffic.</p> <p>By limiting the scope of the restrictions to the area where the hazard is most pronounced, the order will not have the negative, unintended consequence of displacing vehicles into other sections of Plas Derwen Way. The restrictions are deliberately located far enough away from residences to ensure that no desirable parking places are removed.</p>
2262	Rockwood Road, Chepstow	<p><b>Proposed Prohibition of Waiting at Any Time</b></p> <p>This proposal is a direct response to urgent reports that refuse collection vehicles have been unable to safely access and navigate Rockwood Road due to obstructive parking. The extension of existing double yellow lines is a necessary measure to ensure that this vital public service can be delivered safely and reliably to all residents of the road. This order is required to facilitate the passage of refuse vehicles and to avoid danger that could arise from a blocked route.</p> <p>It is acknowledged that the extension of these waiting restrictions will result in the removal of parking</p>

		availability for one vehicle. However, this is a negative impact that is considered a necessary and proportionate consequence of ensuring a vital public service is delivered where the public benefits ultimately outweigh the negatives.
2263	Merthyr Road, Abergavenny	<p><b>Proposed Revocation of Time Restricted Prohibition of Waiting</b></p> <p>Following a site meeting with the local member, the proposed Revocation of Time Restricted Prohibition of Waiting seeks to remove the existing single yellow line restriction on Merthyr Road, Abergavenny, in front of approximately four and a half to five house frontages, as indicated in drawing 2263.</p> <p>The affected properties do not benefit from off-street parking, and the carriageway at this location is notably wide, meaning the existing restriction is not essential for maintaining traffic flow or safety.</p> <p>The removal of the restriction is intended to improve parking availability for residents, who have raised concerns. It is considered that the change will provide significant benefit to local residents without adversely impacting highway operation.</p>
2270	The Cross, Caldicot	<p><b>Proposed Prohibition of Waiting at Any Time</b></p> <p>This proposal for The Cross, Caldicot, is a response to the ineffectiveness of a previous experimental restricted zone in managing parking. The Authority has received numerous complaints from residents and a local member regarding widespread illegal and obstructive parking within the area covered by the experimental order. To address these persistent issues, a permanent Prohibition of Waiting at Any Time (double yellow lines) is proposed to cover the entirety of the former restricted zone. This measure is intended to facilitate the safe passage of traffic and pedestrians by providing clear, enforceable restrictions on parking.</p> <p>The proposal also includes reinstating a previously approved Prohibition of Waiting that is not currently marked out on site, ensuring the entire area around The Cross junction is covered by consistent and legally enforceable controls. This action demonstrates a strategic shift from a less effective experimental measure to a permanent solution designed to enhance highway safety and formalise parking regulations in the area.</p>
2271	Church Road, Caldicot	<p><b>Proposed Revocation of Prohibition of Waiting at Any Time</b></p> <p>As part of the wider scheme to implement permanent Prohibition of Waiting restrictions at The Cross, Caldicot, a review of existing waiting restrictions on Church Road has been undertaken. This review identified sections of double yellow lines (Prohibition of</p>

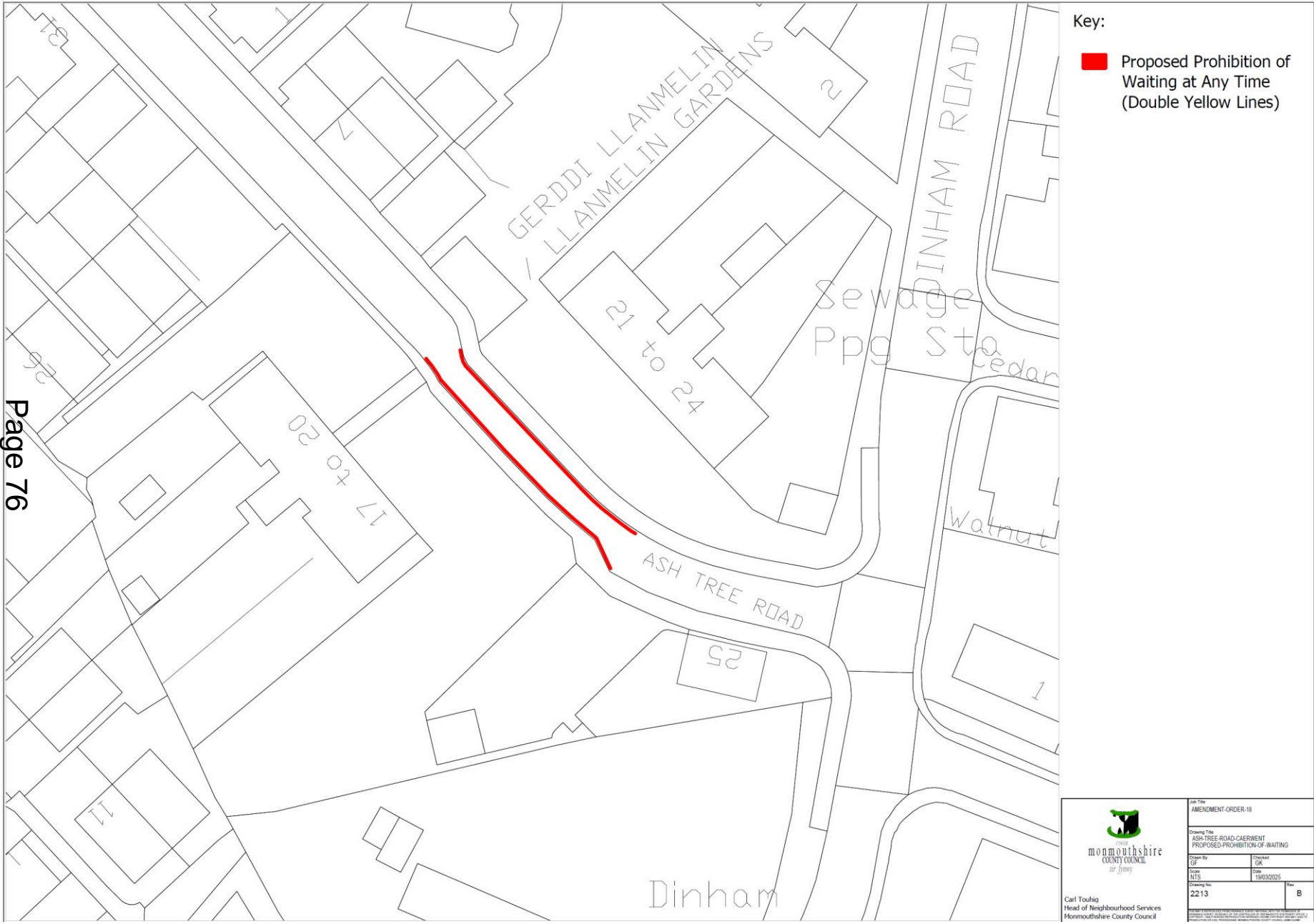
		<p>Waiting at Any Time) that are no longer marked out on site and have become obsolete due to changes in the road layout and traffic management since their original introduction.</p> <p>The revocation of these outdated restrictions is proposed to reflect the current highway configuration and usage, ensuring that parking controls are both necessary and proportionate. The sections identified for revocation no longer serve a traffic management purpose and their removal will help clarify enforcement boundaries, reduce confusion for road users, and support a more consistent and legally enforceable parking regime.</p> <p>The extents of the proposed revocation have been carefully designed to tie in with the existing and proposed Prohibition of Waiting at The Cross, maintaining continuity and clarity across the network. This action supports the Authority's commitment to maintaining effective, evidence-based traffic regulation that enhances safety and accessibility for all road users.</p>
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Appendix 5: Drawings

2212 Vauxhall Lane, Chepstow Proposed Prohibition of Waiting at Any Time

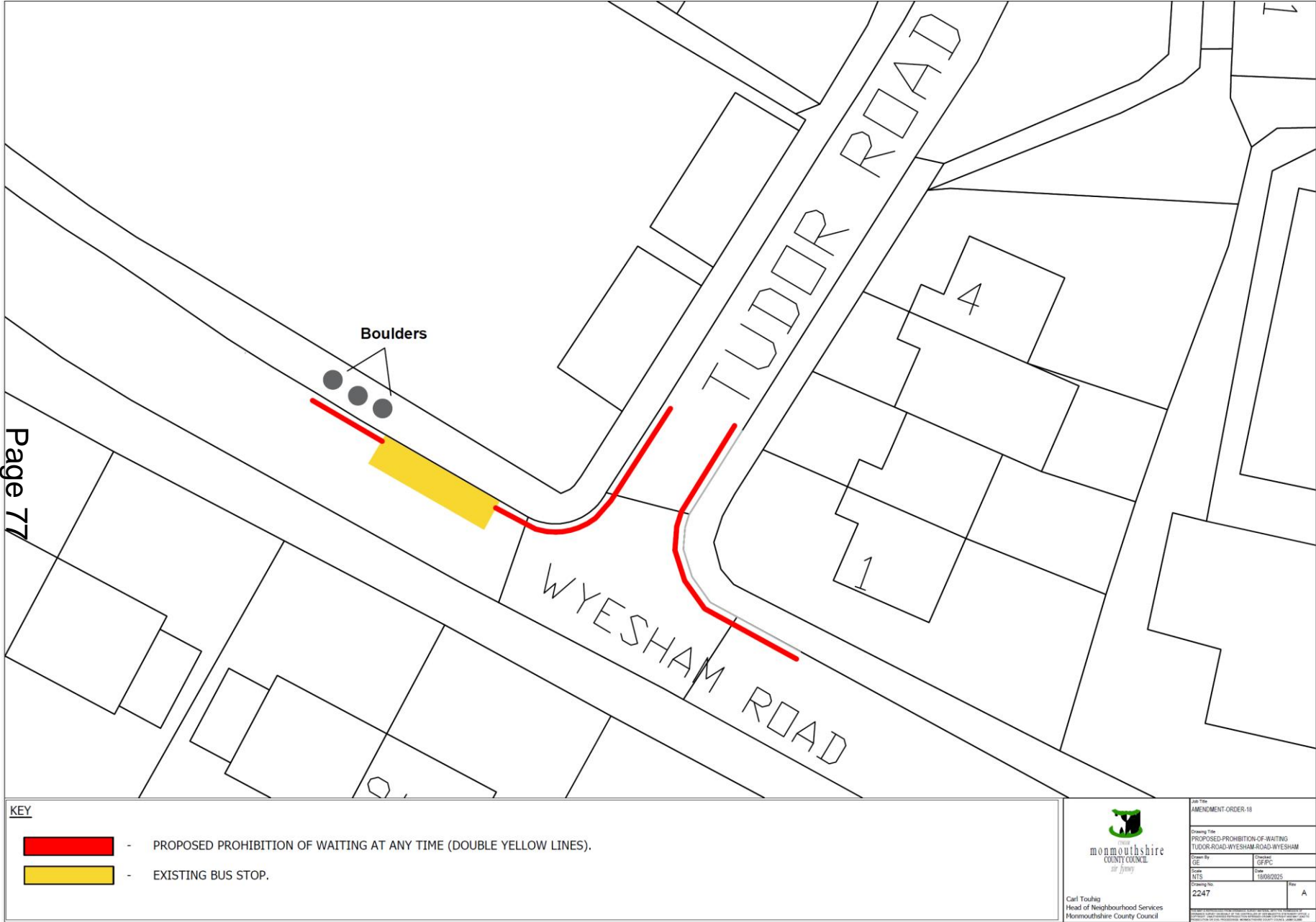




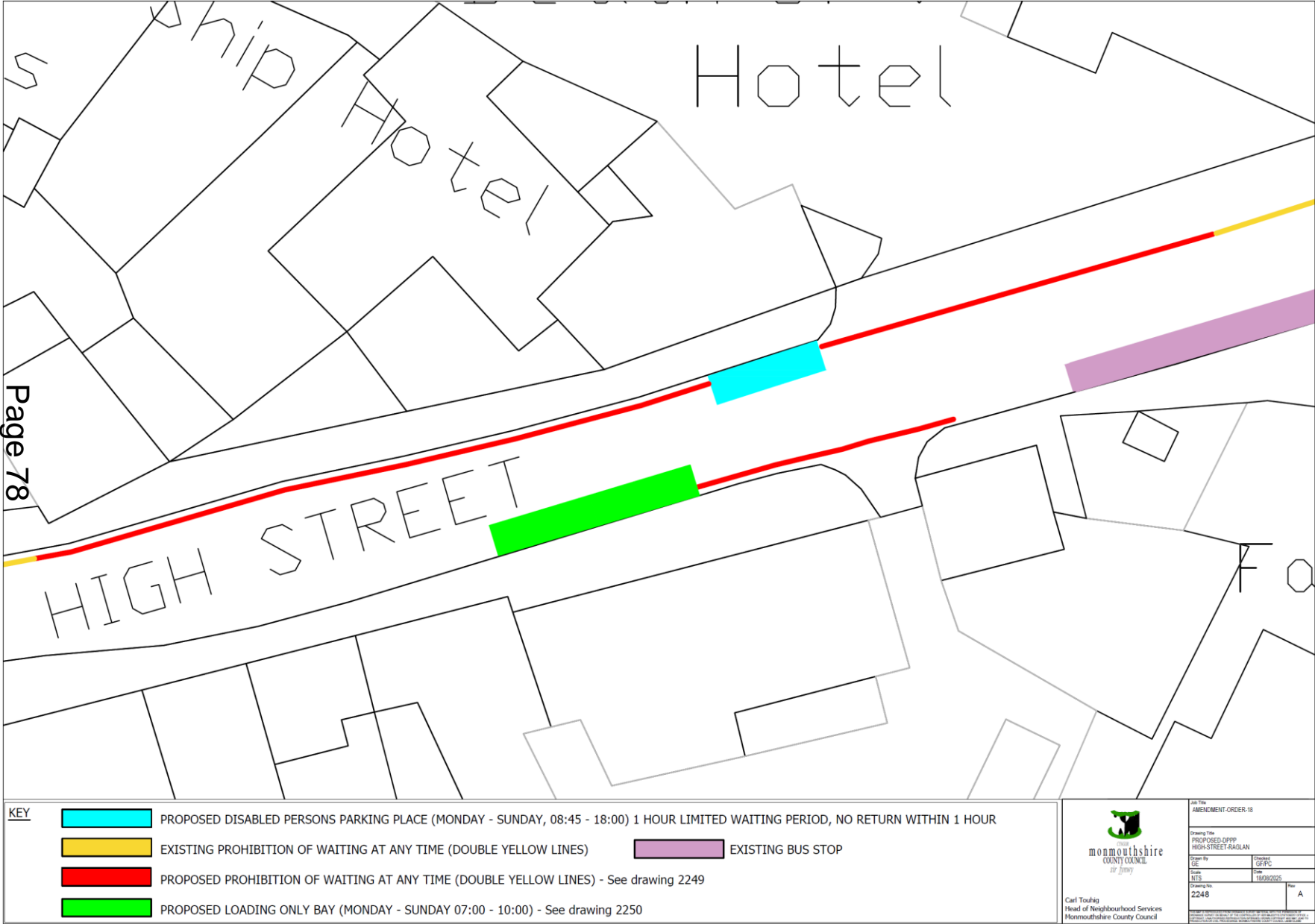




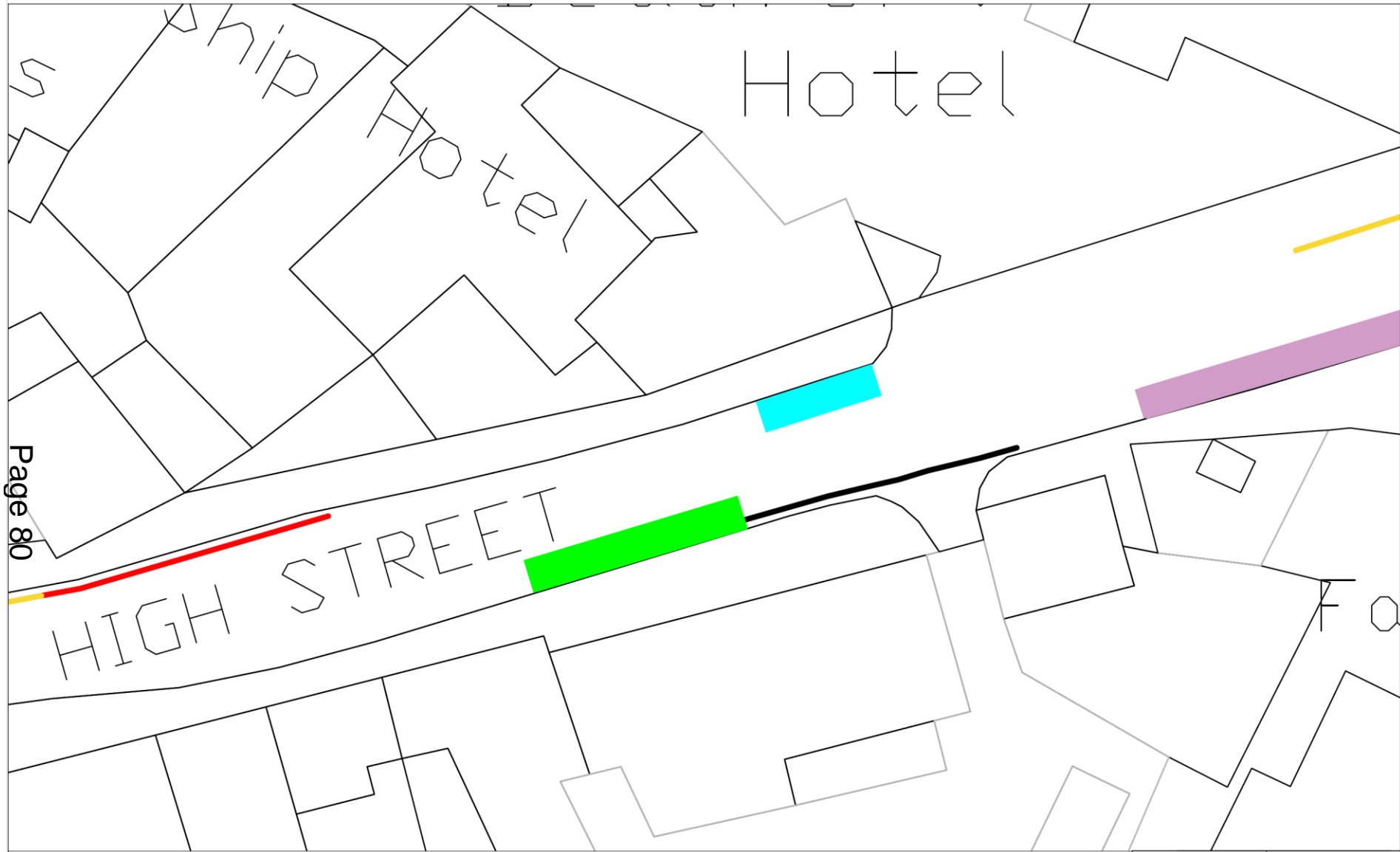
2247 Tudor Road, Wyesham Proposed Prohibition of Waiting at Any Time










2248 REV A Raglan High Street Proposed Disabled Persons Parking Place (Monday to Sunday, 8:45AM TO 6PM) 1 Limited Waiting Period, No return within 1 hour.



**2248 REV B Raglan High Street Proposed Disabled Persons Parking Place (Monday to Sunday, 8:45AM TO 6PM) 1 Limited Waiting Period, No return within 1 hour.**



<b>KEY</b>		PROPOSED DISABLED PERSONS PARKING PLACE (MONDAY - SUNDAY, 08:45 - 18:00) 1 HOUR LIMITED WAITING PERIOD, NO RETURN WITHIN 1 HOUR		EXISTING BUS STOP
		EXISTING PROHIBITION OF WAITING AT ANY TIME (DOUBLE YELLOW LINES)		
		PROPOSED PROHIBITION OF WAITING AT ANY TIME (DOUBLE YELLOW LINES) - See drawing 2249		
		PROPOSED LOADING ONLY BAY (MONDAY - SUNDAY 07:00 - 10:00) - See drawing 2250		ACCESS PROTECTION MARKING

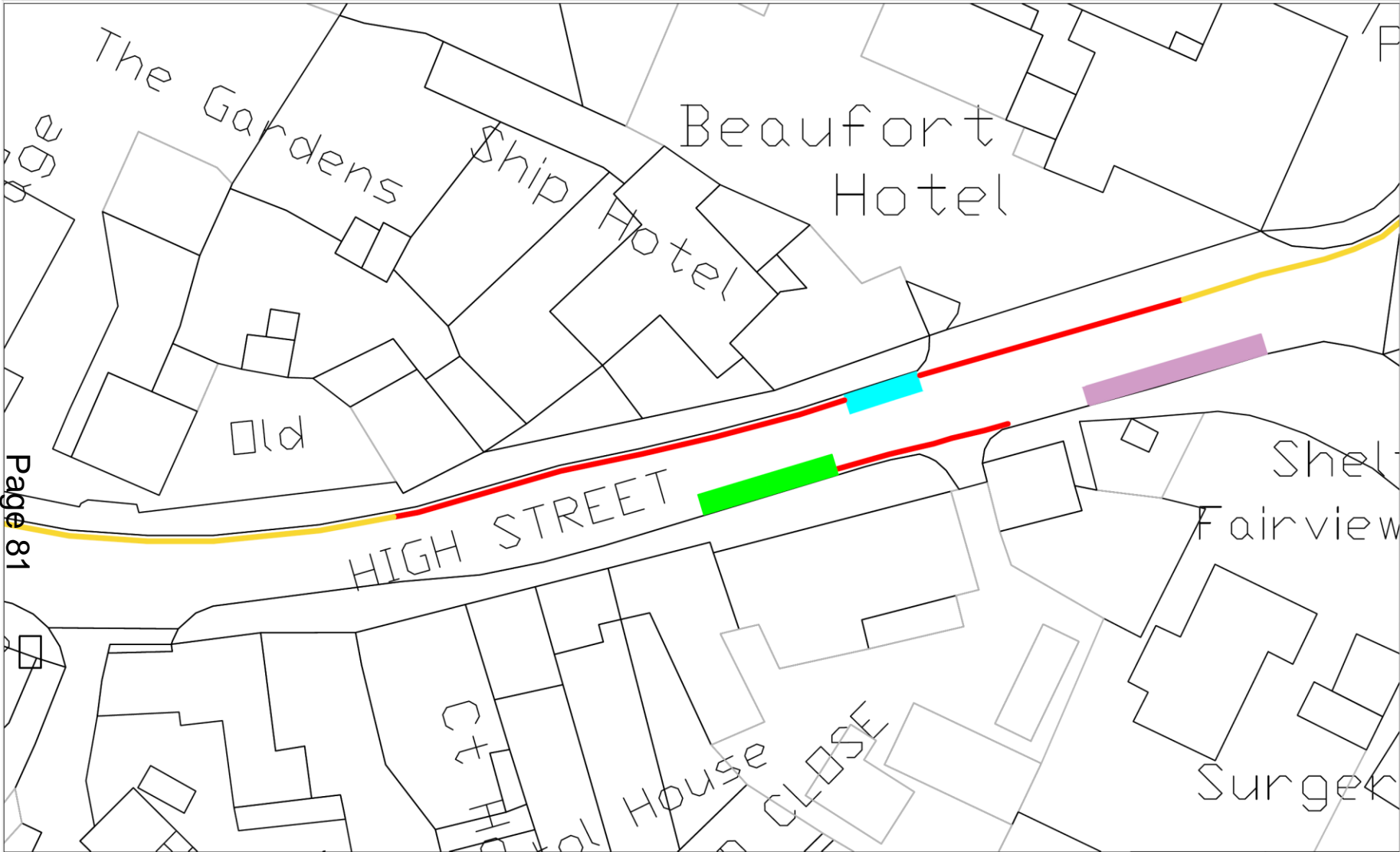


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*for jenny*

Carl Touhig  
Head of Neighbourhood Services  
Monmouthshire County Council


Job Title AMENDMENT-ORDER-16	
Drawing Title PROPOSED-DPPP HIGH-STREET-RAGLAN	
Drawn By NTS	Checked GF/PC
Drawing No. 2248B	Date 16/11/2025
	Rev B

2249 REV A Raglan High StreetProposed Prohibition of Waiting at Any Time



**KEY**

- PROPOSED PROHIBITION OF WAITING AT ANY TIME (DOUBLE YELLOW LINES)
- EXISTING PROHIBITION OF WAITING AT ANY TIME (DOUBLE YELLOW LINES)
- PROPOSED LOADING ONLY BAY (MONDAY - SUNDAY 07:00 - 10:00) - See drawing 2250
- PROPOSED DISABLED PERSONS PARKING PLACE (MONDAY - SUNDAY, 08:45 - 18:00) 1 HOUR LIMITED WAITING PERIOD, NO RETURN WITHIN 1 HOUR - See drawing 2248
- EXISTING BUS STOP

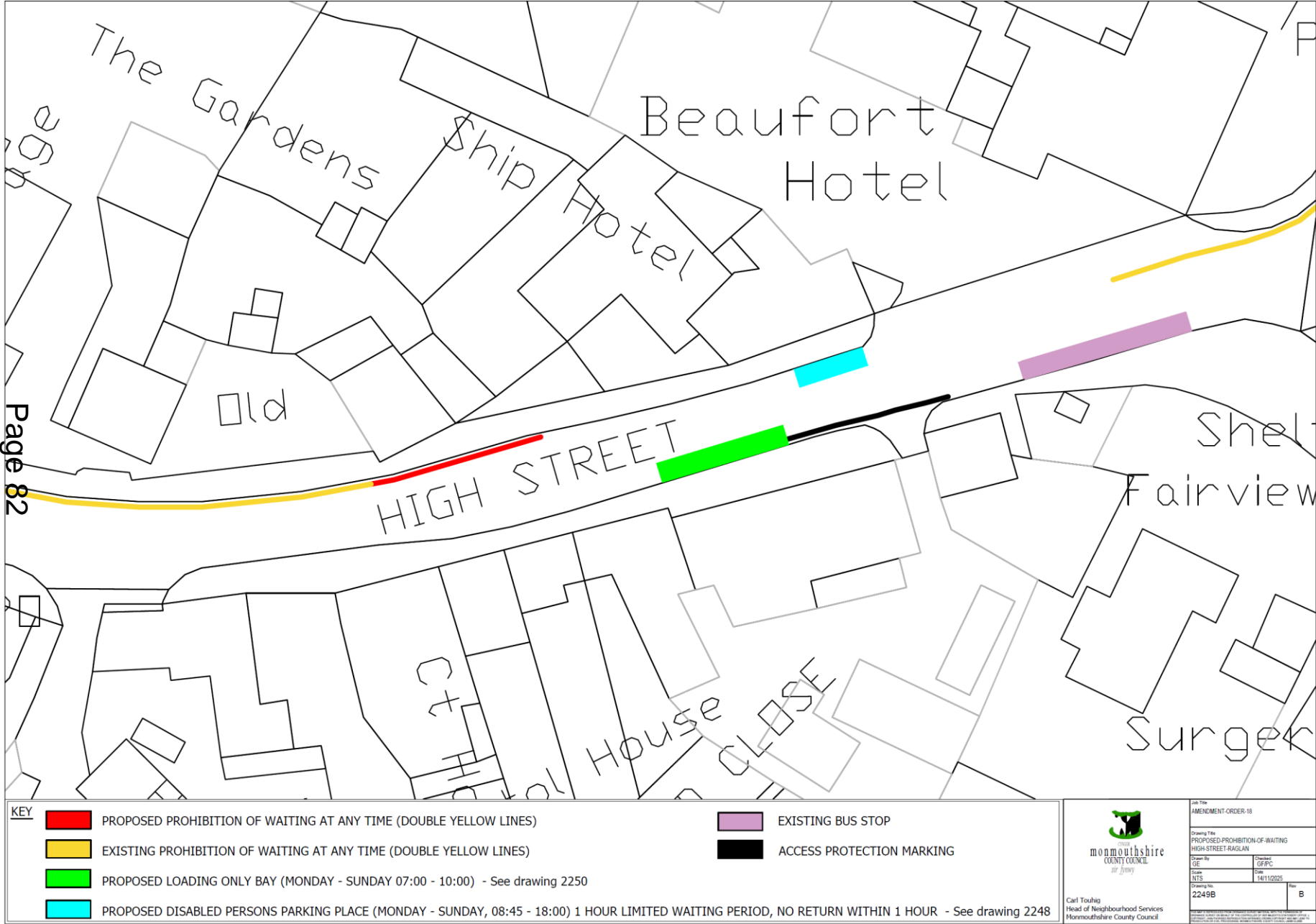


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Carl Touhig  
Head of Neighbourhood Services  
Monmouthshire County Council

Job Title AMENDMENT ORDER 18	
Drawing Title PROPOSED PROHIBITION OF WAITING HIGH STREET - RAGLAN	
Drawn By GE	Checked GF/PC
Scale N.T.S.	Date 10/08/2025
Drawing No. 2249	Rev A

2249 REV B Raglan High StreetProposed Prohibition of Waiting at Any Time



2250 REV A Raglan High StreetProposed Time Limited Loading Bay (Monday to Sunday, 07:00am – 10:00am)



**KEY**

- PROPOSED LOADING ONLY BAY (MONDAY TO SUNDAY 07:00 - 10:00)
- PROPOSED PROHIBITION OF WAITING AT ANY TIME (DOUBLE YELLOW LINES) - See drawing 2249
- EXISTING PROHIBITION OF WAITING AT ANY TIME (DOUBLE YELLOW LINES)
- PROPOSED DISABLED PERSONS PARKING PLACE (MONDAY TO SUNDAY, 8:45AM TO 6PM) 1 HOUR LIMITED WAITING PERIOD, NO RETURN WITHIN 1 HOUR - See drawing 2248
- EXISTING BUS STOP

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or Jersey

Carl Touhig  
Head of Neighbourhood Services  
Monmouthshire County Council

Job Title  
AMENDMENT-ORDER-18

Drawing Title  
PROPOSED LOADING-ONLY-BAY  
HIGH-STREET-RAGLAN

Drawn By  
GE

Checked  
GFPC

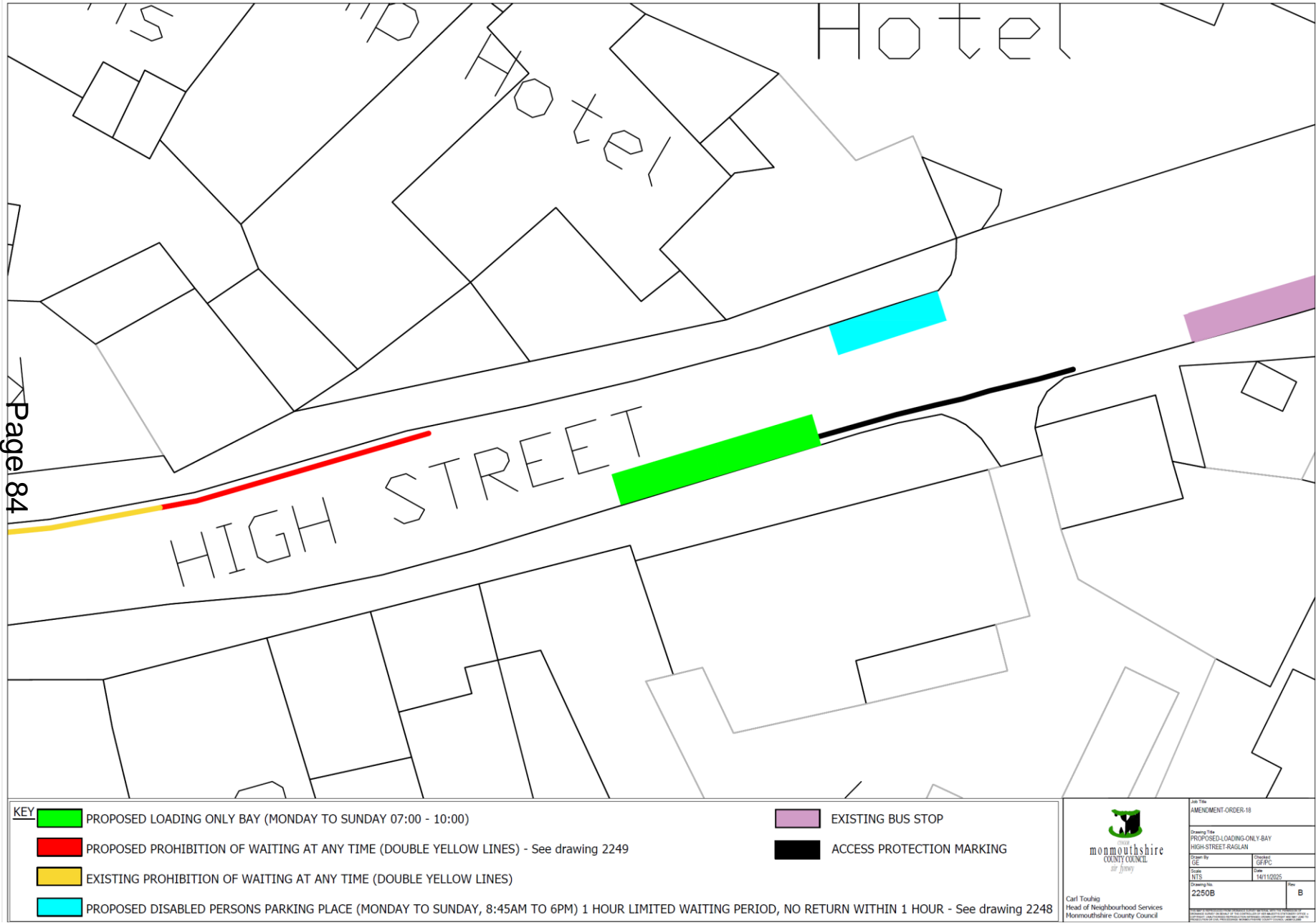
Date  
15/08/2025

Drawing No.  
2250

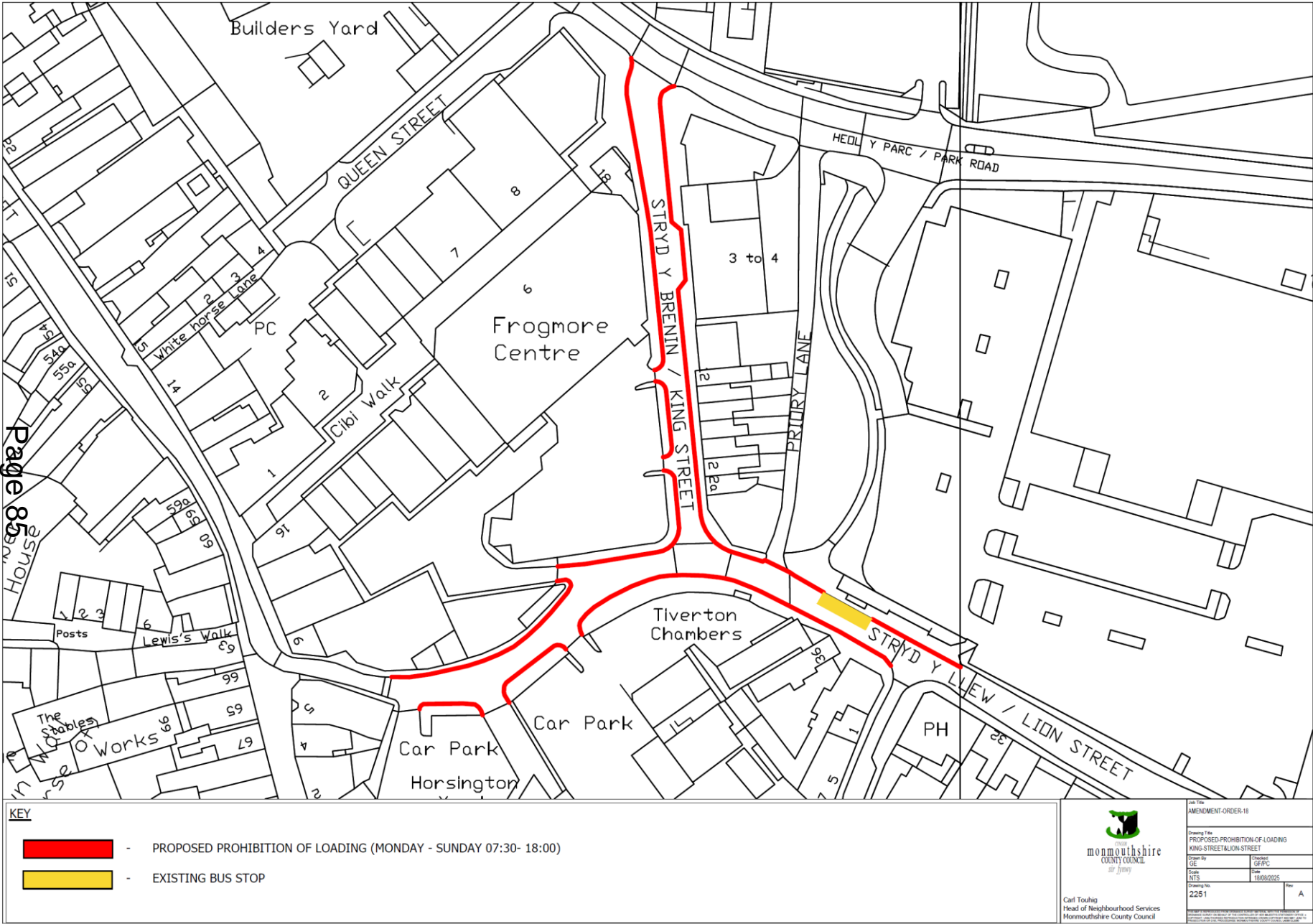
Rev  
A



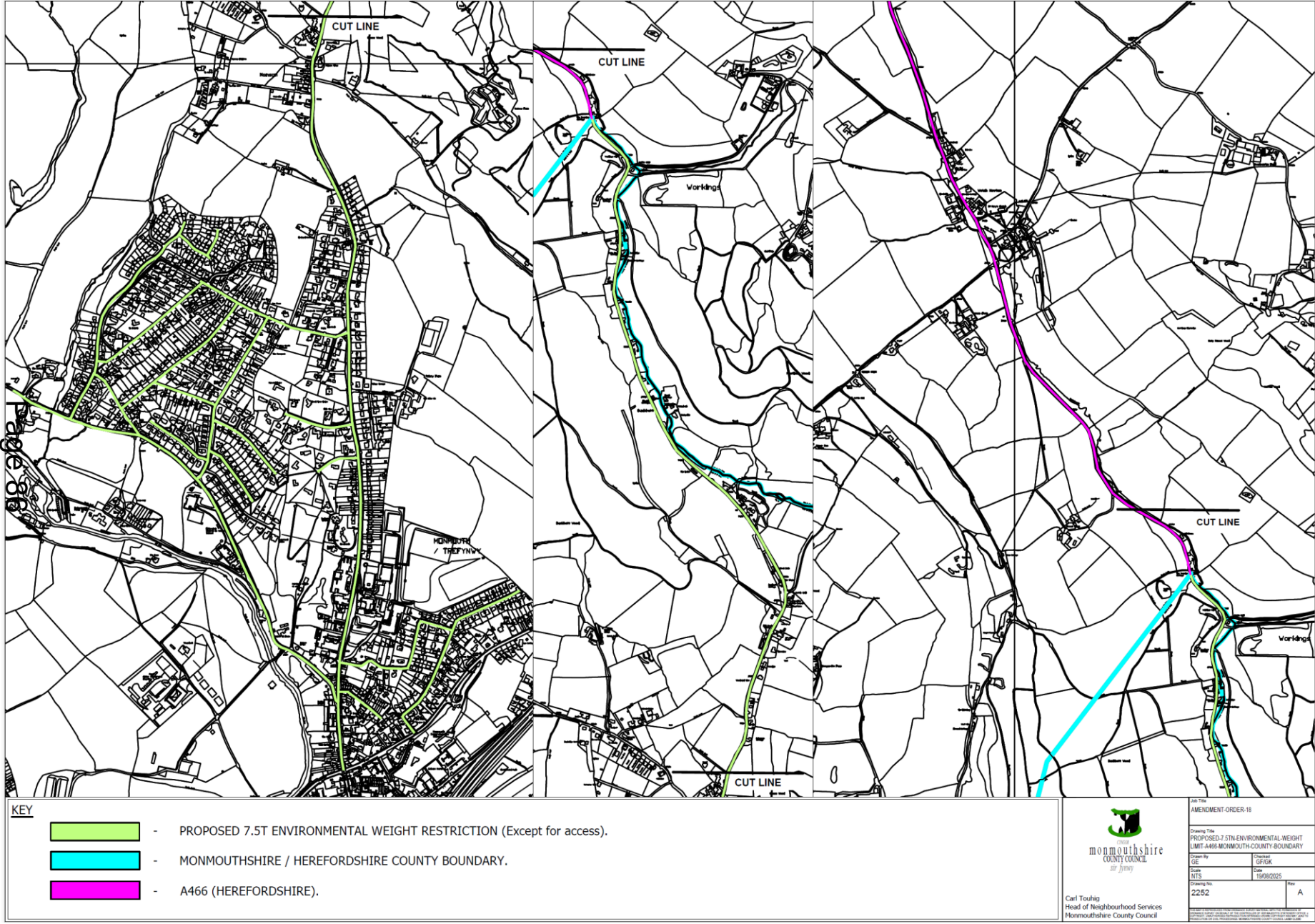
2250 REV B Raglan High StreetProposed Time Limited Loading Bay (Monday to Sunday, 07:00am – 10:00am)

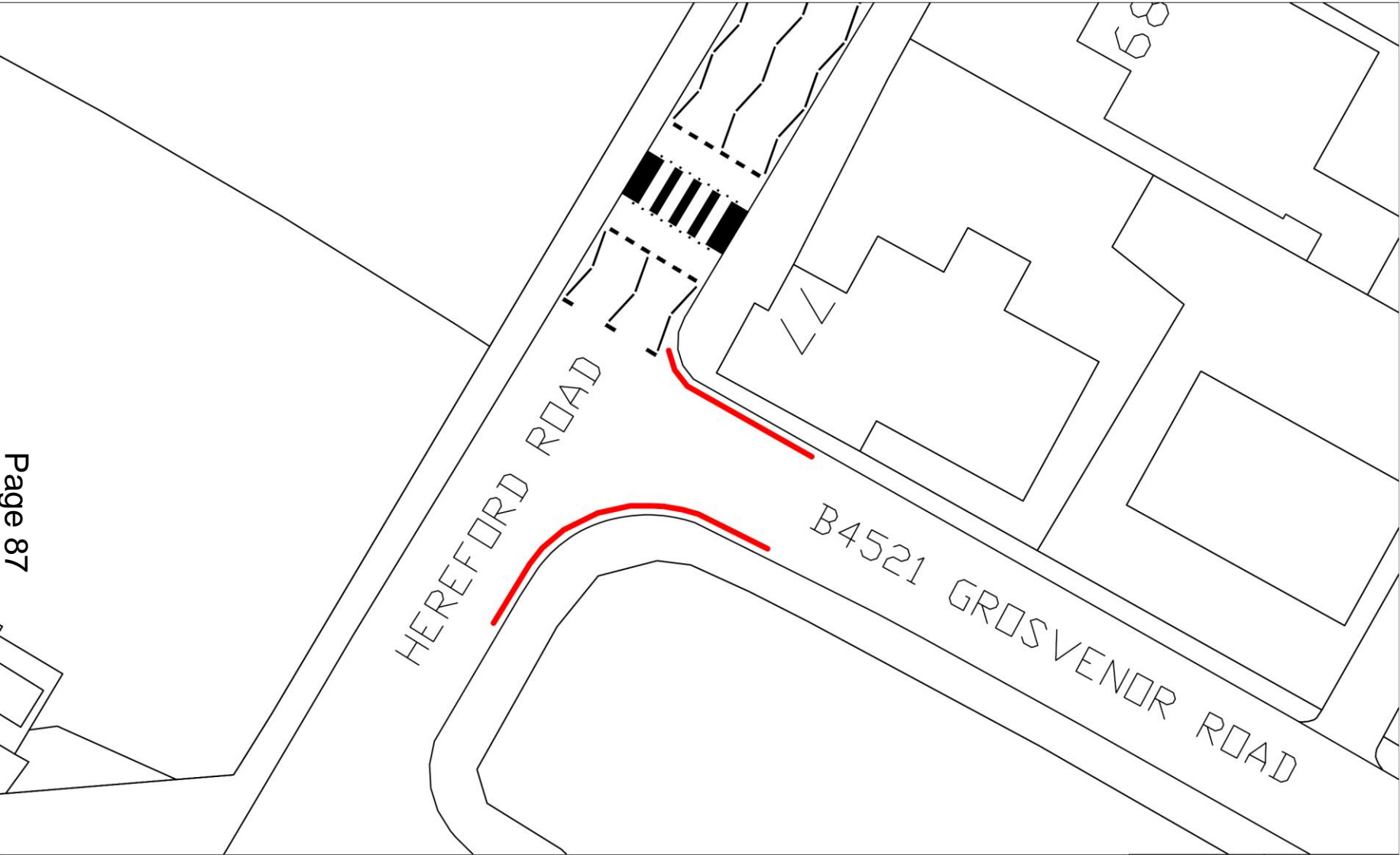








2252 A466, Monmouth Proposed 7.5T Weight Restriction (Except for Access)





**KEY**

 - PROPOSED PROHIBITION OF WAITING AT ANY TIME (DOUBLE YELLOW LINES).



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Head of Neighbourhood Services  
Monmouthshire County Council

Job Title  
AMENDMENT-ORDER-18

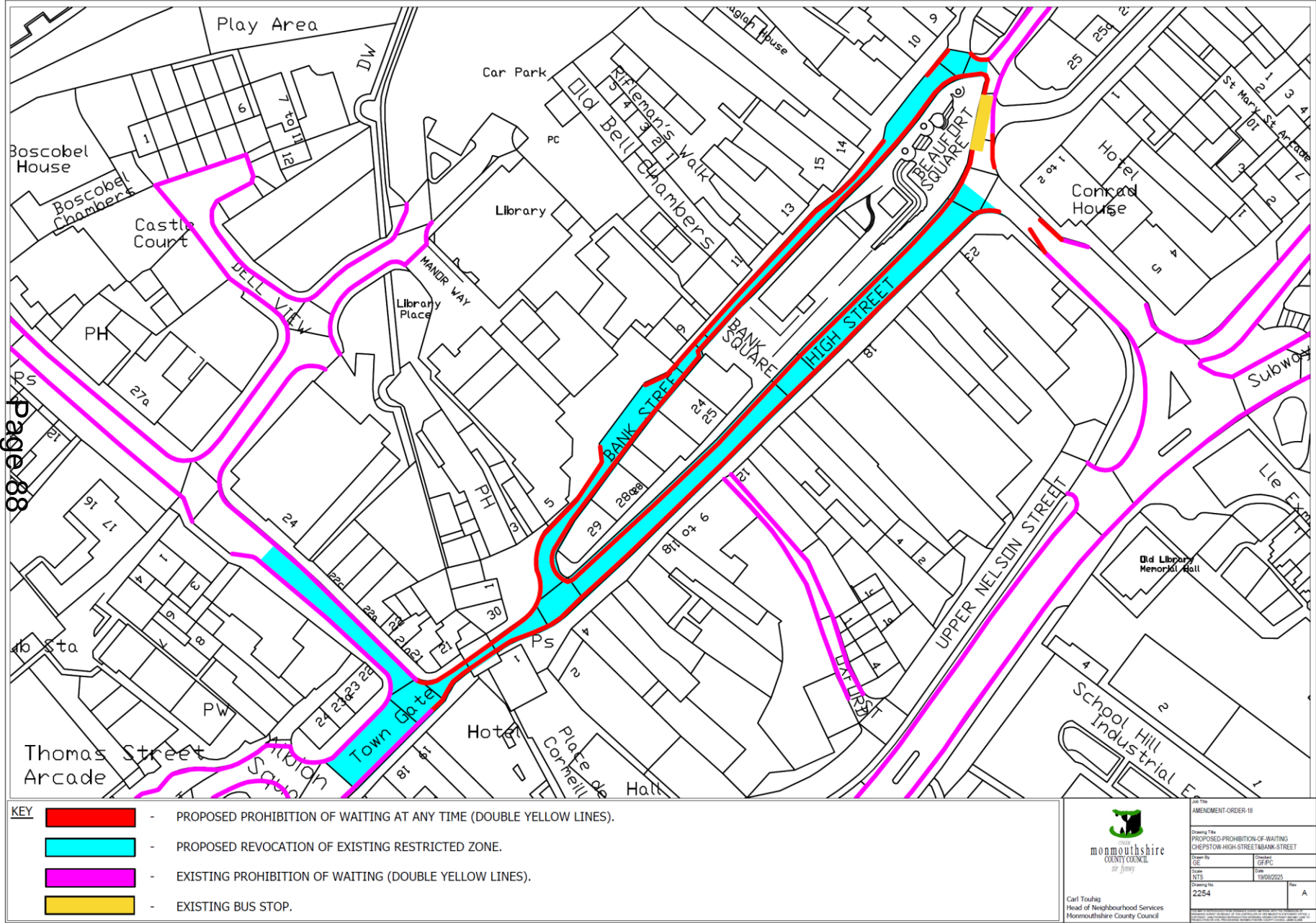
Drawing Title  
PROPOSED PROHIBITION OF WAITING  
GROSVENOR RD-HEREFORD RD-ABERGAVENNY

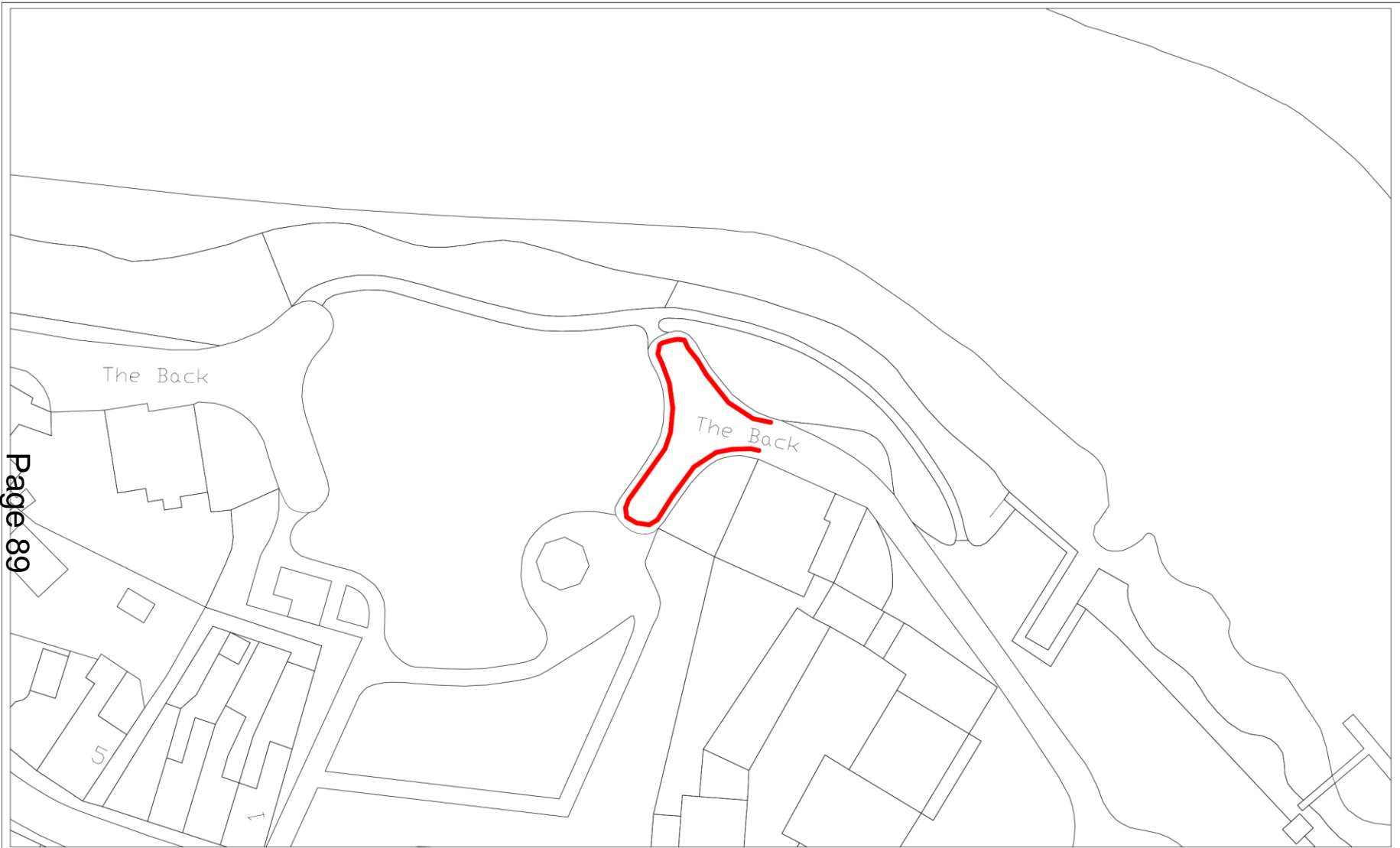
Drawn By CE	Checked By GP/PC
Date 1/1/23	Date 18/06/2025
Drawing No. 2253	Rev. A

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2254 High Street/Bank Street, Chepstow Proposed Prohibition of Waiting at Any Time and Revocation of Restricted Zone





**KEY**

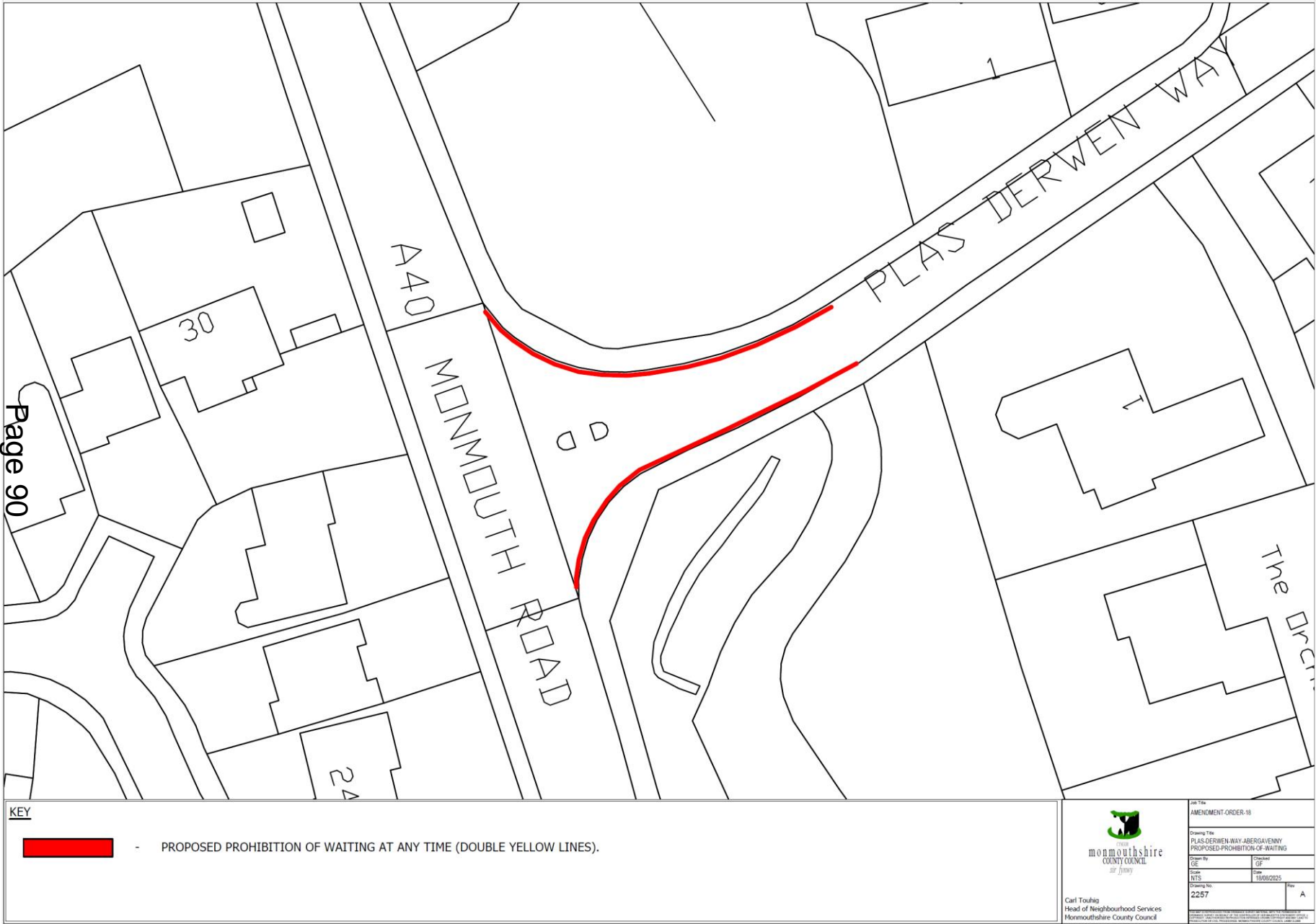
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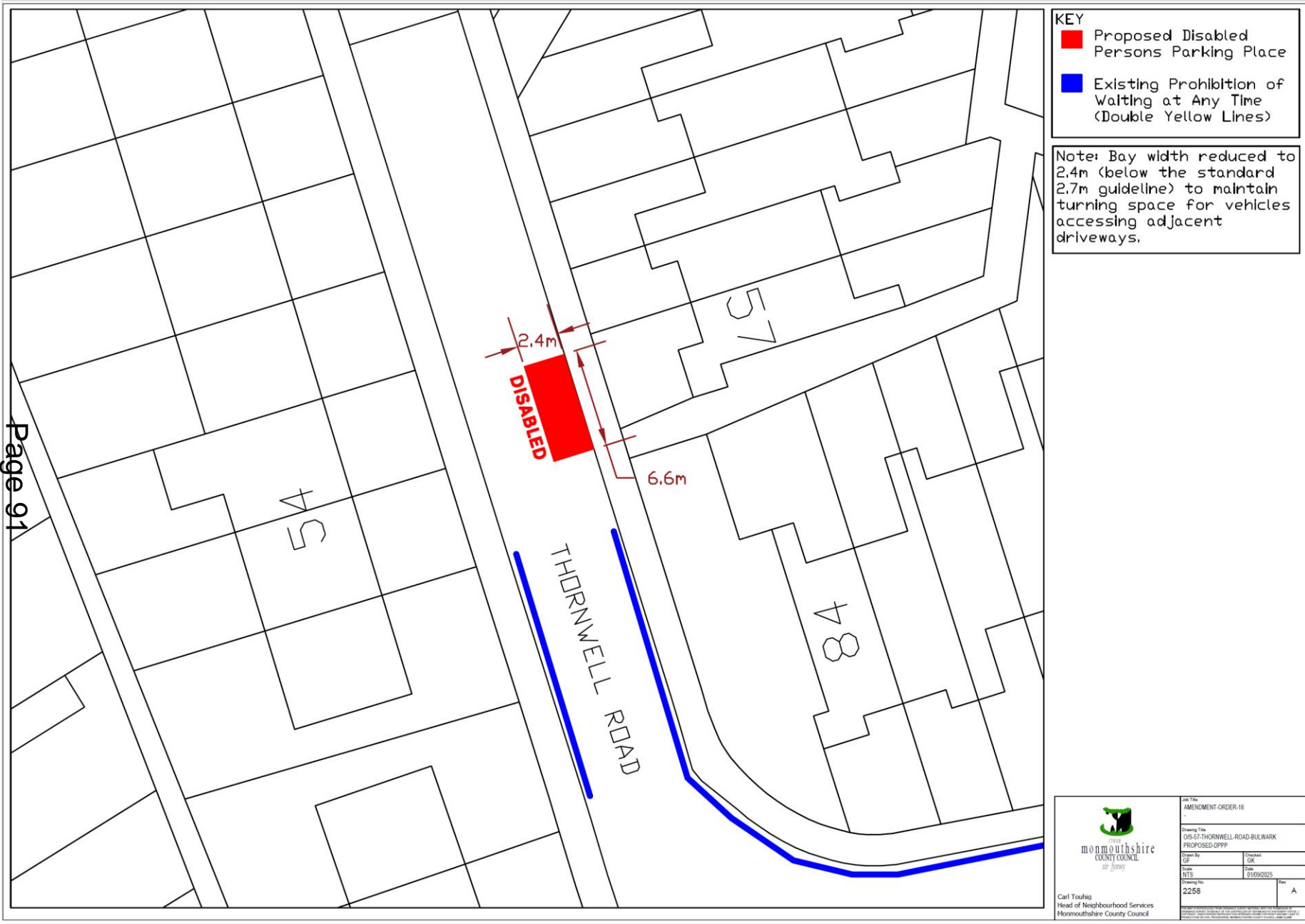


monmouthshire  
COUNTY COUNCIL  
*or ynnu*

Carl Toulshig  
Head of Neighbourhood Services  
Monmouthshire County Council

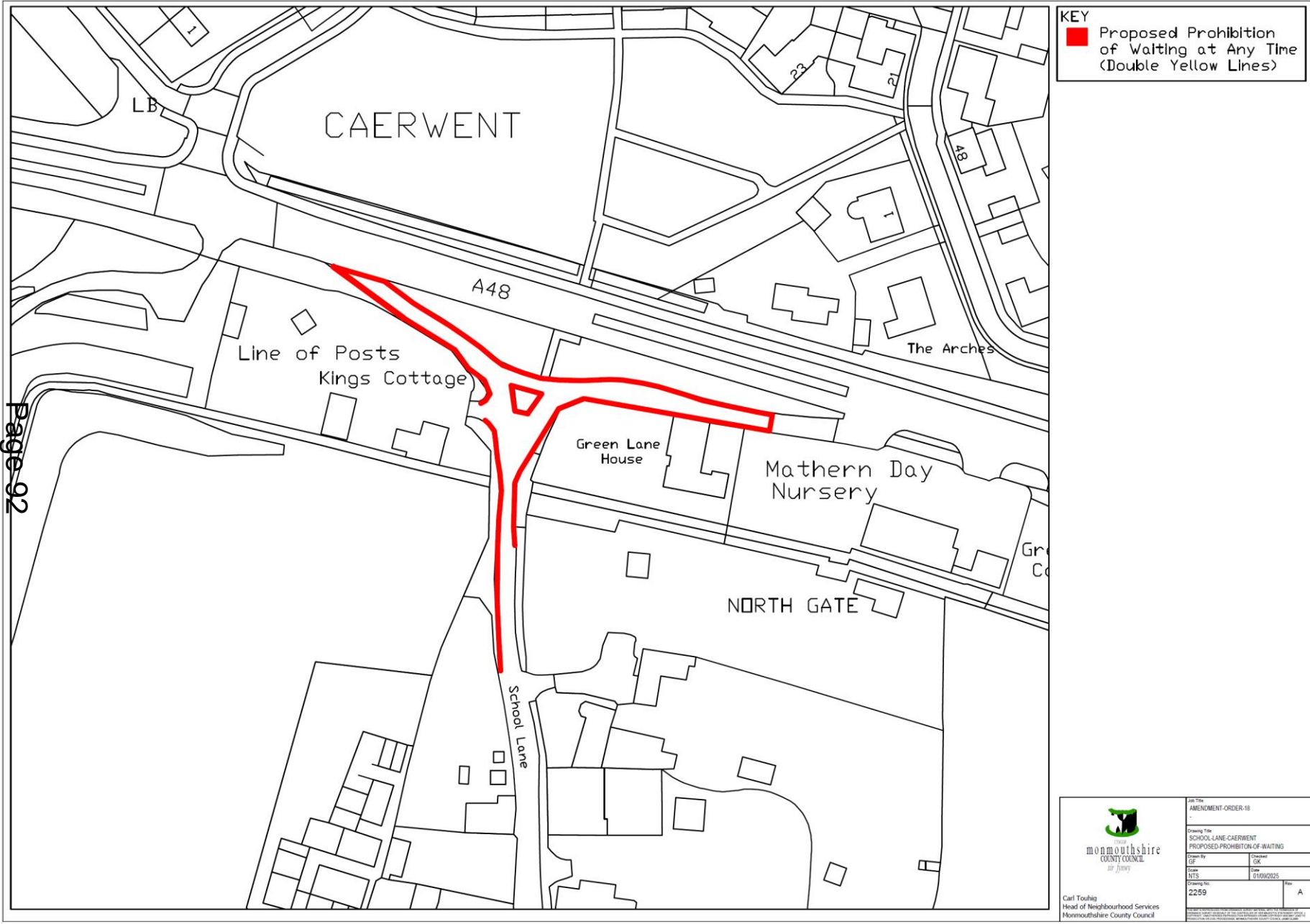
Drawing Title THE BACK, CHEPSTOW PROPOSED REVOCATION OF POW	
Job Title AMENDMENT ORDER-18	
Drawn By GP	Checked OK
Scale 1:175	Date 01/09/2025
Drawing No. 2256	Rev A





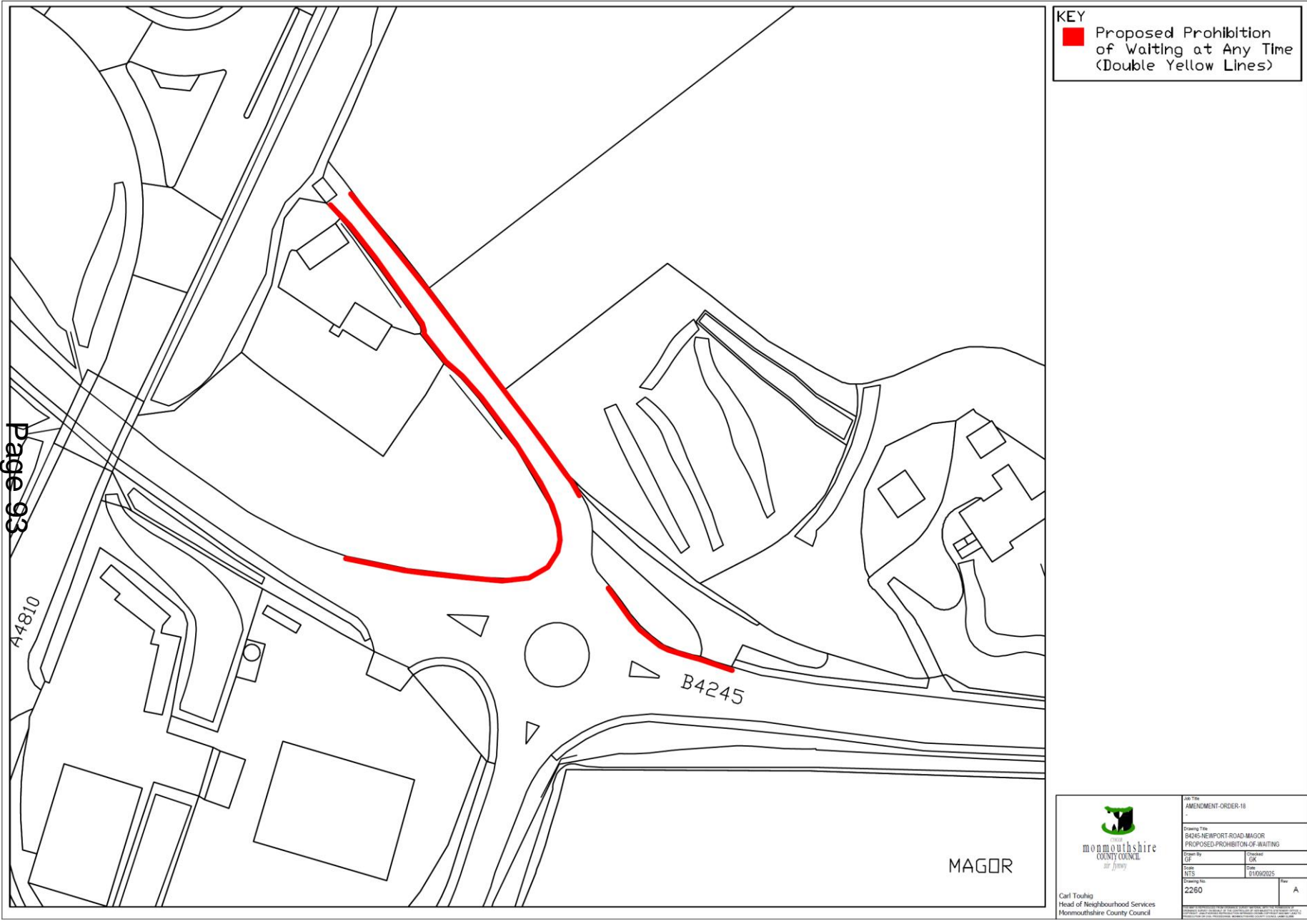


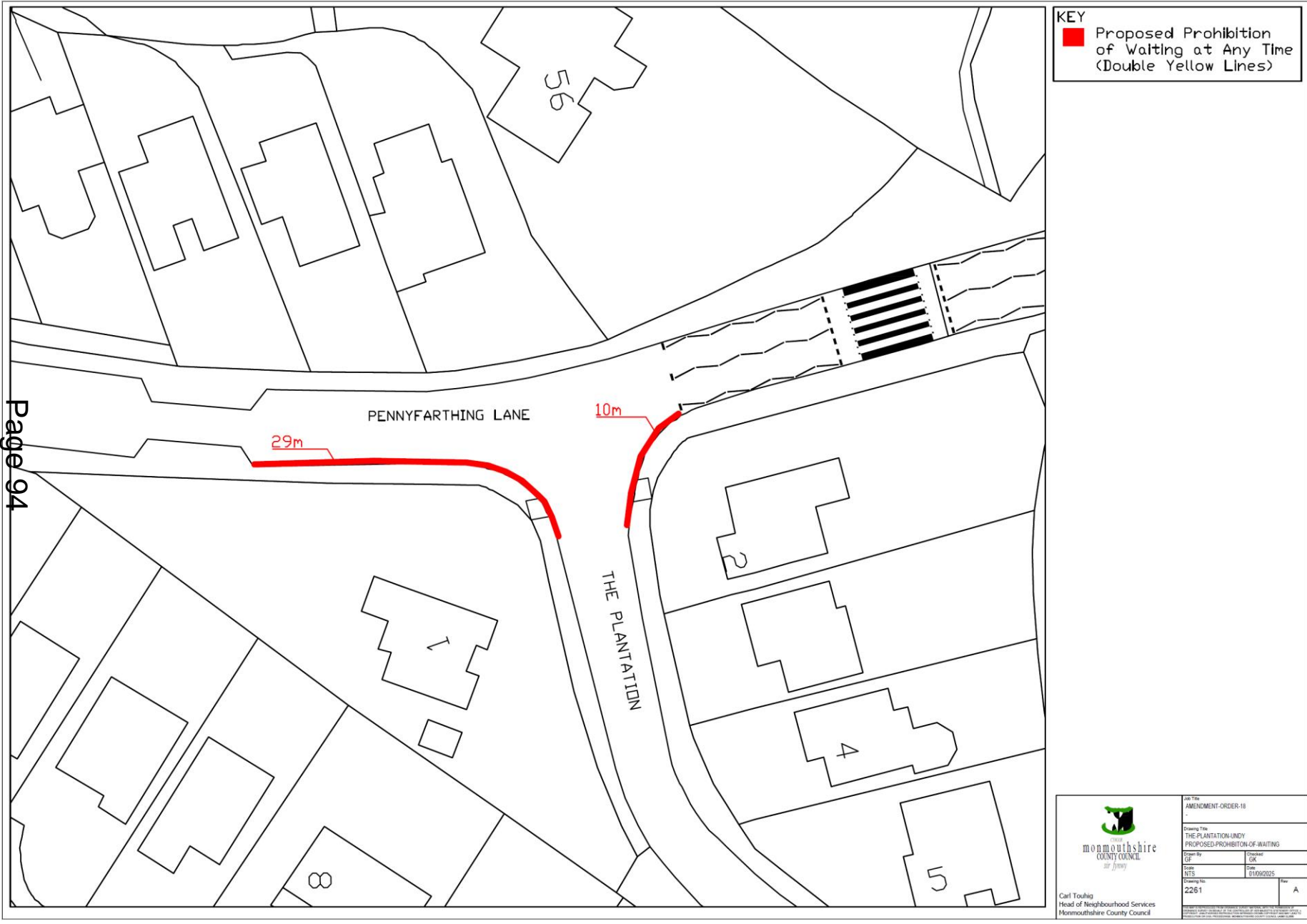
2259 School Lane, Caerwent Proposed Prohibition of Waiting at Any Time

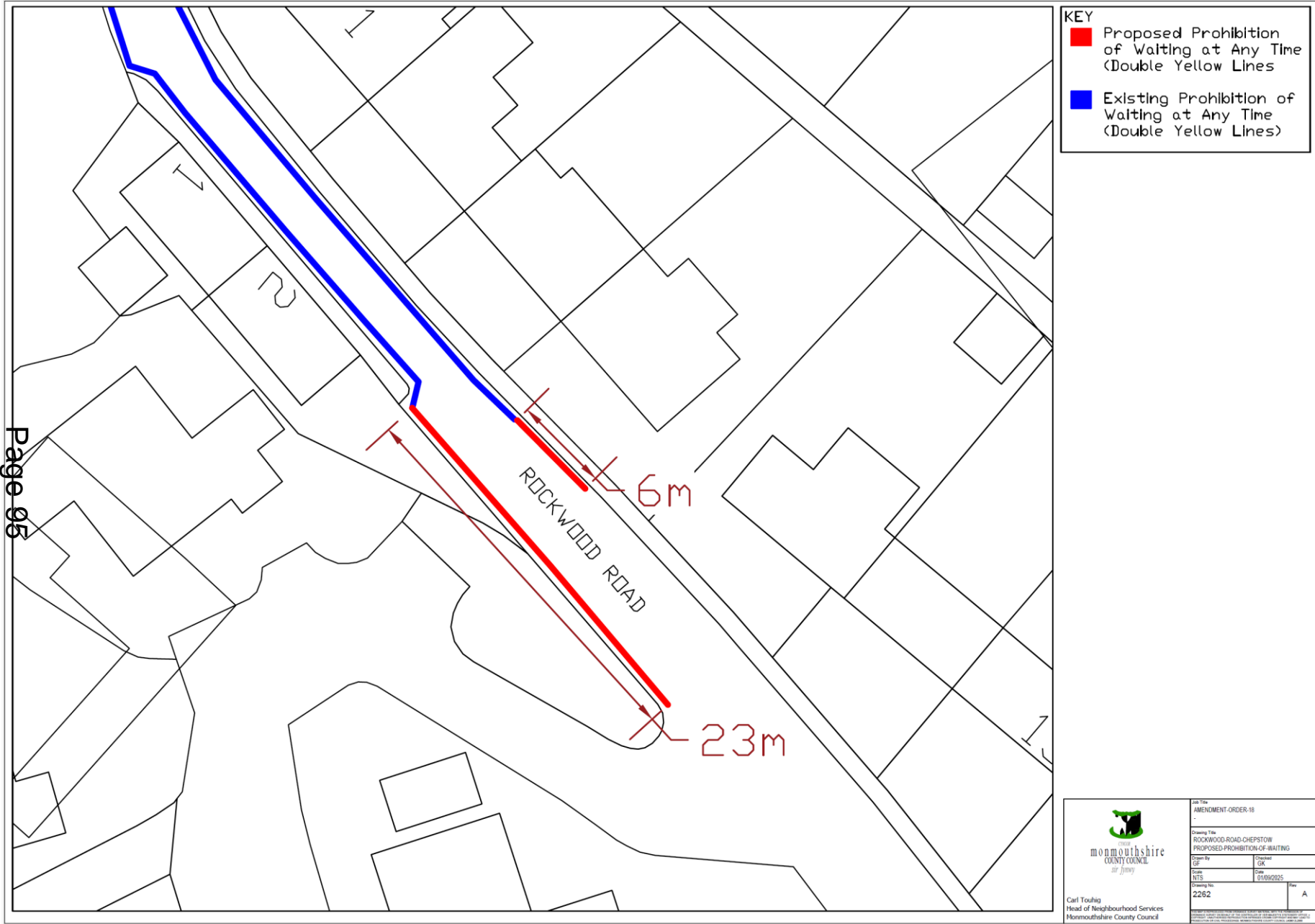


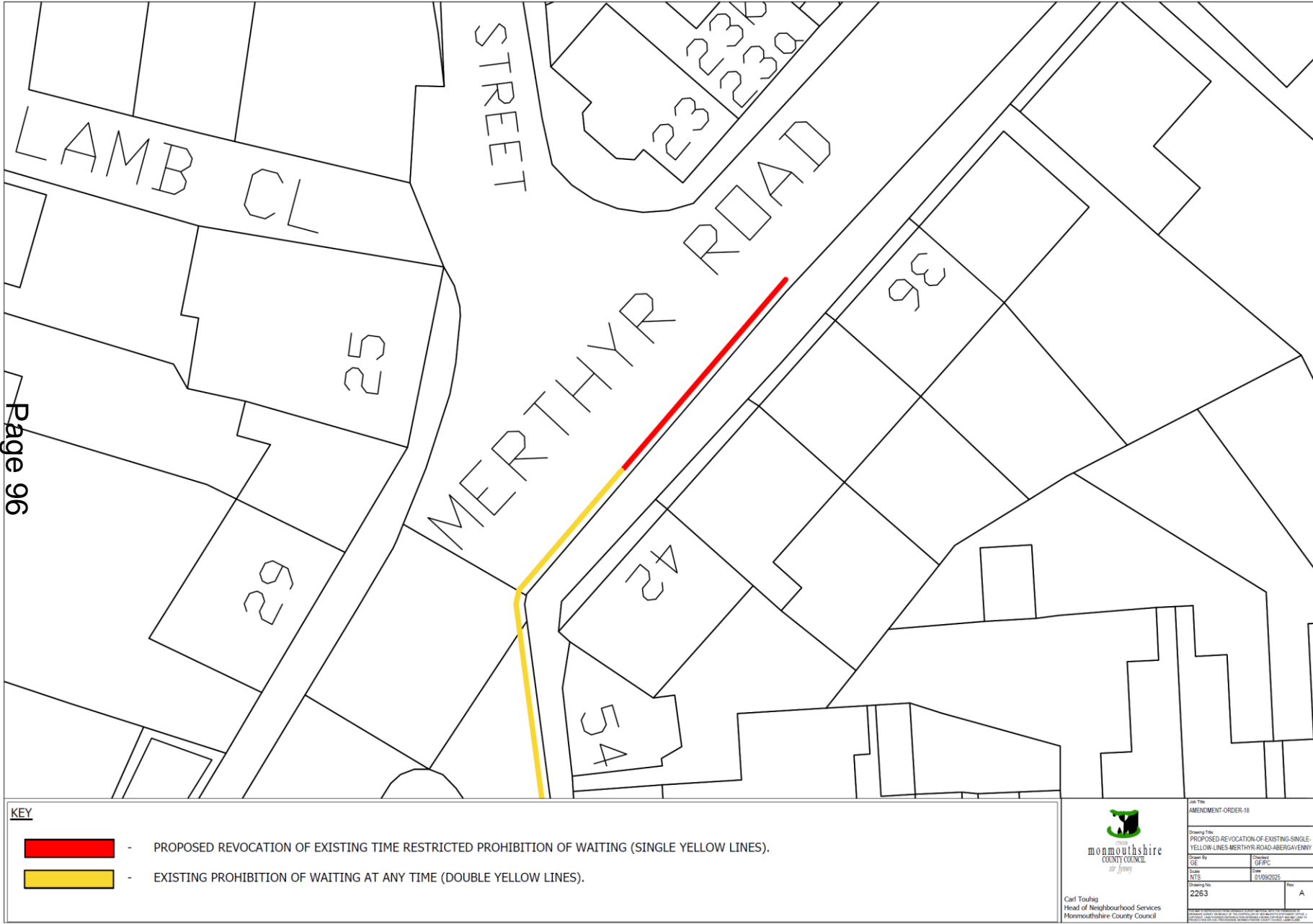


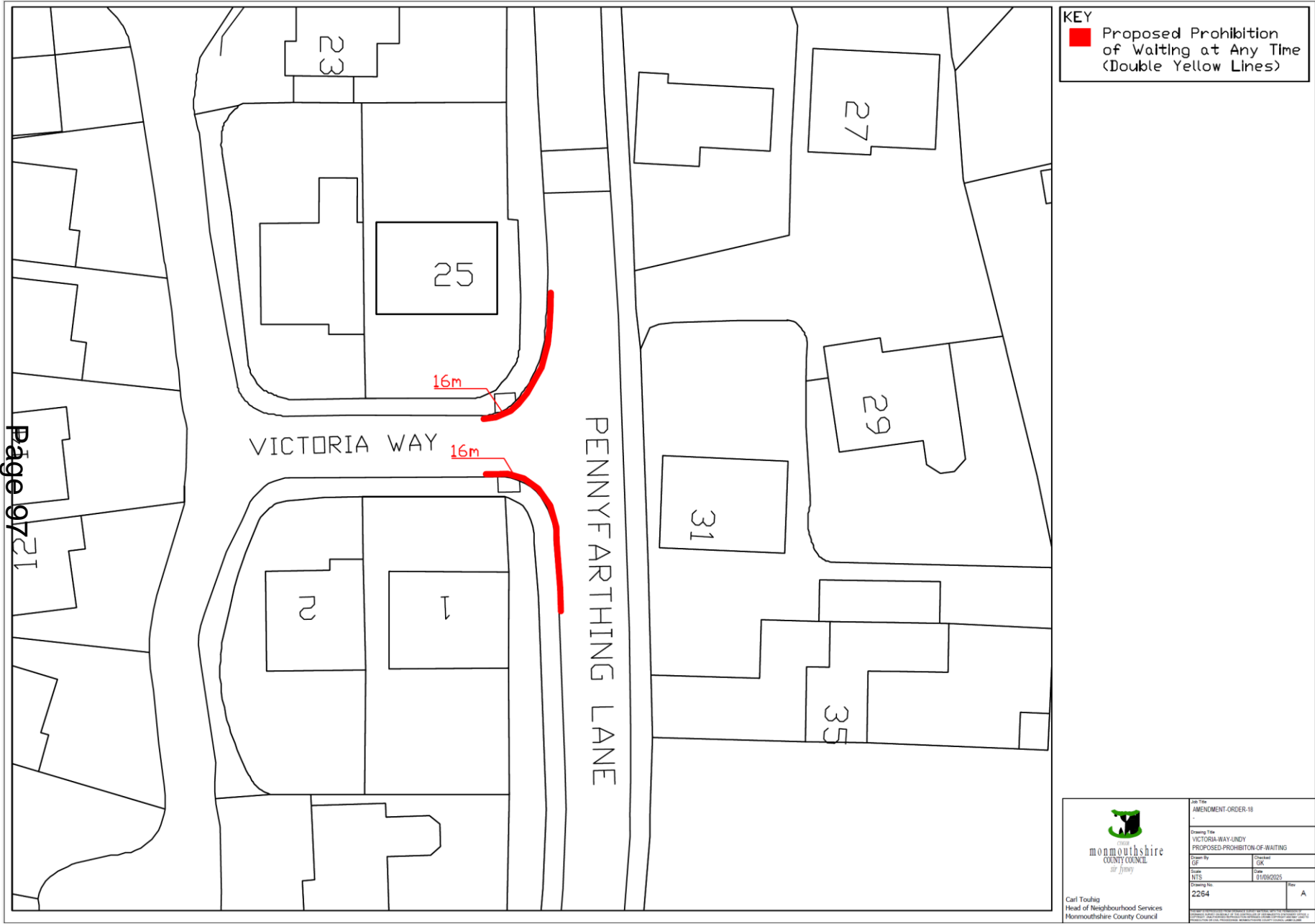
2260 B4245 Newport Road (Northern Arm of Roundabout), Magor Proposed Prohibition of Waiting at Any Time



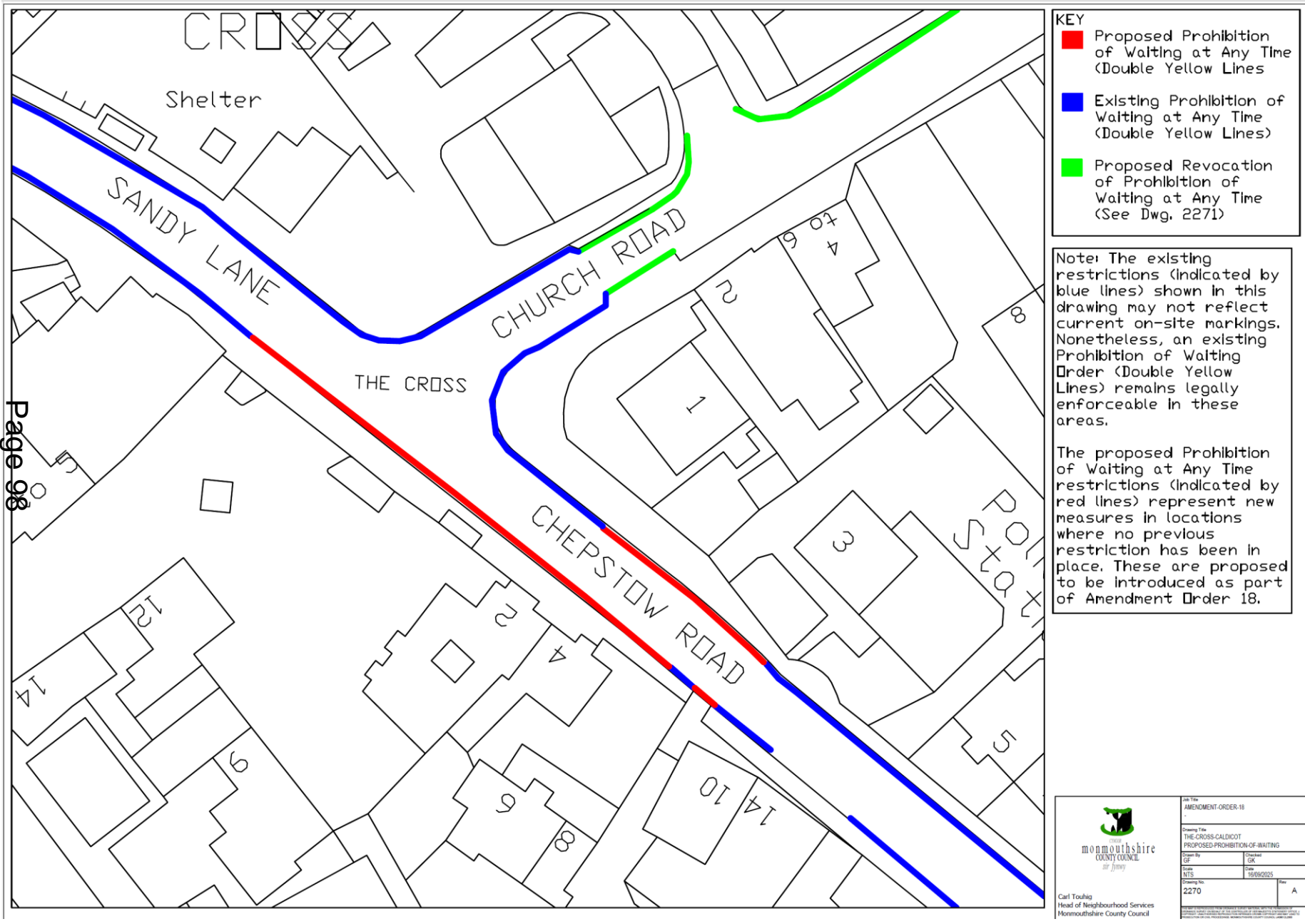




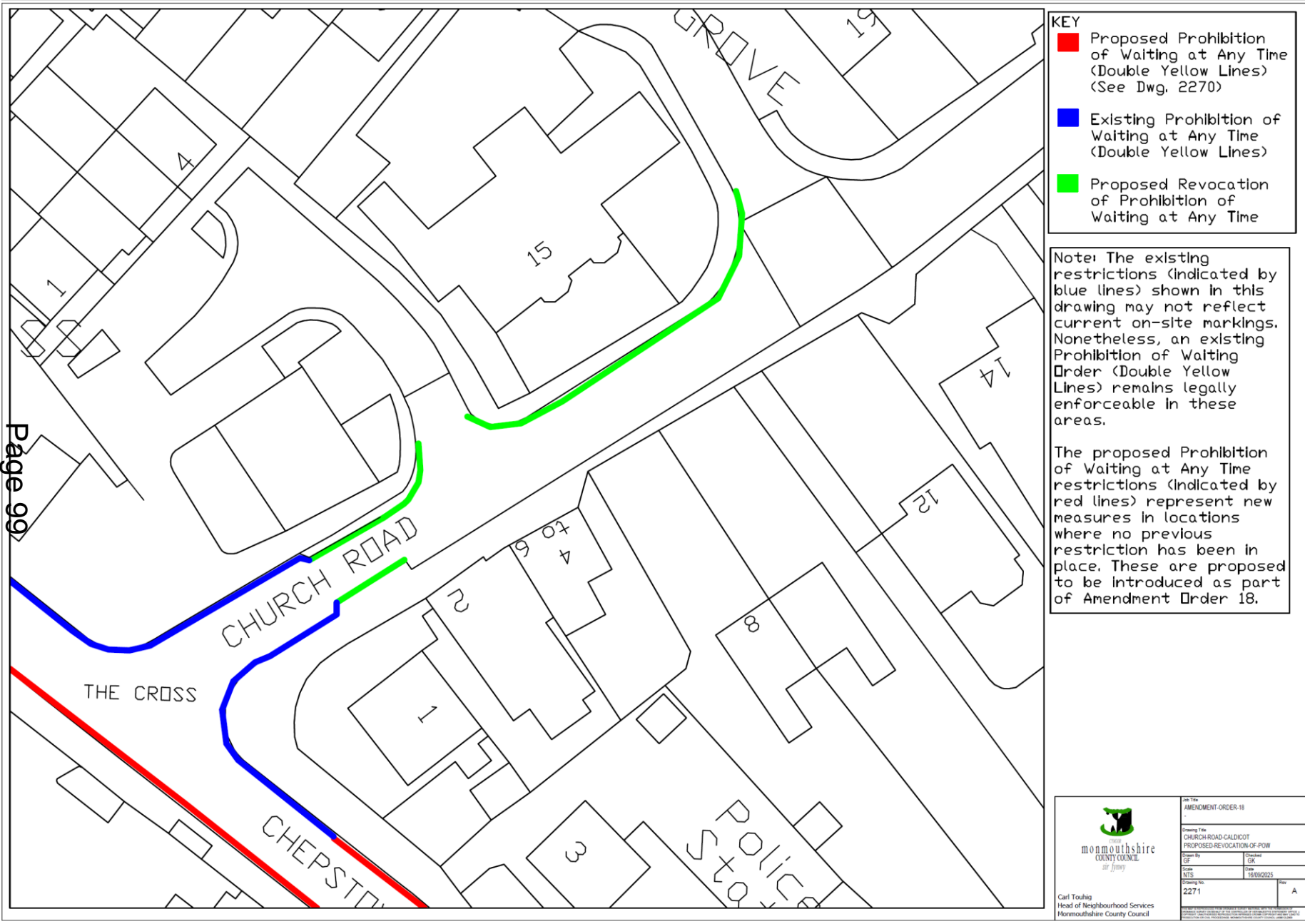








2271 Church Road, Caldicot Proposed Revocation of Prohibition of Waiting at Any Time



## Equality and Future Generations Evaluation

<b>Name of the Officer</b> completing the evaluation  <b>Gareth Freeman</b> <b>Phone no: 01633 644012</b> <b>E-mail: <a href="mailto:garethfreeman@monmouthshire.gov.uk">garethfreeman@monmouthshire.gov.uk</a></b>	<b>Please give a brief description of the aims of the proposal</b>  To consider the proposed introduction, amendment, and revocation of various speed limits at various locations throughout Monmouthshire.
<b>Name of Service area</b>  Neighbourhood Services	<b>Date Completed</b>  18 <sup>th</sup> November 2025

**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?
<b>Age</b>	Safer highway environment benefits children and older people disproportionately; lower speeds reduce collision severity and improve reaction time.	None identified.	Speed limits and restrictions determined through engineering assessments to maximise safety for all age groups.
<b>Disability</b>	Safer streets for mobility or sensory impairments; dedicated disabled parking bays improve accessibility.	None identified.	Provision of Disabled Persons Parking Places near key amenities; maintain safe pedestrian routes.
<b>Gender reassignment</b>	None identified.	None identified.	N/A



<b>Protected Characteristics</b>	<b>Describe any positive impacts your proposal has on the protected characteristic</b>	<b>Describe any negative impacts your proposal has on the protected characteristic</b>	<b>What has been/will be done to mitigate any negative impacts or better contribute to positive impacts?</b>
<b>Marriage or civil partnership</b>	None identified.	None identified.	N/A
<b>Pregnancy or maternity</b>	Safer walking environment for parents with prams and young children.	None identified.	N/A
<b>Race</b>	None identified.	None identified.	N/A
<b>Religion or Belief</b>	None identified.	None identified.	N/A
<b>Sex</b>	None identified.	None identified.	N/A
<b>Sexual Orientation</b>	None identified.	None identified.	N/A

#### **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.

<b>Page 101</b>	<b>Describe any positive impacts your proposal has in respect of people suffering socio economic disadvantage</b>	<b>Describe any negative impacts your proposal has in respect of people suffering socio economic disadvantage.</b>	<b>What has been/will be done to mitigate any negative impacts or better contribute to positive impacts?</b>
<b>Socio-economic Duty and Social Justice</b>	Safer roads and reduced speeds improve safety for pedestrians and cyclists, which benefits those without access to private vehicles. Encourages active travel, reducing transport costs.	Minimal loss of on-street parking could inconvenience residents without off-street parking, particularly in lower-income areas.	Restrictions have been limited to critical safety points only. Alternative parking options remain available nearby. Disabled bays and loading facilities are retained to support accessibility.

## 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
<b>Policy Making</b> Effects on the use of the Welsh language, Promoting Welsh language Treating the Welsh language, no less favourably	All new signs and markings will be bilingual (Welsh first).	None identified.	N/A
<b>Operational</b> Recruitment & Training of workforce	None identified.	None identified.	N/A
<b>Service delivery</b> Use of Welsh language in service delivery Promoting use of the language	Bilingual signage promotes Welsh language use.	None identified.	N/A



**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!

<b>Well, Being Goal</b>	<b>Does the proposal contribute to this goal? Describe the positive and negative impacts.</b>	<b>What actions have been/will be taken to mitigate any negative impacts or better contribute to positive impacts?</b>
<b>A prosperous Wales</b> Efficient use of resources, skilled, educated people, generates wealth, provides jobs	Neutral impact.	N/A
<b>A resilient Wales</b> Maintain and enhance biodiversity and ecosystems that support resilience and can adapt to change (e.g., climate change)	Neutral impact.	N/A
<b>A Healthier Wales</b> People's physical and mental wellbeing is maximised, and health impacts are understood	Positive: Safer roads encourage active travel, reducing collision risk and improving health.	N/A
<b>A Wales of cohesive communities</b> Communities are attractive, viable, safe, and well connected	Positive: Safer, more pleasant streets encourage walking and community interaction.	N/A
<b>A globally responsible Wales</b> Taking account of impact on global well-being when considering local social, economic, and environmental wellbeing	Positive: Active travel reduces emissions.	N/A
<b>A Wales of vibrant culture and thriving Welsh language</b> Culture, heritage, and Welsh language are promoted and protected. People are encouraged to do sport, art, and recreation	Positive: Bilingual signage supports language standards.	N/A

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?
<b>A more equal Wales</b> People can fulfil their potential no matter what their background or circumstances	Positive: Safer, accessible routes for those without cars.	N/A

### 3. 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?
 <p>Long Term</p> <p>Balancing short term need with long term and planning for the future</p>	Yes. The proposal addresses immediate road safety concerns while supporting long-term objectives of reducing collisions, encouraging active travel, and improving community health.	Continue monitoring collision data and community feedback post-implementation to ensure long-term benefits are achieved.
 <p>Collaboration</p> <p>Working together with other partners to deliver objectives</p>	Yes. Developed in collaboration with Gwent Police, local councillors, and community representatives during statutory consultation.	Maintain ongoing engagement with enforcement agencies and local stakeholders to review effectiveness and address emerging issues.
 <p>Involvement</p> <p>Involving those with an interest and seeking their views</p>	Yes. Public consultation undertaken, including correspondence with residents, elected members, and statutory consultees. Feedback informed final proposals.	Provide clear communication on implementation timelines and any adjustments based on feedback.

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?
 <p>Prevention</p> <p>Putting resources into preventing problems occurring or getting worse</p>	<p>Yes. Proposals proactively address known collision hotspots and speeding concerns before further incidents occur.</p>	<p>Regularly review traffic patterns and safety data to identify new areas requiring intervention.</p>
 <p>Integration</p> <p>Considering impact on all wellbeing goals together and on other bodies</p>	<p>Yes. The proposal supports multiple well-being goals: safer communities, healthier lifestyles, and environmental benefits through active travel.</p>	<p>Ensure future schemes continue to integrate equality, sustainability, and language standards in design and delivery.</p>

4. Council has agreed the need to consider the impact its decisions have on the following important responsibilities: Social Justice, 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?
Social Justice	Safer, more equitable highway environment for all.	None identified.	N/A
Safeguarding	Protects vulnerable people, especially children, from road danger.	None identified.	N/A
Corporate Parenting	Supports safer travel for all children, including those under council care.	None identified.	N/A

5. What evidence and data has informed the development of your proposal?

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Officer observations.  
Community and elected member correspondence.  
Collision data analysis.  
Traffic engineering assessments per national guidance.

6. **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?

**Positive impacts:** Safer roads, improved accessibility, encouragement of active travel, legal consistency in traffic regulation.

**Negative impacts:** Minimal loss of on-street parking in targeted areas; potential displacement.

**Mitigation:** Restrictions limited to critical safety points; provision of disabled bays and loading facilities; alternative parking available.

**7. ACTIONS:** As a result of completing this form are there any further actions you will be undertaking? Please detail them below, if applicable.

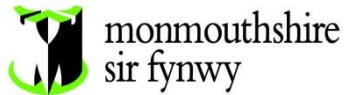
What are you going to do	When are you going to do it?	Who is responsible
Implement the proposals as advertised	Following the making and publication of the traffic regulation orders	Traffic Team (Graham Kinsella, Phaedra Cleary, Gareth Freeman, Georgina Edwards)

**8. 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	ICMD	17 <sup>th</sup> December 2025	

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<b>SUBJECT:</b>	<b>MONMOUTHSHIRE COUNTY COUNCIL'S PLANNING SERVICE'S ANNUAL PERFORMANCE REPORT (APR)</b>
<b>MEETING:</b>	<b>INDIVIDUAL CABINET MEMBER DECISION – CLLR. P. GRIFFITHS</b>
<b>DATE:</b>	<b>17 DECEMBER 2025</b>
<b>DIVISION/WARDS AFFECTED:</b>	<b>ALL</b>

## **1.0 PURPOSE**

- 1.1 To provide the Cabinet Member for Planning & Economic Development with a report on the performance of the Council's Planning Service for the financial year period 2024-25.

## **2.0 RECOMMENDATION:**

- 2.1 To note the contents of the Annual Performance Report for submission to the Welsh Government and recommend the APR for submission without any changes (see Section 10.0 below).

## **3.0 BACKGROUND**

- 3.1 The Welsh Government(WG) normally requires all Local Planning Authorities (LPAs) in Wales to submit an Annual Performance Report for their planning service by the end of November each year (albeit that this requirement was relaxed during the reporting periods affected by the Covid pandemic). This requirement links with the Planning (Wales) Act 2015, and the Welsh Government's objective of creating a positive and enabling planning service.
- 3.2 This is the ninth Annual Performance Report (APR). The report to a scrutiny committee provides the opportunity to review and discuss performance and was welcomed by previous Committees, with a request that it become an annual item.
- 3.3 The APR looks at the performance of the Planning Service against nationally set performance indicators, Welsh Government (WG) targets, the Wales average performance, and Monmouthshire's performance over the previous year. The results are considered in the context of the challenges, opportunities, priorities and resources (staffing and financial) available. The objective of the APR is to reflect on and celebrate good performance, identify areas for improvement, and look across Wales to identify potential areas of best practice that Monmouthshire could learn from or share with others. Recently there was no requirement from WG to submit an APR and no all Wales comparative data has been provided as is normally done. Again, this year WG have not provided national benchmarking figures to enable the council to review its current status against the Wales average. This is unfortunate as the comparison being made is no longer accurate or reflective of the status of planning services across Wales during 2024/25. Issues such as resources limitations and environmental considerations such as water quality in rivers would have an impact on local planning authorities across Wales and therefore the comparison is flawed. Despite that, Monmouthshire's Planning Service decided to continue to

commit to submitting an APR but had to base the assessment of our performance over those two years against the Welsh average in 2018/19 (the last year the national data was published).

3.4 The APR is divided into sections, with the format and appearance being consistent throughout Wales, and all LPAs reporting on the same performance indicators. The report looks at where the Planning Service sits corporately, local pressures, customer feedback and performance. Performance is analysed across the five key aspects of planning service delivery as set out in the Planning Performance Framework:

- Plan making (omitted from the APR in recent years as no performance data was provided by WG and given the work now being focussed on replacing the current LDP);
- Efficiency;
- Quality;
- Engagement; and
- Enforcement.

This Framework was established by the Welsh Government in partnership with local planning authority representatives. Performance is ranked as 'good', 'fair' or 'needs improvement'.

3.5 The Annual Performance Report is provided at Appendix 1.

#### **4.0 KEY ISSUES**

4.1 The purpose of the Planning Service is 'To plan for, advise on, give permission for and ensure the best possible development', that links directly to all six of the Council's Corporate objectives. The service is directly involved with wider corporate projects such as 21st Century Schools and forms an enabling tool to help address some of the challenges and issues identified corporately.

4.2 Key areas of work for the Planning Service include:

- Carrying out a replacement of the Monmouthshire LDP.
- Preparing and co-ordinating thematic supplementary planning guidance to help to foster the interpretation and implementation of LDP policy.
- Implementing the Council's LDP through engaging and working with communities, and partnership working with both internal and external partners.
- Monitoring and evaluating development plan policies, including preparing the statutory LDP Annual Monitoring Report (AMR).
- Maintaining the LDP evidence base and ensuring fitness for purpose for future LDP revision.
- Providing pre-application advice to customers;
- Determining planning applications in accordance with adopted policy and material planning considerations, taking into account stakeholder comments and corporate objectives;
- Securing financial contributions from developers to offset the infrastructure demands of new development;
- Safeguarding the County's 2400 Listed Buildings and 31 Conservation Areas, areas of archaeological sensitivity, the Wye Valley AONB and the Brecon Beacons National Park;

- Providing a heritage service for our neighbouring colleagues in Blaenau Gwent County Borough that works in a manner that is consistent and as well-resourced as the one provided for Monmouthshire.
- Taking robust enforcement action against unauthorised development that is unacceptable in the public interest.

## **5.0 MAJOR PROJECTS FROM 2024/25**

### **5.1 During the reporting period these included:**

- In October 2024 Council endorsed the Deposit RLDP for public consultation and agreed the revised Delivery Agreement. Consultation and engagement on the Deposit RLDP and supporting documents took place between 4th November – 16th December 2024. Notification of the consultation, inviting comments, was sent to approx. 1,000 consultees, agents, and individuals on the RLDP consultation data base. Nine in-person engagement events were held across the County, together with three virtual events (one for town and community councils and two open to all). Officers also engaged with the Business Forum and representatives of school councils and attended a Business Resilience Forum and Climate Change Champions meeting. Approx. 750 people responded to the consultation, resulting in approx. 4,500 individual representations which were subsequently processed by the Planning Policy Team.
- We have started shifting back to a more hybrid working arrangement with officers returning to work in the office more frequently, using collaboration spaces in County Hall to meet as a group on regular days and Support Team colleagues normally using the original space in the office to meet, scan and train colleagues. The return of staff to the office has helped junior officers to benefit from face to face learning in the collaboration spaces and this office presence also helps induct new colleagues. Planning Committee has reverted to a hybrid arrangement with some Members preferring to attend in County Hall (others opting to attend virtually).
- We have continued providing a joint heritage service for Monmouthshire and Blaenau Gwent Councils. This commenced in January 2019 and has provided our neighbouring authority with expert heritage advice without the need to employ its own officer or commission a consultant. MCC manages the service for BGBCB via a memorandum of understanding (MOU) and provides the staff to deliver a resilient heritage service assisted by BGBC funding. Owing to the effective merger of the BGBCB and Torfaen CBC Planning Services this arrangement ended during March 2025.
- Towards the end of the 2021, as a planning authority we were faced with a new constraint of riverine phosphate pollution. Within Monmouthshire it was identified that within the River Usk 88% of the river's water bodies failed to meet the required water quality target and within the River Wye 67% failed to meet the target. As a result of this failure NRW issued detailed planning guidance (updated July 2023) to ensure that the environmental capacity of the rivers (which are designated special areas of conservation) do not deteriorate any further. Any proposed development within the catchment areas of the rivers that might increase phosphate levels need to clearly evidence within a planning application that the development can demonstrate phosphate neutrality or betterment in its design and/or its contribution to the water body. In most cases there will be limited capacity to connect to the public sewerage system and an alternative solution will have to be found. This requirement on drainage considerations has impacted on all development that increases the volume or concentration of wastewater. We apply the guidance to all new applications in those Wye and Usk catchment areas. This has sometimes delayed applications and many were on hold until the Council had developed a clear strategy for dealing with

such issues. We continue to work with a wide range of agencies including WG, NRW, Welsh Water and other authorities (including new nutrient management boards) to find sustainable solutions to this significant environmental problem. Recent work has seen DC-WW commit to providing phosphate stripping technology at Monmouth and Llanfoist waste water treatments works by April 2025. This, allied to NRW's recent review of environmental permits for the main settlements' waste water treatment works, has led to the identification of solutions that will help bring forward much needed development (including affordable housing) in the main towns of Monmouth and Abergavenny as well as smaller settlements in the County.

- Delivering our bespoke pre-application advice service for potential applicants, as well as offering pre-purchase certificates and completion certificates.
- Successfully recruiting new staff and training them to adapt to their new roles in DM and Policy Teams.
- Implementing prioritised elements of the Team's Digital Plan to improve our processes and customer experience – including upgrades to the Idox Document Management System (DMS) and Public Access (PA).
- Securing detailed planning permissions for a 46-home affordable housing scheme at Mabey Bridge, Chepstow, a 50-home affordable housing scheme at Tudor Road, Monmouth, a significant employment development (motorway-related services, plus B2 and B8 uses) at New House Farm, Chepstow and a bio-fuel vehicle fuelling station at the Wales One business park, Magor.

## **6.0 CONCLUSIONS AND RECOMMENDATIONS OF OUR 2024/25 APR**

6.1 Based on the performance information in Section 6 and Appendix A of the APR, we can be pleased with the service we deliver. During this period:

- The proportion of major applications determined within 8 weeks or agreed timescales improved from 67% to 89%, and was well above the 'Good' target of 60% (8 out of 9 applications);
- The end-to-end period for determining major planning applications fell from 436 days in 2023/24 to 267 days; this related to just a small number of applications (nine) – these featured three applications involving complex drainage issues (including phosphates/ SAB compliance issues), plus legal and ecological inputs - Tudor Road, Wyesham; Maby Bridge Affordable Housing and the Magor Bio-fuel station application;
- The proportion of all applications determined within 8 weeks or agreed timescales remained high at 92%, demonstrating the effective recruitment and training up of new officers in the Applications team ('Good' target 80%);
- The proportion of applications we approved remained high at 95% (service target is 94%);
- Of those applications that had gone through our pre-application advice service, and followed our advice 100% were approved;
- In eight out of eleven appeals (73%) against our decisions to refuse planning permission, MCC's decision was confirmed, well above the 'Good' standard of 66% or more;
- We dealt with a large number of applications for listed building consent (58 applications) and 78% of these were determined within agreed timescales (target 80%);
- Enforcement performance remained strong for the measure relating to the percentage of enforcement cases investigated in 84 days (82% compared to the 2023/24 figure of 83%) which is rated 'Good', although the performance did decline in respect of the average time to take positive action which increased from 91 days to 134 days, rated 'Fair'. This was primarily because we closed a small number of long-

standing cases which inflated the average figure. We investigated around 300 enforcement cases and served 15 notices.

- Significant s106 monies (approx. £1M) were received towards important community infrastructure schemes including the Abergavenny velo park proposal as a result of granting permission for major developments allocated in the LDP such as those at Rockfield Farm/ Vinegar Hill - Undy, and Grove Farm - Llanfoist.

- 6.2 A summary table of our performance can be found in Appendix A of the APR. Of the 12 ranked indicators, 8 are ranked 'Good', while 4 are 'Fair' and none 'need improvement'.

This shows that the team is working effectively and has overcome the longer-term effects of vacancies and significant constraints such as phosphate pollution. Our performance has been very good and our pre-application advice service is effective.

The Previous APR's actions involving securing political agreement for the Heritage Buildings at Risk Strategy, upgrading our back office software systems to process applications more efficiently and undertaking planning training (with a focus on enforcement) with our community / town councils as well as County councillors, were all completed. In addition, our Senior Heritage Officer received Cadw accreditation to determine listed building applications relating to Grade II\* buildings and one of our DM Officers graduated with Cardiff University, after completing the part time Planning course. The digitising of historic (and sometimes inaccurate) tree preservation order records is a longer term project and is carried forward (see below).

	Number of indicators
Welsh Government target has been set and our performance is 'good'	8
Welsh Government target has been set and our performance is 'fair'	4
Welsh Government target has been set and our performance 'needs improvement'	0

- 6.3 Four actions are identified going forwards.

Four actions are identified going forwards:

Action 1 – a) Digitise information in relation to older planning applications that are held on microfiche to enable the public to self-serve, reducing the demand on staff time and to reduce the need for travel.

b) Digitise re-surveyed data relating to trees covered by Tree Preservation Orders so that the information is accurate and available online and the public can research their enquiries themselves rather than seek this from our Tree Officer, Support Team or Duty Officer.

Action 2 – To implement the approved Buildings at Risk (BAR) strategy to manage and prioritise any interventions to enable key heritage assets to realise a sustainable use for future generations.

Action 3 – To continue to invest in our staff to ensure professional qualifications are achieved and professional development takes place – this includes the accreditation

of two of our heritage officers so that they can determine applications for listed building consent without reference to Cadw. The more we develop our own staff, the less reliant we are on a very competitive labour market.

Action 4 – To carry out a re-structure of DM management to ensure there is sufficient capacity to manage the team effectively, having regard to recent staff changes.

#### 6.4 **Value of Planning**

RTPI Cymru has published a toolkit which measures the value generated by a local authority planning service. The tool has been developed to capture the economic, social and environmental value at a local planning authority level across Wales. The tool and its 'Value Dashboard' has been designed to provide RTPI Cymru and the Welsh Government with a platform to demonstrate to local authorities, national policy makers, the private sector, researchers and other broader policy and media audiences, the value planning contributes and how planning is positively contributing to Wales' seven well-being goals. The data has been updated to reflect planning permissions and completions in the current reporting period, 2024/25. The toolkit has been a very useful means of promoting the good work undertaken by the department that is often taken for granted. Over this period, the toolkit concludes that the service has contributed almost £104M to the local economy by the allocation of sites in the LDP, the safeguarding of land, the granting and implementation of planning permissions, the operation of its enforcement function and the securing of planning obligations. We aim to update this for the ensuing reporting periods. The 'Dashboard' data summarises the Planning Service's contribution below:

## Planning service key data



28 FTE jobs in planning service



908 applications handled



£0.5m collected in fees

### LDP Land Safeguarded



20  
369 ha Green Wedge  
3,174 ha Local Nature Reserve  
434 ha open space  
7,942 ha minerals



Residential

111 ha



Retail & leisure

0 ha



Commercial

244 ha



Waste

0 ha

### LDP Value

£2.1m uplift value

(based on land allocated for whole plan period)

Value adding policies ✓ 89%

### Applications

7 major  
901 minor  
0 other

0 DCOs dealt with  
1 DNS dealt with  
58 LBC applications granted  
11 refusals appealed  
0 judicial reviews

■ Statutory ■ Discretionary

### Decisions

✓ 718 approvals (79%)  
x 41 refusals (5%)  
292 subject to pre app

■ Delegated ■ Committee

■ Delegated ■ Committee

■ Delegated ■ Committee

■ Delegated ■ Committee

### Permissions

**Residential**  
958 units  
£40.4m uplift value  
18% affordable

**Retail & leisure**  
240 m²  
£0.0m uplift value

**Tourism**  
250 bedspaces  
220 self catering

### Permissions

■ Consistent with local plan  
■ Departures from local plan

**Commercial**  
10,350 m²  
£0.2m uplift value

**Renewables & other**

#REF!  
0 tonnes waste  
0 tonnes minerals  
4 ha remediation  
4ha

### Contributions

#### Section 106 income

£0.2m

#### Breakdown

■ Training and employment  
■ Sports and leisure  
■ Environmental  
■ Community/cultural  
■ Formal open space  
■ Primary health  
■ Education  
■ Infrastructure  
■ Active travel  
■ Highways  
■ Affordable housing

#### CIL income

£0 total value

£0 total value

### Completions

**Residential**  
319 units  
22% affordable  
£56.8m uplift value  
£0.4m council tax p.a

**Retail & leisure**  
135 m²  
£0.1m uplift value  
4 gross FTE jobs  
#N/A

#### Commercial

9,950 m²  
£5.5m uplift value  
144 gross FTE jobs  
#N/A

#### Renewables

1 MW  
£5,000 community benefit

#### Tourism

150 50 FTE jobs  
200 self catering

### Enforcement

352 enforcement complaints  
4 planning contraventions  
7 enforcement notices  
1 breach of condition notices  
1 stop notices  
2 section 125 notices



### Wider indicators

£186,100 spend on consultancy fees  
9 internal consultees  
0 Energy statements  
0 EdAs  
3 Environmental statements

£20,000 health benefits of affordable housing provision p.a  
£100,000 recreational benefits from open space created p.a  
3 Travel plans  
0 HIAs  
8 Transport assessments

In 2024/25 the total value of planning was £103.9m

SOURCES: Planning function outputs (LPA survey), Land and property value data (JLL estimates), business rates valuations (Valuation Office Agency), employment densities (English Homes & Communities Agency), Council tax rates (StatsWales), Health benefits from Affordable Housing (Department for Communities and Local Government Appraisal Guide, based on various studies outlined in appraised databooks), Community benefit from renewables (Renewables UK Cymru). Some of the calculations require high level assumptions to convert between units/m²/ha. Where possible, benchmarks have been employed otherwise reasonable assumptions have been used. Business rate council tax and gross FTE job estimates based on assumption of 100% occupancy and do not factor in any displacement. Numbers of applications and decisions are unlikely to match up as these can take place in different financial years for any given application. 'Value adding policies' refers to the proportion of policies the team has identified as adding 'intangible value' that are included in local plans. Approvals and refusals do not sum to 100% due to applications carry across years. The total value of planning only incorporates some of the metrics presented in the dashboard.

RTPI Cymru

RTPI Cymru

ARUP

JLL

## **7.0 OPPORTUNITIES GOING FORWARD**

7.1 The following opportunities for the coming year have been identified as a result of this Annual Performance Report and our Service Business Plans:

- Continue to roll out the project management of major planning applications, where appropriate, via planning performance agreements to seek, by best endeavours, timely and well-managed processing of such applications, providing a good customer experience for the customer;
- To digitise the information held by the Council in microfiche or paper form to improve the web site experience for customers and improve customers' pathways to information (Action 1 a and b);
- To implement the Buildings At Risk Strategy to safeguard some of our most precious but vulnerable heritage assets (Action 2);
- Continue with the replacement Monmouthshire LDP because of the need to facilitate the identification/ allocation of additional housing land as well as addressing the demographic and employment challenges of the County;
- To identify, implement and/or disseminate best practice via the Planning Officers' Society for Wales or other working groups, including the Welsh Government, the WLGA and the RTPI
- To support our colleagues via training opportunities, regular reviews and one-to-ones to invest in their careers, ensure their well-being and mental health are resilient and their productivity remains high, helping to meet the challenge of retaining our officers in a currently highly dynamic job market in the built environment professions (Action 3).
- To restructure the DM management team to ensure it is fit for purpose and provides firstly, capacity to manage our staff effectively and secondly, resilience in meeting the environmental and socio-economic challenges facing the Council and our communities (Action 4).
- To respond to the challenges raised by the economic squeeze on households and enterprises to ensure our County's communities and local economy can be resilient and can thrive.
- To manage the threat of phosphate pollution in our two main rivers to reduce environmental damage, while finding new ways of managing this issue that will still allow sustainable development to take place in those catchment areas.

## **8.0 RESOURCE IMPLICATIONS:**

8.1 Officer time and costs associated with the preparation of this APR are met from the Development Management budget and work is carried out by existing staff.

## **9.0 SUSTAINABLE DEVELOPMENT AND EQUALITY IMPLICATIONS:**

9.1 Sustainability, equality and well-being considerations are central to the planning service's activities. This report is a review of the previous year's performance against targets and benchmarking information, however the proposed five actions for future improvements seek to improve service delivery to the benefit of our customers and communities.

9.2 An Equality and Future Generations Evaluation is attached as an appendix.

## **10.0 OPTIONS CONSIDERED**

10.1 There is normally a requirement on Local Planning Authorities to undertake an Annual Performance Report and to submit it to the Welsh Government by 31 October



in a given year. Unfortunately, this year WG have been unable to provide the benchmarking figures to enable the council to review its current status against the Wales average. Issues such as the continued impact of the pandemic, resources limitations and environmental considerations such as water quality in rivers would have an impact on Local Planning Authorities across Wales therefore it is unfortunate that this data is not available to enable a fair comparison of our performance. We could decide not to conduct the APR for this reason however we do consider it useful to carry on with this work to help us continue to improve our service. Consequently, the following options were considered:

- 1) Recommend the APR for submission without any changes;
- 2) Recommend the APR for submission but with changes to the proposed actions for the coming year.

- 10.2 The APR provides a useful reflection on last year's performance against targets and benchmarking information. The proposed actions seek to continue that journey of improvement, given the resources available to us. Consequently, option 1 is the preferred option.

#### **11.0 HOW WILL SUCCESS BE MEASURED?**

- 11.1 The Planning Service is measured against a number of clear and consistent (across Wales, and over time) performance indicators allowing aspects of a successful service to be measured. These indicators need to be viewed in the context of other factors, including customer and stakeholder feedback, outcomes (which are not always captured by performance indicators), and whole Council priorities.

- 11.2 In addition, the Council's Performance & Overview Select Committee will scrutinise the APR via a report to be considered on 3<sup>rd</sup> December 2025.

- 11.3 We strive to deliver the best service possible, and our mission is to advise on, give permission for, and ensure the best development possible.

#### **12.0 CONSULTEES**

- Planning Committee and the Performance & Overview Select Committee via a report to the latter considered on 3 December 2025.
- Place and Community Well-being Directorate SLT

#### **13.0 BACKGROUND PAPERS:**

None.

#### **14.0 AUTHOR & CONTACT DETAILS:**

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## Appendices

1. Annual Performance Report including appendix (Performance Framework)
2. Equality and Future Generations Evaluation

## **Monmouthshire Local Planning Authority**

### **PLANNING ANNUAL PERFORMANCE REPORT (APR) – 2024 –25**

#### **PREFACE**

I am very pleased to introduce the eleventh Annual Performance Report for Monmouthshire County Council's Planning Service.

This report shows that Monmouthshire's Planning Service continues to perform effectively, with none of the thirteen indicators in need of improvement against the Welsh Government's targets. We are performing well in dealing with all types of planning applications and I am pleased to note that the committee process is working effectively showing a very good relationship between Members and officers in this authority. The whole team has worked with great commitment and the positive impact of several members of staff recruited over recent reporting periods is evident. The good performance is also encouraging given the backdrop of the significant resource issues in organisations who respond to consultations on our planning applications.

Where we think there are areas that could be improved, we have clear actions to address those elements of the service.

Good planning is central to the Council's purpose of achieving a zero carbon County and supporting well-being, health and dignity for everyone at every stage of life, while also generating growth in the economy and protecting the heritage and landscapes that make our County the beautiful place it is. Good planning is key to achieving our well-being objectives for everyone who lives, works and spends time in our beautiful County. As part of this, Planning has a major role in tackling climate change, placemaking, delivering affordable homes for those in housing need and assisting the local economy to overcome current economic pressures.

Councillor Paul Griffiths, Cabinet Member

## 1.0 EXECUTIVE SUMMARY

- 1.1 This is Monmouthshire's eleventh Annual Performance Report, which looks at the performance of the Planning Service against nationally set performance indicators, Welsh Government (WG) targets, the Wales average performance, and Monmouthshire's performance last year. The results are considered in the context of the challenges, opportunities, priorities and resources (staffing and financial) available to us. The objective of the APR is to reflect on and celebrate good performance, identify areas for improvement, and look across Wales to identify potential areas of best practice that we could learn from or share with others.
- 1.2 The nature of the performance indicators means their focus is on decision speed and customer service rather than measuring whether better outcomes have been achieved. It has not yet been possible to identify an objective way of measuring outcomes, however we seek to prioritise securing the best scheme possible rather than traditional indicators relating to speed of decision-making. Research has identified that our customers' priority is securing planning permission: customers generally understand the benefits of good design and, within reason, do not see the time taken as a priority.
- 1.3 For the purposes of this report, performance is analysed across the four key aspects of planning service delivery as set out in WG's Planning Performance Framework:
- Efficiency;
  - Quality;
  - Engagement; and
  - Enforcement.

For the other areas in the Planning Performance Framework, performance data has been obtained by Monmouthshire officers from the Development Management Quarterly Returns and our own back-office system. Comparisons have been made with the Welsh average performance for each measure over 2018/19 (the latest reporting period for this national data) as well as our own performance against the measures over 2024/25 (N.B. WG intends to reintroduce the all-Wales comparison data and Performance Framework for the 2025/26 reporting period). Performance is ranked as 'good', 'fair' or 'needs improvement'.

- 1.4 Based on the performance information in Section 6 and Annex A, we can be very pleased with the service we deliver given the challenges we have faced. During this period:
- The proportion of all applications determined within 8 weeks, or an agreed timescale, remained high at 92% (compared to 93% over 2023/24) and was well above the WG target of 80%;
- The average time to determine all applications rose slightly to 102 days (from 100 days in 2023/24) as the team continued to work through solutions (including the NRW review of environmental permits) that addressed the phosphate pollution issue that had contributed to lengthy delays in determining many applications in the central and northern parts of the County;

- The proportion of major applications determined within agreed timescales was 89% compared to 67% over the previous year, well above the pre-pandemic Welsh average in 2018/19 (68%);
- 78% of listed building applications were determined within agreed timescales, just below the 80% 'Good' target set by WG, and we provided a valued Heritage service for Blaenau Gwent Council;
- The percentage of applications that were approved was 95%, an indicator that our pre-application advice service is working well;
- During this reporting period, we closed 274 applications seeking pre-application advice. 289 submissions for pre-application advice were received in 2024/25. Of these 45 led to planning applications, with 43 being approved and 2 being refused. The two refused applications were a householder application and an associated application for listed building consent, both relating to pre-application advice where the officers had set out that the proposal was unacceptable at the pre-application stage.  
Consequently, we have a 100% success rate of applications that went to decision stage and followed our pre-application advice.

1.5 A summary table of our performance can be found in Annex A.

The two enforcement measures which had been in need of improvement over previous reporting periods are now 'Good' (green) or 'Fair' (amber). There has been sustained improvement in this element of the service for over three years.

## **2.0 CONTEXT**

2.1 This section sets out the planning context within which the Local Planning Authority operates, both corporately and in terms of Monmouthshire as a county, for the 2024/25 period.

### **Corporate Context**

2.2 The Council adopted its Local Development Plan in February 2014 and submitted its ninth Annual Monitoring Report to Welsh Government in October 2023.

2.3 We contribute to delivering the Council's high-level objectives, set out in the Council's Community and Corporate Plan 2022-28. The objectives we contribute to are:

MCC Purpose	To become a zero-carbon county, supporting well-being, health and dignity for everyone at every stage of life
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CC Objectives	<p>A Fair place to live where the effects of inequality and poverty have been reduced;</p> <p>A Green place to live and work, with reduced carbon emissions, and making a positive contribution to addressing the climate and nature emergency;</p> <p>A Thriving and ambitious place, where there are vibrant town centres, where businesses can grow and develop;</p> <p>A Safe place to live where people have a home and community where they feel secure;</p> <p>A Connected place where people feel part of a community and are valued;</p> <p>A Learning place where everybody has the opportunity to reach their potential.</p>
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- 2.4 The Planning Service's purpose, 'To plan for, advise on, give permission for and ensure the best possible development', links directly to all six of these objectives. The Planning Service sits within Communities and Place Directorate (N.B. now the Place & Community Well Being Directorate, October 2025).
- 2.5 The Planning Service is made up of i) the Planning Policy and ii) the Development Management (DM) teams. The primary purpose of the Planning Policy team is to prepare and monitor the statutory Local Development Plan (LDP) and assist in its effective implementation through the Development Management (planning application) process. This ensures that the land use and sustainable development objectives of the Council are met ensuring the provision of an adequate supply of land in sustainable locations for housing, retail, education, recreation, tourism, transport, business, waste and other needs, whilst protecting the county's valued environmental, heritage and cultural assets. This work aligns directly with achieving the Council's objectives.
- 2.6 Key areas of work for the Service include:
- Carrying out a replacement of the Monmouthshire LDP.
  - Preparing and co-ordinating thematic supplementary planning guidance to help to foster the interpretation and implementation of LDP policy.
  - Implementing the Council's LDP through engaging and working with communities, and partnership working with both internal and external partners.
  - Monitoring and evaluating development plan policies, including preparing the statutory LDP Annual Monitoring Report (AMR).
  - Maintaining the LDP evidence base and ensuring fitness for purpose for future LDP revision.
  - Providing pre-application advice to customers;
  - Determining planning applications in accordance with adopted policy and material planning considerations, taking into account stakeholder comments and corporate objectives;
  - Securing financial contributions from developers to offset the infrastructure demands of new development;
  - Safeguarding the County's 2400 Listed Buildings and 31 Conservation Areas, areas of archaeological sensitivity, the Wye Valley AONB and the Brecon Beacons National Park;

- Providing a heritage service for our neighbouring colleagues in Blaenau County Borough that works in a manner that is consistent and as well-resourced as the one provided for Monmouthshire.
  - Taking robust enforcement action against unauthorised development that is unacceptable in the public interest.
- 2.7 The main customer of the Planning Service is the applicant of any planning application, however there are numerous stakeholders including individuals, communities, businesses, third sector organisations, other Council Services and elected Members.

### **Local Context**

- 2.8 Located in South-East Wales, Monmouthshire occupies a strategic position between the major centres in South Wales, the South-West of England and the Midlands. The County shares a border with the neighbouring Local Planning Authorities of Newport, Torfaen and Brecon Beacons National Park (BBNP) in Wales and Gloucestershire, the Forest of Dean and Herefordshire in England, with Severn crossing links to South Gloucestershire. The County forms the gateway to South Wales and is part of the Cardiff Capital City Region. This location gives the County a distinctive identity.

### **Our people**

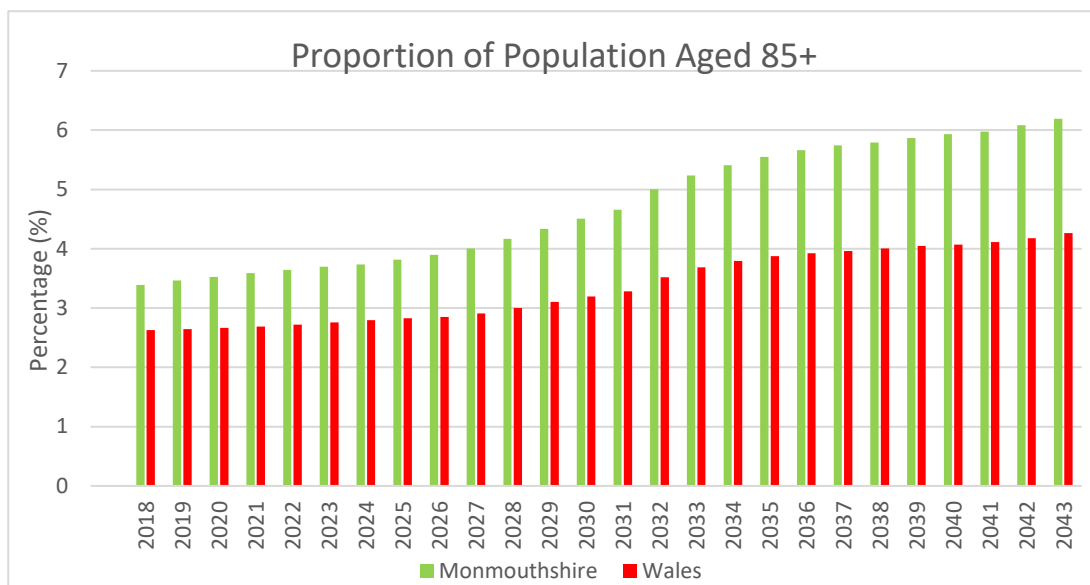
- 2.8.1 Monmouthshire covers an area of approximately 88,000 hectares with a population of 93,000 in 2021<sup>1</sup>. Almost 8% of residents reside within the BBNP area of the County. The County has a low population density of 1.1 persons per hectare – significantly lower than the South-East Wales average of 5.3 persons per hectare – reflecting the area's rural nature. Only 53% of the population lived in wards defined as being urban areas (i.e. with a population of more than 10,000).
- 2.8.2 Our population increased steadily, up 7.6% between 2001 and 2011 compared with the Wales average of 5.5%. The increase from 2011 to 2021<sup>2</sup> represents a lower increase at 1.8%, however, this is marginally higher than the growth for Wales over the same period of 1.4%. This increase is wholly attributable to inward migration, with natural change showing negative growth. The County has a relatively high and increasing proportion of older age groups, and a lower and decreasing proportion of younger adults compared with the UK and Wales averages. The graph below illustrates the proportion of those aged 85+ in Monmouthshire in comparison to Wales, based upon the 2018-based local authority population projections for Wales, 2018 to 2043. It shows that the trend in the ageing demographic is likely to continue. The 2021 Census suggests the proportion of those aged 85+ is 3.4% in Monmouthshire compared to 2.7% in Wales.

Source: Office for National Statistics, Stats Wales

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<sup>1</sup> Source: Census 2021

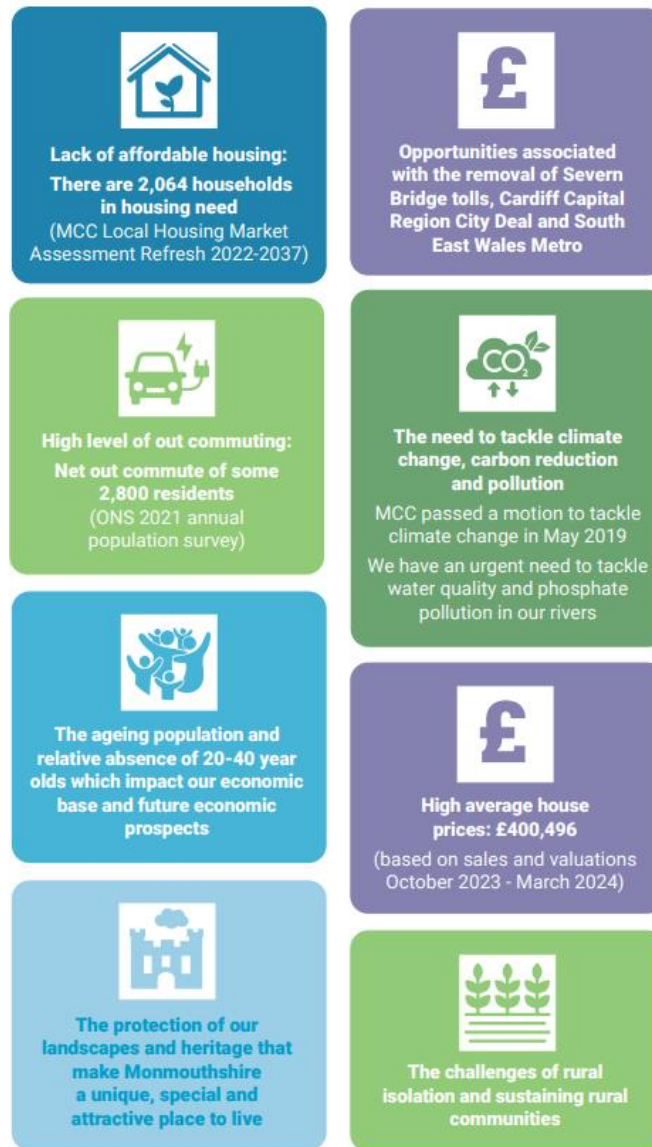
<sup>2</sup> Source: Census 2021



Demographic change has significant implications for economic activity and demand for services to enable our citizens to continue to live independent lives.

- 2.8.3 The following diagram encapsulates the issues that the Council are seeking to address during the development of the Replacement Local Development Plan (RLDP) over the next few years (Please see revised delivery agreement):





## 2.9 Housing and quality of life

### 2.9.1 The County has three broad categories of settlement:

- The historic market towns of Abergavenny, Chepstow and Monmouth have developed over many years to have a wide range of opportunities for employment, shopping, community facilities and public transport;
- The newer settlements in Severnside of Caldicot/Portskewett, Magor/Undy, Rogiet and Sudbrook where recent high levels of residential growth have taken place without the local jobs and community facilities to match. The area benefits, however, from a strategic location at the 'Gateway' to Wales with good access to the employment markets of Newport, Cardiff and Bristol;
- The rural area, containing the small town of Usk, the larger villages of Raglan and Penperlleni, and a large number of smaller villages, widely dispersed around the County.

- 2.9.2 Over the last decade, housing completions in the Monmouthshire LPA area have averaged over 300 dwellings per annum, although there have been significant annual variations with 205 completions in 2014/15 and 443 in 2018/19. To deliver the LDP housing requirement, 488 completions per annum were required (2013-2021). During 2024/25 there were 319 housing completions (compared to 291 in 2023/24).
- 2.9.3 Data indicates that house prices in Monmouthshire are very high, averaging around £400k based on sales and valuations between October 2023 and March 2024. HM Land Registry data provides that the average house price in Wales as a whole was £208,112 in March 2025 (compared to £200,795 in March 2024). Between 2006 (the time the Monmouthshire Unitary Development Plan was adopted) and March 2025, there have been 5,493 completions of which 1,094 were affordable, equating to 20% of all dwellings built. Since LDP adoption (2014) to March 2025 there have been 3,495 completions of which 719 were affordable, equating to 20% of all dwellings constructed. This affordable housing provision only relates to those units derived from planning consents but additional affordable housing provision can result if open market houses are purchased by a registered social landlord.
- 2.9.4 Monmouthshire is generally a prosperous County offering a high quality of life for its residents. However, poor access to community facilities and declining local service provision is an issue for rural and ageing communities. The health of Monmouthshire's population is generally better than the Wales average, with greater life expectancies and a higher proportion of residents classing themselves as being in good health (2021 Census). Fewer residents in the County suffer with a limiting long-term illness compared with Wales as a whole. The rate of reported crime in Monmouthshire tends to be lower than for Wales as a whole.

## 2.10 **Our economy**

- 2.10.1 The ONS Annual Population Survey suggests that the County has a high proportion of working age people in employment (78.7%, 2024/2025) compared to neighbouring Authorities including Newport (73.9%), Cardiff (73.9%), Blaenau Gwent (64.6%) and Torfaen (74.4%). The equivalent figure for Wales is (72.7%). Our economy is reliant on the public sector and services for employment:
- In 2024, the Business Register and Employment Survey (BRES) records that the public administration, education and health sector accounts for 35.8% of jobs;
  - The distribution, retail, hotels and restaurants sector accounts for 24.9% of jobs;
  - Tourism, as part of the services sector, is also important in the County (see 2.10.3 below).
- 2.10.2 The County had 4,445 active enterprises in 2024, 11% of which were in the property and business services sector. The three sectors with the most businesses were Professional, scientific and technical services (16%); Agriculture, forestry and fishing (16%) and Construction (11%). Accommodation and food services accounted for 7%. The UK Business count dataset accessed via Nomis also suggests that 98.7% of the County's businesses are classified as small (i.e. up to 49 employees).

- 2.10.3 Tourism is vital to Monmouthshire's economy and generates income to support a wide range of businesses and services. According to figures supplied by tourism economic indicator 2024 STEAM (Scarborough Tourism Economic Activity Monitor), 2.28 million visitors came to Monmouthshire in 2024, spending 3.53m visitor days in the county, generating more than £352 million benefit for the local economy, and supporting 3,422 full time equivalent (FTE) jobs. (Approximately 15% of Monmouthshire jobs are supported by tourism spend). Each visitor contributing to the county's economy by shopping on our high streets, purchasing food and drink, fuel, services and accommodation spent an average of £99.83 per day.
- 2.10.4 Management of the destination for visitors and residents is guided by [Monmouthshire's strategic Destination Management Plan](#). The previous Plan, which ran to 2020, has been reviewed and a new Plan developed based on in-depth research and collaboration with a wide range of local, regional and national partners. Monmouthshire's new Destination Management Plan sets out a clear direction for the future, as well as an ambition and roadmap for developing the visitor economy within the county to 2030. While the Plan has been commissioned by Monmouthshire County Council, it is designed to provide a common direction for all public, private and third-sector organisations with an interest in nurturing tourism to bring positive benefits to our communities. The Plan has been developed to support the Council's vision of ensuring that our 'communities are socially and economically sustainable by attracting and retaining younger people to rebalance our ageing demographic.' This has driven the Destination Management Plan's focus on revitalising our towns and landscapes; on developing more dynamic experiences for new generations; and on gradually evolving the destination or place brand so that it firmly positions Monmouthshire as an inspiring and relevant place to stay, invest and live.
- 2.10.5 The 2021 Welsh Government Commuting Statistics indicate that 61.2% of the County's working residents work in the area. This is an increase on previous years and suggests that there has been some progress in meeting the aspiration to increase the proportion of resident workforce working within Monmouthshire over the Plan period. However, the same data source suggests that Monmouthshire has a net outflow of 2,800 commuters – with 14,300 commuting into the Authority to work and 17,100 commuting out. There was significant in-commuting from Newport (3,000), Torfaen (1,900) and Blaenau Gwent (1,400), and from England (2,900). The main areas for out-commuting were Newport (2,600), Torfaen (2,400), Cardiff (1,600) with a further 4,600 going to Bristol. A relatively high proportion of Monmouthshire's residents travel long distances to work, with a high usage of the private car. Heavy reliance on the private car and limited opportunities for public transport is a particular issue in rural areas.
- 2.10.6 Other key challenges facing the Planning Service include areas at risk of flooding (including most of the Gwent Levels and the flood plains of the Rivers Usk and Wye and their tributaries). There are, however, flood defences within the towns of Chepstow, Monmouth and Usk.

## 2.11 Our built heritage

2.11.1 The Monmouthshire LPA area has a rich built heritage and historic environment which includes:

- Approximately 2,400 Listed Buildings, of which 2% are Grade I, 10% are Grade II\* and 88% are Grade II. Of note, around 176 Listed Buildings have been identified as being at risk.
- 31 Conservation Areas – designated for their special historic or architectural interest, covering some 1,648 hectares in total;
- 45 Historic Parks and Gardens – identified as having a Special Historic Interest, covering 1,910 hectares;
- 3 Landscapes of Outstanding Historic Interest identified by Cadw (parts of Blaenavon, the Gwent Levels and the Lower Wye Valley);
- 164 Scheduled Ancient Monuments.

### **3.0 PLANNING SERVICE**

#### **Organisational setting**

3.1 During the previous reporting three periods the Planning Service underwent significant changes, primarily in the Applications, Heritage and Enforcement Teams. As a response, several posts were replaced. Over 2025/26 there were very few changes to staffing arrangements, although in January 2025 a new Head of Planning was appointed following the promotion of the incumbent to a senior management post within the Council. The Head of Planning was appointed internally being the former Applications & Heritage Manager. This left a vacancy in the Heritage Team that was addressed early in the 2025/26 reporting period by the appointment of a new Principal Heritage Officer.

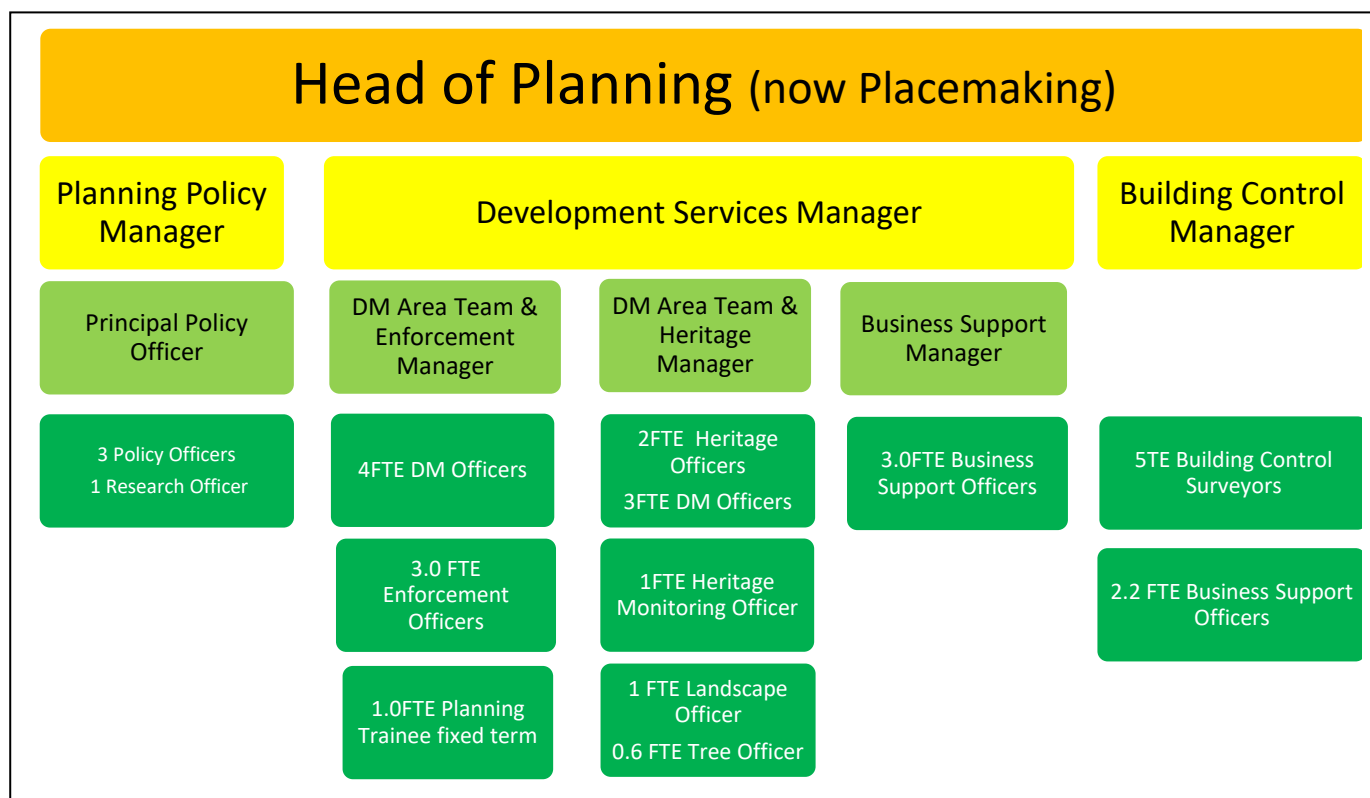
In the Policy Team, a Senior Officer was promoted to the role of Principal Policy Officer to assist the complex and challenging work regarding the adoption of the Replacement LDP.

Performance has been strong across all elements of the service since the vacant posts were filled. There has been a much-reduced turnover in the last two reporting periods leading to more stability and higher morale. The risk from losing existing staff to the highly competitive job market for planning and specialist professional staff in both the public and private sectors is noted as a threat that we will need to consider and address.

### 3.2 Department structure and reporting lines for the 2024-25 reporting period



### Planning Service staffing structure for the vast majority of the 2024-25 reporting period



## Budgets

- 3.3 The two main costs for the service are staff costs and the LDP budget (money is transferred from the above budget to sit in an LDP reserve, built up to fund the next LDP). Income is generated by planning application fees and charges for our discretionary services including our pre-application advice service (the latter amounted to approximately £68,000 over 2024/25, slightly higher than the previous year) as well as the Planning Service's more recently introduced discretionary services that are discussed below.
- 3.4 Planning application fee income (£367k) was the lowest received since 2011/12. The prime cause was the reduction in the number of major planning applications which provide much higher fees compared to minor applications. This has partly been the result of the impact of the riverine phosphate constraint in settlements like Abergavenny and Monmouth (this is discussed in later sections of this Report) but more significantly, the late stage of the lifecycle of the LDP. Fee projection work means there is likely to be slightly more activity on housing sites towards the later part of the 2025/26 reporting in respect of the strategic sites that may come forward in the emerging RLDP. We are likely to see outline applications submitted for some of the strategic candidate sites prior to the Examination stage, probably in the last quarter of 2025/ 2026. Application fees are set periodically by Welsh Government but they do not rise by inflation each year (the last increase was in 2020) and fee income is dependent on economic activity which is also out of the Council's hands. WG has confirmed that fees will increase to move towards 'Full cost recovery' in December 2025, beyond this reporting period.
- 3.5 Research by the Welsh Government identifies that application fees recover approximately 50% of the cost of dealing with planning applications. Additional costs are incurred through the work involved in the statutory Development Plan, and via other services such as enforcement and heritage management. Increased planning application fee income is used to reduce the net cost of the service to the Council. In-year windfall extra income is used to balance the Council's budgets and offset overspend in other services. Conversely as has been the case during recent years, underspend in other services was used to offset DM's under-recovery of income, when economic and other circumstances resulted in a drop in fee income. Application fee income has fluctuated significantly over recent years, and this poses a challenge for budget management going forward. Fee income is heavily influenced by the wider economy, for example house-building (which itself is affected by interest rates, mortgage lending and development viability) and other funding streams.

	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26
<b>Budgeted fee income</b>	£668k	£684k	£681k	£693k	£589k	£480k	£480k	£567k	£620k	£717
<b>Actual income</b>	£560k	£430k	£653k	£666k	£494k*	£651k	£554k	£475k	£508k	

N.B. Fee income includes planning application fees, pre-application advice income and the discretionary fees for fast track applications as well as other services. The 2019/20, 2020/21, 2021/22 figure also includes payment from Torfaen Council towards funding the joint Heritage Service, that has now ended.

\*This reduced level of income was then offset by a grant from WG due to the pandemic

### **Staff resources**

- 3.6 Staffing levels for the reporting period are shown in the chart at paragraph 3.2 above. Key changes over 2021-2023 saw a significant turnover of staff within Planning with new recruitment ensuing to backfill the vacant posts. The position stabilised over the last reporting period as discussed in section 3.1 above.
- 3.7 For the reporting period, sickness levels were low. It is fair to say that the recruitment of a new cohort of planners has revitalised the team in recent years and has enabled the more established staff to get back on top of workloads. To tackle issues of performance and morale, managers put in place regular meetings, welfare chats, counselling and a more structured approach to performance management. In addition, we have invested in young planners who are seeking to enter the profession by providing a trainee post (a one year placement) in both the Policy and DM teams – the latter assisting the workload of the planning application case officers by having their own caseload of householder and minor applications.
- 3.8 Training and development opportunities for colleagues were primarily events organised by the Council itself or occasionally by the RTPI, including the Wales Planning Conference. There was also a law update by FTB Chambers and the annual Welsh Enforcement Conference. In-house opportunities were provided via quarterly Development Management and Planning Policy Liaison Meetings. There is also an opportunity for DM officers to discuss individual cases with colleagues at casework management meetings held twice a week. Two junior officers in the team are enrolled on the RTPI-accredited master's course studying Planning, part time in Cardiff University, with one graduating towards the end of the reporting period. A Heritage officer has been studying the M.Sc. in Sustainable Building Conservation, part-time, also in Cardiff University .

Three staff within DM have undertaken Institute of Leadership & Management (ILM) qualifications over recent years.

## **4.0 OUR LOCAL STORY**

### **Workload**

4.1 Key projects during the reporting period included:

- In October 2024 Council endorsed the Deposit RLDP for public consultation and agreed the revised Delivery Agreement. Consultation and engagement on the Deposit RLDP and supporting documents took place between 4th November – 16th December 2024. Notification of the consultation, inviting comments, was sent to approx. 1,000 consultees, agents, and individuals on the RLDP consultation data base. Nine in-person engagement events were held across the County, together with three virtual events (one for town and community councils and two open to all). Officers also engaged with the Business Forum and representatives of school councils and attended a Business Resilience Forum and Climate Change Champions meeting. Approx. 750 people responded to the consultation, resulting in approx. 4,500 individual representations which were subsequently processed by the Planning Policy Team.

- We have started shifting back to a more hybrid working arrangement with officers returning to work in the office more frequently, using collaboration spaces in County Hall to meet as a group on regular days and Support Team colleagues normally using the original space in the office to meet, scan and train colleagues. The return of staff to the office has helped junior officers to benefit from face to face learning in the collaboration spaces and this office presence also helps induct new colleagues. Planning Committee has reverted to a hybrid arrangement with some Members preferring to attend in County Hall (others opting to attend virtually).
- We have continued providing a joint heritage service for Monmouthshire and Blaenau Gwent Councils. This commenced in January 2019 and has provided our neighbouring authority with expert heritage advice without the need to employ its own officer or commission a consultant. MCC manages the service for BGCBC via a memorandum of understanding (MOU) and provides the staff to deliver a resilient heritage service assisted by BGBC funding. Owing to the effective merger of BGCBC and Torfaen CBC Planning Services this arrangement ended during March 2025.
- Towards the end of the 2021, as a planning authority we were faced with a new constraint of riverine phosphate pollution. Within Monmouthshire it was identified that within the River Usk 88% of the river's water bodies failed to meet the required water quality target and within the River Wye 67% failed to meet the target. As a result of this failure NRW issued detailed planning guidance (updated July 2023) to ensure that the environmental capacity of the rivers (which are designated special areas of conservation) do not deteriorate any further. Any proposed development within the catchment areas of the rivers that might increase phosphate levels need to clearly evidence within a planning application that the development can demonstrate phosphate neutrality or betterment in its design and/or its contribution to the water body. In most cases there will be limited capacity to connect to the public sewerage system and an alternative solution will have to be found. This requirement on drainage considerations has impacted on all development that increases the volume or concentration of wastewater. We apply the guidance to all new applications in those Wye and Usk catchment areas. This has sometimes delayed applications and many were on hold until the Council had developed a clear strategy for dealing with such issues. We continue to work with a wide range of agencies including WG, NRW, Welsh Water and other authorities (including new nutrient management boards) to find sustainable solutions to this significant environmental problem. Recent work has seen DC-WW commit to providing phosphate stripping technology at Monmouth and Llanfoist waste water treatments works by April 2025. This, allied to NRW's recent review of environmental permits for the main settlements' waste water treatment works, has led to the identification of solutions that will help bring forward much needed development (including affordable housing) in the main towns of Monmouth and Abergavenny as well as smaller settlements in the County.
- Delivering our bespoke pre-application advice service for potential applicants, as well as offering pre-purchase certificates and completion certificates.
- Successfully recruiting new staff and training them to adapt to their new roles in DM and Policy Teams.
- Implementing prioritised elements of the Team's Digital Plan to improve our processes and customer experience – including upgrades to the Idox Document Management System (DMS) and Public Access (PA).



- Securing detailed planning permissions for a 46-home affordable housing scheme at Mabey Bridge, Chepstow, a 50-home affordable housing scheme at Tudor Road, Monmouth, a significant employment development (motorway-related services, plus B2 and B8 uses) at New House Farm, Chepstow and a bio-fuel vehicle fuelling station at the Wales One business park, Magor.



Image of the approved housing scheme at Tudor Road, Wyesham; this is an allocated site in the current Local Development Plan and will deliver 100% affordable housing comprising a mix of houses, apartments and bungalows

4.2 Last year there was a decline in the number of applications received (8%), influenced by the UK’s current economic challenges, the impact of phosphate pollution in the riverine SAC catchment areas and the lifecycle of the LDP which is in the process of being replaced. The percentage of applications determined within agreed timescales fell by one percentage point but remained high at 92% and is rated ‘green’ (good). The proportion of approvals remained high at 95%. During 2024/25, 97% of applications were determined under delegated powers while 20 planning applications were decided by Planning Committee (Wales’s average in 2018/19 was 93%).

	2015 -16	2016 -17	2017 -18	2018 -19	2019 -20	2020 -21	2021- 22	2022- 23	2023- 24	2024- 25
Applications received	1284	1117	1188	1126	1134	1126	1154	1014	956	879
Applications determined	1085	1087	1071	1101	1106	947	1152	1026	956	908

<b>% within 8 weeks or agreed timescale</b>	79%	90%	91%	88%	91%	91%	81%	89%	93%	92%
<b>% applications approved</b>	95%	96%	95%	95%	97%	97%	97%	94%	97%	95%

4.3 A key area of work over the last five years has been the development of new, bespoke services. The most popular of these has been the Fast Track services for householder applications, lawful development certificates (LDCs) (existing and proposed) and listed building consent. Unfortunately due to the Covid pandemic followed by subsequent staffing challenges we had to suspend our Fast Track services. We reintroduced the Fast Track services during the previous reporting period following a successful recruitment drive. A summary of the current system as well as other bespoke services we offer is set out below.

4.4.1 The Fast Track service accelerates the administration and processing of the application for a relatively small additional charge (currently set at £230 – the standard householder application fee, plus the premium of £130 = £360, and £460 plus £255 = £715 for other applications). The offer is that Fast track applications are determined within 28 days following the submission of a valid application. This decision period varies for fast track applications for a certificate of lawfulness (10 days) and applications for listed building consent (35 days). In the unlikely event of not being able to achieve this target or agreement of a short extension of time (no more than 5 working days) we will refund the fast track element of the fee.

4.4.2 We also provide a *pre-purchase certificate* service aimed at people looking to buy a property in Monmouthshire. The application would provide the applicant with i) a planning history search; ii) details of planning permissions and listed building consents and iii) enforcement history relating to identified breaches of planning control. This service would include a site visit and identify whether there are any breaches of planning control and whether or not any breaches would be enforceable. The certificate confirms that any approved development at the site, up to the point of the request, has been carried out in accordance with approved plans and that there is no breach of planning control at the site. We aim to provide a written response within 28 days. This service looks at compliance with all types of planning permissions including listed building consent: it does not provide a substitute to lawful development certificates.

4.4.3 The other discretionary service we offer is a *certificate of completion*. The certificate will indicate whether or not the planning permission and/or Listed Building Consent applied for has been carried out in accordance with the approved plans, and also it would confirm the status of all planning conditions and any approved amendments if applicable. The purpose of this service is to offer support to applicants, agents or any other interested party that the works are appropriate and acceptable once they have been built. If there is an issue of noncompliance this will be brought to the applicant's attention and an opportunity provided for the breach of planning control to be rectified. The service includes a site inspection and desk based research and investigation. We will aim to provide a written response within 28 days.

4.5 These discretionary services were commenced seven years ago (they were rolled out slowly and then gathered pace until the pandemic when lockdowns, restrictions and home-working meant the pressure on staff time needed a response; priorities were put on applications and pre-application advice so the fast track service was suspended). Following them being recommenced, we have reviewed the effectiveness of these services and they appear to be working well. The average time for a householder fast track service over 2025/26 was a 29 day turnaround.

4.6 In more recent years, we have introduced planning performance agreements (PPAs) with applicants to provide a systematic framework of project management for more complex planning applications with milestones agreed such as submission of the application, set meeting dates and a projected committee date. The first was pioneered at Fairfield Mabey strategic, mixed use site in Chepstow and was well-received by those involved including the applicant. At the outset (2022/23), two PPAs were used for major proposals at Wales One, Magor (a large employment proposal) and the Wye Bridge active travel scheme. The fees for these two PPAs totalled approximately £40,000 which helped the Planning Team and internal consultees manage their resources to meet the target dates in the PPA. Two PPAs were negotiated during 2024/25, at Mill Lane, Abergavenny for a mixed use retail and food and drink proposal, and for BAE Glascoed for redevelopment proposals – as yet not submitted.

4.7 In relation to enforcement workload, the team were better resourced than in previous reporting periods due to successful recruitment to fill vacant posts over 2022/23. There are two measures for enforcement and for 2024/25 the first measure was rated 'good' where 214 out of 260 cases were investigated within 84 days (82%) which compared to an average Welsh figure of 72% for 2018/19. There was, however, a decline in the performance of the second enforcement measure which rose to 134 days to take positive enforcement action (up from 91 days in 2023/24). This was attributed to the closing of three long-standing cases which skewed the overall figure. If these were omitted the figure was 115 days. The 134 day measure is nevertheless a 'fair' performance rating and is significantly lower than the Welsh average from 2018/19 of 199 days.

#### **4.8 Value of Planning**

4.8.1 RTPI Cymru has published a toolkit which measures the value generated by a local authority planning service. The tool has been developed to capture the economic, social and environmental value at a local planning authority level across Wales. The tool and its 'Value Dashboard' have been designed to provide RTPI Cymru and the Welsh Government with a platform to demonstrate to local authorities, national policy makers, the private sector, researchers and other broader policy and media audiences, the value planning contributes and how planning is positively contributing to Wales' seven well-being goals. The data has been updated to reflect planning permissions and completions in the current reporting period, 2024/25. The toolkit has been a very useful means of promoting the good work undertaken by the department that is often taken for granted. Over this period, the toolkit concludes that the service has contributed almost £104M to the local economy by the allocation of sites in the LDP, the safeguarding of land, the granting and implementation of planning permissions, the operation of its enforcement function and the securing of planning obligations. In the previous reporting period this equated to approximately £70M. We aim to update this for the ensuing reporting periods, although it is fair to say that the parameters behind the model are now several years out of date and may undervalue the socio-economic contribution of the local planning authority. We will enquire with the RTPI and Welsh

Government as to whether the data assumptions behind the toolkit are proposed to be updated. The 'Dashboard' data summarises the Planning Service's contribution below:

## Planning service key data



28 FTE jobs in  
planning service



908 applications handled



£0.5m collected in fees

### LDP Land Safeguarded



20  
369 ha Green Wedge  
3,174 ha Local Nature Reserve  
434 ha open space  
7,942 ha minerals



**Residential**  
111 ha



**Retail & leisure**  
0 ha



**Commercial**  
244 ha



**Waste**  
0 ha

**£2.1m uplift value**  
(based on land allocated  
for whole plan period)  
**Value adding policies ✓ 89%**

### Applications

7 major  
901 minor  
0 other

■ Statutory ■ Discretionary

0 DCOs dealt with  
1 DNS dealt with  
58 LBC applications granted  
11 refusals appealed  
0 judicial reviews

### Decisions

✓ 718 approvals (79%)  
x 41 refusals (5%)  
292 subject to pre app

#### Refusals

■ Delegated ■ Committee

#### Approvals

■ Delegated ■ Committee

### Permissions



**Residential**  
958 units  
£40.4m uplift value  
18% affordable



**Retail & leisure**  
240 m²  
£0.0m uplift value



**Tourism**  
250 bedspaces  
220 self catering

### Permissions

■ Consistent with local plan  
■ Departures from local plan



**Commercial**  
10,350 m²  
£0.2m uplift value



**Renewables & other**  
#REF!  
0 tonnes waste  
0 tonnes minerals  
4 ha remediation  
4ha

### Contributions

#### Section 106 income

£0.2m

#### Breakdown

■ Training and employment  
■ Sports and leisure  
■ Environmental  
■ Community/cultural  
■ Formal open space  
■ Primary health  
■ Education  
■ Infrastructure  
■ Active travel  
■ Highways  
■ Affordable housing

#### CIL income



£0 total value

### Completions



**Residential**  
319 units  
22% affordable  
£56.8m uplift value  
£0.4m council tax p.a



**Retail & leisure**  
135 m²  
£0.1m uplift value  
4 gross FTE jobs  
#N/A



**Tourism**  
150 50 FTE jobs  
200 self catering



**Commercial**  
9,950 m²  
£5.5m uplift value  
144 gross FTE jobs  
#N/A



**Renewables**  
1 MW  
£5,000 community benefit  
**Tourism**  
150 50 FTE jobs  
200 self catering

### Enforcement

352 enforcement complaints  
4 planning contraventions  
7 enforcement notices  
1 breach of condition notices  
1 stop notices  
2 section 125 notices



### Wider indicators



£186,100 spend on  
consultancy fees



9 internal consultees

0 Energy statements

0 EoAs

3 Environmental statements



£20,000 health benefits of  
affordable housing provision p.a



£100,000 recreational benefits  
from open space created p.a

3 Travel plans

0 HIAs

8 Transport assessments

**In 2024/25 the total value of planning was £103.9m**

SOURCES: Planning function outputs (LPA survey), Land and property value data (JLL estimates), business rates valuations (Valuation Office Agency), employment densities (English Homes & Communities Agency), Council tax rates (Stats Wales), Health benefits from Affordable Housing (Department for Communities and Local Government Appraisal Guide, based on various studies outlined in appraisal database), Community benefit from renewables (Renewables UK Cymru). Some of the calculations require high level assumptions to convert between units/m2/ha. Where possible, benchmarks have been employed otherwise reasonable assumptions have been used. Business rate, council tax and gross FTE job estimates based on assumption of 100% occupancy and do not factor in any displacement. Numbers of applications and decisions are unlikely to match up as these can take place in different financial years for any given application. Value adding policies refers to the proportion of policies the team has identified as adding 'triangle value' that are included in local plans. Approvals and refusals do not sum to 100% due to applications carry across years. The total value of planning only incorporates some of the metrics presented in the dashboard.



ARUP JLL







Development recently completed or near completion – top: aerial image of the ongoing Brunel Quarter strategic housing site on brownfield land at Chepstow; bottom: town houses on the Brunel Quarter development with associated urban placemaking / public space.

## Local pressures

### 4.9 Key local pressures include:

- Enabling delivery of the County's housing needs: bringing forward allocated LDP sites; site viability; achieving good planning decisions, creating sustainable and balanced communities and seeking to achieve a good level of housing growth having regard to strong demand;

- Managing the development plan and development management process having regard to the impact of riverine phosphate pollution that has affected development proposals in the central and northern parts of the County significantly;
- Ensuring full capacity of our staffing levels, promoting retention of staff via training and other opportunities, and to recruit promptly where vacancies arise;
- Securing timely consultation responses from consultees, both internal and external;
- The work associated with the replacement of the adopted LDP having regard to the challenging timetable for delivery;
- The need to help resource and deliver the Strategic Development Plan for SE Wales;
- The lack of income from major planning applications due to the gap between the implementation of the current LDP and the adoption of its successor with associated impacts on budgets to resource the service;
- Career development and training support for staff in the light of limitations on budgets.

4.10 One of our key challenges is balancing our aim of creating quality places in a timely manner while ensuring schemes are viable and help deliver housing numbers. We are, however, clear that quality is more important than quantity. The introduction of a place-making emphasis in Planning Policy Wales (PPW) is welcomed, as is the form of the revised PPW that embraces the Well-Being of Future Generations Act.

## **5.0 Customer Feedback**

5.1 The number of formal complaints and letters offering compliments are recorded. There were 18 complaints received over 2024/25, compared to 4 during 2023/24. The theme of these complaints stemmed from concerns about lack of communication from case officers during the processing of planning applications and were resolved following intervention by line managers and subsequently improved dialogue with the applicant. There was also a willingness for applicants to become more tolerant once they understood the team's situation in respect of delays caused in waiting for consultation responses from key consultees. Another complaint related to a concern about lack of enforcement relating to construction management at a large housing site where enforcement action was not taken as quickly as the community had wanted or because it would not have been expedient to do so. The case where a Stage 2 Investigation led to a complaint being partially upheld, stemmed from a case involving pre-application advice where the advice was given verbally but never followed up in writing. This was fully acknowledged as being unacceptable. Planning is a contentious area dealing with access to land and changes to property values. It will always be the subject of complaint from third parties who are dissatisfied with a decision. This measure needs to be taken in context and the number of justified complaints is arguably a more pertinent measure. We do however aim to treat all customers with care and respect and to communicate clearly with the public so that they understand what the relevant planning issues are when we make decisions. There is always a degree of subjectivity so there will inevitably be disagreement about the weight given to the respective issues in the planning decision.

Of the 18 complaints investigated under the Council's formal Complaints Procedure, four were escalated to Stage 2 (investigated by a senior council officer unconnected with the Planning Department). The one case identified above involving pre-application advice, was



the only one where a complaint was partially upheld (out of 18 cases). In addition, none were considered appropriate to be investigated by the Public Service Ombudsman. As far as enforcement of planning control is concerned, there is often a misunderstanding within the community about the scope for enforcement action by a planning authority or an appreciation of the length of time it takes to remedy a breach of planning control. The team will continue to engage with our communities to ensure there is improved dialogue and clearer understanding of both the justification for action and the speed it takes. Linked to this, and as an action from last years' APR, a useful training session took place with Community and Town councillors focussing on planning enforcement in April 2025. A session with County councillors followed that in May 2025 with a focus on how to comment effectively on planning applications, engaging in the application process and also the planning enforcement process. These events were well-attended and also well-received by all attendees with positive feedback given.

We received twenty-one recorded compliments over 2024-25.

	2017 /18	2018/19	2019/20	2020/ 21	2021 /22	2022 /23	2023 /24	2024/25
Number of Stage 1 formal complaints received	4	14	13	21	18	14	4	14
Number of Stage 2 formal complaints investigations received	1	4	2	2	6	5	1	4
No of Stage 2 complaints upheld or partially upheld	0	3 partially upheld	2 elements of the complaint partially upheld	2 partially upheld	0	0	0	1 partially upheld
No of Ombudsman complaints upheld or partially upheld	1 upheld	0	0	0	0	0	0	0
No of compliments received	2	6	6	4	4	17	24	21

5.2 Quality customer service continues to be a service and organisation priority so the momentum and desire to improve remain. We are introducing a new feedback form (online) for customers to engage with us in respect of the quality of our planning application service which is due to go live in Q3 of 2025/26.



Photograph (May 2025) of the new King Henry VIII School, Abergavenny, taken from Pen-y-Pound, shortly after its official opening

## **6.0 OUR PERFORMANCE 2024/25**

6.1 This section details our performance in 2024-25. It considers both the Planning Performance Framework indicators and other available data to help paint a comprehensive picture of performance. Where appropriate we make comparisons between our performance and the all-Wales picture, although the lengthy absence of data for 2019/20 – 2024/25 from WG means we have to compare performance to the Welsh average over 2018/19. The all-Wales comparison data will be re-introduced by WG ready for the 2025/26 reporting period which will be helpful.

6.2 Performance is analysed across the five key aspects of planning service delivery as set out in the Planning Performance Framework:

- Plan making (this aspect is not covered in this APR given the very mature stage of the current LDP);
- Efficiency;
- Quality;
- Engagement; and
- Enforcement.

6.3 Based on the performance information we can be very pleased with the service we deliver. During this period:

- The proportion of major applications determined within 8 weeks or agreed timescales improved from 67% to 89%, and was well above the 'Good' target of 60% (8 out of 9 applications);
- The end-to-end period for determining major planning applications fell from 436 days in 2023/24 to 267 days; this related to just a small number of applications (nine) – these featured three applications involving complex drainage issues (including phosphates/ SAB compliance issues), plus legal and ecological inputs - Tudor Road, Wyesham; Maby Bridge Affordable Housing and the Magor Bio-fuel station application;
- The proportion of all applications determined within 8 weeks or agreed timescales remained high at 92%, demonstrating the effective recruitment and training up of new officers in the Applications team ('Good' target 80%);
- The proportion of applications we approved remained high at 95% (service target is 94%);
- Of those applications that had gone through our pre-application advice service, and followed our advice 100% were approved;
- In eight out of eleven appeals (73%) against our decisions to refuse planning permission, MCC's decision was confirmed, well above the 'Good' standard of 66% or more;
- We dealt with a large number of applications for listed building consent (58 applications) and 78% of these were determined within agreed timescales (target 80%);
- Enforcement performance remained strong for the measure relating to the percentage of enforcement cases investigated in 84 days (82% compared to the 2023/24 figure of 83%) which is rated 'Good', although the performance did decline in respect of the average time to take positive action which increased from 91 days to 134 days, rated 'Fair'. This was primarily because we closed a small number of long-standing cases which inflated the average figure. We investigated around 300 enforcement cases and served 15 notices.
- Significant s106 monies (approx. £1M) were received towards important community infrastructure schemes including the Abergavenny velo park, proposal as a result of granting permission for major developments allocated in the LDP such as those at Rockfield Farm/ Vinegar Hill - Undy, and Crick Road, Portskewett.

This shows that the team is working effectively and has overcome the longer-term effects of vacancies and major constraints such as the phosphate pollution phenomenon. Our performance has been very good and our pre-application advice service is effective.

The Previous APR's actions involving securing political agreement for the Heritage Buildings at Risk Strategy, upgrading our back office software systems to process applications more efficiently and undertaking planning training (with a focus on enforcement) with our community / town councils as well as County councillors, were all completed. In addition, our Senior Heritage Officer received Cadw accreditation to determine listed building applications relating to Grade II\* buildings and one of our DM Officers graduated with

Cardiff University, after completing the part time Planning course. The digitising of historic (and sometimes inaccurate) tree preservation order records is a longer term project and is carried forward (see below).

- 6.4 A summary table of our performance can be found in Appendix A of the APR. Of the 12 ranked indicators, 8 are ranked 'Good', while 4 are 'Fair' and none are in 'need of improvement'.

	Number of indicators
Welsh Government target has been set and our performance is 'good'	8
Welsh Government target has been set and our performance is 'fair'	4
Welsh Government target has been set and our performance 'needs improvement'	0

- 6.5 Four actions are identified going forwards:

Action 1 – a) Digitise information in relation to older planning applications that are held on microfiche to enable the public to self-serve, reducing the demand on staff time and to reduce the need for travel.

b) Digitise re-surveyed data relating to trees covered by Tree preservation Orders so that the information is accurate and available online and the public can research their enquiries themselves rather than seek this from our Tree Officer, Support Team or Duty Officer.

Action 2 – To implement the approved Buildings at Risk (BAR) strategy to manage and prioritise any interventions to enable key heritage assets to realise a sustainable use for future generations.

Action 3 – To continue to invest in our staff to ensure professional qualifications are achieved and professional development takes place – this includes the accreditation of two of our heritage officers so that they can determine applications for listed building consent without reference to Cadw. The more we develop our own staff, the less reliant we are on a very competitive labour market.

Action 4 – To carry out a re-structure of DM management to ensure there is sufficient capacity to manage the team effectively, having regard to recent staff changes.

**Action 1 – a) Digitise information in relation to older planning applications that are held on microfiche to enable the public to self-serve, reducing the demand on staff time and to reduce the need for travel.**

6.6 We still hold substantial information on older planning applications in microfiche form (pre-2000). Retrieving such information is time-consuming and inefficient and the lack of accessible information for the public leads to a high volume of calls and enquiries to the Council's Support Team and daily Duty Officer. Digitising this information will reduce phone calls and emails to all those officers and will free up time to carry out work of greater value

to the service and customers, such as processing submissions for pre-application advice and the applications themselves. This necessary but relatively costly action is to be funded externally as part of the migration of local authority data resulting from the HM Land Registry assuming management of local searches but will benefit the Planning Service and its customers so is very much welcomed. N.B. This work has commenced in the 2025/26 reporting period.

***b) Digitise re-surveyed data relating to trees covered by Tree preservation Orders so that the information is accurate and available online and the public can research their enquiries themselves rather than seek this from our Tree Officer, Support Team or Duty Officer.***

- 6.7 This is a time-consuming project and will no doubt be an action for successive APRs to come. There is a need to re-survey older and often out of date tree preservation records held by the Council from the 1950s to the 1990s and then digitise this accurate information on the Council's GIS layers so that it can be made available to the public to self-serve. The re-survey work will require additional resource. We may need to explore external funding sources promoting digitisation of services to achieve this action.

**Action 2 – To implement the approved Buildings at Risk (BAR) strategy to manage and prioritise any interventions to enable key heritage assets to realise a sustainable use for future generations.**

- 6.8 There are competing demands on the Heritage Team and many requests from the community are received to intervene to stop the decay of several prominent listed buildings throughout the County. Officer time and financial resources are limited in this regard, but an action plan agreed by Members has now helped to prioritise the cases that warrant priority working and action. To this end a Buildings at Risk Strategy and action plan was proposed to be developed in the previous APR to manage this process more effectively and to help the communities understand the choices we make when opting to take appropriate action to save and protect such assets. The strategy provides a methodology for drawing out the worst buildings and then set out appropriate actions as to how these will be tackled; actions are identified to address the worst 5-10 buildings at risk so it is a more manageable and transparent process. This Strategy was approved by Members in early 2025 and work is now proposed in 2025/26 to address key buildings referred to in the document.

**Action 3 – To continue to invest in our staff to ensure professional qualifications are achieved and professional development takes place – this includes the accreditation of two of our heritage officers so that they can determine applications for listed building consent without reference to Cadw. The more we develop our own staff, the less reliant we are on a very competitive labour market.**

- 6.9 In previous reporting periods, particularly after the Covid pandemic, there had been a relatively high turnover of staff within the team. To ensure that our colleagues feel valued and supported, we have committed to helping more junior staff to study to achieve professionally-accredited qualifications. Two of our staff are now enrolled on undergraduate courses. More established members of staff will be supported by training opportunities,

many of which are organised internally to reduce costs and have included county councillors and community councillors. These have covered issues like planning enforcement, one planet developments / rural enterprise dwellings, S106 agreements, affordable housing, biodiversity and active travel. Over 2024/25, two of our heritage officers achieved accreditation from Cadw so that they can determine applications for listed building consent under Cadw's delegation scheme (the Senior Heritage Officer at Grade II\* level). Following the departure of two members of the Heritage team in 2025/26, their replacements will need to undergo this training with Cadw.

***Action 4 - To carry out a re-structure of DM management to ensure there is sufficient capacity to manage the team effectively, having regard to recent staff changes.***

- 6.10 The current temporary structure in DM has been in place since January 2025. This change was a result of an internal promotion and sought to trial an alternative structure to provide resilience and additional leadership capacity for the service. A review of the temporary restructure was to occur after 18 months to consider whether it was fit for purpose and met service needs. Recent changes in the Planning Service have seen the appointment of a new Head of Planning and it is considered necessary to review the structure and set out a clear and fit for purpose structure of the DM function within the wider Planning Service.
- 6.11 The proposed structure will be designed around service need rather than the unique skills of people who have historically been within the service. This will provide clear lines of reporting across the disciplines within the DM service – including Heritage, Enforcement and planning applications. Previous structures have been less resilient and required reorganisation following retirements or staff leaving (internal or external). This restructure is anticipated to take place towards the end of 2025, subject to political approval.





The new Severn View Park Care home, an innovative design approach to dementia care using more intimate and personal spaces; part of the strategic mixed-use development at Crick Road, Portskewett, allocated in the LDP.

### **Opportunities and Risks going forward:**

6.10 The following opportunities for the coming year have been identified as a result of this Annual Performance Report, and our Service Business Plans:

- Continue to roll out the project management of major planning applications, where appropriate, via planning performance agreements to seek, by best endeavours, timely and well-managed processing of such applications, providing a good customer experience for the customer;
- To digitise the information held by the Council in microfiche or paper form to improve the web site experience for customers and improve customers' pathways to information (Action 1 a and b);
- To implement the Buildings At Risk Strategy to safeguard some of our most precious but vulnerable heritage assets (Action 2);
- Continue with the replacement Monmouthshire LDP because of the need to facilitate the identification/ allocation of additional housing land as well as addressing the demographic and employment challenges of the County;
- To identify, implement and/or disseminate best practice via the Planning Officers' Society for Wales or other working groups, including the Welsh Government, the WLGA and the RTPi
- To support our colleagues via training opportunities, regular reviews and one-to-ones to invest in their careers, ensure their well-being and mental health are resilient and their productivity remains high, helping to meet the challenge of retaining our officers in a currently highly dynamic job market in the built environment professions (Action 3).

- To restructure the DM management team to ensure it is fit for purpose and provides firstly, capacity to manage our staff effectively and secondly, resilience in meeting the environmental and socio-economic challenges facing the Council and our communities (Action 4).
- To respond to the challenges raised by the economic squeeze on households and enterprises to ensure our County's communities and local economy can be resilient and can thrive.
- To manage the threat of phosphate pollution in our two main rivers to reduce environmental damage, while finding new ways of managing this issue that will still allow sustainable development to take place in those catchment areas.

6.11 Progress will be measured via our 2025/26 Annual Performance Report and our 2025 - 2028 Service Business Plan.



See text on next page





Images of Veddww Farm in the Wye Valley, a remodelled cottage integrating new, well-mannered extensions to the older Victorian cottage with a more contemporary detached garage and home office (the latter on the first floor) in the substantial, landscaped garden (images courtesy of Hall & Bednarczyk Architects)

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# ANNEX A - PERFORMANCE FRAMEWORK

MEASURE for 2023/24 APR	GOOD	FAIR	IMPROVE
<b>Efficiency</b>			
Percentage of "major" applications determined within time periods required	>60	50.1-59.9	<50
Average time taken to determine "major" applications in days	Not set	Not set	Not set
Percentage of all applications determined within time periods required	>80	70.1-79.9	<70
Average time taken to determine all applications in days	<67	67-111	112+
Percentage of Listed Building Consent applications determined within time periods required	80+	70.1-79.9	<70
<b>Quality</b>			
Percentage of Member made decisions against officer advice	<5	5-9	9+
Percentage of appeals dismissed	>66	55.1-65.9	<55
Applications for costs at Section 78 appeal upheld in the reporting period	0	1	2+
<b>Engagement</b>			
Does the local planning authority allow members of the public to address the Planning Committee?	Yes		No
Does the local planning authority have an officer on duty to provide advice to members of the public?	Yes		No
Does the local planning authority's web site have an online register of planning applications, which members of the public can access, track their progress (and view their content)?	Yes	Partial	No

WALES AVERAGE 2018/19	Monmouths hire LPA 2023/24	Monmouths hire LPA 2024/25
68%	2 out of 3 applications = 67%	8 out of 9 applications = 89%
232	436 days	267 days
88%	887/956 = 93%	837 / 908 = 92%
77	100 days	102 days
75	43 out of 51 = 84%	45 / 58 = 78%
9%	2 out of 32 = 6%	1 out of 20 = 5%
68%	8 out of 10 = 80%	8/ 11 = 73%
1	0	0
Yes	Yes	Yes
Yes	Yes	Yes
Yes	Yes	Yes

MEASURE for 2023/24 APR	GOOD	FAIR	IMPROVE
<b>Enforcement</b>			
Percentage of enforcement cases investigated (determined whether a breach of planning control has occurred and, if so, resolved whether or not enforcement action is expedient) within 84 days	>80	70.1-79.9	<70
Average time taken to take positive enforcement action	<100	101-200	200+

WALES AVERAGE 2018/19	Monmouths hire LPA 2023/24	Monmouths hire LPA 2024/25
72%	237 out of 286 cases = 83%	214 out of 260 cases = 82%
199 days	91 days	134 days



## Equality and Future Generations Evaluation

<b>Name of the Officer</b> completing the evaluation Philip Thomas  <b>Phone no:</b> 01633 644809 <b>E-mail:</b> philipthomas@monmouthshire.gov.uk	<b>Please give a brief description of the aims of the proposal</b>  Submit the Monmouthshire Planning Service's ninth Annual Performance Report (APR) to the Welsh Government in accordance with statutory requirements and publish the Report on the Council's website.
<b>Name of Service</b>  Planning Services (Planning Policy and Development Management)	<b>Date Future Generations Evaluation</b> form completed  21/11/2025

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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.

The APR identifies areas for improvement within the Development Management Team of the Council. Actions outlined to achieve this should bring positive benefits to all members of Monmouthshire's population. A more efficient and effective Development Management service will secure the aims of the Welsh Spatial Plan, namely Promoting a Sustainable Economy, Valuing our Environment and Respecting Our Environment, be it through timely approval of planning proposals for sustainable forms of development or by preventing harm to acknowledged interests, such as amenity, public safety, health or biodiversity by either refusing permission for inappropriate development or by taking timely and reasonable enforcement action.

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	See statement above	None at this stage	See above

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	See statement above	None at this stage	See above
Gender reassignment	See statement above	None at this stage	See above
Marriage or civil partnership	See statement above	None at this stage	See above
Pregnancy or maternity	See statement above	None at this stage	See above
Race	See statement above	None at this stage	See above
Religion or Belief	See statement above	None at this stage	See above
Sex	See statement above	None at this stage	See above
Sexual Orientation	See statement above	None at this stage	See above
Welsh Language	<p><i>.Under the Welsh Language measure of 2011, we need to be considering Welsh Language in signage, documentation, posters, language skills etc.and also the requirement to promote the language.</i></p> <p>Welsh is treated on equal terms as English in the planning process</p>	None at this stage	See above

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?
Poverty	See statement above	None at this stage	See above

**2. 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?
<b>A prosperous Wales</b> Efficient use of resources, skilled, educated people, generates wealth, provides jobs	<p><b>Positive:</b> The APR seeks to shape an efficient and engaging development management process providing support and guidance for customers to ensure the best development possible for the benefit of local communities and to protect the character and appearance of Monmouthshire. Planning can provide economic investment and growth, and can protect acknowledged interests such as local amenity and townscape. Identifying areas for improvement and learning what works well elsewhere can ensure that customers are getting effective advice early in the process which is critical in securing positive outcomes and appropriate forms of development.</p> <p><b>Negative:</b> Some areas for improvement may necessitate customers having to pay for elements of</p>	<p><b>Better contribute to positive impacts:</b> The APR identifies areas for improvement to make the development management process more responsive and efficient for our customers' applications for developments that are of a high standard.</p> <p><b>Mitigate any negative impacts:</b> Care will be taken to improve the planning process via interventions set out in the associated report. The team will focus on positive outcomes rather than being process driven. We will continue to monitor performance through the actions we take, relevant performance measures and 1:1s with case officers.</p>



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?
	the service which can be considered to be costly by some customers.	
<b>A resilient Wales</b> Maintain and enhance biodiversity and ecosystems that support resilience and can adapt to change (e.g. climate change)	<p><b>Positive:</b> An effective and efficient DM service allows case officers to consider the implications of any development on biodiversity and ecosystems at an early stage in the application process. Officers who are the decision-makers are able to consider the impacts of decisions on ecological interests. This system would not deteriorate as a result of the proposed revisions to the DM process and indeed may provide a more effective system.</p> <p><b>Negative:</b> None identified.</p>	<p><b>Better contribute to positive impacts:</b> The actions identified should speed up the delivery of sustainable development.</p> <p><b>Mitigate any negative impacts:</b> None</p>
<b>A healthier Wales</b> People's physical and mental wellbeing is maximized and health impacts are understood	<p><b>Positive:</b> Actions to improve the DM process would enhance support and guidance for customers when submitting a planning application and provide the opportunity for officers to add value to development proposals and provide acceptable forms of the development, which should improve Monmouthshire citizens' access to local services, such as shops, health and recreational/ play facilities, or prevent inappropriate development from harming the amenity of an area, or indeed the health of local people. Development should promote active travel to ensure it is sustainable.</p> <p><b>Negative:</b> None identified.</p>	<p><b>Better contribute to positive impacts:</b> The approval and delivery of development proposals can have a positive impact on health and well-being and foster social and community pride in their communities.</p> <p><b>Mitigate any negative impacts:</b> None</p>
<b>A Wales of cohesive communities</b> Communities are attractive, viable, safe and well connected	<p><b>Positive:</b> The area of work undertaken by the Planning Team directly and indirectly influences the</p>	<p><b>Better contribute to positive impacts:</b> The timely approval and delivery of sustainable development</p>






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?
	<p>appearance, viability, safety and connectivity of communities via planning policy and land use planning decisions. Providing clear and effective guidance and support to customers at an early stage in the planning process is more likely to lead to positive outcomes that enable the best forms of development possible. This is critical in providing sustainable communities. Taking timely and reasonable enforcement action against inappropriate development can reduce impact on local amenity and health.</p> <p><b>Negative:</b> None identified.</p>	<p>proposals can have a positive impact on the character and appearance of an area, promote well-being and foster social and community pride.</p> <p><b>Mitigate any negative impacts:</b> None</p>
<p><b>A globally responsible Wales</b> Taking account of impact on global well-being when considering local social, economic and environmental wellbeing</p>	<p><b>Positive:</b> The area of work undertaken by the planning section directly and indirectly influences local social, economic and environmental well-being via planning policy and land use planning decisions. The approval of renewable energy proposals will allow Wales to play its part in tackling the effects of climate change.</p> <p><b>Negative:</b> none.</p>	<p><b>Better contribute to positive impacts:</b> None</p> <p><b>Mitigate any negative impacts:</b> None</p>
<p><b>A Wales of vibrant culture and thriving Welsh language</b> Culture, heritage and Welsh language are promoted and protected. People are encouraged to do sport, art and recreation</p>	<p><b>Positive:</b> Planning decisions promote the value and significance of the historic built environment by ensuring that it is a direct consideration in planning policy and land use planning decisions. Planning decisions generally facilitate the provision of tourist and recreation development, including playing fields</p>	<p><b>Better contribute to positive impacts:</b> Timely planning decisions will ensure that proposals foster civic pride through well-designed development in historic areas or through the removal of development that has a negative impact on a heritage designation via enforcement action.</p> <p><b>Mitigate any negative impacts:</b> None</p>

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?
	<p>and built development. The Welsh language is now a material planning consideration.</p> <p><b>Negative:</b> none.</p>	
<p><b>A more equal Wales</b> People can fulfil their potential no matter what their background or circumstances</p>	<p><b>Positive:</b> Appropriate and timely development management decisions should bring positive benefits to all members of Monmouthshire's population through policies that seek to achieve the five main aims of the Wales Spatial Plan, namely Building Sustainable Communities, Promoting a Sustainable Economy, Valuing our Environment, Achieving Sustainable Accessibility and Respecting Our Environment</p> <p><b>Negative:</b> none.</p>	<p>None.</p>

### 3. 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?
 <p>Balancing short term need with long term and planning for the future</p> <p>Long Term</p>	<p><i>We are required to look beyond the usual short term timescales for financial planning and political cycles and instead plan with the longer term in mind (i.e. 20+ years)</i></p> <p>The LDP covers the period 2011-21. The Council's Development Management function which makes planning decisions seeks to implement the policies of the LDP which promotes sustainable development. By its nature, therefore, it cannot look beyond the next five-year period but the SA/SEA of the LDP would have ensured consideration of the impact on future generations. The revision to the LDP will seek to adopt land use planning policies up until 2033 taking into account the county's socio-economic challenges.</p>	<p>Ensure that the LDP and its policies have been subject to an appropriate level of scrutiny. This also applies to the current revision of the LDP.</p>
 <p>Working together with other partners to deliver objectives</p> <p>Collaboration</p>	<p>Monmouthshire's Planning Service believes in working with its customers (which include not just applicants but the public, other Council departments, other local authorities, third sector agencies and businesses) to improve its offer to its customers to meet their needs. This APR identifies areas for improvement to achieve this aim. It is subject to scrutiny and endorsement by Members of both the Council's Performance &amp; Overview Select Committee and Planning Committee. Members and officers of the Council have a specific interest in the subject to ensure that sustainable forms of development are carried out in Monmouthshire.</p>	<p>Any observations offered by Committee will be taken into account as part of the submission process to Welsh Government.</p>

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?
 <p>Involving those with an interest and seeking their views</p> <p><b>Involvement</b></p>	<p><i>Who are the stakeholders who will be affected by your proposal? Have they been involved?</i></p> <p>The APR is subject to consultation with Members of the Performance and Overview Select Committee and Planning Committee whose Members have a specific interest in the subject, as well as senior officers of the Council.</p>	<p>As above.</p>
 <p>Putting resources into preventing problems occurring or getting worse</p> <p><b>Prevention</b></p>	<p>The APR's aim is to identify areas for improvement in the Planning Service and to initiate actions for meaningful improvement. This would provide the basis for timelier decisions to secure much needed sustainable development. Taking timely and reasonable enforcement action against inappropriate development can reduce impact on local amenity and health.</p>	<p>N/A</p>
 <p>Considering impact on all wellbeing goals together and on other bodies</p> <p><b>Integration</b></p>	<p><i>There is space to describe impacts on people, economy and environment under the Wellbeing Goals above, so instead focus here on how you will better integrate them and balance any competing impacts</i></p> <p>The work undertaken by the Planning Service directly relates to promoting and ensuring sustainable development and its three areas: environment, economy and society.</p>	<p>Improvements to the DM process would facilitate the implementation of the LDP which has been subject to a Sustainability Assessment that balances the impacts on Social, Economic and Environmental factors.</p>

4. Council has agreed the need to consider the impact its decisions has on the following important responsibilities: Social Justice, 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?
Social Justice	None.	None at this stage	n/a
Safeguarding	None.	None at this stage	n/a
Corporate Parenting	None.	None at this stage	n/a

## 5. What evidence and data has informed the development of your proposal?

The APR has been written having regard to data and evidence provided by the following:  
The Development Management Quarterly Survey 2024/25; the Planning Service's Business Plan 2024-27 and the MCC/ Public Service Board Well-being Plan.

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**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?

*.This section should summarise the key issues arising from the evaluation. This summary must be included in the Committee report template*

The work undertaken by the Council's Planning Service, and in particular the Development Management function, directly relates to promoting and ensuring sustainable development. The APR 2024/25 would enable the service to identify areas of improvement in the processing of applications and in the enforcing of planning matters, and to engage with customers at an early stage of the planning process to ensure the most appropriate forms of development are approved within Monmouthshire. The planning process promotes sustainable forms of development, helping to create jobs and investment, while protecting material interests such as amenity, public safety and biodiversity.

## 7. 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
See actions in the APR	See APR	See APR

8. **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	Performance & Overview Select Committee (with Planning Committee Members invited)	03/12/2025	TBC



## REPORT

**Subject:** COUNCIL TAX BASE 2026/27 AND ASSOCIATED MATTERS

**Directorate:** Resources

**Meeting:** Individual Cabinet Member Decision – Cabinet Member for Resources

**Date:** 17<sup>th</sup> December 2025

**Divisions/Wards Affected:** County Wide

### 1. PURPOSE:

- 1.1 To agree the Council Tax base figure for submission to Welsh Government, together with the collection rate to be applied for 2026/27 and to make other necessary related statutory decisions.

### 2. RECOMMENDATIONS:

- 2.1 That in accordance with the Local Authorities (Calculation of Tax Base) (Wales) Regulations 1995, the amount calculated by the Council as its Tax Base for 2026/27 shall be notified as **48,969.69** and the collection rate set at **98.2%**.
- 2.2 That no Special Resolution declaring Drainage Rates as Special Expenses be made.
- 2.3 That any expenses incurred by the Council in performing in part of its area a function performed elsewhere in its area by a Community Council shall not be treated as a special expense for the purpose of Section 35 of the Local Govt. Finance Act 1992.
- 2.4 That Council Tax setting continues to be a function of full Council.

### 3. KEY ISSUES:

#### Council Tax Base

- 3.1 For each financial year, the Council shall set its Council Tax, taking account of its own total net budget requirement and amounts receivable for redistributed Non-Domestic Rates, Revenue Support Grant and any other additional grants. It will also take account of any precepts it receives from other authorities and the value of the Council Tax Base. In simple terms, the net spending not met by grant is divided by the Tax Base to give the amount of Council Tax for a dwelling in Band D. The budget requirement, grant calculations and precepts will be addressed in the Council Tax Setting report.
- 3.2 It was previously agreed by Council in January 2005 that the largely technical matter of setting the Council Tax Base be dealt with by Executive decision. Legally, whilst the annual council tax setting decision could also be decided by the Executive, this has always been referred to full Council, given its wide interest and importance. It is

therefore recommended that council tax setting continues to be a decision for full Council.

- 3.3 The ratified council tax base information must be passed to Welsh Government (WG) by 9<sup>th</sup> January 2026 with reference to dwellings in the Valuation List as of 31<sup>st</sup> October 2025 and considering anticipated changes likely to occur during 2026/27. Provisional information has been provided to Welsh Government, if any changes to policy are considered which affect the tax base, revised information will need to be submitted. Significant differences may require Welsh Government to adjust the RSG entitlements via an amending report. The prescribed period during which Councils would notify major precepting authorities of the council tax base figure is normally 1<sup>st</sup> November to 31<sup>st</sup> December.
- 3.4 The tax base calculated for 2026/27 reflects Council's decision, on 9<sup>th</sup> March 2023, to use its discretionary powers under Section 12A and 12B of the Local Government Finance Act 1992 to charge a council tax premium on long term empty properties and second homes in the county. From 1<sup>st</sup> April 2026 the following council tax premiums apply:
- Long term empty properties: a 100% premium for properties empty for 1 year, a 200% premium for properties empty for 2 years and a 300% premium for properties empty for 3 years or more.
  - Second homes: a premium of 100%.
- 3.5 The 2026/27 tax base has been prepared based on the new parishes, as determined under The Monmouthshire (Communities) Order 2021. All changes took effect from 1<sup>st</sup> April 2022.

### **Collection Rate**

- 3.6 It should be recognised that council tax is being perceived as an increasing burden on taxpayers with more arrangements outside the statutory scheme being sought, thereby increasing the time over which the debt is paid.
- 3.7 Between 2004/5 and 2017/18 the collection rate increased incrementally from 96% to 99%. Thereafter the collection rate remained at 99%, as generally the overall long term collection rate has continued to meet this target. Whilst overall collection remains relatively strong, despite the continuing cost of living crisis and challenging economic environment for households, it was necessary to reset the collection rate in 2025/26 to 98.2%. This followed the introduction of council tax premiums in 2024/25. To ensure consistency between councils across Wales, Welsh Government asked the council to adjust how premiums are accounted for in the tax base. This position is maintained for 2026/27, with the collection rate set at 98.2%.
- 3.8 The Council Tax Reduction Scheme (CTRS) was introduced by the Welsh Government on 1<sup>st</sup> April 2013, replacing what was the Council Tax Benefit Scheme. On inception the Welsh Government fully funded the scheme, pending a full review. This review was concluded in the summer of 2014, with Welsh Government announcing its intention to continue to fund the scheme for another 2 years (2015/16 and 2016/17). The scheme has since been extended further for the financial years 2017/18 through to 2025/26. A number of technical changes were made to the Scheme in 2025/26 which continue into 2026/27. A separate report is scheduled for full Council on 22<sup>nd</sup> January 2026 to approve next year's Council Tax Reduction Scheme.



- 3.9 Funding of the CTRS from Welsh Government forms part of the annual revenue budget settlement and is expected to remain at current levels for next year. As part of its annual budget setting, the Council can determine how much budget to allocate to this Scheme taking account of levels of take up and any additional costs arising from any increases in council tax. From a household perspective, they will not be required to make any contributions.

### **Special Items and Expenses (Section 34)**

- 3.10 Certain items of expenditure, and precepts made upon the Council by Community Councils are applicable only to certain parts of the area and special rules exist to deal with these items. These rules apply to all the Town and Community Council precepts in respect of each of their respective areas. They also apply to Drainage Rates, which are charged only in certain parts of the East and South of the County area. The Council has always considered that the general body of taxpayers should be treated equally in this respect and such expenditure should be defrayed over the whole area rather than charged as an additional item on those who happen to be in a particular catchment area. If this view continues to prevail then no special resolution declaring these to be special expenses will be necessary.
- 3.11 Finally, expenses incurred by an authority in performing in part of its area a function performed elsewhere by a Community Council (concurrent functions) must be treated as a special expense unless a negative resolution is in force.
- 3.12 The effect of the above result in a recommendation leading to drainage rates and concurrent functions being charged equally across the County.

### **4. EQUALITY AND FUTURE GENERATIONS EVALUATION (INCLUDES SOCIAL JUSTICE, SAFEGUARDING AND CORPORATE PARENTING)**

- 4.1 There are no implications for sustainability, safeguarding and corporate parenting. The Council Tax base itself is mainly calculated from information about the numbers of properties within the County, adjusted to an equivalent band D figure for things such as discounts, exemptions and reliefs, and is therefore based on fact and provided for information. Annually Council considers council tax setting as part of the wider budget proposals in March. At this time, these proposals are subject to an overall WFG assessment. Our Sustainability Community Officer has confirmed that under these circumstances there is no requirement to complete a Future Generations Evaluation.

### **5. OPTIONS APPRAISAL**

- 5.1 Not applicable. This is a statutory report.

### **6. EVALUATION CRITERIA**

- 6.1 Not applicable.

### **7. REASONS:**

- 7.1 To agree the council tax base figure and the collection rate for the forthcoming financial year, as required by legislation.
- 7.2 To determine whether a special resolution should be made declaring Drainage Rates a special expense.

- 7.3 To determine whether any expenses incurred in part only of the area should be treated as special expenditure in accordance with the relevant legislation.
- 7.4 To confirm that the important matter of tax setting should continue to be a function of full council rather than be devolved for executive decision.

**8. RESOURCE IMPLICATIONS:**

- 8.1 Overall the Council Tax base calculated for 2026/27 has risen by 0.8% compared to 2025/26. This increase reflects the current level of exemptions and discounts, anticipated changes in dwellings and the inclusion of council tax premiums.
- 8.2 Any income generated from council tax premiums (net of direct administration expenditure) will be transferred to an earmarked reserve to be used in future to further the Council's progress in addressing housing issues in the County.
- 8.3 The remaining estimated income derived from the council tax base will be included in the draft budget proposals to be considered by Cabinet on 21<sup>st</sup> January 2026.

**9. CONSULTEES:**

Deputy Chief Executive and Chief Officer Resources  
Cabinet Member for Resources  
Head of Finance

**10. BACKGROUND PAPERS:**

None

**11. AUTHORS:**

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**12. CONTACT DETAILS:**

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