

21<sup>st</sup> April 2015**Notice of Meeting:****Central Monmouthshire Area Committee**

**Wednesday 29<sup>th</sup> April 2015 at 2.00 p.m.  
Hilston Park Outdoor Education Centre, Newcastle, Nr.  
Monmouth, NP25 5NY**

**AGENDA**

*The Council welcomes contributions from members of the public through the medium of Welsh or English. We respectfully ask that you provide us with adequate notice to accommodate your needs.*

Item No	Item
1.	Apologies for Absence.
2.	Declarations of Interest.
3.	Public Question Time.
4.	To confirm and sign the minutes of the Central Monmouthshire Area Committee meeting held on 11 <sup>th</sup> February 2015 (copy attached)
5.	To receive a report by the Traffic and Network Manager regarding the proposed Trial of New Traffic Arrangements at the top of Monnow Street, Monmouth (copy attached).
6.	To receive a briefing note on the Gateway Monmouth Project by the Whole Place Officer (copy attached).
7.	To receive an update report on Car Parking in Monmouth by the Fleet Manager (copy attached).

8.	To receive an update by the Estates Manager regarding the Portal Road, Development Site (copy attached).
9.	To review the future work programme for the Central Monmouthshire Area Committee (copy attached).
10.	To note that the next meeting of the Central Monmouthshire Area Committee will be held on Wednesday 10 <sup>th</sup> June 2015 at 2.00pm.

**Paul Matthews,  
Chief Executive**

**MONMOUTHSHIRE COUNTY COUNCIL  
CYNGOR SIR FYNWY**

**The Constitution of the Central Monmouthshire Area Committee is as follows:**

County Councillors:

D. Blakebrough  
G.C. Burrows  
P.R. Clarke  
R.M. Edwards  
P. Jones  
E.J. Hacket Pain  
R.J.C. Hayward  
V.E. Smith  
B. Strong  
S. White  
A.M. Wintle

# Aims and Values of Monmouthshire County Council

## Sustainable and Resilient Communities

### Outcomes we are working towards

#### **Nobody Is Left Behind**

- Older people are able to live their good life
- People have access to appropriate and affordable housing
- People have good access and mobility

#### **People Are Confident, Capable and Involved**

- People's lives are not affected by alcohol and drug misuse
- Families are supported
- People feel safe

#### **Our County Thrives**

- Business and enterprise
- People have access to practical and flexible learning
- People protect and enhance the environment

### Our priorities

- Schools
- Protection of vulnerable people
- Supporting Business and Job Creation
- Maintaining locally accessible services

### Our Values

- **Openness:** we aspire to be open and honest to develop trusting relationships.
- **Fairness:** we aspire to provide fair choice, opportunities and experiences and become an organisation built on mutual respect.
- **Flexibility:** we aspire to be flexible in our thinking and action to become an effective and efficient organisation.
- **Teamwork:** we aspire to work together to share our successes and failures by building on our strengths and supporting one another to achieve our goals.

**Minutes of the Central Monmouthshire Area Committee meeting  
held at the Shire Hall, Monmouth  
on Wednesday, 11<sup>th</sup> February 2015 at 2.00 p.m.**

**PRESENT:** County Councillor S. White (Chairman)

County Councillors: D. Blakebrough, P.R. Clarke, R. Edwards,  
E. Hacket Pain, P. Jones, V. Smith, and B. Strong.

**OFFICERS IN ATTENDANCE:**

Mrs. D. McCarty - Whole Place Officer  
Mr. B. Winstanley - Estates Manager  
Mr. R. Hoggins - Head of Operations  
Mrs. N. Perry - Democratic Services Officer

**OTHER ATTENDEES:**

Councillor D. Politt - Llantrisant Fawr Community Council  
Councillor J. Hall - Monmouth Town Council

**1. APOLOGIES FOR ABSENCE**

Apologies for absence were received from County Councillors A. Wintle.

**2. DECLARATIONS OF INTEREST**

There were no Declarations of Interest made at the meeting.

**3. PUBLIC QUESTION TIME**

There were no questions from members of the public.

**4. MINUTES**

The minutes of the Central Monmouthshire Area Committee meeting dated 10<sup>th</sup> September 2014 were confirmed as a correct record and signed by the Chairman.

**5. UPDATE ON THE PORTAL ROAD DEVELOPMENT SITE**

We received a report from the Estates Manager, which updated on the Portal Road Site in Monmouth. We were informed that the site owned by Monmouthshire County Council had been allocated by the LDP for hotel use.

Following several failed attempts to bring an operator to Monmouth, Monmouthshire County Council had negotiated a sale, subject to planning, to Premier Inns for the northern part of the site.

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Proposals had been submitted to planning for the development of a 60 bed hotel, licensed restaurant and 59 car parking spaces

The hotel would be similar to the Hampton Hotel at Magor.

We heard that the main focus for the Authority would be to:

- Secure the hotel
- Create coach parking, as part of the proposal.
- To sell the site on a piecemeal basis. The northern part of the site to be sold to Premier Inn, and the southern part of the site would not be placed on the market until the Premier Inn build was confirmed.

The aim was to work on a programme to build the hotel in the next financial year, subject to planning.

Following the report Members were invited to ask questions, during which time the following points were noted:

- Members queried the size of the site, and requested further detail on the acreage of the site. The Estates Manager agreed to calculate the acreage, and also the space for coach parking, and would update at a future meeting.
- A query was raised regarding whether the site would be used for lorry parking, as lorry drivers could complain that there were no overnight facilities in Monmouth. It was confirmed that the space would be used solely for coach parking but a control mechanism would need to be implemented.
- A Member expressed that the site would have been an ideal space for the Fire Authority, with joint use for coach and lorry parking, but accepted that the Authority needed the hotel to promote business and tourism in the area.
- It was noted that Members would have further questions when the application was considered by the Planning Committee.

The Chairman thanked the officer for the report and would welcome further updates.

**6. UPDATE ON THE RAGLAN PROJECT**

The Chairman had received a written update on the Raglan Project which she read to the Committee. We heard the following:

- Monmouthshire County Council was investing in replacing the existing Raglan Primary School buildings. The new facilities would be located on Station Road, Raglan and would accommodate 210 pupils.

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- The new school would provide a flexible and innovative teaching and learning environment for the pupils, and would assist in raising the already high standards of achievement and attainment.
- The staff had all gained ownership of the proposed facilities which would comprise of creative open spaces to maximise the educational opportunities for pupils.
- The new facilities would open in September and the £4.7 million project was being funded equally by Monmouthshire and Welsh Government as part of the Band A of the 21st Century School Programme.
- Construction was well underway, with the following progress being achieved:
  - Blockwork complete.
  - The roof, internal walls, windows, and doors near completion.
  - The contractors, Morgan Sindall, were now focusing on the cladding and external timber walls.
  - Morgan Sindall would be installing temporary heating into the building to enable the plastering to progress.
  - Landscaping would commence shortly.
  - The colour and furniture schemes had been finalised.
- The school was preparing to vacate the existing buildings. The infant building would need to be vacated 4 weeks prior to the end of the school year. Those pupils would transfer to the junior building for that short term.
- Parents had been consulted and were assured that their children's education would not be compromised during that period.
- Traffic calming would commence in 2 phases. The first phase at the current school entrance would take place over the Easter break, and the second phase on Chepstow Road would be done in agreement with the school and Highways Department.
- The official opening of the new school was scheduled for Friday 4<sup>th</sup> September 2015.

**7. UPDATE ON COMMUNITY HUBS**

The Head of Operations provided a verbal update in relation to Community Hubs. We were informed that approval for the capital budget and the principal of creating community hubs and contact centres had been granted by Council on January 22<sup>nd</sup> 2015.

A report would be going to Cabinet on March 4<sup>th</sup> 2015 to provide further detail relating to staffing structures, venues for contact centres, venues for community hubs and to decide upon a name for the centres.

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**STAFFING STRUCTURES**

Following of consultation exercise in November 2014 it was apparent that the staffing structure was top heavy, with a shortage of frontline staff. The management had since been reduced from 4 managers to 2 with a senior officer or assistant placed in each hub to provide day to day supervision.

It was noted that creating the new staffing structures was challenging but, within the context of the budget savings, the balance of staffing was the best mix.

The contact centre for Abergavenny had caused debate as it was felt that should the contact centre be created within the existing library it would create significant extra travelling. Therefore a more central site was needed.

**VENUES**

- Chepstow - The library and one stop shop to share building.
- Caldicot - Preferred location would be within the village centre, however no capital available at present so may be a long term plan. Plan to situate in Caldicot Library.
- Abergavenny - Possibility of creating hub within the Town Hall. The architect responsible for creating the theatre had been commissioned for design work. Other ideas for the Abergavenny venue were Richards at the bottom of Frogmore Street and the old Farm Foods building.
- Monmouth - Options available were Market Hall and Rolls Hall. In order to allow hubs to move forward Rolls Hall was recommended as the preferred site, with the minimum expenditure.

The Chairman expressed thanks on behalf of the committee to all staff that had given their free time in developing ideas and suggestions for the new centres, especially with the knowledge that there may be a reduction in staff.

**NAMES**

Feedback from groups and individuals proved that 'library' should remain in the name. Suggestions would be issued to Members for review.

During discussion Members were invited to ask questions, during which time the following points were noted

A Member raised a concern that there had been no mention of Usk. The Head of Operations explained that a concept had been agreed but did not form part of the savings. During the Capital Budget 2016/17 works would be



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undertaken in Caldicot, Chepstow, Monmouth and Usk, of which Usk would have the majority of the budget.

It was noted that Usk Library would need to vacate the current premises by the end of June 2015 and would need to relocate. It was confirmed that a meeting was to be held with the design team, and works were hoping to start at the beginning April 2015.

A Member requested further information on the management structure. We heard that the amount of staff under the management for each area would be:

- Caldicot                    5
- Chepstow                   7
- Abergavenny               7
- Monmouth                  5
- Usk                            Unsure

On each site there would be a senior assistant to manage day to day enquiries. The contact centre would have 1 manager and 1 assistant. 8 staff would be taken from the one stop shops or libraries, also 1 from the central telephony service and 1 from the operations administrative team.

We heard that the opening times of the hubs would include 1 late evening and a Saturday morning. Recommendations for this would go to Cabinet. However there may be a need for different patterns in different towns, which could be developed to suit local preferences.

The contact centre opening times would be 9 to 5 initially, until there was sufficient confidence in staffing levels, and the ability to manage calls.

A Member requested that the Committee should see the designs for the proposals.

A Member expressed that Richards in Abergavenny would not be an appropriate site for the contact centre as it could not provide sufficient car parking.

A Member questioned the opening times for the hub in Usk. It was confirmed that the opening hours in Usk may not be the same as in other areas, and would be based on suitability for the community.

A Member requested clarification on the number of redundancies that would be expected. It was confirmed that there would be a reduction of 13 full time staff. This may not necessarily be redundancies as voluntary redundancies or redeployment would be a possibility.

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A Member queried if there were Whole Place Plans for Monmouth. We were told that Whole Place would be going into Lower Wye in the first instance. It was expected that Whole Place would be in Monmouth at this time in 2016.

**AREA UPDATES**

We received update information regarding a cyclist group in Usk. We noted that discussions had been held at a recent Strong Communities Select Committee. The group were progressing and the cycling offer was encouraged. Members recognised that the post of transport officer post was currently vacant but was noted that the cycle routes should be in place before the Velothon in June 2015.

The Authority had been relieved of the air quality pressures in Usk, as this issue was now being considered by the Environment Agency.

It was noted that cars parking in the main street of Usk remained a problem. Suggestions for improvements included:

- Pinch points in the street.
- Setting delivery times.
- Police monitoring the double yellow lines.

We heard that there were no issues regarding allotments at the current time. It was noted that Markets, Allotments and Cemeteries would come under Estates in the future.

At a previous cabinet meeting it was agreed that the issue of burial space would be included on the Strong Communities Select Committee work programme.

**WORK PROGRAMME**

We received and noted the Central Monmouthshire Area Committee Work Programme.

**DATE OF NEXT MEETING**

5. We noted the future date of the Central Monmouthshire Area Committee meeting to be Wednesday 29<sup>th</sup> April 2015, to be held at Hilston Park.

**The meeting terminated at 3.15 pm.**



**SUBJECT: PROPOSED TRIAL OF NEW TRAFFIC ARRANGMENT AT TOP MONNOW STREET**

**MEETING: CENTRAL MONMOUTHSHIRE AREA COMMITTEE**

**DATE: 29<sup>th</sup> April 2015**

**DIVISION/WARDS AFFECTED: LOWER WYE/ CENTRAL MONMOUTHSHIRE**

**1. PURPOSE:**

To report and update members of the positive observation of traffic movements during the recent encroaching of scaffolding on the highway at the top of Monnow Street and to seek support to proceed with a trial of a pinch-point arrangement. This design will allow highways to accommodate a wider footways at this narrow location which in combination with other proposals for improved pedestrian facilities within the town offers an opportunity to create a safer environment for non-motorists.

**2. RECOMMENDATIONS:**

That members note the observations of traffic movements under a give and take arrangement during the recent placement of scaffolding at the top of Monnow Street. This suggest that the a trial to provide wider footways at this location may operate successfully and therefore approval is sought to proceed with an experimental narrowing arrangement shown in Appendix A and that the trial extend for a minimum period of two months commencing this spring (approx. May 2015)

**3. BACKGROUND AND KEY ISSUES:**

It will be recalled that the council previously proposed to widen the footways on Monnow Street between Agincourt Street and St. John Street on an experimental basis, but the proposal was not implemented after concerns were raised about the impact on traffic movements. Officers have recently observed the impact on traffic of two sets of scaffolding erected at nearby properties. Protective barriers to safeguard the scaffolding extended into the carriageway reducing the available carriageway width, in a similar manner to the experimental layout. Officers consider the resulting traffic conditions were acceptable and recommend that the experiment be implemented.

The drawing shown in Appendix A shows the proposed layout for the trial which subject to receiving support could be introduced in May or alternatively later in the year. It is suggested that the trial should last for at least two months to allow both pedestrians and motorists to familiarise themselves with the changed street features, before being assessed to consider whether or not to retain on a permanent basis, with potential to be incorporated into wider street scene improvements in the centre of the town and as presented within the report titled "Building Prosperity and Civilisation through Place Making" by Hamilton-baillie associates with a summary of the main recommendations

shown in Appendix B. The trial would be funded from the Council's highways revenue budget with an estimated cost of £10,000. Any permanent arrangement could then be incorporated as part of future major resurfacing works along with other improvements to make better use of road space and enhance the town centre through better crossing facilities in order to create an enhanced and safer environment for all users.

**5. RESOURCE IMPLICATIONS:**

The above proposals can be implemented using in-house resources and making use of existing materials where possible. The works would need to be carried out on a Sunday under a full road closure using an appropriate local diversion route for both local and through traffic.

**6. SUSTAINABLE DEVELOPMENT AND EQUALITY IMPLICATIONS:**

If successful, the pinch-point will offer a full standard footway width for pedestrians thereby creating a safer environment as well as supporting additional facilities including the introduction of a 20mph zone and other improvements for non-motorists in order to an enhanced environment for all shoppers and other visitors to Monmouth.

In addition, the introduction of the pinch-point and other pedestrian improvements will create a slower environment for traffic and may lead to a reduction in the number of short-cutting vehicles traveling through the town. This may then also offer an opportunity to introduce an environmental weight limit to allow access for only those HGVs delivering goods within the town and thereby reducing pollution.

**7. CONSULTEES:**

Area Committee and Local Members  
Gwent Police  
Monmouth Town Council  
Monmouthshire Partnership Forum  
Monmouth Chamber of Trade

**8. BACKGROUND PAPERS:**

None

**9. AUTHOR:**

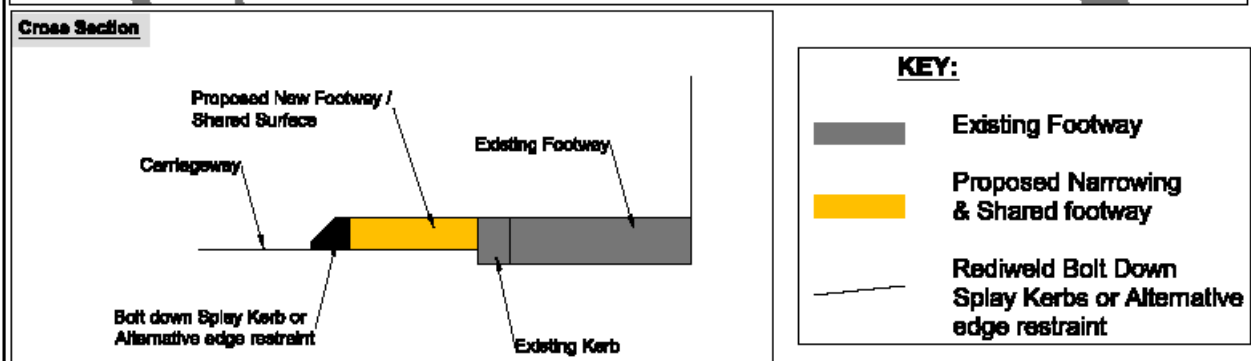
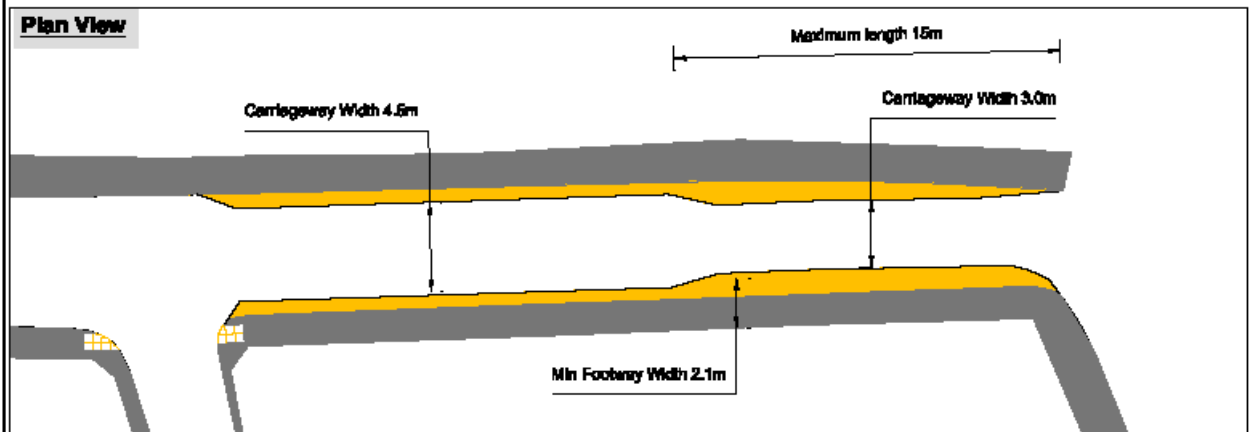
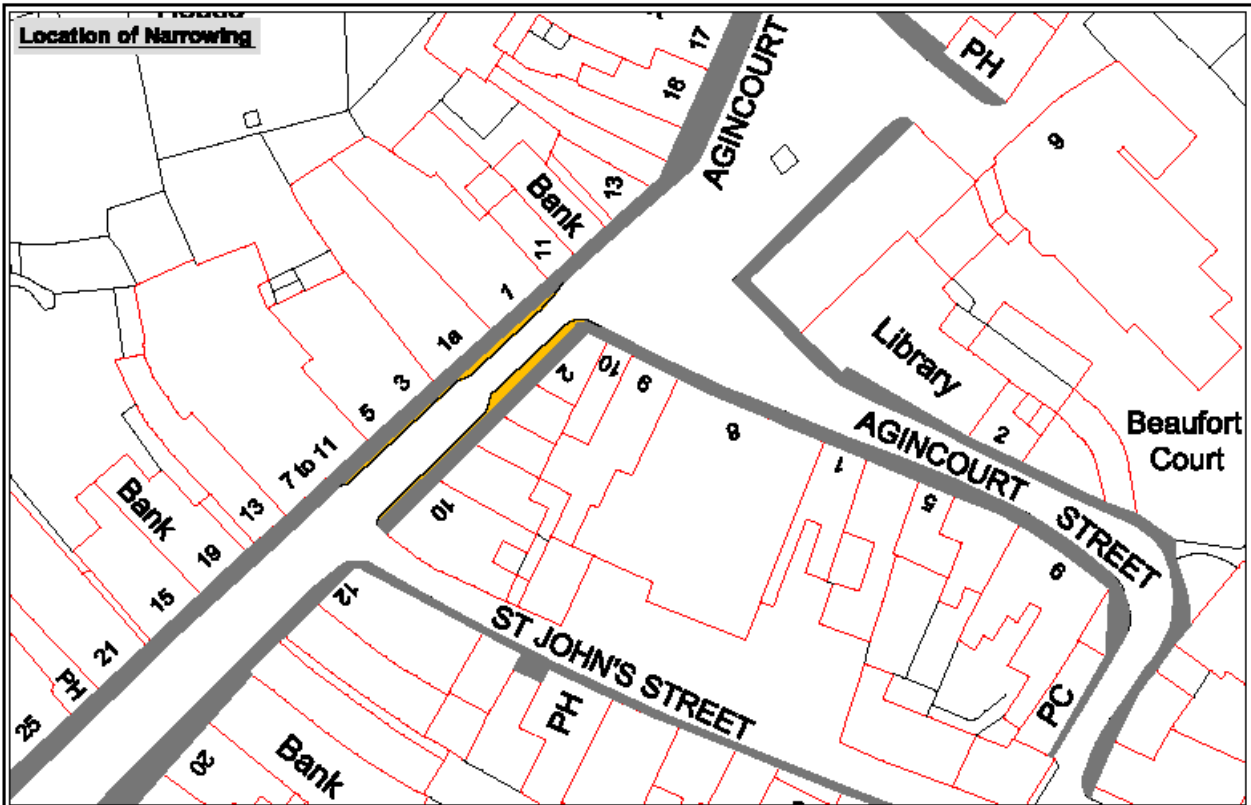
Paul Keeble – Traffic & Network Manager

**10. CONTACT DETAILS:**

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E-mail: [paulkeeble@monmouthshire.gov.uk](mailto:paulkeeble@monmouthshire.gov.uk)

# Appendix A



**KEY:**

- Existing Footway
- Proposed Narrowing & Shared footway
- Radiweld Bolt Down Splay Kerbs or Alternative edge restraint

 <b>MONMOUTH TOWN CENTRE</b>	Job Title <b>MONMOUTH TOWN CENTRE</b>	Rev No. 1	Date 11/11/10	Checked L. Bosh	
	Drawing Title <b>PROPOSED NARROWING DETAIL</b>	Made NTS	Date NOVEMBER 2010		Drawn NTS
	Head of Services M. J. ...	Drawing No. <b>C818 / CON / 05</b>	<small>Copyright Reserved. All Rights Reserved. No part of this publication may be reproduced, stored in a retrieval system, or transmitted, in any form or by any means, electronic, mechanical, photocopying, recording, or by any information storage and retrieval system, without the prior written permission of the Council.</small>		

## **Appendix B**

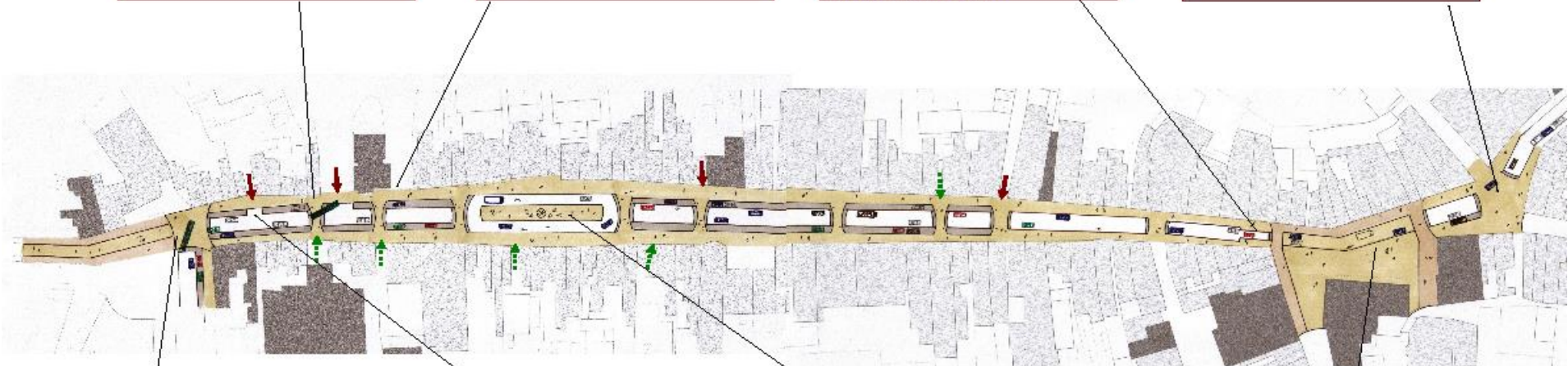
SUMMARY OF MAIN RECOMMENDATIONS

A series of courtesy crossings would maximise pedestrian permeability across the street and encourage low vehicular speeds. Such crossings will be kept as narrow as possible to limit interruptions with traffic flows. Wherever possible, crossings will align with established and potential pedestrian movement patterns.

The egress from the car park and bus station could be combined into one access point through the creation of a compact bus turning circle. This would create more pedestrian space and clearer access to the riverside public spaces, as well as providing clearer space for large vehicles turning onto Monnow Street.

The pinchpoint between Monnow Street and Agincourt Square would be defined as a distinctive transition space, configured for negotiated single-flow alternate movement. Reducing the apparent width, and keeping the length to a minimum will allow for driver eye contact, enhancing pedestrian space and facilitating more comfortable movement and interaction.

We recommend creating a distinctive identity to this transition between Priory Street and Agincourt Square. A central vertical element combined with consistent repaving could help enhancing a sense of place and reduce traffic speeds, emphasizing a change of scale and context at this critical point.



A distinctive new space, Blestium Square, created as a terminus for Monnow Street and important transition point for traffic entering from Blestium Street. A strong spatial definition reduces its role as a mere bend in a road, and links Monnow Street with the predominately pedestrian route to the Town Bridge. The corner of any new development would address the square.

A constant 6 m. carriageway width, with no road markings, and clearly defined parking bays in different materials create a low speed environment and give more space to pedestrians. The kerb and edge detail would reduce visual widths, and provide appropriate tactile guidance and drainage. All parking bays short-term for loading and deliveries + disabled parking only.

A 5m-wide central island on the widest part of Monnow Street will allow for a café with outdoor seating or a few market stalls. Such a device would provide a focal point for the elongated market, allowing easy pedestrian flows across two narrow traffic lanes. This provides a strong emphasis on market activities and pedestrian movement

Agincourt Square could be treated as a single, coherent urban space, dominated by Shire Hall and its forecourt. Passing traffic would form part of the square, with the carriageway subtly delineated by a low kerb. A consistent palette of materials would unify the whole space, with a clear frame defining pedestrian priority areas.

KEY      vehicular access      pedestrian access      local attractors





**SUBJECT: Gateway Monmouth - Briefing Note**

**MEETING: Central Monmouthshire Area Committee**

**DATE: 29th April 2015**

**DIVISION/WARDS AFFECTED: All**

**1. PURPOSE:**

- 1.1 To update members on current issues which relate to the Gateway Monmouth Project.
- 1.2 To inform and seek member views.

**2. RECOMMENDATIONS:**

- 2.1 That members note the report.

**3. ISSUES:**

- 3.1 **Planning** - Following a process of extensive consultation in the town, a planning application for improvements to the Gateway Monmouth site was submitted in February 2015.
- 3.2 During the subsequent consultation process a number of responses were received from the following:
  - a. Monmouth Festival - the potential impact of the scheme on the operation of future festivals.
  - b. MCC Countryside - that the proposed building location blocked a designated public ROW
  - c. Individual Respondent - issues relating to multiple aspects of the design
  - d. National Resource Wales - objection on flood risk grounds
- 3.3 Objections from the Monmouth Festival were resolved with minor adjustments to the design and a response was provided to the planning authority, indicating a willingness to accept a condition to adjust the existing route of the public ROW and review of the curtilage of the proposed square near the 'Handyman House' at design detail stage – should funding be secured to progress.
- 3.4 NRW concerns centre upon the need to update the flood consequence assessment in line with the most recent data in their possession to confirm that assumptions of the FCA submitted are correct. In particular, that the amenity building remains flood free in

a 1:100 event, that the designated access/egress from the site if flooded remains flood free for 3 hours and a breach scenario is incorporated.

- 3.5 Unfortunately, the budget for this project (funded under the RDP) has ceased and a small budget will be required to provide a response to NRW concerns and enable the application to be finalised and tabled. A quotation of £1,080.00 has been received and officers are currently identifying a budget to complete the response, mindful that additional requests for clarification from the NRW may follow.
- 3.6 **Funding** : Assuming NRW concerns are addressed and permissions obtained, the project will then be able to consider prospects for the assembly of a funding package for implementation.
- 3.7 The total estimated cost of the scheme is £1.98m. To date, £50k of s106 funding has been secured together with an 'indication' of approx £50k from Highways - as part of its budget for improvements to Monmouth Town Centre. Because of reduced capital availability and alternative priorities, there is no commitment within MCC's medium term financial commitment for the project. It will therefore need to be self-funded if it is to proceed.
- 3.8 An 'Economic Appraisal and Funding Strategy' for the project, completed last year, suggested that there were still a significant number of funding sources that could be approached and initiatives undertaken, but recommended that the authority first reviewed delivery vehicles for the project before applying.
- 3.9 It is highlighted that multiple internal resources that have delivered the project to this stage no longer exist to undertake the multiple detailed applications required and alternative resources would need to be identified and allocated.
- 3.10 **Whole Place** – The authorities commitment to a 'Whole Place' approach to regeneration is being rolled out across the county.
- 3.11 It is anticipated that the approach will commence in Central Monmouthshire in 2016, and will focus upon the creation of a 'Whole Place Plan' for the area.
- 3.12 Given the project is not currently a strategic priority, the recommendations of the commissioned report regarding identifying alternative delivery vehicles for the scheme and that there will be limited internal resources available to promote this project in the short term, it is recommended that further progress on this project forms part of wider discussions on the forthcoming Whole Place Plan for Central Monmouthshire.
- 3.13 This does not preclude any other organisations or partnerships wishing to progress the implementation stage of the project in the interim.

#### 4. REASONS:

- 4.1 To inform members on reasons for delay in progress of the scheme.

**5. AUTHOR: Colin Phillips, Whole Place Officer**

**6. CONTACT DETAILS:**

**Tel: 01633 644848**

**E-mail: [colinphillips@monmouthshire.gov.uk](mailto:colinphillips@monmouthshire.gov.uk)**





**SUBJECT:** Car Parking in Monmouth Update

**MEETING:** Central Monmouthshire Area Committee

**DATE:** 29<sup>th</sup> April 2015

**DIVISION/WARDS AFFECTED:** Overmonnow/Drybridge

**1. PURPOSE:**

- a. To provide members with an update on the Car Parking in Monmouth.

**2. RECOMMENDATIONS:**

- a. That members note the contents of the report.

**3. KEY ISSUES:**

- a. Rockfield Road Car Park (New Car Park) - The Bat Survey for Rockfield Road Car Park is going to take place May 2015, once this is completed this will satisfy the planning application. Then Projects can proceed ahead.
- b. The Rear of the Queens Head Car Park (New Car Park) – Discussions have taken place with Monmouthshire Housing Association regards acquiring some land to create access alongside the Queens Head. A meeting took place last week which was quite productive, the gentleman from MHA is to take the proposal forward for approval, and he does not envisage a problem. Once this is done Projects will need to apply for consent etc. as it is a listed building.
- c. Once Rockfield Road Car Park is created this will be a Free of Charge Park, it is then proposed to turn Cinderhill Street into a Pay & Display Car Park.
- d. Recommendation subject to consultation - The Car Park at the Sports Ground will be a Permit Parking only car park.
- e. Recommendation subject to consultation - For the creation of a number of 30 minute spaces at Glendower Street Car Park (Free of charge parking.)

**4. REASONS:**

- a. There is insufficient vehicle parking in Monmouth.

**5. AUTHOR:**

Debbie Jackson  
Fleet & Car Parking

**6. CONTACT DETAILS:**

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**E-mail:** [debbiejackson@monmouthshire.gov.uk](mailto:debbiejackson@monmouthshire.gov.uk)



**SUBJECT: Portal Road Development Site Update**

**MEETING: Central Monmouthshire Area Committee**

**DATE: 29/04/2015**

**DIVISION/WARDS AFFECTED: Overmonnow**

**1. PURPOSE:**

- a. To provide members with an update on the Portal Road Site in Monmouth.

**2. RECOMMENDATIONS:**

- a. That members note the contents of the report.

**3. KEY ISSUES:**

- a. The applicant and officers are working to get the planning application to the June meeting of Monmouthshire County Council Planning Committee.
- b. The site on Portal Road has been allocated within the Local Development Plan for hotel use.
- c. Monmouthshire County Council has negotiated a (subject to planning) sale to Premier Inns for the northern part of the site for the development of a 60 bed hotel.
- d. Premier Inns have prepared and submitted a Planning application to the authority which includes a licenced restaurant area on the ground floor and 59 car parking spaces.
- e. The remaining south section of the site will be placed upon the market shortly.
- f. The remainder of the site will accommodate coach parking.

**4. REASONS:**

- a. The hotel will provide additional hotel accommodation within the town.

**5. RESOURCE IMPLICATIONS:**

- a. The sale of the site will generate a capital receipt to Monmouthshire County Council.

**6. AUTHOR:**

Ben Winstanley  
Estates

**7. CONTACT DETAILS:**

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E-mail: [benwinstanley@monmouthshire.gov.uk](mailto:benwinstanley@monmouthshire.gov.uk)





<b>Item</b>	<b>Background Detail</b>	<b>Reporting Arrangements</b>
<b>Standard Items:</b>		
<p><b>Coordinating Board Referrals</b></p> <p><b>Work Programme Review</b></p>	<ul style="list-style-type: none"> <li>• To receive feedback from the Chairman on referrals from the Coordinating Board.</li> <li>• For Members to receive the Central Monmouthshire Area Committee Work Programme and contribute to a forum session to consider any future Task and Finish Group projects to add value to the work of the Committee at a local level whilst having benefit to service delivery countywide. Consideration to be given to how any potential projects could engage with the community, local interest groups and Town and Community Councils to be identified. To continually review the work programme of the committee.</li> </ul>	<p>Ongoing</p> <p>Ongoing</p>
<b>Current &amp; Ongoing Work Programme Items:</b>		
<p><b>Work Programme Planning</b></p> <p><b>Monmouth Links Project</b></p> <p><b>Burial Space</b></p> <p><b>Allotments</b></p> <p><b>Community Safety Action Team</b></p>	<p>Following discussions held in the June meeting, for Members to identify community groups that they would like to invite to the Area Committee and to discuss how the Work Programme and venues can be planned to engage with communities.</p> <p>To receive information on the progression of the Monmouth Links Project in order to feed comments back to the Forum on the scheme.</p> <p>To keep Members informed on progress with regard to identifying any suitable burial space within Central Monmouthshire and to provide information on any Cabinet decisions made with regard to this issue.</p> <p>Reporting on issues surrounding maintenance and administration of allotments in the locality.</p> <p>To receive updates on the local Community Safety Action Team’s work and have an opportunity to feed information via the Area Committee of any local issues of concern.</p>	<p>Ongoing</p> <p>Ongoing</p> <p>Ongoing</p> <p>Ongoing</p> <p>Ongoing</p>

**Central Monmouthshire Area Committee Work Programme**

<b>Monmouth Town Partnership and Rural Forum</b>	Information and reports from the Monmouth Town Partnership and the Rural Forum to assist Members to assess and monitor community reaction to a range of local issues.	Ongoing
<b>Gateway Project</b>	To receive updates on the old Monnow Bridge and surrounding area and keep a watching brief on developments on the adjoining public space.	Ongoing
<b>Air Quality in Usk</b>	Members to be informed of progress with air quality issues through the town of Usk.	Ongoing