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Neuadd y Sir
Y Rhadyr
Brynbuga

Dydd Mawrth, 30 Mai 2023

Dear Cyngorwyr,

CABINET

Gofynnir i chi fynychu cyfarfod **Cabinet** a gynhelir yn **Steve Greenslade Room, County Hall, Usk** ar **Dydd Mercher, 7fed Mehefin, 2023**, am **5.00 pm**.

AGENDA

1. Ymddiheuriadau am absenoldeb
2. Datganiadau o Fuddiant
3. CANLYNIAD YMGYNGHORIAD STATUDOL AR SEFYDLU EGIN YSGOL CYFRWNG CYMRAEG 3-11 YN NHREFYNWY 1 - 46

Rhanbarth/Wardiau Sy'n Cael Eu Heffeithio: Pob un

Diben: Pwrpas yr adroddiad yw rhannu gyda'r Cabinet canlyniad yr ymgynghoriad diweddaraf ar fwriad yr Awdurdod i sefydlu ysgol gynradd cyfrwng Cymraeg ar gyfer plant 3-11 mlwydd oed ar safle Ysgol Gynradd Overmonnow.

Mae'r adroddiad yn cyflwyno'r adroddiad ymgynghori i'r Cabinet ac yn gofyn iddynt gymeradwyo mynd i'r cam nesaf h.y. cyhoeddi'r hysbysiadu statudol.

Awdur: Will McLean, Prif Swyddog, Plant a Phobl Ifanc

Manylion Cyswllt: willmclean@monmouthshire.gov.uk

4. STRATEGAETH GAFFAEL CYMDEITHASOL GYFRIFOL 2023-28 47 - 102

Rhanbarth/Wardiau Sy'n Cael Eu Heffeithio: Pob un

Diben: Gofyn i'r Cabinet gymeradwyo mabwysiadu'r Strategaeth Gaffael Cymdeithasol Gyfrifol ar gyfer 2023-2028 (Atodiad A) a nodi cynnwys y Cynllun Cyflenwi (Atodiad B).

Awdur: Steve Robinson (Pennaeth Comisiynu a Chaffael)
Scott James (Rheolwr Caffael Strategol)

Manylion Cyswllt: s.robinson@cardiff.gov.uk

scottjames@monmouthshire.gov.uk

5. CYLLID A BLAENORIAETHAU ADFYWIO 103 - 130

Rhanbarth/Wardiau Sy'n Cael Eu Heffeithio: Pob un

Diben: Pwrpas yr adroddiad yw briffio'r Cabinet ar brosiectau adfywio yn Sir Fynwy a ffynonellau posib o gyllid ar gyfer eu gweithredu a gwahodd y Cabinet i gymeradwyo ceisiadau ar gyfer Rownd 3 o'r Gronfa Ffyniant Bro er mwyn cefnogi prosiectau adfywio yng Nghil-y-coed ac ar gyfer cyllid Trawsnewid Trefi er mwyn gweithredu'r cynigion ar gyfer tir y cyhoedd a gwelliannau teithio llesol yn Stryd Monnow yn Nhrefynwy.

Awdur: Daniel Fordham, Rheolwr Adfywio

Manylion Cyswllt: danielfordham@monmouthshire.gov.uk

6. UWCHGYNLLUN TRAWSNEWID CAS-GWENT 131 - 328

Rhanbarth/Wardiau Sy'n Cael Eu Heffeithio: Cas-gwent

Diben: Pwrpas yr adroddiad yw briffio'r Cabinet ar Uwchgynllun Trawsnewid Cas-gwent a gwahodd y Cabinet i gymeradwyo'r cynnig i fabwysiadu a chynnig sefydlu grŵp cyflenwi uwchgynllun cyfun gyda Chyngor Tref Cas-gwent.

Awdur: Daniel Fordham, Rheolwr Adfywio

Manylion Cyswllt: danielfordham@monmouthshire.gov.uk

Yours sincerely,

Paul Matthews
Chief Executive

PORTFFOLIOS CABINET

Cynghorydd Sir	Maes Cyfrifoldeb	Ward
Mary Ann Brocklesby	<p>Arweinydd Swyddogion Arweiniol – Paul Matthews, Matthew Gatehouse</p> <p>Strategaeth a Chyfeiriad yr Awdurdod Cyfan Adolygu a gwerthuso perfformiad yr Awdurdod Cyfan Hyrwyddo lleoliaeth o fewn fframweithiau rhanbarthol a chenedlaethol Perthynas â Llywodraeth Cymru, Llywodraeth y DU a chymdeithasau llywodraeth leol Perthynas Ranbarthol â Dinas-ranbarthau a'r Bwrdd Gwasanaethau Cyhoeddus Caffael Strategol Cynhyrchu a bwyta bwyd yn lleol, gan gynnwys amaeth-goedwigaeth a garddwriaeth leol</p>	Llanelly
Paul Griffiths	<p>Aelod Cabinet ar gyfer Cynllunio a Datblygu Economaidd / Dirprwy Arweinydd Swyddog Arweiniol – Frances O'Brien</p> <p>Strategaeth Economaidd Cynllun datblygu lleol a chynllun datblygu strategol gan gynnwys safleoedd tai strategol Cefnogi Canol Trefi gan gynnwys parcio ceir a gorfodi Rheoli Datblygu a Rheoli Adeiladu Sgiliau a Chyflogaeth Cysylltedd band eang Meysydd parcio a gorfodi sifil</p>	Chepstow Castle & Larkfield
Rachel Garrick	<p>Aelod Cabinet ar gyfer Adnoddau Swyddogion Arweiniol – Peter Davies, Frances O'Brien, Matthew Phillips, Jane Rodgers</p> <p>Cyllid gan gynnwys y MTFP a'r cylch cyllideb blynyddol Budd-daliadau Technoleg ddigidol a gwybodaeth Adnoddau dynol, y gyflogres, iechyd a diogelwch Tir ac adeiladau Cynnal a chadw a rheoli eiddo</p>	Castell Cil-y-coed

	Cynllunio ar gyfer argyfyngau	
Martyn Groucutt	<p>Aelod Cabinet ar gyfer Addysg Swyddogion Arweiniol – Will McLean, Ian Saunders</p> <p>Addysg Blynyddoedd Cynnar Addysg statudol pob oed Anghenion dysgu ychwanegol/cynhwysiant Addysg ôl-16 ac oedolion Safonau a gwella ysgolion Dysgu cymunedol Rhaglen cymunedau cynaliadwy ar gyfer dysgu Gwasanaethau leuenctid Cludiant ysgol</p>	Lansdown
Sara Burch	<p>Aelod Cabinet ar gyfer Cymunedau Byw a Chynhwysol Swyddogion Arweiniol – Frances O'Brien, Ian Saunders, Jane Rodgers, Matthew Gatehouse</p> <p>Digartrefedd Cyflenwi Tai Fforddiadwy a thai'r sector preifat (tai gwag, cynllun prydesu, benthyciadau gwella cartrefi, grantiau cyfleusterau i'r anabl a thechnoleg ymaddasol) Teithio llesol a Hawliau Tramwy Canolfannau hamdden, chwarae a chwaraeon Datblygu Twristiaeth a Strategaeth Ddiwylliannol Cyfleusterau cyhoeddus Safonau masnach, iechyd yr amgylchedd, diogelu'r cyhoedd a thrwyddedu</p>	Cantref
Ian Chandler	<p>Aelod Cabinet ar gyfer Gofal Cymdeithasol, Diogelu a Gwasanaethau Iechyd Hygyrch Swyddog Arweiniol – Jane Rodgers</p> <p>Gwasanaethau plant Maethu a mabwysiadu Gwasanaeth Troseddau leuenctid Gwasanaethau oedolion Diogelu ar draws yr Awdurdod Cyfan (plant ac oedolion) Anableddau Iechyd meddwl a lles Perthynas â darparwyr iechyd a mynediad at ddarpariaeth iechyd</p>	Park

<p>Catrin Maby</p>	<p>Aelod Cabinet ar gyfer Newid Hinsawdd a'r Amgylchedd Swyddogion Arweiniol – Frances O'Brien, Matthew Gatehouse</p> <p>Datgarboneiddio Cynllunio trafndiaeth, trafndiaeth gyhoeddus, priffyrdd a fflyd CSF Rheoli gwastraff, gofal strydoedd, sbwriel, manau cyhoeddus a pharciau Palmentydd a lonydd cefn Lliniaru, rheoli ac adfer llifogydd Cefn gwlad, bioamrywiaeth, ac iechyd afonydd</p>	<p>Drybridge</p>
<p>Angela Sandles</p>	<p>Aelod Cabinet ar gyfer Cydraddoldeb ac Ymgysylltu Swyddogion Arweiniol – Frances O'Brien, Matt Phillips, Matthew Gatehouse, Jane Rodgers</p> <p>Anghydraddoldeb a thlodi cymunedol (iechyd, incwm, maetheg, anfantais, gwahaniaethu, ynysu ac argyfwng costau byw) Ymgysylltu â dinasyddion a hybu democratiaeth gan gynnwys gweithio gyda sefydliadau gwirfoddol Profiad y dinesydd - hybiau cymunedol, canolfan gyswilt a gwasanaeth cwsmeriaid a chofrestryddion Gwasanaethau Etholiadol ac adolygu'r cyfansoddiad Cyfathrebu, cysylltiadau cyhoeddus a marchnata Moeseg a safonau Yr iaith Gymraeg</p>	<p>Y Dref</p>

Nodau a Gwerthoedd Cyngor Sir Fynwy

Ein diben

Adeiladu Cymunedau Cynaliadwy a Chydnerth

Amcanion y gweithiwn tuag atynt

- Rhoi'r dechrau gorau posibl mewn bywyd i bobl
- Sir lewyrchus a chysylltiedig
- Cynyddu i'r eithaf botensial yr amgylchedd naturiol ac adeiledig
- Llesiant gydol oes
- Cyngor gyda ffocws ar y dyfodol

Ein Gwerthoedd

Bod yn agored. Rydym yn agored ac yn onest. Mae pobl yn cael cyfle i gymryd rhan mewn penderfyniadau sy'n effeithio arnynt, dweud beth sy'n bwysig iddynt a gwneud pethau drostynt eu hunain/eu cymunedau. Os na allwn wneud rhywbeth i helpu, byddwn yn dweud hynny; os bydd yn cymryd peth amser i gael yr ateb, byddwn yn esbonio pam; os na allwn ateb yn syth, byddwn yn ceisio eich cysylltu gyda'r bobl a all helpu - mae adeiladu ymddiriedaeth ac ymgysylltu yn sylfaen allweddol.

Tegwch. Darparwn gyfleoedd teg, i helpu pobl a chymunedau i ffynnu. Os nad yw rhywbeth yn ymddangos yn deg, byddwn yn gwrando ac yn esbonio pam. Byddwn bob amser yn ceisio trin pawb yn deg ac yn gyson. Ni allwn wneud pawb yn hapus bob amser, ond byddwn yn ymrwmo i wrando ac esbonio pam y gwnaethom weithredu fel y gwnaethom.

Hyblygrwydd. Byddwn yn parhau i newid a bod yn hyblyg i alluogi cyflwyno'r gwasanaethau mwyaf effeithlon ac effeithiol. Mae hyn yn golygu ymrwymiad gwirioneddol i weithio gyda phawb i groesawu ffyrdd newydd o weithio.

Gwaith Tîm. Byddwn yn gweithio gyda chi a'n partneriaid i gefnogi ac ysbrydoli pawb i gymryd rhan fel y gallwn gyflawni pethau gwych gyda'n gilydd. Nid ydym yn gweld ein hunain fel 'trefnwyr' neu ddatrysyr problemau, ond gwnawn y gorau o syniadau, asedau ac adnoddau sydd ar gael i wneud yn siŵr ein bod yn gwneud y pethau sy'n cael yr effaith mwyaf cadarnhaol ar ein pobl a lleoedd.

Caredigrwydd – Byddwn yn dangos caredigrwydd i bawb yr ydym yn gweithio gyda nhw, gan roi pwysigrwydd perthnasoedd a'r cysylltiadau sydd gennym â'n gilydd wrth wraidd pob rhyngweithio.

SUBJECT: OUTCOME OF STATUTORY CONSULTATION TO ESTABLISH A 3-11 SEEDLING WELSH MEDIUM PRIMARY SCHOOL IN MONMOUTH

MEETING: CABINET

DATE: 7th June 2023

DIVISION/WARDS AFFECTED: All

1. PURPOSE:

- 1.1 The purpose of the report is to provide Cabinet with the outcome of the recent consultation exercise regarding the Authority's intention to establish an 3-11 Welsh-medium primary school on the Overmonnow Primary School site.
- 1.2 This report presents the consultation report to Cabinet and seeks their approval to proceed to the next stage i.e., the publication of statutory notices.

2. RECOMMENDATIONS:

- 2.1 For members to agree to publish statutory notices in line with School Standards and Organisation (Wales) Act 2013 to establish a 3-11 Welsh-medium primary school on the Overmonnow Primary School site with effect from 1st September 2024. Statutory notices will be published on the 19th June 2023 for a period of 28 days ending on the 17th July 2023.

3. KEY ISSUES:

- 3.1 The School Organisation Code (2018) places responsibility on local authorities in Wales for ensuring that there are sufficient and suitable school places across the County to educate its children and young people.
- 3.2 The Council has a responsibility under the School Standards and Organisation (Wales) Act 2018 to consult with appropriate stakeholders when considering any significant school reorganisation proposals.
- 3.3 The consultation report attached under appendix 1 represents the Council's responsibilities in line with the School Standards and Organisation (Wales) Act 2018 to produce a report seeking to inform interested parties of the outcome to the consultation by means of:
 - Summarising each of the issues raised by consultees.
 - Responding to these by means of clarification, amendment to the proposal, or rejection to the concerns with supporting reasons.

- Setting out Estyn's view (as provided in its consultation response) of the overall merits of the proposal.
- 3.4** 106 of 145 respondents (73%) supported the proposal, many of which felt that it was important that Welsh-medium education was available in Monmouth and parents had the same choice as other parts of the County. Section 6.1 of the consultation report (page 15) provides a detailed summary of the comments / questions that were received from those in favour of the proposals.
- 3.5** 39 of the 145 respondents (27%) did not support the proposal with many feeling that investment is needed in the English-medium schools within the area and that the demand for Welsh-medium education is not high enough to justify the amount of money being spent especially during the current financial crisis. Section 6.1 of the consultation report (page 17) provides a detailed summary of the comments / questions that were received from those not in favour of the proposals.
- 3.6** Pupils currently receiving free home to school transport to existing provision who will be residing in the catchment area for the seedling school will not lose their entitlement to free home to school transport. However following feedback from the consultation families are concerned about having their children in two different schools and if they choose Ysgol Gymraeg Y Fenni for all children they will not receive free home to school transport. This is something that needs further consideration as part of the decision-making process.
- 3.7** Some respondents were concerned about the school being on the same site as an English-medium school and the impact this would have on full immersion. They felt that the council needed to recognise that this was not a permanent solution and the school needed to have its own site in the future and the longer-term plans needed to be clarified.

4. OPTIONS APPRAISAL

- 4.1** The revised Code sets out the following requirement.

'Following the consultation period, when the proposer is reviewing the proposal prior to publication the proposer is required to carry out a further assessment for the proposal and each of the alternatives that were set out in the proposal paper. This involves the same matters that the proposer was required to assess in formulating the proposal:

- (a) the likely impact on quality and standards in education,*
- (b) the likely impact on the community and*
- (c) the likely effect of different travelling arrangements.*

The purpose of this further assessment is to take account of any further information that has come forward through the consultation or otherwise.'

In its consultation report, the proposer is required to explain its assessment of the proposal and the reasonable alternatives identified, how this assessment differs from their earlier assessment (if at all) and its assessment of any further reasonable alternatives. Finally, the proposer is required to confirm whether it considers the

implementation of the proposal, (wholly or partly) to be the most appropriate response to the reasons it identified for the proposal and give reasons for its conclusion.'

A further assessment of the alternative options that were considered in the consultation document have been undertaken and is provided below:

- 4.2** Option 1 – Do nothing and maintain the status quo. This would mean there would be no change to existing provision. Following the consultation period there were only a small number of respondents that felt there was not a need to establish Welsh-medium provision in Monmouth. This was largely due to their belief that there is insufficient demand in the area and that the other schools required further investment. The Council has considered the responses and maintains the view that there is a need to have a third Welsh-medium school in Monmouth which supports the targets in our Welsh Education Strategic Plan (WESP).
- 4.3** Option 2 – Build a new Welsh medium Community Primary school on a new site in the Monmouth area to include early years and childcare provision. There were some respondents that felt a new school in the town would be more beneficial, however there are still no suitable building sites available in Monmouth. In addition, planning permission would not be granted due to the lack of an identified strategic solution to the treatment of phosphates at the Monmouth Wastewater Treatment Works.
- 4.4** Option 3 – Utilise Osbaston CIW primary school site in Monmouth to create additional Welsh-medium primary provision and bilingual childcare. The Council maintains the view that this is not a viable option. The space on the site is limited, both internally and externally and may not be sufficient for two schools. The Osbaston Junior site has extremely limited parking space for staff, visitors, and home to school transport. Increasing the number of staff and pupils using this building would result in additional pressure being put on already insufficient space for pupils. There is a high likelihood that this increase will push into an already busy road. There would be legalities to consider with regards to the ownership and there is a high risk of flooding on the site.
- 4.5** Option 4 – Utilise the former Raglan junior school building to create Welsh-medium primary provision and build a new Welsh medium early years and childcare provision on the site. Many of the respondents felt this was the best option due to the fact the school would have its own site which would support full immersion. They also felt Raglan was a more suitable location as it is central for all pupils within the catchment area.

The Council maintains the view that utilising the former Raglan Junior school is not the preferred option and strongly believe that the new school should be in the town where there is a higher population. The former Raglan Junior School site was also discounted as the ownership of the site is part of on-going discussions with Monmouth Diocesan Trust. The building is in a poor state of repair and beyond refurbishment. Early discussions with the Welsh Education Forum ruled this option out as the demand is within the town area and pupils would not be able to walk to school but would require transport.

- 4.6** Option 5 – Utilise existing accommodation available on the Overmonnow Primary School site to establish a seedling Welsh-medium primary school and early years and childcare

provision. As mentioned above the Council maintains the view that this is the preferred option it is important that Welsh-medium provision is available in the town of Monmouth where more pupils can access Welsh-medium education within walking distance to their home.

4.7 The statutory code provides us with a range of potential options for future action at this juncture:

- (a) to publish the proposals as consulted on.
- (b) to publish the proposals with any appropriate modifications.
- (c) to abandon the proposals and retain the status quo; or
- (d) to significantly recast the proposals and re-consult.

Following consideration of the consultation responses we have determined that we will “publish the proposals as consulted on” and proceed with the proposal to establish a 3-11 Welsh-medium primary school on the Overmonnow Primary School site via a seedling model.

The reasons for this are the central location and proximity to demand, thus mainly reducing the need for young children to travel a distance to school and they are educated in the area that they live, the flexibility and adaptability of the Overmonnow school site to be able to accommodate the school as a separate entity and ensure the immersion required for a Welsh medium School, it will reduce surplus places in the Monmouth town area as required by Welsh Government and fulfil the aspirations of our WESP.

5. REASONS:

5.1 The proposal demonstrates our commitment to increasing the number of children accessing Welsh medium provision and meets our targets outlined in our Welsh in Education Strategic Plan (WESP). It also supports the Welsh Government’s national strategy Cymraeg 2050.

6. RESOURCE IMPLICATIONS:

6.1 The initial costs for the Welsh medium primary school are shown below, the costs are for the full year, for the first year the costs will be lower to reflect the final 7 months of the financial year. These costs are included in the current 23/24 budget for CYP.

Staffing costs	£93,203	One full time teacher and one full time teaching assistant for foundation phase. This includes agency costs to cover absence and PPA
Headteacher	£92,886	One teaching headteacher.
Resources	£5,000	
Administration	£5,000	

- 6.2 Overmonnow Primary School is currently fully funded for utilities, maintenance and grounds therefore no additional costs are expected.
- 6.3 The transport costs are expected to be neutral; it is anticipated that any additional costs will be offset by savings of transporting pupils to other Welsh medium primary schools. A decision regarding whether free home to school transport should be provided for younger siblings of existing pupils to Ysgol Gymraeg Y Fenni is yet to be made, costs for this are not available at this time and will be difficult to predict in the future.
- 6.4 As the school increases in size, the costs for each class will be:

Staffing costs	£88,203	One full time teacher and one full time teaching assistant for foundation phase.
Higher Level Teaching Assistant	£9,513	20%
Resources	£2,000	

- 6.5 To set up the Welsh medium primary school the capital costs will be £3,600,000. This includes refurbishment of 3 classrooms, early years, and backlog maintenance, this will be funded via a grant from Welsh Government.

7. WELLBEING OF FUTURE GENERATIONS IMPLICATIONS (INCORPORATING EQUALITIES, SUSTAINABILITY, SAFEGUARDING AND CORPORATE PARENTING):

Please see attached below.

8. CONSULTEES:

CYP DMT
SLT
Executive Member for Education
Cabinet

9. BACKGROUND PAPERS:

School Organisation Code (2018)
Welsh in Education Strategic Plan
Consultation feedback
Consultation report

10. AUTHOR:

Will McLean
Chief Officer, Children and Young People

11. CONTACT DETAILS:

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E-mail: willmclean@monmouthshire.gov.



<p>Name of the Officer Will Mclean</p> <p>Phone no:</p> <p>E-mail: willmclean@monmouthshire.gov.uk</p>	<p>Please give a brief description of the aims of the proposal</p> <p>To establish a Welsh Medium 3-11 seedling primary school in Monmouth.</p>
<p>Name of Service area: CYP Access Unit</p>	<p>Date: January 2023</p>

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.

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Protected Characteristics	Describe any positive impacts your proposal has on the protected characteristic	Describe any negative impacts your proposal has on the protected characteristic	What has been/will be done to mitigate any negative impacts or better contribute to positive impacts?
Age	The school will provide Welsh medium education for children aged 3-11 living in Monmouth. Currently pupils have to travel long distances to Abergavenny.	Welsh medium education for children aged 12-19 is not yet available in Monmouthshire	MCC in collaboration with neighbouring authorities in Southeast Wales are looking at potential options across the region
Disability	No Impact	No Impact	No Impact
Gender reassignment	No Impact	No Impact	No Impact

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?
Marriage or civil partnership	No Impact	No Impact	No Impact
Pregnancy or maternity	No Impact	No Impact	No Impact
Race	.No Impact	No Impact	No Impact
Religion or Belief	.No Impact	No Impact	No Impact
Sex	The provision will be co-educational including boys and girls.	No Impact	No Impact
Sexual Orientation	No Impact	No Impact	No Impact

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2. The Socio-economic Duty and Social Justice

The Socio-economic Duty requires public bodies to have due regard to the need to reduce inequalities of outcome which result from socio-economic disadvantage when taking key decisions This duty aligns with our commitment as an authority to Social Justice.

	Describe any positive impacts your proposal has in respect of people suffering socio economic disadvantage	Describe any negative impacts your proposal has in respect of people suffering socio economic disadvantage.	What has been/will be done to mitigate any negative impacts or better contribute to positive impacts?
Socio-economic Duty and Social Justice	<p>Establishing a new Welsh medium primary school will increase the number of Welsh speakers in Monmouthshire. Being bilingual has many advantages, for example, due to the Welsh Language (Wales) Measure 2011 the ability to speak Welsh is either an essential or desirable skill for a growing number of jobs such as health, education, leisure, childcare and retail. This is especially the case in the provision of public services where the Welsh Language Standards require local authorities, fire and rescue service and police etc to provide their services to the same standards in both Welsh and English. The expansion of Welsh medium education across Monmouthshire means that more learners will have the opportunity to become bilingual thereby giving them a real advantage in securing employment opportunities</p>	<p>Time, distance and cost of travel has been identified as a challenge for some learners, particularly those suffering from socio economic disadvantage. As a result, Welsh medium education is not a genuine option for some learners. Learners who did not start Welsh medium education in Nursery or Reception have been unable to join in later years.</p> <p>Following feedback from the consultation, the Council recognises that families who already have older siblings attending Ysgol Gymraeg Y Fenni may want both children to attend the same school and receive home to school transport for all children.</p>	<p>The Local Authority plan to review the School Transport Policy to ensure that it provides learners with a genuine opportunity to have a Welsh medium education. The additional primary school in Monmouth and the development looking at secondary provision in partnership with Blaenau Gwent, Merthyr Tydfil and Powys will create potential. This will allow more choice to parents wishing to provide Welsh medium education to their children. The development of an Immersion provision within Monmouthshire means that all learners, irrespective of age or linguistic background, will be able to benefit from a Welsh medium education.</p> <p>This is something that the Council will consider further as part of the consultation process.</p>

3. Policy making and the Welsh language.

<p>How does your proposal impact on the following aspects of the Council's Welsh Language Standards:</p>	<p>Describe the positive impacts of this proposal</p>	<p>Describe the negative impacts of this proposal</p>	<p>What has been/will be done to mitigate any negative impacts or better contribute to positive impacts</p>
<p>Policy Making</p> <p>Effects on the use of the Welsh language,</p> <p>Promoting Welsh language</p> <p>Treating the Welsh language no less favourably</p>	<p>Should the proposal be agreed it will have a positive impact on the Welsh Language as we will be creating a Welsh Medium primary school in Monmouth. This will enable families to access Welsh medium education closer to their home. They will also have access to Welsh medium nursery and childcare. The proposal will significantly promote the Welsh language offer in Monmouth, this links directly with the Council's ambition to support the Cymraeg 2050 strategy of 1 million Welsh speakers and also the targets set out in the Council's Welsh Language 5-year strategy 22-27 and also the targets set in the Councils Welsh in Education Strategic Plan 22-32.</p>	<p>There is a risk that due to the school being on the same site as an English medium school that pupils will not be fully immersed in the Welsh Language.</p> <p>There is currently no Welsh medium secondary provision in Monmouthshire so there will still be long travelling times to Ysgol Gyfun Gwynllyw in Torfaen.</p>	<p>The headteachers of both schools will work collaboratively to ensure access to shared areas are managed effectively.</p> <p>MCC will continue to develop its discussions and engagement with Powys County Council and Blaenau Gwent County Borough Council to secure new Welsh medium secondary provision in the north of Gwent / south Powys area to mitigate the potential negative impact of this proposal.</p> <p>The council's Welsh in Education Forum (WEF) will be kept closely informed and involved in discussions on this.</p> <p>The Council will continue its on-going dialogue with Torfaen County Borough Council regarding the</p>

			provision at Ysgol Gyfyn Gwynllyw so that Welsh medium secondary education at the school remains an attractive option for pupils who wish to receive a wholly immersive Welsh education experience.
Operational Recruitment & Training of workforce	The establishment of a new school will generate the need for a greater number of Welsh Medium teachers and support staff in the Monmouth area over time. This will create opportunities for Welsh speakers in Monmouthshire and outside of the area to be able to utilise their Welsh language skills in the work environment. Recruitment Will be easier and can be gradually.	There is a risk that we may not be able to secure sufficient Welsh speaking teachers / staff to fulfil the requirements of the new school.	In order to mitigate this risk, we will actively engage closely with our colleagues in the Welsh Government, the Education Achievement Service (EAS) and the local higher education institutes to help facilitate greater numbers of Welsh Medium teachers. We will also use all available recruitment tools at our disposal to aid the recruitment process – social media (twitter, facebook, you tube), council website, bespoke Welsh Medium recruitment sites, LinkedIn etc. We will engage with our partners in the Welsh in Education Forum (WEF) to assist us in this process utilising their expertise and range of contacts
Service delivery	Should the consultation document be agreed it will be distributed to	There is a risk that we will not be able to recruit sufficient Welsh speaking specialist local	To mitigate this risk, we will actively engage closely with colleagues in the Welsh

Use of Welsh language in service delivery	stakeholders in both Welsh and English.	authority staff to deliver all services in Welsh.	Government, and the local higher education institutes to help facilitate greater numbers of Welsh Medium staff. We will also use all available recruitment tools at our disposal to aid the recruitment process – social media (Twitter, Facebook, YouTube), council website, bespoke Welsh Medium recruitment sites, LinkedIn etc. We will engage with our partners in the Welsh Medium Education Forum (WEF) to assist us in this process utilizing their expertise and range of contacts
Promoting use of the language	All correspondence and communications including on social media in relation to this proposal will be bilingual as required by the Welsh Language (Wales) Measure 2011		

4. Does your proposal deliver any of the well-being goals below? Please explain the impact (positive and negative) you expect, together with suggestions of how to mitigate negative impacts or better contribute to the goal. There's no need to put something in every box if it is not relevant!


Well Being Goal	Does the proposal contribute to this goal? Describe the positive and negative impacts.	What actions have been/will be taken to mitigate any negative impacts or better contribute to positive impacts?
A prosperous Wales Efficient use of resources, skilled, educated people, generates wealth, provides jobs	The ability to speak Welsh is either an essential or desirable skill for a growing number of jobs such as health, education, leisure, childcare, retail, and public services. This means that more learners will have increased employment opportunities as a result of being Bilingual in Welsh and English. There will be Increased	No impact




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?
	employment opportunities within the proposed new school	
A resilient Wales Maintain and enhance biodiversity and ecosystems that support resilience and can adapt to change (e.g. climate change)	The establishment of the new school will reduce the requirement to transport children from the Monmouth area to Welsh medium provision in Abergavenny.	No impact
A healthier Wales People's physical and mental wellbeing is maximized and health impacts are understood	This proposal would result in more children being able to access Welsh medium provision in their community and be able to walk to school rather than being transported.	No impact
A Wales of cohesive communities Communities are attractive, viable, safe and well connected	Parents seeking Welsh medium education for their children in the Monmouth area will be able to access provision within their community. This will increase the opportunities for more learners to use the Welsh language outside of school in social settings and a range of authentic contexts.	No impact
A globally responsible Wales Taking account of impact on global well-being when considering local social, economic and environmental wellbeing	No impact	No impact
A Wales of vibrant culture and thriving Welsh language	If the proposal is agreed The Welsh Government's strategy of One Million Welsh Speakers will be	No impact


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?
Culture, heritage and Welsh language are promoted and protected. People are encouraged to do sport, art and recreation	supported by the increase in the number of pupils being educated through the medium of Welsh.	
A more equal Wales People can fulfil their potential no matter what their background or circumstances	The expansion of Welsh medium education in Monmouth means that more learners will have the opportunity to become bilingual in both English and Welsh and increase their chances of securing employment as adults and fulfilling their potential.	No impact

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8. 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>	If learners are able to attend a Welsh medium primary school in their local community or within a short traveling time, they are more likely to choose and continue their education through the medium of Welsh.	No impact

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>Collaboration</p> <p>Working together with other partners to deliver objectives</p>	<p>This proposal is supported by our Welsh in Education Forum (WEF), the forum is represented by a number of key partners who are consulted with and are crucial in the delivery of our WESP targets.</p>	<p>No impact</p>
 <p>Involvement</p> <p>Involving those with an interest and seeking their views</p>	<p>The new school is to serve the entire Monmouth cluster and all those affected by the proposal will be consulted with as part of the statutory consultation process. In addition, the WEF members have been actively engaged on the proposal.</p>	<p>No impact</p>
 <p>Prevention</p> <p>Putting resources into preventing problems occurring or getting worse</p>	<p>Currently families wanting to access Welsh medium Education in Monmouth have to travel to Abergavenny, this may be suppressing demand and resulting in parents not choosing Welsh medium education. Having a local Welsh medium school will resolve this issue and also stimulate demand.</p>	<p>No impact</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>Integration</p> <p>Considering impact on all wellbeing goals together and on other bodies</p>	<p>.Having Welsh medium provision available in the local community will have a positive impact on the health and wellbeing of pupils who are currently having to access provision in Abergavenny. Because of the reliance on school transport this may mean that pupils cannot access after school clubs and other activities that are available after school.</p>	<p>No impact</p>

6. Council has agreed the need to consider the impact its decisions has on the following important responsibilities: Corporate Parenting and Safeguarding. Are your proposals going to affect any of these responsibilities?

	Describe any positive impacts your proposal has	Describe any negative impacts your proposal has	What will you do/ have you done to mitigate any negative impacts or better contribute to positive impacts?
Safeguarding	Appropriate safeguarding policies and procedures will be in place at the new school	No impact	No impact
Corporate Parenting	N/A	N/A	N/A

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

- Page 17
- Faithful and Gould condition and suitability survey including identified backlog maintenance requirements (the Proposal document cites local backlog maintenance measures)
 - Data supplied by Health on the number of “live births” within the County.
 - Data from Planning on number of Housing Developments planned for the immediate coming years.
 - Current numbers on school rolls and trend analysis.
 - Surplus places – data from MCC Access team
 - Planning of school places data – MCC Access team

8. SUMMARY: As a result of completing this form, what are the main positive and negative impacts of your proposal, how have they informed/changed the development of the proposal so far and what will you be doing in future?

The Main benefits of the proposal is by creating Welsh medium provision in Monmouth we are enabling the local community to access education through the medium of Welsh without having to travel long distances to Abergavenny. This will in turn increase the amount of

Welsh medium places across Monmouthshire so meeting our targets within our WESP. We will also be contributing to the Welsh governments strategy of 1 million Welsh speakers by 2050.

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

What are you going to do	When are you going to do it?	Who is responsible

10. VERSION CONTROL: The Equality and Future Generations Evaluation should be used at the earliest stage, such as informally within your service, and then further developed throughout the decision making process. It is important to keep a record of this process to demonstrate how you have considered and built in equality and future generations considerations wherever possible.

Version No.	Decision making stage	Date considered	Brief description of any amendments made following consideration
1.0	Cabinet	18/01/2023	No amendments made.
2.0	Cabinet	07/06/2023	



monmouthshire
sir fynwy



CONSULTATION REPORT

To establish a New Welsh Medium Primary School
in Monmouth

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1. Introduction

Monmouthshire County Council has a statutory duty to secure sufficient and suitable school places for children within its County, and in doing so ensure that resources and facilities are efficiently utilised to deliver the education opportunities that our children deserve.

The Council has a responsibility under the School Standards and Organisation (Wales) Act 2018 to consult with appropriate stakeholders when considering any significant school reorganisation proposals.

The Council recently engaged in a statutory consultation process relating to the establishment of a Welsh medium primary school in Monmouth.

The purpose of undertaking the statutory consultation was to seek the views of our community, key stakeholders and partners on the proposal.

This consultation report now represents the council's responsibilities in line with the School Standards and Organisation (Wales) Act 2018 to produce a report seeking to inform interested parties of the outcome to the consultation by means of:

- Summarising each of the issues raised by consultees.
- Responding to these by means of clarification, amendment to the proposal, or rejection to the concerns with supporting reasons.
- Setting out Estyn's view (as provided in its consultation response) of the overall merits of the proposal.

2. Distribution of the Consultation Report

This consultation report was published on the Monmouthshire County Council Website [School Reorganisation - Monmouthshire](#). We contacted the following consultees and interested parties directly to inform them of the publication of this document.

- Parents, carers/guardians and staff members of schools affected by the proposal.
- The governing body of any school affected by the proposal.
- Pupils/Pupil Councils of schools directly affected by the proposal.
- Headteachers of schools affected by the proposal.
- Welsh Ministers
- Town and Community Councils in the Monmouth area
- Assembly Members representing the area served by the school.
- Members of Parliament representing the area served by the school.
- Directors of Education of all bordering LAs – Blaenau Gwent, Newport, Powys, Torfaen, Herefordshire, Gloucestershire
- GAVO
- Teaching trade unions
- Support Staff trade unions
- Welsh Language Commissioner
- ESTYN
- RHAG
- Mudiad Meithrin
- Church in Wales Diocesan Trust, Director of Education
- Roman Catholic Diocesan Trust, Director of Education
- South East Wales Education Achievement Service
- Gwent Police and Crime Commissioner
- Early Years & Childcare Partnership
- Welsh in Education Forum

3. Background

Monmouthshire currently have two Welsh medium Primary Schools, Ysgol Gymraeg Y Fenni located in the north of the county in Abergavenny and Ysgol Gymraeg Y Ffin located in the south of the county in Caldicot.

We have provided additional Welsh medium places in the north of the County by increasing the capacity of Ysgol Gymraeg Y Fenni to 317. It is proposed that the school will also be relocated to a new site in September 2024, which will enable them to become a 420-place primary school.

We have completed the refurbishment and expansion of Ysgol Gymraeg Y Ffin to ensure it has the capacity to provide 210 pupil places, with a Cylch Meithrin within the grounds of the school.

Whilst these are important developments, we acknowledge that the northeast of Monmouthshire is currently without Welsh medium primary provision and in line with our agreed Welsh Education Strategic Plan (WESP), we plan to open a Welsh medium primary school in Monmouth.

Over the last three years, significant work has been carried out to identify a suitable location for a new Welsh medium primary school within the Monmouth area. However, despite our efforts, we have not been able to secure a suitable site within the town due to lack of available land and environmental restrictions.

Although we have looked further afield, any prospective sites were judged unsuitable and/or the distance to travel was too great.

4. A reminder of our proposal

The Local Authority consulted on the proposal to establish a 3-11 Welsh medium primary school via a seedling / growth model on the Overmonnow Primary School site from the 1st September 2024. This will be achieved by utilising existing accommodation at the school. There will also be a Local Authority nursery and childcare provision.

From September 2023 there will be a Welsh medium satellite class located on Overmonnow primary school site, this provision is under the leadership, management, and governance of Ysgol Gymraeg Y Ffin. If the proposal is agreed, a new seedling Welsh medium primary school will be established. Therefore, the satellite class is not subject to this consultation process.

The school will open initially with pupils in nursery, reception, and year 1, pupils who are currently attending the satellite class will automatically transfer to the new school.

5. Consultation Arrangements

On 18th January 2023 the Council's Cabinet approved the proposals to commence statutory consultation thereby allowing the Council to engage with key stakeholders on establishing a new Welsh-medium primary school on the Overmonnow Primary School site.

In line with the School Standards and Organisation (Wales) Act 2018, the Council produced a consultation document, published on 29th March 2023, which also represented the commencement of the statutory consultation period. The formal consultation period lasted 8 weeks (including 20 school days), concluding on 15th May 2023.

The consultation document was distributed / links sent to all statutory consultees as listed on page 4 of this document. The consultation document was also published on the Council's website at [School Reorganisation - Monmouthshire](#).

The Council raised awareness of the consultation through means of direct mailshots to all statutory consultees, including parents, staff, and governing bodies of schools affected by the proposal. A marketing campaign was also established, making use of the Council's social media networks throughout the consultation period to advertise the proposals and how consultees could contribute to this process.

Consultees were advised of the following opportunities to respond formally to the consultation proposals:

- Completing the online consultation questionnaire available via [School Reorganisation - Monmouthshire](#)
- Emailing strategicreview@monmouthshire.gov.uk.

5.2 Consultation Meetings

The Council was keen to engage throughout the consultation period with all interested parties.

The school directly affected by the proposal is Overmonnow Primary School, therefore consultation sessions were held with staff, governors, and parents of the school. A further consultation session was held with a broader audience, allowing engagement with all other parties with an interest in these proposals.

These consultation sessions were held at Overmonnow Primary School on the following dates / times:

Consultee	Date	Time
Parents	25 th April 2023	2:15pm
Staff	25 th April 2023	3:15pm
Governors	25 th April 2023	4:15pm

The following officers from the Council's Directorate for Children and Young People were in attendance at the consultation sessions, providing stakeholders with the opportunity to learn more about the proposals and ask any questions or raise any concerns.

- Cabinet Member for Education
- Chief Officer for Education
- Head of Attainment and Achievement
- Finance & Support Services Manager
- Sustainable Communities for Learning Programme Manager
- School Admissions & Planning Lead

Officers in attendance at the consultation meetings provided reassurance that any comments or concerns raised would be noted and fed into the consultation process. However, consultees were encouraged to continue to submit their formal responses to this consultation through any of the available methods.

Consultation session with parents

The first consultation session was held with parents of Overmonnow Primary School and 6 parents attended.

The stakeholders in attendance were keen to learn more about the proposal and had an interest in Welsh-medium provision for their children. A summary of the main points raised during the session and the Council's response is listed below:

Comment / Question	Council's Response
Will there be shared areas of Overmonnow or will the new school be just in the 3 classrooms?	Yes, there will be a need for some areas of the school to be shared such as the hall, play areas and canteen, this will be timetabled and managed collaboratively between the two schools
What is the long-term plan if the school is a success?	We want the school to be a success. The Authority is currently reviewing its educational provision across the County considering known data such as live birth rates, existing housing growth commitments and modelling potential future housing growth. The provision across Monmouth and its environs will fully consider the place of Welsh Medium education in that process.
Will it be the same as Y Fenni where English is not taught until Year 3?	Yes. This is the same for all Welsh medium primary schools.

Will the nursery be flexible in hours and days, will we have to attend 5 sessions?	Pupils accessing a Local Authority nursery have to attend 5 morning sessions per week.
Is one of the classrooms for Nursery?	Yes, there will be a classroom for the nursery in the morning and wraparound childcare will be provided in the afternoon.
How will it work with mixed year groups?	There will be a classroom for reception, year 1 and year 2 and as the school grows a classroom for Year 3,4,5 and 6.

Consultation session with staff

The second consultation session was held with staff of Overmonnow Primary School and 19 staff members attended.

The stakeholders in attendance were keen to learn more about the changes that will be made to the school building and what impact this would have on the school's structure and capacity. They were also concerned about access to the school site, as there are existing traffic management concerns which could be exacerbated by the proposal.

A summary of the main points raised during the session and the Council's response are listed below:

Comment / Question	Council's Response
If we are losing 3 classrooms, are we gaining 3 classrooms?	There will be two new classrooms built where the double demountable is currently located. This will provide the school with the capacity for 360 pupils, which we believe is sufficient based on projected pupil numbers.
Why isn't the Welsh School being placed in the new building?	We need to be able to split the site and ensure that the new Welsh-medium school has its own entrance, this would not be possible if they were in the demountable as it is situated at the back of the school.
Parking is already inadequate on site; will this be addressed before the new school opens?	We will be looking at the access issues as part of the build and considering options to address this.
Will the improvements include toilets as we currently only have 3 staff toilets, which is completely inadequate.	Once the initial designs have been completed, the Council will meet with the headteacher to share the plans with her, and the school will be fully involved throughout the process. We will ensure that toilet provision is in line with Building Bulletin guidelines.

How will this impact our budget, for example how will shared costs be split, such as cleaning, caretaker etc.	The funding for these services will continue to be delegated to Overmonnow Primary school and therefore Overmonnow will continue to pay for these costs. It will be the same staff providing these services to both schools.
Can pupils from Overmonnow nursery access the wrap around childcare provision?	The wrap around childcare can be accessed by pupils attending Overmonnow nursery but it will be Welsh-medium provision.

In addition to the questions listed above the following comments were also noted:

- Overmonnow Primary manages ALN children well and this is due to the fact they have access to areas such as the demountable, they are used as breakout areas. These areas need to be maintained; we have to fight for them.
- It feel like you are trying to squeeze too much onto this site, we have English Medium school, nursery and the SNRB already.
- Locals will be against any of the parkland being lost to parking

Consultation session with The Governing Body

The third consultation session was held with the governing body of Overmonnow Primary School and 7 members of the governing body attended.

The stakeholders in attendance had concerns around the build programme and whether all the work could be completed during the summer holidays. Again, one of the main concerns was around access to the school site and the parking issues, as there isn't enough parking for staff at the school.

A summary of the main points raised during the session and the Council's response is listed below:

Comment / Question	Council's Response
It is important we don't lose breakout spaces if we lose the demountables.	Once the initial designs have been completed, the Council will share these with the headteacher so they can also provide feedback and the designs will be developed together with the school
Will there be much disruption during the build, especially if it falls behind, this could be very unsettling for young children?	The majority of the work will be undertaken during holiday periods. Any work undertaken during term time will be with minimum disruption to the pupils
Will lunch time staff be shared, and will there be an expectation for them to speak Welsh?	There will not be an expectation for canteen staff to speak Welsh.

The governing body would like to have reassurances that there would be significant investment into the current access arrangements that would allow for both schools' pupils to be able to safely access the school. Without an immediate change to this we would have concerns that current families and future families may be deterred from staying or applying to OPS due to logistical concerns.	Improving access to the school site will be part of the redevelopment work being proposed. All designs will be in consultation with the Headteacher and Governing Body of Overmonnow Primary School
Time scales for the proposed work seems very tight, will the work be completed on time?	The programme of work will be phased and agreed with the Heateacher.

Consultation session with other interested parties

The fourth consultation session was held with the any other interested parties from the wider community and 13 stakeholders attended.

The stakeholders in attendance had concerns around the longer-term vision for Welsh-medium provision in Monmouth, if numbers grow beyond 60 then what are the Council's plans. Stakeholders were also concerned that Welsh-medium provision is not being promoted and parents are not aware of the satellite class from September 2023. They also wanted reassurance that the Cylch Meithrin would be re-established in Monmouth as early years provision is the key to growing Welsh-medium education.

A summary of the main points raised during the session and the Council's response is listed below:

Comment / Question	Council's Response
Why isn't the new school showing as my catchment school on the Website?	The catchment areas are being reviewed as part of this consultation process however cannot be changed until the decision has been made on whether to proceed with the proposal
We need to ensure that even though we are sharing a site there is total immersion	The school will be totally separate to Overmonnow and will have its own entrance, office accommodation, staff room, toilets etc. Any shared areas will be managed collaboratively by the headteachers of the two schools
I am concerned about the longer-term plan, people need to know what the long-term plan is before they enter into it, so what happens when the 3 classrooms are full?	We believe that he three classroom model that is being proposed will provide us adequate headroom for the near and medium term. The Authority recognises that there will

	potentially need to be adjustments to the educational provision in Monmouth and its environs. Consequently, the Authority is currently reviewing its educational provision across the County considering known data such as live birth rates, existing housing growth commitments and modelling potential future housing growth. The provision across Monmouth and its environs will fully consider the place of Welsh Medium education in that process.
What is the plan for these pupils when they reach secondary age, they need to be given the same opportunities as pupils in English-medium education with access to a local school without long travel times?	The pupil numbers in Monmouthshire are not high enough to support Monmouthshire having its own Welsh-medium secondary school. As Monmouthshire is a large rural county, location would be an issue, as wherever it is located pupils would have a distance to travel. The Council are also in discussion with neighbouring authorities Blaenau-Gwent, Powys and Merthyr regarding regional secondary provision
An early years provision is essential to growing a school, we need reassurance that this will be re-established. The Cylch Meithrin still has a treasurer and trustees, so we need to coordinate efforts with MCC to keep momentum going	It is our understanding that the reason the Cylch Meithrin closed was due to staffing; however, we will liaise with Mudiad Meithrin and provide any support we can to try and get Cylch Meithrin Trefynwy back up and running.
Is there a threshold that needs to be met for Cabinet to agree to this new school	No, we will work with all stakeholders to ensure that the provision is a success. We recognise that in the early years the numbers on roll may be low but we are committed to providing a bi-lingual offer in the Monmouth area.
Is there a way of us opening the nursery for full day sessions?	We may be able to look at other options for the first year to stimulate demand but this isn't something we would be able to offer on a permanent basis.

In addition to the questions listed above the following comments were also noted:

- MCC should be getting the message out that this isn't about taking from English medium education but about giving families a choice.
- We need to get the town of Monmouth on board, we need to raise awareness of the positive values of Welsh-medium education.
- Publicity needs to be local as well as on social media.
- Visuals of the new school need to be publicised.

5.3 Consultation with children and young people

The Council developed a “child friendly” version of the consultation document to ensure that children and young people on roll at the affected school could be fully engaged in the consultation process.

A consultation session took place on 11th May 2023 with children and young people from Overmonnow Primary school. The session was facilitated by both school staff and officers of the Local Authority, with the key aim being to obtain the views of children and young people on the proposal to establish a Welsh-medium primary school.

A representative group of pupils were allocated by the school to meet with Local Authority representatives to share their views on the proposal. The summary version of the consultation document was used to remind the young people of the proposal. The session was informal, with children and young people given the opportunity to speak freely and ask questions. There were, however, some questions put to young people to prompt discussion.

The following represents a summary of the questions / comments received from children and young people and the council’s response:

Question / Comment	Council’s Response
Will they participate in school events such as Christmas celebrations / Assemblies / school trips / non uniform days etc	The new school will be totally separate to your school however there may be opportunities for the two schools to come together for special events and you can learn from each other. This is something that the headteachers of both schools can discuss.
Will they be allowed to play with us at break times and lunch time? Will our yard be shared?	They will not have the same lunch and break times as you as the new school will be separate. They will share your school yard and will use it at different times.
Are they going to join PE with us?	No, they will have their own PE lessons
Will they contribute to our lessons?	No, the two schools will share the same grounds but they will have their own lessons which will be taught in Welsh.
Are you going to suggest any changes to the school and how will the changes affect us?	There will be changes to the school building, so you will have two new classrooms built where the demountables are at the moment. The three classrooms the other side of the canteen will be changed so that the new school can move into those classrooms so you will not use them anymore.
Will the new school start and end at the same time?	This is something that the two headteachers can discuss to see what works best

Will we have different teachers and how many teachers will there be?	You will have the same teachers and the new school will have their own teachers, there will be a teacher and a teaching assistant at the new school.
Will the new school have school uniform and a name?	Yes, they will wear a different school uniform to you, they will have a school name but this hasn't been decided yet.
Will all the children be in the same class, and will 3 classrooms be enough?	The classes will be split so the lower year groups in one class and the higher year groups in another. At the moment 3 classrooms are sufficient, if the numbers grow and we need more in the future then this is something the Council will review.
The classes that we will be moving out of have a nice outdoor area and we don't want to lose this.	Equivalent or improved areas will be provided.

The pupils also wanted to make sure that pupils attending the new school felt welcome. Some of the pupils already have friends who attend the Welsh school in Abergavenny, and they think it is important that they are able to go to a Welsh school closer to their home rather than having to go on a school bus.

6. Consultation Responses

6.1 Summary of consultation results

Overall the Council received a total of 145 responses during the consultation exercise. A profile of the respondents can be found in the table below:

Respondent category	Number of responses
Parent / Carer	3
Governor	4
Staff	7
Other schools / staff/parent/Gov	62
Community	57
Union	0
Town/Community Council	0
Other Organisations	12

Total

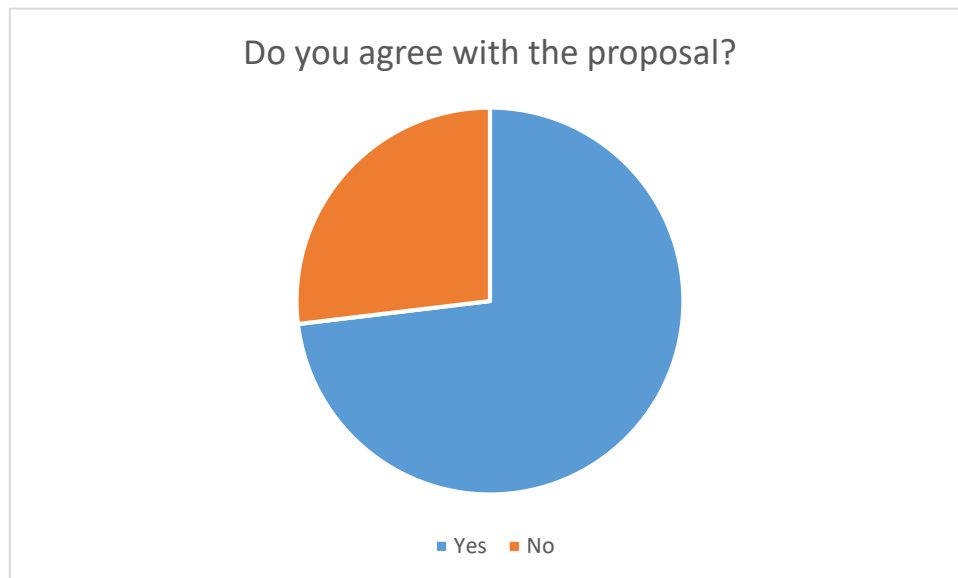
145

N.B. The above table reflects the number of formal responses received to this consultation, through means of either completing the consultation survey or by emailing strategicreview@monmouthshire.gov.uk.

However, any informal feedback received from consultation engagement sessions is reflected within section 5.2 of this report.

Feedback to this consultation from ESTYN and the Education Achievement Service are published separately within this report.

Do you agree with the proposal to establish a Welsh-medium primary school on the Overmonnow Primary School site?



106 out of the 145 respondents (73%) supported the proposal with many of the respondents feeling that Welsh-medium education should be available for all children within their local community.

A summary of the positive comments and questions received from the 106 respondents that supported the proposal along with the Council's response is provided below:

Comment / Question	Council's Response
Monmouthshire is one of the weakest authorities in Wales in terms of supporting and promoting the Welsh language. Significant investment is needed, particularly in Monmouth, to	The Local Authority is committed to the Welsh Government's strategy Cymraeg 2050, which aims to increase the number of Welsh speakers to 1 million by 2050. The proposal supports the targets set out in the Council's Welsh Education

facilitate the development of the Welsh Language.	Strategic Plan (WESP), which is to establish a third Welsh-medium primary school in Monmouth.
I am pleased and very much supportive of these plans, and only wish they went further, to include construction of a Welsh medium secondary provision.	The Local Authority in collaboration with neighbouring authorities in Southeast Wales are looking at potential options for another secondary school for the region
Only with significant investment and support can the language continue to grow in the authority, and Monmouthshire should be liaising with Welsh government should they wish to receive more support /finances to achieve this.	Agreed Monmouthshire will continue to work with Welsh Government to promote the Welsh Language. The current capital investment required for this school is being funded by Welsh Government.
There needs to be access to high quality Welsh medium childcare (particularly 0-4 years) and education.	Access to Welsh-medium childcare is an integral part of our proposal because, it gives children the opportunity to engage with the Welsh language from a very early age and it will support the growth in the new Welsh medium primary school. The intention is to offer early education for 3 and 4 year olds in a nursery class managed by the school, this will be part-time provision. We also hope to establish a non-maintained Cylch Meithrin on site that will offer wrap around childcare for these children, as well as Flying Start childcare for 2 year olds.
The concept of starting with a seedling school seems to be an effective way to launch this school which will hopefully see demand grow as pupils in the area start to attend. However, it does have its drawbacks in that some parents with older siblings may decide that they do not wish to have them in separate schools. To what extent has this been considered?	This has been a consideration for us and one that we recognise may be a risk. Our hope is that in establishing the seedling school new families who may not have chosen to access our current Welsh Medium provision chose to do so in Monmouth and we can build a thriving school community.
It is always a challenge to recruit Welsh speaking teachers and support staff in the Monmouthshire area. What are the plans to attract teachers and support staff to allow the effective running of the school?	This will be an exciting opportunity for teachers and support staff to help shape the vision and ethos for the new school. It will also provide career progression for staff in the local area looking for leadership roles. We feel that this will encourage teachers and support staff to apply for positions. However, we recognise that there is a challenge to

	recruit Welsh language teachers and so the Local Authority will support and promote the recruitment process to ensure we attract enough teachers and support staff to work in the new school.
What are the reasons for locating the new school in Monmouth town, even though it is on the border of the catchment area? As opposed to Option 4 Raglan which is much more central to the catchment area?	Through discussions with our stakeholders, particularly those in the Council and on the Welsh Education Forum there was a clear sense that the school would benefit from being in a more populated area.
The proposal is to move the existing classes in the English medium school into new classrooms and give the old classrooms to the new Welsh school. If we want to make sure that Welsh medium education is attractive as possible, what is the reasoning for Overmonnow having the new classrooms and the Welsh medium old classrooms?	The Welsh-medium school and Overmonnow will be two separate schools sharing the same site. In order to facilitate this, the Welsh-medium school will need its own entrance. The two new classrooms are being built at the rear of the school so access would be more difficult. Also, the two new classrooms will adjoin the existing classrooms and provide additional toilet provision.

- Expanding and developing a Welsh language community and medium of education is vital in improving the general attitude and opinion of young people towards the language.
- By opening this facility, you would be providing families in Monmouth with equal access to Welsh education as others across Wales. (it would be great if a Welsh language stream can be opened for secondary too ond un cam am y tro!)
- Because, with the situation as it is in Monmouth, there is no good place apart from the Overmonnow site that is suitable. And it is vital that there is Welsh-medium provision in Monmouth that allows walking to school.
- It's important to offer choice of a Welsh-medium school in the town.
- It is vitally important for the children of Monmouth to be given the valuable opportunities of other Welsh towns and cities to learn Welsh from an early age. This will ensure that future generations will have the skills, enthusiasm and opportunities presented by being brought up bilingually as their contemporaries.
- I believe increasing the number of Welsh-medium schools in the area can only benefit the community. The competition to get into a Welsh-medium school is very high and it is clear there is an appetite, growing up in Monmouthshire and speaking to many of my peers, many of us regret our inability to speak Welsh and wish we had the opportunity to attend such a school.
- Our son will be sent to a Welsh medium school. The nearest school is currently Abergavenny. It is frankly outrageous that in order to speak the

native language of this country, and fully connect with his culture and heritage, our son would have to travel c.40 miles each day to school.

- We are in support of this proposal as it will give local children the opportunity to become bilingual which will increase the amount of Welsh speakers in our community and help keep the Welsh language alive.
- I think this should have happened in Monmouth many years ago. There are not many towns in Wales with a population of 10,000 where there is no Welsh medium school.
- I strongly agree with creating more Welsh language education provision within Monmouthshire, I hope someday it will lead to the first Welsh medium secondary school in the county.
- I support the development of the new school & hope that the council decides that this should be accelerated to ensure we can access Welsh learning in our own county, right the way to end of Secondary, as soon as possible. Beyond the wider benefits to Monmouth as Welsh town & it's residents, this will reduce pressure on Ysgol Y Fenni. It opens up a choice for parents & reduces the environmental impact of travelling a great distance to Abergavenny.

39 out of the 145 respondents (27%) did not support the proposal with many feeling that investment is needed in the English-medium schools within the area and that the demand for Welsh-medium education is not high enough to justify the amount of money being spent, especially during the current financial crisis.

A summary of the comments/questions received from the 39 respondents who did not support the proposal along with the Council's response is provided below:

Comment / Question	Councils Response
The costs involved in developing a third Welsh-medium primary school are too high especially when six local schools are catergorised as condition rating C. Will the condition of these schools be addressed?	The costs are in line with current market conditions and inflation. The condition of the schools within the Monmouth town area are categorised as A, B and C. In doing this project the backlog of maintenance will be addressed at Overmonnow Primary School.
All the schools listed are well under their maximum capacity (with the exception of Trellech), if there were a lack of spaces then that would be a different issue.	The Local Authority closely monitors the level of surplus places at all schools within Monmouthshire. The northeast is currently without Welsh-medium provision and as a result children who want to access Welsh education travel long distances to do so. The Council think it is important that all children have access to Welsh-medium education within their local community.
There are already 2 Welsh schools in Monmouthshire, the costs involved are too high in my opinion, especially	The capital funding for this school is being provided by Welsh Government. Monmouthshire

when six local schools are categorised as C for condition. Where will the money come from?	regularly reviews the condition of it's schools and allocates any capital funding appropriately.
I think that the amount of money involved does not seem like a good idea given the current financial crisis facing schools and councils. The project could be put on hold until the financial outlook looks brighter.	The funding for the running costs of the school have already been allocated via the budget planning process for Monmouthshire. Monmouthshire has made a clear commitment to Welsh Government to support Welsh Medium education.
How can you have 'a Welsh school' when the grounds etc. are shared with an English-speaking school? It seems like the proposal to build this school is based solely on meeting targets and not for the benefit of the community or indeed the children!	The Welsh-medium school will be totally separate to Overmonnow and will have its own entrance, office accommodation, staff room, toilets etc. any shared areas will be managed collaboratively by the headteacher of the two schools
The school itself has become rundown and class sizes are too large. Where are the extra resources coming from? Where will the catering requirements come from. The Hall is not very big at the school now. Extra "bunker classrooms" are already in use. Overmonnow is the main primary school in Monmouth. It should not be overstretched any more.	The capital funding to support the Welsh Medium school has been provided by Welsh Government. The condition of all Monmouthshire schools is reviewed regularly and any appropriate improvements that are the responsibility of the Local Authority are funded. The school also received a budget to maintain the school site. As mentioned above there will be areas of the school that will be shared by both schools such as the hall and play areas, however this will be timetabled and managed collaboratively by the headteachers of the two schools
Parking/Congestion at Overmonnow Primary School is horrendous. As a parent of an autistic child, being asked to park in the carpark opposite the school over a main road is ridiculous, especially while trying to unload a pushchair in the rain.	Improving access to the school site will be part of the redevelopment work being proposed. All designs will be in consultation with the Headteacher and Governing Body of Overmonnow Primary School
How will access to the existing Foundation Phase areas work for example the yard/hall if the new classrooms are at the other end of the building? How will we be able to use the hall for PE/assembly/tests with a further three classes also trying to use it?	Design development will be through a collaborative approach with the Headteacher and Governing Body.

- There is one Welsh medium primary in the north and south of the county. Parents in Monmouth travel to Abergavenny Welsh school, a new school would reduce their numbers. Like the south, parents in Chepstow have to send pupils to Caldicot. Y Ffin is a small school not fully utilised.
- At this time the money could be spent on so many more important things. For example, improved libraries in school, extra stem facilities, books etc. It seems strange that at a time when existing staff are worried about potential job losses due to cuts. I would like to add that I am very much a supporter of the Welsh language but improving existing provision should take priority.
- The recent Estyn report at Monmouth Comprehensive reported 0.96 children actually speak Welsh at home. The money could/would be better used to provide schools with other vital resources they require. The whole Welsh language cult is entirely politically motivated by Welsh Labour and nationalists. Forcing children to learn Welsh at the cost of learning another more useful subject is a nonsense.
- There is not enough interest from pupils and parents for Welsh-medium education.
- More money is needed to support the current schools in Monmouthshire.
- It seems like the proposal to build this school is based solely on meeting targets and not for the benefit of the community or indeed the children.
- There is not a strong Welsh speaking community in this part of the country. Funding needs to be provided to improve and develop the current schools in the county. This could include increased Welsh language teaching (and indeed other languages) across all schools, not just one new school. This would better aid the transition to secondary school otherwise the cohort of children will be too divided.

There were many respondents who supported the need for a new Welsh-medium school in Monmouth but felt strongly that the preferred option was not the most suitable. Below is a summary of the comments received in relation to this.

- The school should be a new school on its own site as sharing the site with an existing school could put people off. If the demand is that high, then create a new school that can have its own identity and stand apart from another school in Monmouth.
- Once again MCC is offering a substandard level of provision for Welsh medium education, second hand buildings in disrepair and shared sites, it just isn't good enough and certainly doesn't reflect the councils supposed support and commitment to Welsh medium education.
- Currently MCC are asking parents to choose a seedling school that has no physical school that they can visit. Furthermore, offering a seedling class for new pupils alongside a consultation for the longer-term option of a school creates uncertainty for parents and creates an atmosphere of doubt about the future of a school for those children.
- What are the plans when the school outgrows the three classrooms? They will have to move, most likely to Raglan in which case the school should begin there in the first place. I'm sure Monmouth residents can manage an 8 mile commute. Pupils all over the county already travel tremendous distances to reach their Welsh-medium education, particularly for secondary school.

- I'd like to see MCC showing their commitment and support by allowing the new school to at least have its own site and separate identity away from an English medium school.
- I feel strongly that a third Welsh-medium school is needed in the county, however I do not agree that a shared site at Overmonnow is the best provision choice. My preferred option is to base the third school at Raglan, which is only ten minutes from Monmouth.
- I think the old Raglan School looks the best option. The building is already there (empty) and it was previously a school.
- Co locating a Welsh medium provision with an existing English medium provision does not work. The evidence for this is clear.
- I note that the cost implications of MCC's preferred option at Overmonnow are roughly equivalent to siting the school in Raglan. I think the latter is a better option. I know that immersion in the language is key, particularly when most parents will not be Welsh speakers. Sharing a building with an English medium school will not provide immersion.

The Council has provided a response to these comments in section 9 below which provides reassessment of the options considered following the consultation.

6.1 Views of the Education Achievement Service (EAS)

The Council has commissioned the Education Achievement Service to deliver the School Improvement service to schools within our county. Their response to this consultation has been published below:

We support the growth of Welsh medium education in Monmouthshire. The proposal aims to target the Monmouth area and the Overmonnow option is the closest to achieving this.

However, the Overmonnow option will not provide pupils with a full immersion experience that ensures the most effective pathway to bilingualism. This should be considered as part of the remodelling of the current building, or the Raglan model reconsidered.

A response regarding the concerns raised by the EAS can be found in section 8 where the Council has carried out a reassessment of the options originally considered.

7. ESTYN Response

The full response from Estyn can be found at appendix 2 of this report. However, in summary the response states that the proposal is likely to, at least, maintain the standard of provision in the area and provides the following positive comments:

The proposal is likely to result in improving provision for Welsh-medium education in the authority, as well as supporting the Welsh Governments national strategy Cymraeg 2050.

The strengths and weaknesses in each of the options considered are suitably detailed. The proposer has set out the likely impact of the proposal. Generally, the proposal considers project risks appropriately.

The proposal considers a range of alternatives in detail and provides rationale for the preferred outcome. The proposal seems to support the targets in the local authority's Welsh in Education Strategic Plan.

The proposer considers the impact of the proposal on wellbeing and care appropriately. It makes a link between strengthening parental choice in the town and reducing travel time for those choosing Welsh medium education. The proposer suggests that shorter travel times are likely to improve the wellbeing of children in the seedling provision. However, the response goes on to say that the proposal does not identify how it will mitigate against potential traffic management issues.

In response the Council would advise that as part of this proposal the traffic management issues experienced on the site will be addressed. The Council will continue to work with both the school and community to promote further active travel and safe route to school solutions.

Estyn also identified within the response that the proposal does not adequately identify the disruption to learners whilst building work and refurbishment is underway. In response the Council can advise that most of the work will be undertaken during the school holidays thus minimising the disruption to pupils.

8. Assessment of the Proposal

In line with the School Organisation Code Wales (2018) the Council is required to carry out a further assessment on the proposal and alternative options, taking account of information received during the consultation process.

The Council consulted on a preferred option to establish a Welsh-medium primary school on the Overmonnow Primary School site via a seedling model. Following the responses received during the consultation period, the Council has reviewed the impact of proposals on the follow areas:

- Quality and Standards in Education
- The likely impact on the Community
- The likely impact on different travel arrangement

A further assessment of the alternative options that were considered prior to the consultation period has been undertaken and is provided below, the Council maintains the view that the proposal (option 5) is the preferred option to take forward.

Option 1 – Do nothing and maintain the status quo. This would mean there would be no change to existing provision. Following the consultation period there were only a small number of respondents that felt there was not a need to establish Welsh-medium provision in Monmouth. This was largely due to their belief that there is insufficient demand in the area and that the other schools required further investment. The Council has considered the responses and maintains the view that there is a need to have a third Welsh-medium school in Monmouth which supports the targets in our Welsh Education Strategic Plan (WESP).

Option 2 – Build a new Welsh medium Community Primary school on a new site in the Monmouth area to include early years and childcare provision. There were some respondents that felt a new school in the town would be more beneficial, however there are still no suitable building sites available in Monmouth. In addition, planning permission would not be granted due to the lack of an identified strategic solution to the treatment of phosphates at the Monmouth Wastewater Treatment Works.

Option 3 – Utilise Osbaston CIW primary school site in Monmouth to create additional Welsh-medium primary provision and bilingual childcare. The Council maintains the view that this is not a viable option. The space on the site is limited, both internally and externally and may not be sufficient for two schools. The Osbaston Junior site has extremely limited parking space for staff, visitors, and home to school transport. Increasing the number of staff and pupils using this building would result in additional pressure being put on already insufficient space for pupils. There is a high likelihood that this increase will push into an already busy road. There would be legalities to consider with regards to the ownership and there is a high risk of flooding on the site.

Option 4 – Utilise the former Raglan junior school building to create Welsh-medium primary provision and build a new Welsh medium early years and childcare provision on the site. Many of the respondents felt this was the best option due to the fact the school would have its own site which would support full immersion. They also felt Raglan was a more suitable location as it is central for all pupils within the catchment area.

The Council maintains the view that utilising the former Raglan Junior school is not the preferred option and strongly believe that the new school should be in the town where there is a higher population. The former Raglan Junior School site was also discounted as the ownership of the site is part of on-going discussions with Monmouth Diocesan Trust. The building is in a poor state of repair and beyond refurbishment. Early discussions with the Welsh Education Forum ruled this option out as the demand is within the town area and pupils would not be able to walk to school but would require transport.

Option 5 – Utilise existing accommodation available on the Overmonnow Primary School site to establish a seedling Welsh-medium primary school and early years and childcare provision. As mentioned above the Council maintains the view that this is the preferred option it is important that Welsh-medium provision is available in the town of Monmouth where more pupils can access Welsh-medium education within walking distance to their homes.

8.1 Quality and Standards in Education

As part of the consultation process the Council assessed the impact of the proposal on the quality and standards of Education, a summary of which is provided below. Following the outcome of the consultation and taking into consideration the feedback that has been received this has not resulted in a change to the impact the proposal will have on the quality and standards of education.

The proposal will not affect the quality of learning in any of the English-medium schools in the Monmouth cluster or in either of our existing two Welsh medium schools affected. The new Welsh-medium primary school will receive the appropriate level of challenge and support to ensure that a high-quality learning is achieved. Monmouthshire has a good record of delivering quality primary education.

Wellbeing and attitudes to learning

The creation of a new seedling Welsh-medium primary school in Monmouth will increase parental choice in the town by providing Welsh medium education closer to home for children living in the north west of the county. As a result of shorter travel times, we expect the proposal to significantly improve the wellbeing of children in the seedling provision. Pupil wellbeing is a priority which is monitored and reported through school self-evaluation processes and improvement plans. The proposal will not impact wellbeing and attitudes towards learning at the other affected schools.

Teaching and learning experiences

Teaching and learning experiences in the new Welsh medium will follow Curriculum for Wales with Welsh as the language of teaching and learning. The proposal will not impact the teaching and learning experiences at the other affected schools.

Care support and guidance

The new Welsh medium primary school will be supported by the local authority and the Education Achievement Service to provide high quality care, support and guidance. There will be no change in care support and guidance at the other affected schools.

Leadership and management

There will be no change to the quality and effectiveness of leaders and managers at the other affected schools. At the new Welsh medium primary school, the school leadership team will receive support and guidance from the local authority and Education Achievement Service to ensure best practice in leadership and management are adopted.

8.2 Impact on the Community

During the consultation stage of this process, the Council completed and published to consultees an Integrated Impact Assessment which stated that Parents seeking

Welsh-medium education for their children in the Monmouth area will be able to access provision within their community as a result of the proposal. This will increase the opportunities for more learners to use the Welsh language outside of school in social settings and a range of authentic contexts.

Following the consultation and considering the feedback the consensus drawn from the reassessment is that there will be a positive impact on the community and Welsh Language as a result of the proposal.

The Integrated Impact assessment has been reconsidered following the consultation and can be found at www.monmouthshire.gov.uk/school-reorganisation

8.2 Impact on Travel arrangements

The Council has undertaken an assessment on the impact of travel arrangements for affected pupils should proposals proceed to establish a new Welsh-medium primary school and considered the responses received during the consultation.

Currently families wanting to access Welsh-medium education in Monmouth have to travel long distances to Abergavenny. For some the proposal will mean that pupils will be able to access Welsh-medium education within walking distance or considerably shorter travel times which will be positive.

The consultation document confirmed that pupils currently receiving free home to school transport to existing provision who will be residing in the catchment area for the seedling school will not lose their entitlement to free home to school transport.

However following feedback from the consultation, the Council recognises that families who already have older siblings attending Ysgol Gymraeg Y Fenni may want both children to attend the same school and receive home to school transport for all children. This is something that the Council needs to consider further as part of the consultation process.

9. Recommendations

The consultation stage of this process has allowed the opportunity to significantly challenge and test our preferred option:

In line with the School Organisation Code (November 2018), the consultation report is able to make recommendations to the Council's Cabinet on how proposals should proceed. The options available are:

- 1) To publish the proposals as consulted on
- 2) To publish the proposals as consulted on with any appropriate modifications.
- 3) To abandon the proposals and maintain the status quo.
- 4) To significantly recast the proposals and reconsult

This report has evidenced that the Council has been able to provide sufficient mitigations against the concerns highlighted during this consultation process. It is therefore recommended that the preferred option is considered by the Council's Cabinet as part of the next stages in this statutory process:

- 1) To publish the proposal as consulted on - establish a new Welsh-medium primary school on the Overmonnow Primary School site via a seedling model.***

Appendix 1 - List of Consultees with whom we consulted

- Parents, carers/guardians and staff members of schools affected by the proposal.
- The governing body of any school affected by the proposal.
- Pupils/Pupil Councils of schools directly affected by the proposal.
- Headteachers of schools affected by the proposal.
- Welsh Ministers
- Town and Community Councils in the Monmouth area
- Assembly Members representing the area served by the school.
- Members of Parliament representing the area served by the school.
- Directors of Education of all bordering LAs – Blaenau Gwent, Newport, Powys, Torfaen, Herefordshire, Gloucestershire
- GAVO
- Teaching trade unions
- Support Staff trade unions
- Welsh Language Commissioner
- ESTYN
- RHAG
- Mudiad Meithrin
- Church in Wales Diocesan Trust, Director of Education
- Roman Catholic Diocesan Trust, Director of Education
- South East Wales Education Achievement Service
- Gwent Police and Crime Commissioner
- Early Years & Childcare Partnership
- Welsh in Education Forum

Appendix 2 - Response from Estyn

The School Standards and Organisation (Wales) Act 2018 requires the Council to consult with ESTYN on statutory School Organisational matters. Below is the response received from ESTYN in relation to this consultation to establish a Welsh-medium Primary School on the Overmonnow Primary School site.

This report has been prepared by His Majesty's Inspectors of Education and Training in Wales.

Under the terms of the School Standards and Organisations (Wales) Act 2013 and its associated Code, proposers are required to send consultation documents to Estyn. However, Estyn is not a body which is required to act in accordance with the Code and the Act places no statutory requirements on Estyn in respect of school organisation matters. Therefore, as a body being consulted, Estyn will provide their opinion only on the overall merits of school organisation proposals.

Estyn has considered the educational aspects of the proposal and has produced the following response to the information provided by the proposer.

Introduction

This consultation proposal is from Monmouthshire County Council. The proposal is to utilise existing accommodation available on the Overmonnow Primary School site to establish a seedling Welsh medium primary school and early years and childcare provision as of 1 September 2024.

Summary/Conclusion

Estyn considers that the proposal is likely to, at least, maintain the standard of provision in the area.

Descriptions and benefits

Monmouthshire County Council has provided a useful rationale for the proposal. They clearly outline the benefits of creating a seedling school in the existing premises. The proposal is likely to result in improving provision for Welsh medium education in the authority, as well as supporting the Welsh Government's national strategy, Cymraeg 2050.

The proposer gives appropriate attention to the school's building suitability, outlining the funding necessary to resolve condition issues. It provides suitable information regarding funding the initial staffing structure of the new school. The proposer gives appropriate attention to the demand for places and the current capacity of English medium and Welsh medium schools in the area. It considers the impact of the provision on the admission number of the existing English medium school, and on the expected future demand for school places. The proposer also considers the effect on pupil numbers in other schools in the area and on transfer to secondary schools.

The County Council provide a clear description of the projected timetable for statutory procedures and for implementation of the proposals. The strengths and weaknesses in each of the options considered are suitably detailed. The proposer has set out the likely impact of the proposal. Generally, the proposal considers project risks appropriately.

The proposal considers a range of alternatives in detail and provides a rationale for the preferred outcome. The proposal seems to support the targets in the local authority's Welsh in Education Strategic Plan (WESP). It references the shorter travel distances for families seeking Welsh medium education in the area. It indicates the possible impact on English medium schools in the area and Welsh medium schools in the authority. It considers transition arrangements and the plans to mitigate against long travelling times to the nearest Welsh medium secondary school. The proposal considers the impact of the inclusion of a maintained and a non-maintained nursery setting well. It pays due regard to employment protection.

The short-term financial costs of the proposal are identified suitably. The Council identifies the contribution to be made towards refurbishment and backlog maintenance by Welsh Government grant funding.

Educational aspects of the proposal

In considering the impact of the proposal on learning; wellbeing and attitudes to learning; teaching and learning experiences; care support and guidance and leadership and management, the Council has listed the most recent Estyn inspection outcomes for schools in the area. The proposal suggests the ways it will support the leadership team to shape the teaching and learning provision to support the delivery of the curriculum.

Monmouthshire County Council considers the impact of the proposal on wellbeing and care appropriately. It makes a link between strengthening parental choice in the town and reducing travel time for those choosing Welsh medium education. The proposer suggests that shorter travel times are likely to improve the wellbeing of children in the seedling provision. It does not identify how it will mitigate against potential traffic management issues.

An appropriate equality impact assessment has been carried out and found that there is no negative discriminatory impact anticipated on any group. The proposer indicates how it intends to mitigate against the possible negative impact of the proposal in respect of people suffering socio economic disadvantage.

The proposal does not adequately identify the disruption to learners whilst building work and refurbishment is underway.

SUBJECT:	SOCIALLY RESPONSIBLE PROCUREMENT STRATEGY 2023-28
MEETING:	CABINET
DATE:	7th June 2023
DIVISION/WARDS AFFECTED:	ALL

1. PURPOSE:

- 1.1 To obtain Cabinet approval for the adoption of the Socially Responsible Procurement Strategy 2023-2028 (Appendix A) and to note the contents of the Delivery Plan (Appendix B).

2. RECOMMENDATIONS:

- 2.1 To approve the Socially Responsible Procurement Strategy 2023-2028 which will establish the Council's key procurement objectives and the salient changes that it will need to make for the duration of the strategy to improve the outcomes and enhance the management of its external spend on goods, services and works.
- 2.2 That Cabinet agree that the Socially Responsible Procurement Strategy and Delivery Plan are coordinated via the procurement function and this enabling strategy is owned and delivered across all services.
- 2.3 To delegate authority to the Chief Officer Communities and Place to approve any updates from time to time in line with legislative procurement updates.

3. KEY ISSUES:

BACKGROUND

- 3.1 The Council delivers its services directly through its own workforce, and through private and third sector organisations. The Council spends in excess of £98 million a year procuring a diverse range of goods, services and works from over 2,800 providers and contractors.
- 3.2 Collective ownership across all Council services for the delivery of the Socially Responsible Procurement Strategy 2023-28 and action plan will create the right enabling platform for the development of progressive policies that will achieve greater and more targeted social, economic and environmental gains through working with our supply chains. Such focus will enable the Council's third party spend to deliver positive outcomes in the areas around decarbonisation, achieving social value, securing fair work and delivering of community benefits that will allow officers and their suppliers to play a significant role in bringing about a fairer society.
- 3.3 The Socially Responsible Procurement Strategy replaces the Council's " Procuring for Public Value" Strategy 2018-2022 which included a number of key objectives that have been progressed during the tenure of this strategy, they include:
- Enhancing procurement capability and capacity with the Delegated Authority procurement partnership arrangement with Cardiff Council
 - Stronger governance and visibility of spend with timely spend data interrogation and performance reporting.
 - Updating of the Councils Contract Procedure Rules to provide more opportunity for local procurement spend, whilst ensuring that value for money is an ongoing feature.
 - Investments in the Council's electronic procurement software to increase transparency and effective contract management.
 - The adoption of WG "Code of Practice - Ethical Employment in Supply Chains" to drive the right behaviors across our supply networks.
 - Resource has been identified to help baseline the carbon footprint of the Council's purchased goods, services and works with the intention to reduce carbon outputs.
 - Work continues to develop shorter more localised supply chains (e.g. food production and distribution)
 - Developing systems that look to embed a greater degree of Community Benefits across more of the Council's spend.

- 3.4 The Socially Responsible Procurement Strategy 2023-2028 places a new and increased emphasis on the delivery of seven key procurement objectives:
- Contributing to reducing the Council's carbon emissions to Net Zero by 2030.
 - Making procurement spend more accessible to local small businesses and third sector.
 - Improving Fair Work, Equity and Safeguarding practices adopted by suppliers.
 - Increasing equitable community benefits delivered by suppliers.
 - Securing value for money and managing demand.
 - Ensuring legal compliance and robust and transparent governance.
 - Promoting innovative and best practice solutions.
- 3.5 This Strategy has been informed by the Community and Corporate Plan and by Welsh Government legislation and policy including the Wellbeing of Future Generations Wales Act 2015, Wales Procurement Policy Statement 2022, the Code of Practice – Ethical Employment in Supply Chains 2021; and both the pending Procurement Bill and Social Partnership and Public Procurement (Wales) Bill which are due to become legislation towards the end of 2023.
- 3.6 The Council has a responsibility to manage public money with probity, to comply with UK and Welsh Government legislation, and to ensure that value for money is achieved. Procurement is also increasingly seen as an enabler for the delivery of a number of key local and national priorities such as decarbonisation, fair work, delivering community benefits and supporting local businesses and communities.
- 3.7 The procurement partnership model that the Council has entered into with Cardiff Council has now been extended between Cardiff, Torfaen and more recently the Vale of Glamorgan Councils, such a move will now provide opportunities for greater collaborative thinking and the development of shared actions against the key procurement objectives listed above.

3.8 The delivery of this Strategy will be managed through an annually updated Delivery Plan (Appendix B) with progress reported to Performance and Overview Scrutiny Committee and to Senior Leadership Team (SLT) and published on an annual basis.

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

The “ Socially Responsible Procurement Strategy 2023-28” and the associated delivery plan have been developed to align with the Council’s Community & Corporate Plan as well as WG policy including the “Well Being of Future Generations Wales Act” and the “Code of Practice – Ethical employment in supply chains” along with the pending Social Partnership and Public Procurement (Wales) Bill.

We therefore anticipate that targeted pieces of work documented under each of the strategic objectives will have a positive impact on tackling inequality and poverty, health and wellbeing, education and skills.

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5. OPTIONS APPRAISAL

5.1 The pending Social Partnership and Public Procurement (Wales) Bill recognises that procurement is one of the most important levers we have to support the creation of a more equal, more sustainable and more prosperous Wales and sets out a statutory duty for Public Bodies to publish a socially responsible procurement strategy.

5.2 As part of the consultation process the Socially Responsible Procurement Strategy has been scrutinised by Performance and Overview Committee. The associated delivery plan includes a number of actions (that will be updated on an annual basis) and require input and ownership from a cross sector of stakeholders, where progress will form part of the annual performance reports to Performance and Overview Scrutiny Committee and to Senior Leadership Team (SLT)

6. REASONS:

The role of procurement in local government remains pivotal in addressing the economic, social and environmental pressures that we face.

The Socially Responsible Procurement Strategy and delivery plan, sets out the direction of travel for the organisation and the Council's procurement function over the next five years and identifies the activities and dates by which we will measure our successes.

7. RESOURCE IMPLICATIONS:

There are no specific resource implications attached to the strategy. The delivery of the actions documented within the delivery plan will be undertaken within existing resources, via a combination of procurement personnel and wider Council resources.

8. CONSULTEES:

Senior Leadership Team;
Informal Cabinet;
Performance & Overview Scrutiny Committee - Comments were as follows:

The Committee agreed to move the report, with the following additions:

- Ensure that the 6 main settlements were updated to include Chepstow.
- Against the top ten spend categories, can consideration be given to including percentages of total spend.
- The delivery plan to be included and further details on measures and delivery targets referenced.

9. BACKGROUND PAPERS:

n/a

10. AUTHORS:

Steve Robinson (Head of Commissioning & Procurement)

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11. CONTACT DETAILS:

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Monmouthshire County Council Socially Responsible Procurement Strategy 2023- 2028

Foreword (To be updated)

The Council faces a number of key challenges including our response to the impact of the Covid-19 pandemic on our communities and businesses, climate emergency and managing ongoing budgetary constraints at a time of increasing demand for services.

The Council's **Community and Corporate Plan** wants Monmouthshire to be an ambitious, fair and sustainable place where people care about each other, where more of its money is spent locally and ethically, whilst minimising the long-term impact of its activities and increasing local value creation and focusing on whole life costs.

We will continue to use the full size and scale of the Council to tackle inequality and poverty and addressing the climate and nature crises. This will mean maximising the social impact of our spend, accelerating the move to net zero.

To this end we are committed to the delivery of community benefits, including employment and apprenticeship opportunities, and the promotion of "Fair Working Practices".

It is crucial that this strategy is viewed as a corporate strategy that all Council Officers and Elected Members must engage with to deliver.

It is recognised that these changes will need to be supported by a programme of learning and development, not only to build capacity for both Council Officers and Elected Members but also for existing and future suppliers and contractors.



Cllr Mary Ann Brocklesby –
Leader

What Matters to Monmouthshire

The ambition for the Council and county of Monmouthshire is to be a zero carbon county, supporting well-being, health and dignity for everyone at every stage of life. Each year we spend nearly £100 million buying goods, services and works from suppliers to help us deliver on this ambition. It is vital that we have a procurement strategy and supporting delivery plan that is completely aligned with our aspirations.

Our financial position is challenging and must use every penny we have wisely. However, procurement also plays a vital role in achieving societal benefits through enabling the delivery of progressive policies like decarbonisation, achieving social value, securing fair work and delivering community benefits that can play a significant role in bringing about a more fairer society.

Our Socially Responsible Procurement Strategy 2023-28 will enable us to buy goods, services and works that are sustainable, ethically produced, local wherever possible, and in line with our priorities and commitment to be an equitable organisation.

Our purpose requires clear high-level objectives that are measurable. Monmouthshire will be:

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

- A Connected place where people feel part of a community and are valued;
- A Learning place where everybody has the opportunity to reach their potential.

Our Community and Corporate Plan sets out in more detail the steps we will take to deliver these commitments. Our approach to procurement has a vital role to play through more responsible and sustainable purchasing decisions; encouraging suppliers to adopt fairer working practices; increasing community benefits and making contracts more accessible to micro and small local suppliers.

Our approach to procurement will achieve financial value but equally, if not more importantly. It will also achieve equitable community benefits and social value for current and future generations.

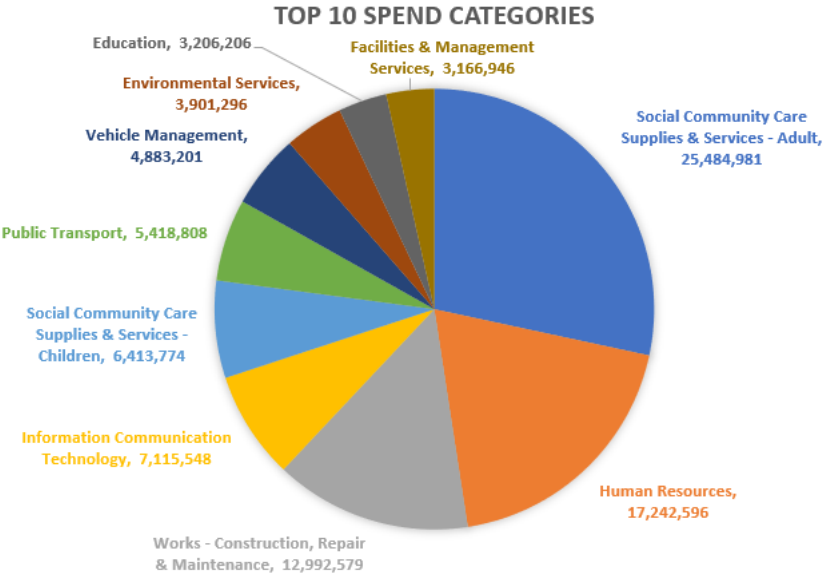
Located in south east Wales, Monmouthshire occupies a strategic position between the major centres in south Wales and the south west of England and the Midlands. The county covers an area of approximately 880 square kilometres, with an estimated population of 95,164. The six main settlements are Abergavenny, Caldicot, Chepstow, Magor, Monmouth and Usk / Raglan, and although it is a predominantly rural area, 53% of the population live within wards which are defined as being urban areas.

Why Procurement Matters

The Council delivers its services through a mixed economy - directly through its own workforce, and through public, private and third sector organisations.

As a result, the Council spends over **£98 million** a year procuring a diverse range of goods, services and works from over 2,800 suppliers and contractors. The graphs below shows key areas where we spend our money.

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'Procurement' is the process by which the Council manages the acquisition of all its Goods, Services and Works, in a way that achieves value for money on a whole life basis in terms of generating benefits not only to the Council, but also to society and the economy, whilst minimising damage to the environment. It includes the identification of need, consideration of options, the actual procurement process and the subsequent management and review of the contracts."

Our **Community and Corporate Plan** recognises the importance of procurement and contains a number of priorities that informed the Key Objectives within this Strategy, namely:

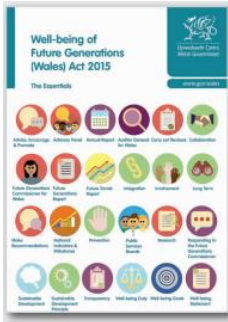
- Reducing the carbon emissions generated from the Council’s activities with a particular focus on our supply chains
- Ensuring our procurement process contribute to greater consideration of equality and diversity
- Promoting localism and ensuring that growth is sustainable and inclusive
- Delivering Community Benefits and Social Value to help support individuals and communities
- Championing fair work, equality, diversity and inclusion across our entire supply chains
- Exploring new and innovation ways of delivering Council priorities and services especially in social care, housing and the local economy.

This procurement strategy will therefore be vital in making sure our budgets are used effectively to deliver our priorities and reduce our carbon footprint while delivering equitable community benefits and social value.

Informing Our Strategy

In addition to the Council’s Community and Corporate Plan, there are increasing legislative and policy requirements that inform and influence the way in which the Council manages its procurement activity which have been taken into account when developing this Strategy. This section highlights some of the key overarching legislative and policy requirements and priorities with further information contained within this Strategy.

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The Wellbeing of Future Generations (Wales) Act 2015

The Wellbeing of Future Generations Act focuses on improving the economic, social, environmental and cultural well-being of Wales. The aim of the Act is to help create a Wales that we all want to live in, now and in the future. Procurement is one of the seven corporate areas for change in the Act’s statutory guidance.

The Wales Procurement Policy Statement (WPPS)

The third WPPS published in March 2021 sets out the ten principles the Welsh Government expects the Welsh public sector to follow for procuring well-being for Wales based on the Well-being of Future Generations (Wales) Act Goals and key Welsh Government policies. The Social Partnership & Public Procurement Bill will strengthen the requirement for public sector organisations to adhere to the WPPS.



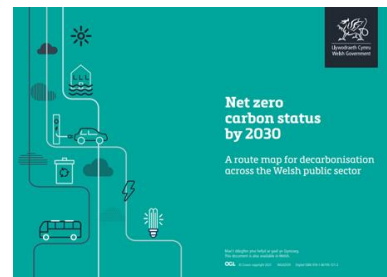
Public Contract Regulations and Procurement Reform

The procurement of goods, services and works by the public sector is governed by the Public Contract Regulations 2015 (PCRs 2015) which are grounded in the principles of free movement of goods, freedom of establishment and freedom to provide services. These principles are underpinned by values of equal treatment, non-discrimination, mutual recognition, proportionality and transparency.

In response to the UK leaving the EU the UK Government issued a Green Paper: Transforming Public Procurement (published December 2020) and in May 2022 introduced the Procurement Bill 2022-23 to Parliament. The Bill, yet to be enacted, introduces a new public procurement regime which will revoke the Public Contracts Regulations 2015. The new regime is unlikely to take effect until late 2023. The main features of the Bill will be its focus on value for money, the public good, transparency, integrity, efficiency, fair treatment of suppliers and non-discrimination.

Social Partnership and Public Procurement (Wales) Bill

The Bill, expected to be enacted towards the end of 2023, will require the Council to carry out procurement in a socially responsible way by taking action, in accordance with the sustainable development principle, aimed at contributing to the achievement of— (a) the well-being goals listed in section 4 of the Well-being of Future Generations (Wales) Act 2015, and (b) the fair work goal (within the meaning given by section 4), referred to for the purposes of this Part as the “socially responsible procurement goals.”



In 2021 the Welsh Government published the Net Zero carbon status 2030 route map which states

‘By 2030, choosing zero carbon will be routine culturally embedded and self-regulating across the Welsh public sector.’

Delivering value throughout the Procurement Cycle

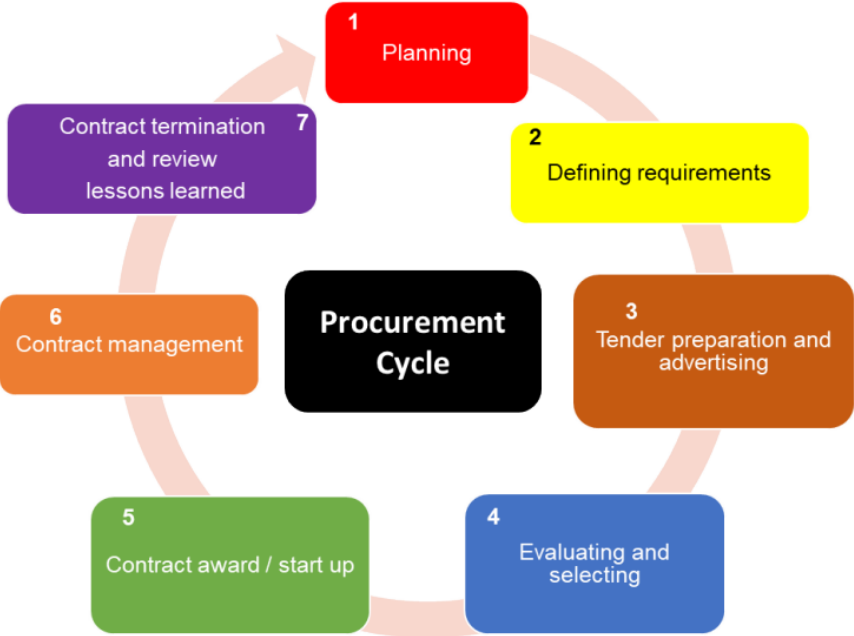
There is an increasing expectation on the role procurement can play in tackling some of the greatest challenges facing our Communities and the Planet as a whole.

To achieve this, it is crucial that value is considered at each stage of the procurement cycle which means that all staff involved in specifying, sourcing, awarding and managing contracts have a key role to play. It is particularly important that adequate attention and time is invested in the planning and contract management stages.

Examples of the way in which value can generated / delivered through the procurement cycle include but not limited to:

- Encouraging innovative solutions from the market by focusing on outcomes rather than inputs and outputs
- Developing specifications that require lower carbon materials or construction methods and reduce cost
- Encouraging suppliers to adopt fair working practices and policies that promote equality, diversity and inclusion.
- Structuring tender processes and documents to improve accessibility to smaller and third sector businesses
- Considering the whole life cost of decisions made
- Including contractual clauses can ensure that fair work commitments are achieved
- Securing community benefit and social value commitments that are equitable from contractors to support delivery of wider Council priorities
- Managing contracts effectively to ensure that requirements and added value commitments are delivered

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Key Procurement Objectives

To ensure our Strategy addresses the priorities already outlined above, the following Procurement Objectives have been identified.

- Contributing to reducing the Council's carbon emissions to Net Zero by 2030.
- Making procurement spend more accessible to local small businesses and the third sector.
- Improving Fair Work, Equity and Safeguarding practices adopted by suppliers.
- Increasing equitable community benefits and social value delivered by suppliers.
- Securing value for money and managing demand.
- Ensuring legal compliance and robust and transparent governance.
- Promoting innovative and best practice solutions.

The next section of this strategy expands on these procurement objectives providing a brief overview of the current position, setting out the key aims, identifying the key themes of what we will do and how we will measure achievement. The detailed actions are contained within the accompanying Socially Responsible Procurement Strategy Delivery Plan.

Contributing to reducing the Council’s carbon emissions to Net Zero by 2030



A Prosperous Wales



A Resilient Wales



A More Equal Wales



A Globally Responsible Wales

Through its Climate Emergency Strategy and Action Plan the Council has committed to be a Net Zero Council by 2030. The Community and Corporate Plan demonstrates the Council’s intention to establish Monmouthshire as a “Green place to live” where resources will be collectively focused on reducing carbon emissions and making a positive contribution to addressing the climate and nature emergency.

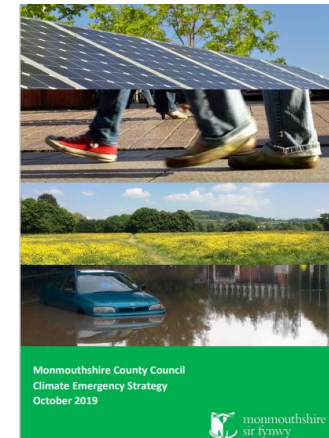
Using the Welsh Government’s Carbon Reporting Framework more than 71% of our carbon footprint comes from the indirect emissions arising from the supplies, services and works the Council buys to support the delivery of Council services.

Although procurement has a role in supporting the reduction of Scope 1 and 2 emissions over which we have a level of direct influence (for example, emissions arising from our own estate / internal operations - employee commuting / business travel) this Strategy focuses on reducing the Scope 3 procurement emissions arising through our supply chain.

Therefore, any reduction in our carbon footprint will need to be delivered through service areas rethinking and challenging what they buy and how it is delivered.

The challenge presented by Scope 3 emissions is that while they arise from the organisations demand for goods, services or works, they occur in supply chain activities that the Council does not directly own or control.

However, our contractual relationships present opportunities to drive emissions reduction through our procurement processes (procurement strategies – how we approach the market; how we specify requirements; evaluate tenders and set KPIs) and ensure the anticipated outcomes are delivered through our contract management relationships by working with our supply chain partners and going further by incentivising innovation / continuous improvement over the period of the contract.



Contributing to reducing the Council's carbon emissions to Net Zero by 2030



Aim (where we want to be)

- The Council understands the carbon impact of the supplies, services and works it buys and takes active steps to reduce their carbon footprint
- The Council uses the procurement cycle to routinely take advantage of opportunities to reduce carbon impact

We will do this by (how we will get there)

- Understanding the carbon footprint of the Council's purchased goods, services and works to ensure our carbon reduction activity is targeted where it can have the biggest impact
- Working with our elected members, staff, partners and contractors to ensure that carbon reduction is fully considered throughout the procurement cycle
- Collaborating with, and learning from organisations across the public, private and third sector

We will demonstrate delivery by

- Reporting on procurement's contribution to carbon reduction through the Council's Climate Emergency Strategy and Action Plan.

Making procurement spend more accessible to local small businesses and third sector



A Prosperous Wales



A Resilient Wales



A More Equal Wales



A Globally Responsible
Wales



A Wales of Cohesive
Communities

Monmouthshire County Council recognises the economic, social, environmental and cultural value that can be generated by spending money with local businesses, in particular small and micro enterprises, sole traders and the third sector.

The third sector includes community groups, voluntary organisations, faith and equalities groups, charities, social enterprises, co-operatives, community interest companies, mutuals and housing associations.

The Council demonstrates its intent to support and grow the Foundational Economy and keeping more of our spend local, by committing (via the priority area of “A Green Place to Live” within the Community and Corporate Plan) to increase the percentage of local produce that is used in Council services such as

school meals and social care. The Council’s Procurement function will as part of its enabling role help to facilitate support within these sectors.

The [Welsh Procurement Policy Note \(WPPN\) 07/21](#) highlights and builds on the principles within 'Opening Doors: The charter for SME-friendly procurement'. The WPPN sets out what the Welsh Public Sector and SMEs can do to ensure that an SME-friendly procurement process is adopted and implemented.

In 2022 the County of Monmouthshire has 4,575 registered businesses with 4,190 identified as micro businesses (0-9 employees), 320 small (10-49 employees) 50 medium (50-249 employees and 15 large (250 plus employees).

When considering the support for local suppliers the Council recognises that, dependent on the particular requirement, local can be Monmouthshire, Gwent, English Border Counties, Cardiff Capital Region or Wales, where the procurement is socially responsible, offers value for money and can support our foundational economy aims. Therefore, the Council measures ‘local’ spend for Monmouthshire, Gwent, the wider Cardiff Capital Region, Wales and our bordering Councils.

FOR THE FINANCIAL YEAR 2022/23 OUR ‘LOCAL’ SPEND WAS:

- MONMOUTHSHIRE 18.67%
- WIDER GWENT 25.72%
- WIDER CARDIFF CAPITAL REGION 31.92 %

Making procurement spend more accessible to local small businesses and third sector



A Prosperous Wales



A Resilient Wales



A More Equal Wales



A Globally Responsible
Wales



A Wales of Cohesive
Communities

Aim (where we want to be)

- Small businesses and third sector organisations
 - have timely visibility of and access to opportunities to bid for Council contracts
 - find it easier to bid for opportunities to work with the Council
 - to better understand the make-up of our supply chains and where opportunities may exist to include supply further down the supply chain

We will do this by (how we will get there)

- Increasing the availability, visibility and timeliness of opportunities for small businesses and the third sector to supply the Council
- Making it easier for small businesses and the third sector to do business with the Council
- Working with partners to develop the capability and capacity of small businesses and the third sector to secure public sector contracts
- Work with partners to gather and share market intelligence around local suppliers

We will demonstrate delivery by

- Increasing the proportion of our spend that is local and equitable.
- Increasing the number of local businesses and third sector organisations accessing and bidding for Council opportunities.
- Increasing the number of local businesses and third sector organisations successfully bidding for Council opportunities

Improving Fair Work, Equity and Safeguarding practices adopted by suppliers



A Prosperous Wales



A Resilient Wales



A More Equal Wales



A Globally Responsible Wales

Our Community and Corporate Plan aims at improving equality and diversity for all who live, work and earn in Monmouthshire. We will work with our partners and supply chains to:

- Promote greater equity and diversity in the tendering and issuing of contracts and
- Promote ethical working practices throughout our supply chains

In January 2020 the Council signed-up to the Code of Practice Ethical Employment in Supply Chains which seeks to tackle modern slavery, human rights abuses, blacklisting, false self-employment, unfair use of umbrella schemes and zero hours contracts.

In 2023 the Social Partnership and Public Procurement Bill is expected to become law. The stated purpose of the Bill is to create a framework to enhance the well-being of the people of Wales by improving public services through social partnership working, promoting fair work and socially responsible public procurement, including through the establishment of a Social Partnership Council. Elements of the Code of Practice: Ethical Employment in Supply Chains are likely to be made mandatory and embedded within statutory guidance.



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As a Fair Trade council, Monmouthshire is committed to:

- Promoting fair trade across the council and county
- Where available, using fair trade products in its work including serving fair trade teas and coffees in meetings and at events
- Organising joint events with its four town fair trade groups to promote fair trade in the wider community

Safeguarding vulnerable people is one of the Council's main corporate priorities, public procurement has an essential role to play in ensuring all relevant safeguarding checks have been embedded within the tender process and that safeguarding policies, procedures and training are integral for the duration of the contract.

Improving Fair Work, Equity and Safeguarding practices adopted by suppliers



A Prosperous Wales



A More Equal Wales



A Globally Responsible
Wales

Aim (where we want to be)

- Procurement is used to influence and increase positive fair work and socially responsible outcomes which benefit the County by addressing poverty, inequality and diversity
- The Council and its suppliers and contractors actively safeguard and promote the rights of children, young people and vulnerable adults

We will do this by (how we will get there)

- Ensuring that tenderers and contractors are aware on the Council's commitment to working with organisations that will support the Council to meet equality, fair work and safeguarding duties
- Using our tendering process to ensure that our suppliers are committed to supporting the Council to deliver its equality, fair work and safeguarding duties
- Working with our suppliers to ensure that they promote fair work practices and safeguarding within their organisation and supply chain

We will demonstrate delivery by

- Monitoring and evaluation of gender equality and diversity to encourage suppliers to improve their performance
- Delivering against the Social Partnership and Public Procurement Act and the principles of the Code of Practice: Ethical Employment in Supply Chains

Increasing community benefits and social value delivered by suppliers



The Council’s Community and Corporate Plan provides a focus and commitment that the Council works effectively for and with communities while giving the best value for money. As an integral part of this commitment, we will look to ensure that the Socially Responsible Procurement Strategy and Delivery Plan drives effective outcomes that support the priorities of our Council, which include the delivery of meaningful Community Benefits and Social Value.

Community Benefits will typically focus on:

- Training and recruitment of disadvantaged groups and economically inactive people
- Supply chain initiatives and Working with the 3rd Sector
- Educational initiatives
- Community and Cultural initiatives
- Environmental initiatives

Community Benefits and Social Value are designed to achieve equitable economic, social, environmental and cultural added value outcomes when tendering for works, services or supplies.

The Council has regularly included the Welsh Government Community Benefits requirements into major construction and maintenance contracts over the past 10 years.

However, despite some successes Community Benefits is not embedded across all areas of Council spend and does not yet benefit all communities and interest groups and managing and reporting on delivery has proved to be difficult.

The Council recognises this is an area it needs to improve on to provide opportunities to tackle the inequality and poverty gap and provide much needed support to our communities and individuals.

To this end, the Council is committed to communities and interest groups having a say in how community benefits are identified and established.



The approach to community benefits in Wales is currently being reviewed by Welsh Government and Monmouthshire is playing an active and collaborative role to developing a common approach across the Welsh Public Sector.

Increasing community benefits and social value delivered by suppliers



A Prosperous Wales



A Resilient Wales



A More Equal Wales



A Globally Responsible
Wales



A Wales of Cohesive
Communities



A Healthier Wales



A Wales of Vibrant Culture
& Thriving Welsh
Language

Aim (where we want to be)

- Community benefits and social value opportunities are maximised and aligned to support the priorities of the Council and the individuals and communities it serves
- Community benefits and social value is routinely incorporated in tenders across all spend categories
- Community benefits and social value commitments are equitably delivered and the benefit to the individual and / or community is evidenced

We will do this by (how we will get there)

- Adopting a consistent approach to securing and managing delivery of community benefits and social value commitments which is understood by the Council and its contractors
- Co-ordinating the community benefits and social value approach by working with Council services, our communities, partners and contractors to inform our priorities and facilitate their delivery
- Reporting on achievements, learning from failures and promoting success

We will demonstrate delivery by

- Increasing the number of tenders that ask for community benefits and social value commitments
- Increasing the volume and value of community benefits and social value committed to and delivered through Council contracts
- Track the type, and range of communities and/or interest groups benefitting from community benefits and/or social value delivered through our contracts

Securing value for money and managing demand

Annually the Council spends in excess of £98 million on the acquisition of goods, services and works.

The Community and Corporate Plan and this Strategy have been produced against the backdrop of economic uncertainty. We face rising energy costs, inflation and escalating borrowing costs alongside increased demand pressures in areas such as children's services, adult social care, homelessness, additional learning needs and home to school transport.

The Council recognises that our procurement strategy will be vital in making sure our budgets are used effectively to deliver our priorities. It is therefore our commitment to use the Council's spend to deliver within budget, whilst enabling and promoting additional value for money considerations such as social value, community benefits,- equity and a reduction of carbon across our supply chains.

Economy: *minimising the cost of resources used or required (inputs)*

– **spending less**

Efficiency: *the relationship between the output from goods or services and the resources to produce them* – **spending well;**

Effectiveness: *the relationship between the intended and actual results of public spending (outcomes)* – **spending wisely**

Equity: *the extent to which services are available to and reach all people that they are intended to* – **spending fairly**

One way in which the Council is able to demonstrate Value for Money is by awarding contracts through open competition. The Council has in place a robust set of procedure rules that govern the processes that need to be followed when looking to buy in goods, works and services from external suppliers.

We are in the process of redeveloping and resourcing a Council-wide Contract Forward Plan and Contract Register which will provide far greater oversight of our existing contracts and the ability to better plan delivery of contract renewals and new requirements. These will be regularly published on the Council's website from August 2023.

Over the years procurement has evolved from focusing only on achieving cost savings to becoming a key enabler for delivering positive economic, social, environmental and cultural growth. Such a focus now requires additional skills and tools. Learning and development across all interested parties will be a key driver to the effective implementation and delivery of this strategy.

Where appropriate the Council seeks to collaborate with the wider Public Sector in Wales both in terms of use of and delivery of collaborative contracting arrangements. To this end Monmouthshire play an active role in supporting the WLGA National Procurement Network in the delivery of this programme.

As we manage the impact of BREXIT and COVID and other significant events which are impacting on our supply chains now and in the medium-term, price and availability issues are likely to be a challenge over the duration of this strategy.

Securing value for money and managing demand

Aim (where we want to be)

- The Council can clearly demonstrate it is achieving value for money from its third-party spend through all stages of the procurement lifecycle including planning, award and management of contracts.
- The Council routinely evidences that it considers quality and whole life cost in respect of financial and wider environmental, social, economic and cultural considerations, in particular carbon reduction and equitable community benefits.

We will do this by (how we will get there)

- Reviewing and challenging what we spend our money on and identifying opportunities to deliver efficiencies
- Demonstrating value for money and considering the whole life cost of the decisions we make [including consideration of social value and equitable community benefits, fair work and equality, and move towards being net zero]
- Managing contract delivery and the impact of price and market pressures

We will demonstrate delivery by

- Reporting on our contract register and spend under management
- Reporting of procurement's contribution to savings targets through effective procurement
- Reporting on the equality, diversity and inclusion aspects of procurement
- Managing our Contract Forward Plan and publishing it on quarterly basis

Ensuring legal compliance and robust and transparent governance

The way in which the Council undertakes its procurement activity is subject to both UK and WG legislation, and the Council's own Constitution.

The UK Public Contract Regulations 2015 place express legal requirements in terms of how the Council undertakes the award of contracts over defined financial thresholds. The intent of these Regulations was to create an open, transparent and equitable EU market. Following the UK exit from EU, the UK and Welsh Government have been undertaking a review of procurement legislation which is planned to come into force in 2023. Although the exact detail is still being developed it is clear there will be a requirement for greater transparency of procurement activity.

The new procurement legislation will in Wales be further strengthened through the Social Partnership and Public Procurement (Wales) Bill which is also planned to come into force in 2023. Procurement and Legal Services will work closely together to develop any changes to the Council's approach to procurement that may be required to comply with the proposed legislation.

In addition to the legislative requirements procurement activity in the Council is also subject to the Council's Constitution, in particular the Scheme of Delegations and Contract Procedure Rules.

The Constitution requirements are in place to ensure transparent governance through clearly defined decision-making requirements, accountability to and to ensure probity and minimise the risk of fraud.

The Council also has a number of key processes, systems and documentation requirements which are in place to ensure proportionate but adequate controls.

Ensuring legal compliance and robust and transparent governance

Aim (where we want to be)

- All procurement staff and Council officers involved in procurement processes have full awareness of the impact of the regulations and contract procedure rules which apply to procurement activity.
- The Council complies with relevant legislation and that the governance and risk management arrangements of the Council are proportionate and followed.

We will do this by (how we will get there)

- Regularly reviewing and updating procurement documentation, processes, systems and controls to ensure they reflect legislative changes
- Providing education and training to Council officers involved in the procurement process
- Ensuring we have adequate arrangements in place to manage performance and providing oversight and assurance to the Council's leadership team

We will demonstrate delivery by

- Publishing an annual Procurement Report.

Promoting innovative and best practice solutions

The Council has always delivered services within budget while maintaining a prudent level of financial reserves. We've done this by being as efficient as possible, pursuing innovative approaches and acting with a commercial mindset.

Demands on us have grown which means we will need to adjust our practice and do things differently. We have a good track record of innovation, but these challenges are on a scale we have not seen before.

Therefore, the Council recognises that many of the challenges we face will not be addressed by maintaining the status quo and there is a need to challenge ourselves and our markets to deliver new products and ways of working which can help us to:

- Reduce carbon
- Increase Community Benefits and Social Value delivery
- Deliver better and more equitable outcomes, for example by targeting community benefits at certain groups who may be under-represented in some areas of the economy or society
- Maintain or reduce cost
- Improve services

This means we need to plan better, challenge what we have always done, engage markets early, seek good practice from across the public, third and private sector and use the procurement process as a means to drive the market to offer solutions which address specific problems, challenges and outcomes.

Although procurement can be viewed by some as stifling innovation, the reality is that there are a number of ways in which the procurement process itself, if correctly followed, can drive improvement from those within the Council by challenging the status quo. Further, bidders can be given the scope to submit new innovative ways of working. For these benefits to be achieved however, it requires a change in the prevailing preference to fix solutions based on what has gone before and for better and timely planning.

The public sector across Wales also recognises it could do more to share good practice and to develop new, innovative solutions. To this end Welsh Government has agreed funding to establish a Procurement Centre of Excellence.

Promoting innovative and best practice solutions

Aim (where we want to be)

- Opportunities are regularly sought for innovative solutions for products, services or works required by the Council and the market is challenged to offer improved solutions.
- The procurement process is used to drive and encourage innovation where it can reduce the cost and / or improve the effectiveness of Council services and deliver wider priorities in particular decarbonisation.

We will do this by (how we will get there)

- Challenging existing procurement arrangements and delivery models and seeking relevant examples of market innovations and best practice.
- Encouraging outcome / problem-based procurement approaches to stimulate creative and innovative solutions and engaging early with markets.
- Collaborating with Welsh Government, the Welsh Local Government Association (WLGA), Cardiff Capital Region and other public, private and third sector partners to drive innovation and greater value and share good practice and develop insight.

We will demonstrate delivery by

- Reporting and developing case studies to highlight best practice.
- Identifying and reporting on procurement contributions to new ways of delivering improved services and products

Key Enablers

The Council has identified five key enablers that will be critical to the delivery of this Strategy:

People

- Continue to invest in our People to ensure that the Procurement Team has the right mix of skills, knowledge and expertise.
- Ensure staff across the Council have the procurement skills, knowledge and tools to work effectively and independently.

Process

- Simplify and standardise our core processes and ensure our controls ensure compliance.
- Ensure that standard templates are in place for key procurement and contracting documentation and that these are regularly reviewed.

Technology

- Invest in the use of technology and e-procurement to underpin and simplify our core processes for both staff and suppliers.

Information

- Provide staff with accurate timely spend data to inform procurement decisions and identify savings opportunities without compromising on our social value and community benefit commitments
- Produce an annual procurement performance report.
- Support Directorates to optimise their spend in the achievement of their strategic objectives.

Culture

- Develop a culture that is innovative and challenges traditional delivery to improve what we do and drive change.
- Ensure that staff understand and appreciate the rules and policies of the Council.
- Ensure that there is positive engagement with staff across the Council to support and encourage the delivery of innovative solutions within the agreed Council rules and wider legislation.
- Work collaboratively to secure better solutions and share learning

Managing Procurement

In August 2021 the Council entered into a collaborative arrangement with Cardiff Council to support the management and delivery of procurement activity across the Council. The service is responsible for:

- Development and delivery of procurement strategy and policy,
- Provision of spend analytics and performance oversight and assurance and
- Supporting Directorates in the delivery of the Contract Forward Plan

Responsibility for specifying requirements and contract management remains with the relevant service.

In addition to managing procurement for Cardiff Council and Monmouthshire County Council the service is also responsible for managing the procurement function for Torfaen County Borough Council and the Vale of Glamorgan Council and the delivery of three regional collaborative frameworks for South East Wales – SEWSCAP (Buildings Construction), SEWH (Civils Construction) and SEWTAPS (Technical Professional Services).



Monitoring, Reviewing and Reporting

A detailed Delivery Plan will set out the actions that the Council will take to deliver this Socially Responsible Procurement Strategy.

This Delivery Plan will be updated on an annual basis and will be used to manage and report on progress on an annual basis to the Council's Strategic Leadership Team. The Council will publish a Procurement Annual Report at the end of each financial year. The report will include:

- A progress report on the implementation of the Socially Responsible Procurement Strategy Delivery Plan.
- A summary of the contracts awarded above PCRs 2015 Thresholds.
- Details of a review into the extent to which Council contracts contributed to improving well-being in Monmouthshire.
- A statement of the how the Council intends to further improve the delivery of economic, social, environmental and cultural well-being.
- A summary of the procurement the Council expects to carry out in the next two financial years.

Monmouthshire County Council Socially Responsible Procurement Strategy Delivery Plan			Version: 0.7 Final	Date: 24/05/23
Objective	Theme	Actions	Target Date	Owner
<p>1. <u>Contributing to reducing the Council's carbon emissions to Net Zero by 2030</u></p>	<p>Understanding the carbon footprint of the Council's purchased goods, services and works to ensure our carbon reduction activity is targeted where it can have the biggest impact</p>	<ul style="list-style-type: none"> Baseline the carbon footprint of our Scope 3 purchased goods, services and works in accordance with Welsh Government guidance 	Annually in line with Welsh Government reporting requirements	Procurement Team / Sustainability and Energy Officers
		<ul style="list-style-type: none"> Provide devolved Service Areas with access to Scope 3 carbon data 	July 2023	Procurement Team
		<ul style="list-style-type: none"> Work with Service Areas to identify high carbon areas and consider opportunities to reduce carbon through challenging demand, requirements and/or service delivery models 	January 2024	Sustainability and Energy Officers / Procurement Team
		<ul style="list-style-type: none"> Identify and engage with high-carbon suppliers, contractors and service providers to understand <ul style="list-style-type: none"> whether they would be able to supply us with more accurate CO2e baseline data what steps they are taking to reduce the carbon footprint of the goods, services and or works we procure from them and their supply chains. what steps we could take to reduce the carbon footprint of the goods, services and or works we procure from them 	January 2024	Procurement Team / Sustainability and Energy Officers
	<p>Working with our elected members, staff, partners and contractors to ensure that carbon reduction is fully considered throughout the procurement cycle</p>	<ul style="list-style-type: none"> Collate Council policy decisions and good practice guidance (e.g., single use plastics, food, fleet, new buildings, etc.) into a single climate change procurement policy document 	July 2023	Procurement Team / Sustainability and Energy Officers
		<ul style="list-style-type: none"> Develop and rollout Buying Responsibly Guidance and Training to ensure that it addresses carbon reduction and incorporate Carbon Reduction consideration into Pre-Tender Report 	July 2023	Procurement Team / Sustainability and Energy Officers

	<ul style="list-style-type: none"> • Deliver training to decision makers and those staff responsible for specifying the goods, services and works the Council consumes to help deliver smarter, more carbon and climate responsive specifications and to embed Circular Economy thinking 	TBA	Sustainability and Energy Officers / Procurement Team
	<ul style="list-style-type: none"> • Review our Contract Forward Plan to ensure carbon reduction opportunities are considered early and throughout procurement cycle 	March 2023 and ongoing	Procurement Team / Sustainability and Energy Officers
	<ul style="list-style-type: none"> • Consider the inclusion of Carbon Reduction Plans into tenders in line with WG guidance and best practice 	July 2023	Procurement Team
	<ul style="list-style-type: none"> • Review suitability and applicability of available sustainability risk assessment tools 	September 2023	Procurement Team / Sustainability and Energy Officers
	<ul style="list-style-type: none"> • Develop and agree a whole-life cost approach to tender evaluations which incorporates carbon accounting considerations 	January 2024	Procurement Team / Finance / Sustainability and Energy Officers
	<ul style="list-style-type: none"> • Develop a communication strategy to communicate and engage with suppliers and the wider market about the Council's low carbon requirements and expectations 	October 2023	Procurement Team / Sustainability and Energy Officers / Communications
Collaborating with, and learning from organisations across the public, private and third sector	<ul style="list-style-type: none"> • Contribute to WG, WLGA and PSB Climate Emergency decarbonisation working groups, and share best practice and insight 	Ongoing	Procurement Team
	<ul style="list-style-type: none"> • Be an 'early adopter' of Welsh Government Guidance, Tools and Training targeted at procurement professionals and Council decision makers throughout the procurement lifecycle 	As available	Procurement Team / Sustainability and Energy Officers
	<ul style="list-style-type: none"> • Investigate opportunities for Public Sector collaboration and market engagement to signal changed requirements from suppliers (Cardiff Capital Region) 	August 2023	Procurement Team / Sustainability and Energy Officers

Objective	Theme	Actions	Target Date	Owner
2. <u>Making procurement spend more accessible to local small businesses and the third sector</u>	Increasing the availability, visibility and timeliness of opportunities for small businesses and the third sector to supply the Council	<ul style="list-style-type: none"> Publish our Contracts Register and Contract Forward Plan on the Council’s website so businesses are aware of the likely procurement opportunities 	August 2023	Procurement Team / Devolved Service Areas
		<ul style="list-style-type: none"> Review the number of opportunities being advertised by the Council through Sell2Wales to identify opportunity to increase. 	July 2023	Procurement Team
		<ul style="list-style-type: none"> Review and update standard tender documentation to ensure it encourages both staff and our suppliers and contractors to buy locally and where appropriate make it a requirement for contractors to advertise supply chain opportunities through Sell2Wales and to hold Meet the Buyer Events 	November 2023	Procurement Team
		<ul style="list-style-type: none"> Review and update key systems to allow reporting on the number of local businesses bidding for and winning Council contracts 	March 2024	Procurement Team
		<ul style="list-style-type: none"> Undertake an analysis of spend data to better understand where there are supply voids and opportunities to increase use of local supply 	January 2024	Procurement Team / Enterprise
	Making it easier for micro, small businesses and the third sector to do business with the Council	<ul style="list-style-type: none"> Monitor payments due under contract to ensure they are paid promptly, no later than 30 days after an invoice (or similar claim) is submitted, unless this is not reasonably practicable. 	Ongoing	Finance
		<ul style="list-style-type: none"> Update and promote our Selling to the Council Guide to help businesses understand how to do business with the Council and the wider public sector in Wales. 	September 2023	Procurement Team / Enterprise

		<ul style="list-style-type: none"> Undertake a survey of local businesses and third sector to understand barriers to doing business with the Council 	June 2023	Procurement Team / Enterprise
		<ul style="list-style-type: none"> Informed by survey, review systems, processes and documentation to seek to simplify where appropriate. 	March 2024	Procurement Team / Enterprise
	Working with partners to develop the capability and capacity of micro, small businesses and the third sector to secure public sector contracts	<ul style="list-style-type: none"> Engage with partners such as Business Wales, Business in Focus and South Wales Chamber of Commerce to improve the skills of local SMEs to access public sector business opportunities. 	Ongoing	Enterprise
		<ul style="list-style-type: none"> Engage local businesses, social enterprises, voluntary organisations and supported businesses through targeted “meet the buyer” events and supplier communication 	Dependent on identification of suitable tender in Contract Forward Plan	Procurement Team / Devolved Service Areas / Enterprise

Objective	Themes	Actions	Target Date	Owner	
3. <u>Improving Fair Work, Equity and Safeguarding practices adopted by suppliers</u>	Ensuring that tenderers and contractors are aware of the Council's commitment to working with organisations that will support the Council to meet equality, fair work and safeguarding duties	• Develop and publish a modern slavery statement	July 2023	Procurement Team / Safeguarding Unit	
		• Develop a briefing paper for Cabinet on becoming a Real Living Wage accredited organisation	February 2024	Procurement Team / Policy, Performance & Scrutiny	
		• Develop and publish a "Fair Work Practices" Statement which reflects the Council's position and takes into account Welsh Government guidance in support of the Social Partnership and Public Procurement Bill	September 2024	Procurement Team / Policy, Performance & Scrutiny	
	Using our tendering process to ensure that our suppliers are committed to support the Council to deliver its equality, fair work and safeguarding duties	• Develop fair work criteria and contractual clauses for inclusion within our tender and contract documents	February 2024	Procurement Team	
		• Deliver fair work training and awareness to Council staff involved in procurement and bidding organisations	February 2024	Procurement Team	
		• Review current arrangements to ensure that all providers of care and support services that the Council purchases for its service users have the necessary safeguarding policies, procedures and training in place and where required be registered with the appropriate registration body	November 2023	Procurement Team / Safeguarding Unit	
		• Develop a Contractor Safeguarding policy and approach to safeguarding which ensures it is considered throughout the tender process	February 2024	Procurement Team / Safeguarding Unit	
		• Identify Fair-Trade products suitable for Council purchasing and work with service areas to increase usage	February 2024	Procurement Team	
		Working with our suppliers and contractors to ensure that they	• Develop contract management arrangements to ensure suppliers provide equality training and have flexible	May 2024	Procurement Team

	<p>adopt and promote fair work practices and safeguarding within their organisation and supply chain</p>	<p>working practices, LGBTQ+// Gender reassignment friendly work policies which are inclusive in their equality training.</p> <ul style="list-style-type: none">• Have the ability to identify abuse or exploitation and take responsibility for reporting concerns in an appropriate and timely way.• Deliver Council commitments to modern slavery and construction industry practices		
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Objective	Theme	Actions	Target Date	Owner
4. <u>Increasing equitable community benefits delivered by suppliers</u>	Adopting a consistent approach to securing and managing delivery of community benefits and social value which is understood by the Council and its contractors	<ul style="list-style-type: none"> Pilot use of the Welsh TOMs Social Value Measurement Framework as a scored element in suitable tenders over £250,000 	Dependent on identification of suitable tender in Contract Forward Plan	Procurement Team / Devolved Service Areas
		<ul style="list-style-type: none"> Review the TOMs Social Value Measurement Framework and update to reflect the Community & Corporate Plan priorities and develop tender documentation 	October 2023	Procurement Team / Policy Team /Enterprise
		<ul style="list-style-type: none"> Develop, publish and deliver Community Benefits and Social Value guidance and training for Council officers and suppliers 	December 2023	Procurement Team / Enterprise
		<ul style="list-style-type: none"> Increase awareness and education of Community Benefits and Social Value through early engagement in tender opportunities 	July 2023	Procurement Team / Devolved Service Areas
	Co-ordinating the community benefits and social value approach by working with Council services, our communities, partners and contractors to inform priorities and facilitate their delivery	<ul style="list-style-type: none"> Establish a cross-Directorate Social Value Delivery Group to raise awareness, inform priorities and co-ordinate delivery across the Council Explore opportunity to align with Torfaen County Borough Council 	December 2023	Enterprise / Procurement Team
		<ul style="list-style-type: none"> Work in partnership with employers, training providers and employment services to promote and co-ordinate access to local employment and training opportunities. 	Ongoing	Enterprise
		<ul style="list-style-type: none"> Engage with communities and interest groups to identify local opportunities / projects seeking support 	Ongoing	Enterprise
		<ul style="list-style-type: none"> Report on secured and delivered Community Benefits and Social Value 	March 2024	Procurement Team / Enterprise

	Reporting on achievements, promoting success and sharing good practice	<ul style="list-style-type: none">• Raise awareness of the 'added value' delivered through Community Benefits and Social Value to Council staff, including development and publication of a knowledge bank of case studies to demonstrate the 'art of the possible'	March 2024	Procurement Team / Enterprise
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Objective	Performance Indicator	Actions	Target Date	Owner
5. <u>Securing value for money and managing demand</u>	Reviewing and challenging what the Council spends its money on to reduce demand and identify opportunities to deliver efficiencies	<ul style="list-style-type: none"> Develop and present quarterly procurement spend and assurance reports to Senior Leadership Team 	October 2023	Procurement Team / Finance
		<ul style="list-style-type: none"> Develop and implement a Buying Responsibly communication and education initiative to inform and challenge staff 	September 2023	Procurement Team / Finance / Communications
		<ul style="list-style-type: none"> Work with Service Areas to review procurement spend data and the Contract Forward Plan to identify opportunities to manage demand and/or drive efficiencies 	September 2023	Procurement Team / Finance / Service Areas
	Demonstrating value for money and considering the whole life cost of the decisions we make	<ul style="list-style-type: none"> Establish and maintain a Contract Forward Plan to allow effective management of resources and early consideration of opportunities to deliver improved value 	March 2023 and ongoing	Procurement Team / Service Areas
		<ul style="list-style-type: none"> Establish and maintain a Supply Directory of contractual arrangements 	March 2023 and ongoing	Procurement Team
		<ul style="list-style-type: none"> Report to Strategic Leadership Team on spend against contract / under management 	March 2023 and ongoing	Procurement Team
	Managing contract delivery and the impact of price and market pressures	<ul style="list-style-type: none"> Review existing contract management arrangements and develop proportionate approach for consideration by Senior Leadership Team linked to implementation of Proactis Source to Contract system 	January 2024	Procurement Team
		<ul style="list-style-type: none"> Provide Senior Leadership Team with regular updates on supply and inflationary pressures across key spend categories and possible mitigations 	October 2023 and ongoing	Procurement Team / Finance

Objective	Themes	Actions	Target Date	Owner
6. <u>Ensuring Legal compliance and robust and transparent governance</u>	Regularly reviewing and updating procurement documentation, processes, systems and controls to ensure they reflect regulatory changes, best practice and provide corporate oversight and assurance	<ul style="list-style-type: none"> Undertake a review of Contract Procedure Rules in response to the Procurement Reform and Social Partnership and Public Procurement Act requirements 	Dependent on UK Government and Welsh Government progress	Procurement Team / Legal
		<ul style="list-style-type: none"> Implement the digital Pre-Tender Report and Contract Award Report and associated guidance and documentation for all new tenders over £75,000 	August 2023	Procurement Team / Digital Team
		<ul style="list-style-type: none"> Implement the Proactis Source to Contract system 	March 2023	Procurement Team
	Training officers in the procedures and policies which must be considered to ensure legislative and governance requirements are met	<ul style="list-style-type: none"> Deliver Contract Procedure Rule training for all devolved staff involved in procurement and contract management activity 	March 2023	Procurement Team / Legal / Internal Audit
		<ul style="list-style-type: none"> Develop and implement a Buying Responsibly communication and education initiative to signpost staff to guidance and documentation 	October 2023	Procurement Team
	Providing oversight and assurance to the Council's leadership team	<ul style="list-style-type: none"> Publish an annual procurement report in accordance with Welsh Government Guidance. 	Awaiting guidance from Welsh Government	Procurement Team
		<ul style="list-style-type: none"> Rollout Procurement Spend and Assurance information to Service Areas through PowerBI reports 	March 2023	Procurement Team
		<ul style="list-style-type: none"> Develop and present quarterly procurement spend and assurance reports to Senior Leadership Team 	March 2023	Procurement Team / Finance

Objective	Performance Indicator	Actions	Target Date	Owner
<p>7. <u>Promoting innovative and best practice solutions</u></p>	<p>Challenging existing procurement arrangements and seeking examples of market innovations and sharing models and best practice</p>	<ul style="list-style-type: none"> • Early engagement, working with service areas to consider innovation options • Share best practice and seek market innovation opportunities • Review the procurement forward pipeline to identify innovative opportunities and ensuring early and ongoing service area engagement to scope and deliver their requirements. • Work with service areas to challenge existing procurement arrangements, to identify savings and service improvement opportunities and plan forward work programmes. • Support the consideration, evaluation and implementation of alternative service delivery models, including in-sourcing, where considered appropriate. 	<p>Ongoing dependent on Contract Forward Plan</p>	<p>Procurement Team / Devolved Service Areas</p>
	<p>Encouraging outcome / problem-based procurement approach to stimulate creative and innovative solutions and engaging early with markets.</p>	<ul style="list-style-type: none"> • Allow the opportunity for variant bids where there is potential technological and market advancement and evaluating and award contracts on a whole-life cost basis • Engage early with markets through publication of our contract forward plan and early market engagement events 	<p>Ongoing dependent on Contract Forward Plan</p>	<p>Procurement Team / Devolved Service Areas</p>

	<p>Collaborating with WG, the WLGA, Cardiff Capital Region and other public sector organisations to drive innovation and greater value and share good practice and develop insight.</p>	<ul style="list-style-type: none">• Inform and engage in WLGA National Procurement Network Special Interest Groups• Engage and inform the development of the Procurement Centre of Excellence• Work with interested stakeholders to set up a task and finish/working group to develop a fit for purpose Monitoring and Evaluation framework	<p>Ongoing</p>	<p>Procurement Team</p>
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Integrated Impact Assessment document

(incorporating Equalities, Future Generations, Welsh Language and Socio-Economic Duty)

Name of the Officer completing the evaluation Scott James E-mail: scottjames@monmouthshire.gov.uk	Please give a brief description of the aims of the proposal To approve the Socially Responsible Procurement Strategy 2023-28.
Name of Service area Strategic Procurement Unit	Date 24 th May 2023

1. Are your proposals going to affect any people or groups of people with protected characteristics?

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	Resourcing the Socially Responsible Procurement Strategy and Delivery Plan and in particular the Fair Work and safeguarding agenda has the potential to positively impact on people or groups of people with protected characteristics.	The purpose of this proposal is to embrace the Well Being of Future Generations Act as well as the commitments placed under the Social Partnerships and Public Procurement Wales Bill, ensuring that all protected characteristics are positively impacted upon.	Where any negative impacts are identified the Strategic Procurement team in conjunction with devolved contracts managers will seek to address them by taking an inclusive approach.
Disability	As Above	As Above	As Above
Gender reassignment	As Above	As Above	As Above

Marriage or civil partnership	As Above	As Above	As Above
Pregnancy or maternity	As Above	As Above	As Above
Race	As Above	As Above	As Above
Religion or Belief	As Above	As Above	As Above
Sex	As Above	As Above	As Above
Sexual Orientation	As Above	As Above	As Above

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2. The Socio-economic Duty and Social Justice

The Socio-economic Duty requires public bodies to have due regard to the need to reduce inequalities of outcome which result from socio-economic disadvantage when taking key decisions This duty aligns with our commitment as an authority to Social Justice.

Socio-economic Duty and Social Justice	Describe any positive impacts your proposal has in respect of people suffering socio economic disadvantage	Describe any negative impacts your proposal has in respect of people suffering socio economic disadvantage.	What has been/will be done to mitigate any negative impacts or better contribute to positive impacts?
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	<p>The Socially Responsible Procurement Strategy 2023-28 and Delivery Plan has at its heart the key principles of the Well Being of Future Generations (Wales) Act which is explicit about creating “ A more Equal Wales” which is reflected in the Strategic Objectives “Improving fair work and safeguarding practices adopted by suppliers” and “ Increasing equitable community benefits delivered by suppliers” , this will also be impacted by the pending Social Partnership and Public Procurement (Wales) Bill that will place a new social partnership duty on Public Bodies in Wales to promote fair work as well as a duty for socially responsible public procurement.</p> <p>We will ensure that tenderers and contractors are aware of the Council’s commitment to working with organisations that have Fair Work Practices.</p> <p>Following on from the approval of the “Code of Practice – Ethical Supply</p>	<p>No negative impacts have been identified. If they are subsequently brought to our attention we will collectively look to address.</p>	<p>The Council’s approval of the Socially Responsible Procurement Strategy and delivery plan will create the right environment for progress to be made to compliment the Community and Corporate Plan.</p>
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Chains”, we will develop and publish a modern slavery statement.

We will look to embed “Fair Work” criteria and clauses into tenders and contractual documents.

We will Deliver Fair Work training and awareness to Council staff involved in procurement and bidding organisations.

We will engage with communities and interest groups as part of the drive to increase equitable community benefits to help those that need support to live the lives they want.

3. Policy making and the Welsh language			
How does your proposal impact on the following aspects of the Council's Welsh Language Standards?	Describe the positive impacts of this proposal	Describe the negative impacts of this proposal	What has been/will be done to mitigate any negative impacts or better contribute to positive impacts.
<p>Policy Making The Council's Procurement Strategy and delivery plan have been developed to embrace the requirements of the Welsh Language standards (amongst a number of other pieces of legislation) to ensure that they deliver beneficial outcomes.</p>	<p>The Council's Contract Procedure Rules embeds the Council's Welsh Language Standards and the processes that need to be followed. Whilst the Socially Responsible Procurement Strategy does not reference the Council's Welsh Language Standards directly, the strategic objectives that relates to "Improving Fair Work and Safeguarding Practices adopted by suppliers" and "Increasing community benefits delivered by suppliers" will ensure that our practices support events and processes which promote Welsh language and culture.</p>	<p>None identified</p>	<p>None identified</p>
<p>Operational Delivery of the strategy will ensure that all operational procurements will provide a proportionate response to the Council's Welsh Language Standards where they need to be applied.</p>	<p>Whilst the Socially Responsible Procurement Strategy and Delivery Plan remain silent on the Council's Welsh Language Standards, we have well established guidance in the form of the Council's Contract Procedure Rules and operational templates to positively impact in this area.</p>	<p>None identified</p>	<p>None identified</p>




Service delivery			
See response provided under “Operational”	See response provided under “Operational”	None identified	None identified


4. Does your proposal deliver any of the well-being goals below?


Well-Being Goal	Does the proposal contribute to this goal? Describe the positive and negative impacts.	What actions have been/will be taken to mitigate any negative impacts or better contribute to positive impacts?
A prosperous Wales Efficient use of resources, skilled, educated people, generates wealth, provides jobs	The strategic objective of “Making procurement spend more accessible to local, small businesses and third sector” will help to drive community wealth and the provision of more and better jobs across the County.	Where appropriate to make it a requirement for key contractors to advertise supply chain opportunities through Sell2Wales and to hold “Meet the Buyer Events”, in an attempt to attract more localised employment opportunities.
A resilient Wales Maintain and enhance biodiversity and ecosystems that support resilience and can adapt to change (e.g. climate change)	<p>“Contributing to the Council’s 2030 carbon-neutral target” and the subsequent Delivery Plan captures a number of actions that will enable us to calculate “Scope 3” third party spend carbon emissions along with a programme that will allow us to engage, educate and reduce our dependency on the natural world.</p> <p>Requirements placed on suppliers will need to be proportionate so that we do not disadvantage local contractors.</p>	<p>Look to engage with technical officers, external suppliers and industry specialists in high carbon emitting categories and sectors to establish processes that will allow for the reduction in green house gas emissions.</p> <p>Develop contractual clauses and award criteria that rewards suppliers who are able to offer innovative long term sustainable solutions.</p>
A healthier Wales People’s physical and mental wellbeing is maximized and health impacts are understood	Making procurement spend more accessible to local small businesses and third sector, will indirectly positively impact on the mental and physical health of our citizens.	Work is ongoing to publicise the Council’s contracts register and forward work plans to ensure that businesses are able to plan for up and coming tendering opportunities.

	<p>Whilst Increasing equitable community benefits and social value delivered by suppliers also has the potential to harness positive outcomes.</p> <p>As well as Improving Fair Work and Safeguarding Practices adopted by suppliers as detailed within the delivery plan.</p>	
<p>A Wales of cohesive communities Communities are attractive, viable, safe and well connected</p>	See A Healthier Wales	See A Healthier Wales
<p>A globally responsible Wales Taking account of impact on global well-being when considering local social, economic and environmental wellbeing</p>	The Socially Responsible Procurement Strategy and delivery plan are predicated on the themes of the Well Being of Future Generations Act which ensures that all seven strategic objectives are positioned to positively impact on local, social, economic, cultural and environmental well being.	Positive impacts, as documented in the Socially Responsible Procurement Strategy, Delivery Plan.
<p>A Wales of vibrant culture and thriving Welsh language Culture, heritage and Welsh language are promoted and protected. People are encouraged to do sport, art and recreation</p>	As documented in point 3 Policy Making (see above)	No impact identified
<p>A more equal Wales People can fulfil their potential no matter what their background or circumstances</p>	<p>The Social Responsible Procurement Strategy and Delivery Plan are built around the need to create a more equal County and Country.</p> <p>There are a number of strategic objectives that align this Well Being goal “Improving Fair Work and Safeguarding Practices adopted by suppliers”, “ Increasing equitable community benefits delivered by suppliers as well as,</p>	No impact identified

	<p>“Making procurement spend more accessible to local small businesses and the third sector”</p> <p>We anticipate that the actions outlined within the delivery plan will create the right conditions to help fulfil their potential.</p>	
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5. How has your proposal embedded and prioritised the sustainable governance principles in its development?		
Sustainable Development Principle	Does your proposal demonstrate you have met this principle? If yes, describe how. If not explain why.	Are there any additional actions to be taken to mitigate any negative impacts or better contribute to positive impacts?
 <p>Long Term</p> <p>Balancing short term need with long term and planning for the future</p>	<p>The Socially Responsible Procurement Strategy 2023-28 and Delivery Plan has at its heart a desire and commitment to think and act sustainably and ensure that any procurement decisions made are not knee jerk and will not detrimentally impact on the future. This is supported by guidance, interventions, challenges and collaborative working to develop sustainable procurement solutions.</p>	<p>A greater degree of strategic planning and operational contract management is required, if we are to become less reactive to situations.</p>
 <p>Collaboration</p> <p>Working together with other partners to deliver objectives</p>	<p>The Strategic Procurement function is well versed in utilising collaborative procurement models and has done so since 1974. The procurement function within Monmouthshire is part of a collaborative partnership with Cardiff Council and systematically resources and utilises collaborative purchasing arrangements both nationally via the WPGA National Procurement Network and through The Welsh Government Commercial Delivery (WGCD) team (formerly NPS)</p>	<p>No impact identified</p>
 <p>Involvement</p> <p>Involving those with an interest and seeking their views</p>	<p>The Socially Responsible Procurement Strategy and Delivery Plan has been developed in partnership with a number of internal and external stakeholders as well as ensuring that existing and pending Government legislation has been embedded within the seven strategic procurement objectives and associated delivery plans.</p>	<p>More emphasis will need to be placed on identifying areas of inequality and poverty in order to encourage targeted community benefits plans.</p>

 <p>Prevention</p>	<p>Putting resources into preventing problems occurring or getting worse</p>	<p>The Socially Responsible Procurement Strategy and Delivery Plan identifies a multitude of actions against seven key strategic procurement objectives that provides focus for the lifetime of the strategy.</p>	<p>The delivery plan will need to be collectively owned by all relevant stakeholders within the Council and beyond.</p>
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 <p>Integration</p>	<p>Considering impact on all wellbeing goals together and on other bodies</p>	<p>Integration is of paramount importance if the Socially Responsible Procurement Strategy and Delivery Plan are to achieve its visions. A collective endeavour is required to ensure that we understand our existing and potential supply chains i.e. what do they have to offer? what innovations exist? what can we collectively undertake to reduce carbon and inequalities, what actions can we take to reduce supply chain vulnerability, how do we incentivise contractors to align our priorities? What role can AI play? What role will PSBS play etc.</p>	<p>WG to provide a greater degree of consistent support for best in class solutions.</p>
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6. Council has agreed the need to consider the impact its decisions has on the following important responsibilities: Corporate Parenting and Safeguarding. Are your proposals going to affect any of these responsibilities?

<p>Describe any positive impacts your proposal has</p>	<p>Describe any negative impacts your proposal has</p>	<p>What will you do/ have you done to mitigate any negative impacts or better contribute to positive impacts?</p>
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<p>Safeguarding</p>	<p>One of the strategic objectives of the Socially Responsible Procurement Strategy is “Improving Fair Work and Safeguarding Practices adopted by suppliers”. The Delivery Plan provides for an exhaustive list of all of the actions that will be resourced under this heading.</p>	<p>No negative impacts identified</p>	<p>Corporate Safeguarding resource has helped shape a balanced delivery plan for the” improving fair work and safeguarding” that includes actions such as the development of a modern slavery statement (which will set out the expectations for suppliers wishing to undertake business with the Council) as well as a commitment to review current care and support services external safeguarding policies and procedures and offer training where required.</p>
<p>Corporate Parenting</p>	<p>No Impact Identified</p>		

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

The Council’s commitment to the WG Code of Practice Ethical Supply Chains and the pending Social Partnerships legislation that provides an increasing significance on the promotion of fair work and a duty for socially responsible public procurement.

8. SUMMARY: As a result of completing this form, what are the main positive and negative impacts of your proposal, how have they informed/changed the development of the proposal so far and what will you be doing in future?

The enclosed “ Socially Responsible Procurement Strategy 2023-28 ” and delivery plan has been developed after a number of external influences such as Brexit and the consequent supply chain vulnerabilities as well as the climate and nature crisis .
In addition the economic impact that has been experienced by our communities and associated cost pressures which have escalated since the Covid 19 pandemic and exacerbated further with the tensions in Ukraine.

UK government has drafted its response to the legislative framework that will govern the procurement processes in England and Wales for the coming years “ Transforming Public Procurement”, which is due to become law in late 2023. Within a Welsh context this will be complimented by the “ Social Partnership and Public Procurement (Wales) Bill.

The Council has approved the Community and Corporate Plan and we anticipated that this procurement enabling strategy and delivery plan will help deliver some of the required positive impacts, namely:

1. A focus on the carbon emissions generated by the Councils external suppliers. During the lifetime of this strategy we will work with suppliers, Council staff and external support specialists to help baseline existing carbon outputs and work with our supply chains to reduce these emissions.
2. Creating greater visibility of our existing and forthcoming expenditure, and to make it easier for our local small businesses and the third sector to do business with us.
3. Develop Council policy to reflect the requirements of the pending “Social Partnership and Public Procurement Bill” with regards to fair work practices and embedding fair work questions and clauses into tender documentation and contracts.
4. Develop policy on the implementation of a “Social Value Measurement Framework” as a scored element of suitable tenders, before developing a cross directorate Social Value Delivery Group to raise awareness, inform priorities and co-ordinate delivery of equitable community benefits.

We do not envisage any negative impacts of the strategy and delivery plan.

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

What are you going to do	When are you going to do it?	Who is responsible
No impact identified	No impact identified	No impact identified

10. VERSION CONTROL: The Equality and Future Generations Evaluation should be used at the earliest stage, such as informally within your service, and then further developed throughout the decision-making process. It is important to keep a record of this process to demonstrate how you have considered and built in equality and future generations considerations wherever possible.

Version No.	Decision making stage	Date considered	Brief description of any amendments made following consideration
1	Informal Cabinet	15 th November 2022	No material amendments
2	Performance and Overview Scrutiny Committee	21 st November 2022	

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SUBJECT:	REGENERATION FUNDING AND PRIORITIES
MEETING:	CABINET
DATE:	7 JUNE 2023
DIVISION/WARDS AFFECTED:	ALL

1 PURPOSE

- 1.1 The Welsh Government's Transforming Towns programme and UK Government's Levelling Up Fund present opportunities to fund the delivery of strategic regeneration projects in Monmouthshire. However, the scale of Monmouthshire's ambition in terms of regeneration greatly exceeds the funding expected to be available in the short to medium term. There is therefore a need to prioritise projects against potential sources of funding.
- 1.2 The purpose of this report is to brief Cabinet on strategic regeneration projects in Monmouthshire and potential sources of funding for delivery, and to invite Cabinet to authorise the preparation of applications for Levelling Up Fund Round 3 funding to support regeneration projects in Caldicot, and for Transforming Towns funding for the delivery of proposals for public realm and active travel improvements in Monnow Street in Monmouth.

2 RECOMMENDATIONS:

- 2.1 Cabinet is recommended to:
- 2.1.1 Authorise the Chief Officer, Communities and Place, to prepare and submit an application for Levelling Up Fund Round 3 funding to support the delivery of regeneration projects in Caldicot, in consultation with the Cabinet Member for Sustainable Communities and the Severnside Area Committee and subject to confirmation that funding is available.
- 2.1.2 Authorise officers to prepare and submit a bid for Transforming Towns funding for the delivery of proposals for public realm and active travel improvements in Monnow Street, Monmouth.

3 KEY ISSUES:

- 3.1 A report on Regeneration Funding and Delivery was presented to Cabinet in July 2022. The report included a schedule of potential strategic regeneration projects across the county and provided information on potential sources of grant funding for delivery from the UK and Welsh Governments. The report recommended that a decision on prioritisation of strategic projects against potential funding should be deferred to allow alignment with the new Community and Corporate Plan, and so that it could be informed by the decision on MCC's bids to the UK Government's Levelling Up Fund Round 2 (LUF2). Cabinet agreed the report's recommendations.
- 3.2 The UK Government announced the results of LUF2 on 19 January 2023: unfortunately, none of the three bids submitted by MCC was successful. The Community and Corporate Plan was approved by Council on 20 April 2023. It is therefore now timely to revisit the prioritisation of strategic regeneration projects against potential funding sources, so that funding applications can be prepared and submitted.

Funding for regeneration delivery

- 3.3 The two key potential sources of grant funding for delivery of large regeneration projects in Monmouthshire are the UK Government's Levelling Up Fund and the Welsh Government's Transforming Towns programme.

Levelling Up Fund

- 3.4 The UK Government's Levelling Up Fund (LUF) offers funding for investment in infrastructure to support town centre and high street regeneration, local transport projects, and cultural and heritage assets. There have so far been two rounds of Levelling Up Fund awards: round 1, in which funding awards were announced in October 2021, and round 2, announced in January 2023.
- 3.5 In rounds 1 and 2, local authorities were able submit one bid for each Westminster constituency within their boundary, and one additional bid for transport projects. The maximum LUF funding available for each bid was £20m. Local match funding of 10% or higher was encouraged.
- 3.6 MCC submitted two bids to LUF1, for packages of regeneration projects in Caldicot and Monmouth. Unfortunately neither bid was successful. Cabinet agreed in March 2022 that both bids should be revised for resubmission in LUF2. A third bid, focusing on transport infrastructure in Chepstow, was also submitted to LUF2.
- 3.7 The projects which made up MCC's three LUF2 bids were as follows:

- Caldicot: refurbishment of Caldicot leisure centre to create wellbeing hub; acquisition and refurbishment of 7-43 Newport Road, with commercial and community uses on the ground floor and residential above; public realm improvements in the town centre.
- Monmouth: enhanced museum and visitor facility at Shire Hall; start up business units and agile working space with future affordable housing development at Market Hall; and public realm improvements to Monnow Street and Blestium Street with a new café and public toilets.
- Chepstow: creation of public transport hub (with access to rail, bus, taxi, EV charging, car parking, and bike storage) at the railway station; improved active travel routes.

3.8 Details of the costs of the three bids (based on summer 2022 costs estimates), as well as assumptions about match funding made at that time, are provided at Appendix 1. As noted above, none of the three bids was successful in LUF2.

3.9 The UK Government confirmed in January 2023 that there would be a third round of Levelling Up Fund. No further details have been made available since then. Nevertheless, officials at the Department for Levelling Up, Housing and Communities (DLUHC) have confirmed that LUF3 is still expected. It is understood that around £50m will be available for projects in Wales.

3.10 UK ministers are understood to be considering a number of variables for LUF3, including:

- Whether funding will be awarded competitively, as in the two previous rounds, or on an allocative basis.
- Eligibility criteria for bidders and for projects, whether in a competitive or allocative process.
- Options for delivery timescales: both previous rounds of LUF have required delivery to be complete by March 2025. LUF3 awards in summer/autumn 2023 or later would make completion of large projects by that deadline challenging.
- Level of funding available for projects or packages of projects: in previous rounds, the maximum funding available for packages of projects was £20m. It is understood that although no decision has been made, the limit may be lower in LUF3.

3.11 There is not yet any clarity on timescales for LUF3, whether for applications or for proposals in an allocative process. However, both previous rounds have opened in spring, with summer deadlines for submission. It is assumed that this is likely to be replicated for round 3.

3.12 Although there is a high degree of uncertainty about the nature of LUF3, it is likely that, once announced, the timescales for submission of applications or

proposals and subsequently for delivery will be relatively short. It would therefore be advantageous to begin work towards a potential application or proposal as soon as possible, to allow the maximum time for development before an assumed summer deadline.

Transforming Towns funding

- 3.13 Transforming Towns is the Welsh Government's key regeneration funding programme. It is focused on town centres. A prerequisite for funding is that a placemaking plan should be in place or in development.
- 3.14 The Welsh Government allocated £44m of Transforming Towns capital funding to South East Wales for 2022/23 to 2024/25. This includes funding for Placemaking Grant projects (projects with up to £250k Welsh Government funding) and 'strategic' projects (requiring more than £250k Welsh Government funding). In expectation that some projects to which funding is awarded will not come forward, the funding may be over-profiled by up to 30%. This means that the total amount of funding awarded for the three-year period may be up to £57m, although only £44m is available to be spent.
- 3.15 Transforming Towns funding requires at least 30% match funding from non-Welsh Government sources. Projects funded through the 2022/23 to 2024/25 Transforming Towns programme must be complete by March 2025.
- 3.16 Transforming Towns funding is awarded on a competitive basis. Nevertheless there appears to be an expectation that there will be a broadly even distribution of funding across the ten authorities in South East Wales. This has implications for the maximum amount of Transforming Towns grant likely to be available to any one local authority.
- 3.17 In summer 2022 local authorities were invited to submit proposals for packages of smaller 'Placemaking Grant' projects. MCC's proposed package was agreed as part of the Regeneration Funding and Delivery Cabinet report in July 2022. A grant offer of £1.1m was made to MCC in October 2022.
- 3.18 Applications for Transforming Towns strategic funding can be submitted at any time.
- 3.19 In line with Cabinet's decision in July 2022 to defer prioritisation of strategic regeneration projects against potential sources of regeneration funding pending a decision on LUF2 and to allow alignment with the new Community and Corporate Plan, MCC has not yet made any application for Transforming Towns funding for larger 'strategic' projects. Given the implementation deadline of March 2025, and the risk that bids from other authorities will lead to the exhaustion of all available Transforming Towns funding, any MCC bid for Transforming Towns funding for strategic regeneration should now be progressed.

Prioritisation of strategic regeneration projects against funding opportunities

3.20 The July 2022 Regeneration Funding and Delivery report to Cabinet included a table of key strategic regeneration projects across the county. An updated version is provided below, with commentary on the status of each project. Cost estimates are the most recent available but will require updating to support any future funding application and should be considered indicative at this stage.

Project	Description	Cost estimate (if known)	Status
Cross Street, Abergavenny	Public realm enhancements to facilitate permanent part-time pedestrianisation (if taken forward)	£2,000,000	To be considered as part of Abergavenny placemaking plan.
Caldicot Leisure Centre	Refurbishment to create wellbeing hub	£11,398,832	Planning permission granted August 2022. SAB application not yet determined.
Newport Road, Caldicot	Public realm improvements to the pedestrianised area in town centre	£3,620,757	Detailed design now complete.
7-43 Newport Road, Caldicot	Acquisition and refurbishment of key town centre building	£9,552,865	Would benefit from further development required to progress project and support future funding applications.
Newport Road west, Caldicot	Active travel/public realm improvements to link between town centre and Caldicot station	£2,500,000	Following feedback from TfW, design now focused on first phase of improvement at edge of town centre.
Chepstow Transport Hub	Construction of a bus/rail interchange facility at Chepstow railway station.	£2,900,000	Funding for first phase of implementation sought through LTF.
High Street, Chepstow	Public realm changes if trial closure becomes permanent	No longer applicable	No longer applicable. Trial closure now removed following Cabinet decision in July 2022.
Former Barclays building, Chepstow	Scope TBC	Not known	Scope unclear. Understood that new tenant has agreed lease terms.

Project	Description	Cost estimate (if known)	Status
Monnow Street, Monmouth	Public realm/active travel improvements	£6,086,990	Concept design now complete. Subject of Cabinet report on 17 May for decision on whether or not to proceed, subject to funding.
Blestium Street, Monmouth	Creation of new riverside public space with café and toilets	£2,913,872	Concept design and consultation from 2014 requires updating.
Shire Hall, Monmouth	Refurbishment to create enhanced museum and visitor facility	£3,873,226	National Lottery Heritage Fund development grant awarded, April 2023.
Market Hall, Monmouth	Refurbishment to create start up business units and agile working space with future affordable housing development	£4,792,115	Requires further development to progress project and support future funding applications.
Bridge Street, Usk	Public realm improvements	Not known	Concept design to be commissioned summer 2023.
Twyn Square, Usk	Public realm improvements	Not known	Concept design to be commissioned summer 2023.
Total (where known)		£49,638,657	

3.21 Caldicot leisure centre, Chepstow transport hub, and Monmouth Shire Hall and Market Hall, which were not included in the list of strategic regeneration projects in the July 2022 Cabinet report, have been shown here for completeness given their inclusion in previous LUF bids.

3.22 The above list is not exhaustive. The Transforming Chepstow Masterplan includes a number of prioritised projects, although with the exception of the transport hub they are not likely to require the same level of funding as the projects identified above and so do not fall into the WG Transforming Towns strategic project category referred to here. It is also likely that the placemaking plans which will be developed for Abergavenny, Magor With Undy and Monmouth will identify further regeneration projects, some of which may qualify for this strategic funding (over £250k). Clearly given the scale of Monmouthshire's ambition in terms of regeneration, the costs of fulfilling this ambition, and the level of funding available, implementation of these projects will be a long-term programme.

3.23 Nevertheless, Transforming Towns and LUF3 offer an opportunity to deliver some of these projects over the next two years. As noted, there is a need in both cases to move relatively swiftly to prioritise projects against this potential funding and to develop bids.

- 3.24 As explained above, the current round of Transforming Towns funding requires projects to be completed by March 2025. It is assumed that the same deadline will apply for LUF3 funding. Relatively few of the strategic regeneration projects identified above are realistically deliverable within that timescale. Those still requiring funding and that could be delivered by that deadline are:
- Caldicot Leisure Centre
 - 7-43 Newport Road, Caldicot
 - Newport Road town centre public realm, Caldicot
 - Monnow Street public realm/active travel improvements, Monmouth
- 3.25 It is therefore recommended that these projects form the basis of bids to be developed for LUF3 and Transforming Towns funding.
- 3.26 Previous rounds of LUF have invited applications both for single projects and for packages of projects which “are aligned with each other and represent a coherent set of interventions”, up to the maximum in both cases of £20m. The maximum grant available through Transforming Towns funding in the current round is likely in practice to be significantly lower than that amount, given the level of funding allocated for South East Wales and the expectation that this will be shared to some degree across ten local authorities.
- 3.27 The Council has submitted multiple bids in both previous rounds of LUF, as noted above. However, for round 3, given the likelihood that not more than one bid would be successful and to ensure that any decision on the prioritisation of projects in Monmouthshire is made at a local level, it is recommended that a single LUF bid is submitted.
- 3.28 Of the three previously submitted LUF bids (for regeneration projects in Caldicot and Monmouth and for transport infrastructure in Chepstow), Caldicot is considered to offer the greatest potential for transformational change and alignment with Levelling Up objectives and in terms of demonstrating the need for intervention based on demographic and socioeconomic data as well expected population growth.
- 3.29 Given these factors, it is recommended that the three Caldicot projects (the Leisure Centre, 7-43 Newport Road, and the town centre public realm) should be developed as a potential bid or proposal for LUF3. Early discussions with the Severnside Area Committee indicate that there would be local support for this approach, with a potential strengthened emphasis in the bid on health and wellbeing as the key rationale and the “golden thread” linking the three projects, developing Caldicot as a dementia- and disabled-friendly town.
- 3.30 Proposals for the leisure centre refurbishment and for public realm improvements in the town centre are now well-developed and could move quickly to procurement and delivery when funding is secured. Further design development

and cost analysis will be undertaken for the proposals for acquisition and refurbishment 7-43 Newport Road to bring the proposal to the same level of readiness.

- 3.31 As more details emerge on LUF3 – including delivery timescales and the level of funding available for packages and for individual projects – it may be necessary to review and revise the scope of the proposed bid. To permit the swift decision making that is likely to be necessary to meet application or proposal deadlines, it is recommended that Cabinet authorises the Chief Officer, Communities and Place, to prioritise project proposals for a LUF3 application in accordance with bidding requirements, in consultation with the Cabinet Member for Sustainable Communities and the Severnside Area Committee.
- 3.32 Given that the three projects in Caldicot are recommended to be developed as a LUF3 bid, it is further recommended that an application for Transforming Towns funding should be prepared and submitted for the proposed public realm and active travel improvements to Monnow Street, Monmouth.
- 3.33 Detailed design of the Monnow Street proposal will be taken forward in the current year. It is expected that this would enable procurement of a contractor in Q4 2023/24 and implementation to begin early in 2024/25, if funding were secured for delivery.

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

- 4.1 An Integrated Impact Assessment (incorporating equalities, future generations, Welsh language and socio-economic duty) is attached at Appendix 2.
- 4.2 The main impacts of the proposal identified in this impact assessment are:
- Positive impacts on the protected characteristics of age, disability, and pregnancy/maternity arising from projects proposed for prioritisation.
 - Positive impacts in relation to socio-economic duty and social justice, relating to opportunities that would be created in economically thriving town centres.
 - Positive impacts on all the well-being goals.
 - The development of the proposal meets the sustainable development principles.
 - No impact on safeguarding or corporate parenting.

5 OPTIONS APPRAISAL:

- 5.1 The table below provides an options appraisal.

Options	Benefits	Risks	Comments/mitigation
Do nothing	<ul style="list-style-type: none"> No demand on Council resources in terms of officer time or capital match funding 	<ul style="list-style-type: none"> Strategic regeneration aspirations and associated outcomes would not be delivered in the short to medium term 	<ul style="list-style-type: none"> Not recommended
Seek funding from only one of LUF or Transforming Towns	<ul style="list-style-type: none"> Reduced demand on Council resources in terms of officer time and capital match funding 	<ul style="list-style-type: none"> Some demand on Council resources in terms of match funding Fewer strategic regeneration projects would be delivered in short to medium term, and therefore aspirations and outcomes not delivered. 	<ul style="list-style-type: none"> Not recommended
Prioritise projects other than those recommended here against the potential sources of funding	<ul style="list-style-type: none"> May allow alternative projects to be delivered 	<ul style="list-style-type: none"> Significant demand on Council resources in terms of match funding Projects recommended here would not be delivered in short to medium term Not clear that any alternative projects are deliverable with timescales Other projects may be lower priority and impact than recommended projects 	<ul style="list-style-type: none"> Not recommended
Prepare and submit bids for funding for prioritised projects as recommended in this report	<ul style="list-style-type: none"> Prioritised projects would be delivered if funding bids successful 	<ul style="list-style-type: none"> Significant demand on Council resources in terms of match funding Other strategic regeneration projects would not be delivered 	<ul style="list-style-type: none"> Further development of other projects as recommended here would permit rapid delivery when other funding sources become available

Options	Benefits	Risks	Comments/mitigation
		in short to medium term	

6 REASONS:

- 6.1 The Welsh Government's Transforming Towns programme and UK government's Levelling Up Fund present opportunities to fund the delivery of strategic regeneration projects in Monmouthshire. However, the scale of Monmouthshire's ambition in terms of regeneration greatly exceeds the funding expected to be available in the short to medium term.
- 6.2 There is therefore a need to prioritise projects against potential sources of funding. This report makes recommendations for that prioritisation.

7 RESOURCE IMPLICATIONS:

- 7.1 The development of bids for LUF3 and Transforming Towns, as recommended in this report, will be led by the Regeneration Team, with input from colleagues in other sections of the Council and using existing officer resources. The application process for previous rounds of LUF has been onerous and has required technical expertise in relation cost benefit analysis in line with UK Government Green Book processes, which has necessitated the procurement of external consultancy support. If the requirements for LUF3 are similar then further consultancy support is likely to be necessary. Although UK government awarded £125,000 to every local authority to support the costs of LUF bids, this funding has been exhausted in preparing bids for rounds 1 and 2. Further funding will therefore be required to support these costs.
- 7.2 The match funding implications of LUF3 and Transforming Towns bids are likely to be significant. All cost estimates will need updating, but as a guide the total estimated cost of the package of projects submitted as the Caldicot LUF2 bid in summer 2022 was £24,572,455. MCC's match funding commitment in that bid was £1,935,981, and MCC also underwrote assumptions about Welsh Government match funding to the value of £3,044,834.
- 7.3 Transforming Towns funding requires match funding of least 30%. The most recent cost estimate for Monnow Street is £6,070,690. The match funding requirement based on this cost estimate would be at least £1,821,207. It is likely that the Council would need to provide most of this match funding.
- 7.4 It is anticipated that the delivery of the projects recommended for prioritisation for LUF3 and Transforming Towns funding would be led and overseen by the Council's Regeneration team, working with other service areas as appropriate and using existing officer resources. Funding to support additional project

management resources where necessary will be sought as part of grant funding for the schemes.

8 CONSULTTEES:

8.1 The following have been consulted

- Cabinet
- SLT
- Severnside Area Committee
- Communities and Place DMT
- Place Scrutiny Committee

8.2 Place Scrutiny Committee considered the report on 25 May 2023. They supported the report recommendations and made comments as follows:

- Members supported the proposed focus in the Caldicot LUF bid on health and wellbeing and developing Caldicot as a dementia- and disabled-friendly town and would welcome consideration of a changing space facility and improved disabled person parking.
- Members queried the resource and funding implications for MCC if the proposed funding applications were successful and sought reassurance that the Regeneration team would be able to deliver.
- Emphasised the need for disruption caused by the Monnow Street works to be minimised to support local businesses.
- The importance of regeneration in rural areas as well as towns in Monmouthshire.
- Requested that proposals for Blestium Street in Monmouth are pursued as well as Monnow Street public realm, and that improvements to lateral connectivity and permeability in Monmouth town centre are explored.

9 CONCLUSION

9.1 Cabinet is invited to authorise the preparation of applications for Levelling Up Fund Round 3 funding to support regeneration projects in Caldicot, and for Transforming Towns funding for the delivery of proposals for public realm and active travel improvements in Monnow Street in Monmouth.

10 BACKGROUND PAPERS:

10.1 Costs and match funding assumptions for the Council's LUF2 bids in summer 2022 are provided at Appendix 1.

- 10.2 The previous Cabinet approved the submission of LUF2 bids in March 2022. The report can be viewed [here](#).
- 10.3 The July 2022 Cabinet report on Regeneration Funding and Delivery is available [here](#).
- 10.4 The 17 May 2023 Cabinet report recommending adoption of the proposed scheme for Monnow Street is [here](#).
- 10.5 The LUF2 bids for Caldicot and Monmouth are available [here](#).

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Appendix 1: Monmouthshire LUF2 bids: costs and match funding assumptions

Appendix 2: Integrated Impact Assessment (incorporating equalities, future generations, Welsh language, and socio-economic duty)

Monmouthshire LUF2 bids: costs and match funding assumptions

CALDICOT

7-43 Newport Road

LUF	£6,359,837
Welsh Government Transforming Towns Programme	£2,700,000
Local match funding*	£493,029
Subtotal Newport Road	£9,552,865

Wellbeing and Leisure Hub

LUF	£10,193,812
Local match funding*	£1,205,020
Subtotal Wellbeing and Leisure Hub	£11,398,832

Newport Road public realm

LUF	£3,037,991
Welsh Government Active Travel Fund	£344,834
Local match funding*	£237,932
Subtotal Newport Road public realm	£3,620,757

CALDICOT ALL PROJECTS

LUF	£19,591,640
Welsh Government Transforming Towns Programme	£2,700,000
Local match funding*	£1,935,981
Welsh Government Active Travel Fund	£344,834
Total - Caldicot all projects	£24,572,455

MONMOUTH

Shire Hall improvements

LUF	£3,485,903
Local match funding*	£387,323
Subtotal Shire Hall improvements	£3,873,226

Market Hall redevelopment

LUF	£4,312,904
Local match funding*	£479,212
Subtotal Market Hall redevelopment	£4,792,115

Arrival and Connecting Blestium Street and Monnow Street

LUF	£8,505,814
Welsh Government Active Travel	£400,000
Local match funding*	£545,091
Subtotal Arrival and Connecting Blestium Street and Monnow Street	£9,450,905

MONMOUTH ALL PROJECTS

LUF	£16,304,621
Local match funding*	£1,411,626
Welsh Government Active Travel	£400,000
Total - Monmouth all projects	£18,116,247

CHEPSTOW

LUF	£5,227,320
Local match funding*	£1,860,280
Welsh Government	£380,000
Total - Chepstow	£7,467,600

*Assumed likely to be required from MCC but could also be from other non-UK government sources



Integrated Impact Assessment document

(incorporating Equalities, Future Generations, Welsh Language and Socio Economic Duty)

<p>Name of the Officer completing the evaluation Daniel Fordham</p> <p>Phone no: 07984 024489 E-mail: danielfordham@monmouthshire.gov.uk</p>	<p>Please give a brief description of the aims of the proposal</p> <p>The Welsh Government’s Transforming Towns programme and UK Government’s Levelling Up Fund present opportunities to fund the delivery of strategic regeneration projects in Monmouthshire. However, the scale of Monmouthshire’s ambition in terms of regeneration greatly exceeds the funding expected to be available in the short to medium term. There is therefore a need to prioritise projects against potential sources of funding.</p> <p>The purpose of the Cabinet report is to secure agreement on the prioritisation of strategic regeneration projects in Monmouthshire against potential sources of funding. It recommends that:</p> <ul style="list-style-type: none"> • an application for Levelling Up Fund Round 3 is prepared for a package of projects in Caldicot • Welsh Government Transforming Towns funding is sought for the implementation of proposed public realm and active travel improvements in Monnow Street, Monmouth
<p>Name of Service area</p> <p>Placemaking, Regeneration, Highways and Flooding</p>	<p>Date</p> <p>19 May 2023</p>

1. **Are your proposals going to affect any people or groups of people with protected characteristics?** Please explain the impact, the evidence you have used and any action you are taking below.

Protected Characteristics	Describe any positive impacts your proposal has on the protected characteristic	Describe any negative impacts your proposal has on the protected characteristic	What has been/will be done to mitigate any negative impacts or better contribute to positive impacts?
Age	<p>The projects that are recommended for prioritisation in the report will support the regeneration of town centres, helping to retain locally accessible services and thriving businesses. Enabling communities to safely access local shops and services will benefited those who are without internet access or who cannot travel far to shop/use amenities: these issues disproportionately affect older people. High Streets can be enhanced with planters, parklets and outdoor trading spaces, improved public realm and attractive buildings. Placemaking will providing thriving places that are pleasant to dwell in, both supporting local businesses and helping those who are lonely, which may disproportionately affect elderly people.</p> <p>It is proposed that Caldicot LUF bid should have a specific focus on on health and wellbeing as the key rationale and the “golden thread” through the projects in the bid, developing Caldicot as a dementia- and disabled-friendly town</p>	None	The public realm proposals for Monnow Street and the pedestrianised area in Caldicot town centre include additional street seating, allowing people with limited mobility, expectant or new parents or young children to rest.

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	<p>The projects that are recommended for prioritisation in the report will support the regeneration of town centres, helping to retain locally accessible services in thriving businesses. Enabling communities to safely access local shops and services will benefited those who are without internet access or who cannot travel far to shop/use amenities: these issues disproportionately affect people with disabilities.</p> <p>It is proposed that Caldicot LUF bid should have a specific focus on on health and wellbeing as the key rationale and the “golden thread” through the projects in the bid, developing Caldicot as a dementia- and disabled-friendly town</p>	<p>Changes to the public realm such as those proposed for Monnow Street and for the pedestrianised area in Caldicot town centre can be disorientating for people with sight difficulties and visual impairment and could be distressing for people with severe autism.</p> <p>Green infrastructure, street furniture and outdoor trading areas pose potential obstacles to those with visial impairments or mobility difficulties. Care will therefore been taken with the siting of these areas.</p>	<p>The public realm proposals for Monnow Street and the pedestianised area in Caldicot town centre include additional street seating, allowing people with limited mobility, expectant or new parents or young children to rest.</p> <p>Careful consideration will be given to the needs of people with disabilities before implementing any changes.</p>
Gender reassignment	None	None	N/A
Marriage or civil partnership	None	None	N/A

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?
Pregnancy or maternity	The public realm proposals for Monnow Street and the pedestrianised area in Caldicot town centre include additional street seating, allowing people to rest and feed children.	Green infrastructure, street furniture and outdoor trading areas pose potential obstacles. Care will therefore been taken with the siting of these areas.	The public realm proposals for Monnow Street and the pedestrianised area in Caldicot town centre include additional street seating, allowing people to rest and feed children.
Race	None	None	N/A
Religion or Belief	None	None	N/A
Sex	Retail and hospitality businesses provide a significant number of valued job opportunities. Supporting people to shop locally and buy goods and services locally supports the retention of those jobs. Data suggests the majority of these jobs are done by females.	None	Changes to the public realm, as proposed for Monnow Street and the pedestrianised area in Caldicot town centre, will consider matters such as lighting to ensure that everyone is safe and feels safe. Feeling unsafe at night disproportionately affects females.
Sexual Orientation	None	None	Changes to the public realm, as proposed for Monnow Street and the pedestrianised area in Caldicot town centre, will consider matters such as lighting to ensure that everyone is safe and feels safe.

2. The Socio-economic Duty and Social Justice

The Socio-economic Duty requires public bodies to have due regard to the need to reduce inequalities of outcome which result from socio-economic disadvantage when taking key decisions This duty aligns with our commitment as an authority to Social Justice.

	Describe any positive impacts your proposal has in respect of people suffering socio economic disadvantage	Describe any negative impacts your proposal has in respect of people suffering socio economic disadvantage.	What has been/will be done to mitigate any negative impacts or better contribute to positive impacts?

Socio-economic Duty and Social Justice	The projects recommended for prioritisation in the report will support the regeneration of Caldicot and Monmouth town centres, helping to retain locally accessible services and thriving businesses. An economically thriving town centre may create new employment and training opportunities which could benefit people suffering socio economic disadvantage.	None	The Regeneration team will liaise with colleagues in the Economy, Employment and Skills section to maximise opportunities.
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3. Policy making and the Welsh language.

How does your proposal impact on the following aspects of the Council's Welsh Language Standards:	Describe the positive impacts of this proposal	Describe the negative impacts of this proposal	What has been/will be done to mitigate any negative impacts or better contribute to positive impacts
<p>Policy Making</p> <p>Effects on the use of the Welsh language,</p> <p>Promoting Welsh language</p> <p>Treating the Welsh language no less favourably</p>	<p>All new highway signs and carriageway markings delivered as part of public realm proposals for Monnow Street and the pedestrianised area in Caldicot town centre will be bilingual with Welsh appearing before English as per current guidance. Any interpretational materials also will also be bilingual with Welsh appearing first.</p>	<p>None.</p>	<p>N/A</p>
<p>Operational</p> <p>Recruitment & Training of workforce</p>	<p>None: there are no recruitment implications arising from this proposal.</p>	<p>None</p>	<p>N/A</p>
<p>Service delivery</p> <p>Use of Welsh language in service delivery</p> <p>Promoting use of the language</p>	<p>All new highway signs and carriageway markings delivered as part of public realm proposals for Monnow Street and the pedestrianised area in Caldicot town centre will be bilingual with Welsh appearing before English as per current guidance. Any interpretational materials also will also be bilingual with Welsh appearing first.</p>	<p>None.</p>	<p>N/A</p>


4. Does your proposal deliver any of the well-being goals below? Please explain the impact (positive and negative) you expect, together with suggestions of how to mitigate negative impacts or better contribute to the goal. There's no need to put something in every box if it is not relevant!




Well Being Goal	Does the proposal contribute to this goal? Describe the positive and negative impacts.	What actions have been/will be taken to mitigate any negative impacts or better contribute to positive impacts?
<p>A prosperous Wales Efficient use of resources, skilled, educated people, generates wealth, provides jobs</p>	<p>The proposed schemes will help to to create a safe and attractive town centres for shoppers and visitors to support local businesses. Creating such an environment is widely used to support retail, services, hospitality outlets which in turn attracts businesses and subsequent employment whilst adding to the general appearance of prosperity and vitality in a town centre. Providing the infrastructure to enable citizens to enable communities to thrive and support local businesses.</p>	<p>N/A</p>
<p>A resilient Wales Maintain and enhance biodiversity and land, river and coastal ecosystems that support resilience and can adapt to change (e.g. climate change)</p>	<p>Yes. The public realm proposals for Monnow Street and the pedestrianised area in Caldicot town centre include green infrastructure measures which will enhance biodiversity, and will include sustainable urban drainage measures which mitigate the impact of heavy rainfall.</p>	<p>Detailed specification of GI and SUDs at detailed design stage. Careful consideration will need to be given to management and maintenance of the rainwater gardens.</p>
<p>A healthier Wales People's physical and mental wellbeing is maximized and health impacts are understood</p>	<p>Yes. It is proposed that Caldicot LUF bid should have a specific focus on on health and wellbeing as the key rationale and the "golden thread" through the projects in the bid, developing Caldicot as a dementia- and disabled-friendly town. Refurbishment of the leisure centre to create a wellbeing hub is one of the three projects which may form part of the Caldicot LUF bid.</p> <p>In addition, both the Monnow Street and Caldicot public realm proposals include active travel measures which encourage walking and cycling,</p>	<p>N/A</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?
	including an enhanced pedestrian environment and additional cycle storage.	
A Wales of cohesive communities Communities are attractive, viable, safe and well connected	Yes. The proposals if implemented will create more attractive and welcoming environments in Caldicot and Monmouth town centres which are accessible to all parts of the community.	Other projects are proposed, and grant funding available, to support town centre regeneration and vitality. The projects that are recommended for prioritisation in the report will support the regeneration of the Monmouth and Caldicot town centres but will not in themselves solve all of the towns' challenges.
A globally responsible Wales Taking account of impact on global well-being when considering local social, economic and environmental wellbeing	Yes. The proposals for Monnow Street and the pedestrianised area in Caldicot town centre are designed to encourage use of active travel modes and to reduce car reliance and consequent negative environmental impacts.	
A Wales of vibrant culture and thriving Welsh language Culture, heritage and Welsh language are promoted and protected. People are encouraged to do sport, art and recreation	Yes. Any streets signs, highway markings and interpretational material delivered as part of the projects will be in Welsh and English.	All consultation documents have been provided bilingually
A more equal Wales People can fulfil their potential no matter what their background or circumstances	Yes. The projects proposed for prioritisation in the report aim to support an economically thriving town centre, which may create new employment and training opportunities. There is also evidence that public realm and active travel improvements such as those proposed for Monnow Street and Caldicot town centre can increase inclusion and reduce inequality because of the benefits they bring to	The Regeneration team will liaise with colleagues in the Economy, Employment and Skills section to maximise opportunities.

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?
	people without access to a car - a third of households in the UK, rising to two thirds for the poorest households.	

4. 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>Yes. Many of the projects recommended for prioritisation in the report will remain in place for many years, and will therefore be designed with longevity and adaptability in mind. Design of public realm and active travel measures proposed here will include measures to ensure SAB compliance, potentially including rainwater gardens or other measures which and help future proof the project in terms of climate change as well as ensuring biodiversity enhancement. The proposals build in measures to encourage modal shift in accordance with Llwybr Newydd.</p>	<p>N/A</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>Working together with other partners to deliver objectives</p> <p>Collaboration</p>	<p>Yes. All of the projects recommended for prioritisation in the report have been developed with local partners. The Monnow Street scheme is the result of an extensive consultation and engagement process which included a wide range of stakeholders. The development of the forthcoming Monmouth Placemaking Plan, to be produced in collaboration with Monmouth Town Council, will build on this work.</p>	<p>N/A</p>
 <p>Involving those with an interest and seeking their views</p> <p>Involvement</p>	<p>Yes. All of the projects recommended for prioritisation in the report are the result of consultation with local stakeholders and communities.</p>	<p>N/A</p>
 <p>Putting resources into preventing problems occurring or getting worse</p> <p>Prevention</p>	<p>Yes. There are concerns about the economic fragility of town centres in Monmouthshire. The projects recommended for prioritisation in the report will address this challenge by supporting the regeneration of Caldicot and Monmouth town centres, helping to retain locally accessible services and thriving businesses.</p>	<p>N/A</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>Considering impact on all wellbeing goals together and on other bodies</p>	<p>Yes. The Caldicot LUF bid is proposed to have a specific focus on on health and wellbeing as the key rationale and the “golden thread” through the projects in the bid, developing Caldicot as a dementia- and disabled-friendly town. Refurbishment of the leisure centre to create a wellbeing hub is one of the three projects which may form part of the Caldicot LUF bid.</p> <p>The town centre improvements proposed for Monmouth and Caldicot will also have a positive impact on physical and mental wellbeing, by creating pleasant and safe environments for people on foot or cycle which encourages people to visit and spend more time in the town centres, benefiting communities, visitors and local businesses.</p>	<p>N/A</p>

5. Council has agreed the need to consider the impact its decisions has on the following important responsibilities: Corporate Parenting and Safeguarding. Are your proposals going to affect any of these responsibilities?

	Describe any positive impacts your proposal has	Describe any negative impacts your proposal has	What will you do/ have you done to mitigate any negative impacts or better contribute to positive impacts?
Safeguarding	N/A	N/A	N/A
Corporate Parenting	N/A	N/A	N/A

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

The projects proposed to form the Caldicot LUF bid have each been informed by relevant evidence, and the case for investment as a whole is based on analysis of demographic and socioeconomic data. This is set out in the LUF 2 application, a link to which is provided in the main report.

The Monnow Street proposal was informed by extensive consultation evidence, and well as data and evidence in relation to traffic impacts, active travel, economic impacts etc as cited in the Weltag 1 and 2 reports and in the recent Cabinet report on this proposal. A link to this report is provided in the main report

7. SUMMARY: As a result of completing this form, what are the main positive and negative impacts of your proposal, how have they informed/changed the development of the proposal so far and what will you be doing in future?

The main impacts of the proposal identified in this impact assessment are:

- Positive impacts on the protected characteristics of age, disability, and pregnancy/maternity arising from projects proposed for prioritisation.
- Positive impacts in relation to socio-economic duty and social justice, relating to opportunities that would be created in economically thriving town centres.
- Positive impacts on all the well-being goals.
- The development of the proposal meets the sustainable development principles.

- No impact on safeguarding or corporate parenting.

8. 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
Seek a decision from Cabinet on the recommendations for prioritisation of strategic regeneration projects in Monmouthshire against potential sources of funding.	Following feedback from Place Scrutiny Committee	Daniel Fordham, Regeneration Manager.

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

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SUBJECT:	TRANSFORMING CHEPSTOW MASTERPLAN
MEETING:	CABINET
DATE:	7 June 2023
DIVISION/WARDS AFFECTED:	CHEPSTOW

1 PURPOSE:

- 1.1 The Transforming Chepstow Masterplan is a placemaking plan for Chepstow, co-developed by Chepstow Town Council and Monmouthshire County Council and informed by consultation with stakeholders and the local community.
- 1.2 The masterplan provides a strategic regeneration framework for Chepstow, providing a shared vision, aims and objectives for the town. It sets out a suite of projects which have emerged from consultation, including ten high priority projects, by which that vision will be realised and the aims and objectives can be met.
- 1.3 The purpose of this report is to brief Cabinet on the Transforming Chepstow Masterplan, and to invite Cabinet to approve the for adoption and agree the establishment of a joint masterplan delivery group with Chepstow Town Council.

2 RECOMMENDATIONS:

- 2.1 That Cabinet approves the Transforming Chepstow Masterplan and agrees its adoption.
- 2.2 That Cabinet approves the establishment of a joint masterplan delivery group with Chepstow Town Council, which will agree terms of reference including its membership and the ability to review and revise the masterplan action plan from time to time as required.

3 KEY ISSUES:

- 3.1 The Transforming Chepstow Masterplan is proposed as the placemaking plan for Chepstow. It is provided at Appendix 1.
- 3.2 The Welsh Government promotes placemaking as an approach which involves “working collaboratively across sectors and disciplines to comprehensively

consider the future development of distinctive and vibrant places” (Design Commission for Wales, *Placemaking Guide 2020*). Planning Policy Wales states that placemaking is:

‘a holistic approach to the planning and design of development and spaces, focused on positive outcomes. It draws upon an area’s potential to create high quality development and public spaces that promote people’s prosperity, health, happiness and well-being in the widest sense.’¹

- 3.3 Placemaking plans are strategic regeneration documents for a town or city which consider what placemaking means for that place. Developed collaboratively with a broad range of stakeholders, placemaking plans typically set out a vision for a place, consider the challenges and opportunities it faces, and propose actions and interventions to realise the vision and address the identified challenges and opportunities.
- 3.4 It is a prerequisite of Welsh Government Transforming Towns funding for town centre regeneration that appropriate placemaking plans are in place or being developed.
- 3.5 The proposal to produce a placemaking plan for Chepstow formed part of a report which was presented to Cabinet on 15 September 2021. It was proposed that masterplan would “pull together the various ongoing plans that impact on Chepstow town centre (e.g. the Transport Study, Town Council Place Plan and tourism via the Wye Valley Villages project) offering the necessary overarching strategic vision, co-ordination and governance... to enhance the long-term vitality and viability of the town.”
- 3.6 Regeneration strategies that serve as placemaking plans are already in place for Caldicot and Usk as well as for the Wye Valley Villages. Placemaking plans will also be required for Abergavenny, Magor With Undy and Monmouth: this is an action in the recently adopted Community and Corporate Plan and will be taken forward in the current year.
- 3.7 The Transforming Chepstow Masterplan was commissioned jointly by MCC and Chepstow Town Council in January 2022, and its development has been overseen by a steering committee comprising County Councillors in Chepstow and representatives from the Town Council. It builds on work done by the Town Council to produce a place plan. Chris Jones Consulting was awarded the contract to develop the plan following a competitive tender process.
- 3.8 The placemaking plan process has entailed six key steps:
 - Stakeholder communication and engagement to inform stakeholders about the plan and undertake the targeted stakeholder evidence gathering

- Review of baseline documents and evidence
 - Analysis and understanding of the Chepstow's performance compared to similar market towns
 - Development of ideas for physical streetscape and regeneration projects in the town
 - Public consultation
 - Preparation of the placemaking plan
- 3.9 Consultation on the placemaking plan took place over three weeks in October 2022, beginning with two face to face drop-in consultation events. The first of these was at the Palmer Centre in the town centre, and the second at Bulwark Community Centre. 168 people attended the events over the two days. The proposals were then displayed at Chepstow library for the rest of the consultation period. Information about of the placemaking plan proposals was also available online.
- 3.10 A briefing pack was prepared for County and Town Councillors to enable them to present the proposals to local interest groups. In addition, a workshop session was held with pupils at Chepstow Comprehensive School.
- 3.11 A survey was available throughout the consultation period, both online and in hard copy at locations around Chepstow. 398 people responded to the survey.
- 3.12 Key messages from the consultation included:
- Concerns about the town centre – including its identity, condition, and activities
 - Lack of provision for young people
 - Need for more local facilities – places to meet and support community cohesion
 - Need for infrastructure to support growth
 - Managing traffic and improving public transport

Full details of the consultation are provided in the consultation report at Appendix 2.

- 3.13 The Transforming Chepstow Masterplan's vision for the town, developed with stakeholders and informed by consultation, is that:

“Chepstow is a great place for local people, businesses and visitors. The town centre is an accessible and distinctive place for local enterprise, arts, culture and public spaces, with transport and movement improved through integrated and multi-modal provision. The town's neighbourhoods are well-connected, with the right range of services to support residents' well-being through a focus on green solutions.”

3.14 The key aims of the plan are:

- Aim 1: To develop Chepstow town centre as a destination for the local community and visitors that is built on its heritage, walled town character and successful businesses and attractions.
- Aim 2: To develop the quality and range of community infrastructure across Chepstow's neighbourhoods that supports local well-being and improved life chances

3.15 Almost 30 potential projects to help realise the vision and aims were identified through the development of the plan and consultation with stakeholders and the public. Information on these is provided in the masterplan. To ensure a clear focus on delivery, County and Town Councillors have prioritised the projects. The top ten projects are:

1. High Street vacant property campaign: street level and bigger properties, meanwhile and pop-up use
2. High Street building improvement grants: High Street and Moor Street
3. The Dell play provision and wildflower meadow
4. Chepstow bus-rail interchange: regional and national connections, bus stops in town centre
5. Demand response transport: fflecsi scheme
6. The Drill Hall
7. Garden City active travel link and Wales Coastal Path
8. High Street workspace feasibility study
9. Thornwell primary school: community growing project
10. Bulwark active travel links and Wales Coastal Path links

3.16 The Transforming Chepstow Masterplan steering group agreed the final draft plan (as attached at Appendix 1) at its meeting on 26 April 2023.

3.17 It is proposed that that the masterplan should now be adopted by both Monmouthshire County Council and Chepstow Town Council. The focus will then move to delivery of the projects set out in the plan and in particular the ten prioritised projects. The plan identifies lead organisations for each project and potential sources of funding.

3.18 It is proposed that a joint delivery group including representation from Elected Members at county and town council level should be established to drive and oversee the delivery of the plan, as has been the case for the other placemaking plans or equivalents that have been completed in Monmouthshire. The steering group which has led the development of the plan would provide a suitable basis for the delivery group and it is recommended that it is re-established with this function. The County Council's regeneration team would provide the secretariat function for the delivery group.

3.19 An early task for the delivery group will be to review its membership and consider whether there are other stakeholders who might usefully contribute to its work in delivering the masterplan. It is also recommended that the steering group should be authorised to review and revise the masterplan action plan from time to time as required, to reflect progress in delivery as well new priorities which may emerge.

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

4.1 An Integrated Impact Assessment (incorporating equalities, future generations, Welsh language and socio-economic duty) is attached at Appendix 3.

4.2 The main impacts of the proposal identified in this impact assessment are:

- Positive impacts on the protected characteristics of age, disability, and pregnancy/maternity arising from projects proposed in the masterplan.
- Positive impacts in relation to socio-economic duty and social justice, relating to opportunities that would be created in an economically thriving town centre.
- Positive impacts on all the well-being goals.
- The development of the proposal meets the sustainable development principles.
- No impact on safeguarding or corporate parenting.

5 OPTIONS APPRAISAL:

5.1 The table below provides an options appraisal.

Options	Benefits	Risks	Comments/mitigation
Do nothing.	<ul style="list-style-type: none"> • No demand on resources of MCC or Chepstow Town Council 	<ul style="list-style-type: none"> • Vision and aims of masterplan unlikely to be realised. • Resources expended in developing masterplan will be wasted • Loss of trust of those involved in masterplan development and consultation • Inability to access some grant funding 	<ul style="list-style-type: none"> • Not recommended

Options	Benefits	Risks	Comments/mitigation
Adopt masterplan and deliver projects independently	<ul style="list-style-type: none"> • Reduced demand on MCC and Chepstow Town Council resources as delivery group will not be established • Potential for more rapid decision making in absence of delivery group 	<ul style="list-style-type: none"> • Duplication of effort by respective Councils • Implementation fragmented and lacking benefits from pooling human and financial resources • Partners do not feel that they are part of a bigger strategy • Reduced interest from funders as lack of evidence of partnership working 	<ul style="list-style-type: none"> • Not recommended
Adopt masterplan and establish joint delivery group as recommended here	<ul style="list-style-type: none"> • Promotes partnership working between organisations which can have benefits not identified in the Masterplan • MCC departments have the expertise and powers to be able to implement many of the actions identified in the masterplan once funding has been secured • Delivery is overseen by democratically accountable councils 	<ul style="list-style-type: none"> • Failure to secure funding for priority projects, jeopardising realisation of masterplan vision and aims 	<ul style="list-style-type: none"> •

6 REASONS:

6.1 The adoption of the masterplan will enable the County Council to move forward with the delivery of the Transforming Chepstow masterplan and in particular the

priority projects which it identifies, as well as retaining opportunities for securing grant funding from some sources. It is anticipated that Chepstow Town Council will also adopt the masterplan, allowing the two councils to progress implementation together, which is the desired outcome.

- 6.2 A joint masterplan delivery group bringing County and Town Councils together to oversee the implementation of the plan, as recommended here, will ensure there is an appropriate focus on delivery with input and oversight from elected members at town and county level.

7 RESOURCE IMPLICATIONS:

- 7.1 The establishment of a joint masterplan delivery group will have resource implications for the Elected Members who are members of the delivery group. As noted, it is anticipated that the County Council's regeneration team will provide the secretariat function for the delivery group. This will be done using existing staff resources.
- 7.2 Implementation of the projects identified in the masterplan will require further funding, in some cases significant, and external grant funding is likely to be required to support delivery in all cases. The masterplan suggests potential sources of funding for each project. It is anticipated that the County Council's Regeneration team will lead on securing this funding, working with other sections of the Council and with the Town Council as appropriate. Many grants require match funding from MCC, Chepstow Town Council and/or other parties. This will be explored on a project by project basis.

8 CONSULTEES:

- 8.1 Public consultation on the Transforming Chepstow Masterplan is summarised above in section 3 and described in more detail in the consultation report at Appendix 2.
- 8.2 In addition the following have been consulted:
- Cabinet Member for a Sustainable Economy
 - County Councillors in Chepstow
 - Chepstow Town Council
 - Chepstow Chamber of Commerce
 - Cabinet
 - Place Scrutiny Committee
 - SLT
 - Communities and Place DMT
 - MCC officers in relevant sections

8.3 Place Scrutiny Committee considered the report on 25 May 2023. They supported the report recommendations and made comments in relation to:

- Wider traffic issues in Chepstow.
- The importance of ensuring that the Chepstow has adequate attractors to bring local people and visitors into the town centre.
- The implications for Chepstow of the recommendation (in the separate Regeneration Priorities and Funding report, which Place Scrutiny Committee considered in the same session and which Cabinet is expected to consider on 7 June 2023) to seek Transforming Towns funding for the Monnow Street scheme in Monmouth.
- The importance of flexible, demand responsive transport which allows people to visit the town centre, such as is proposed in the Flecsi scheme which is one of the projects prioritised within the masterplan.

9 CONCLUSION

9.1 Cabinet is invited to approve the Transforming Chepstow Masterplan for adoption and agree the establishment of a joint masterplan delivery group with Chepstow Town Council.

10 BACKGROUND PAPERS:

The proposal to produce a placemaking plan for Chepstow formed part of a report which was presented to Cabinet on 15 September 2021. That report can be viewed [here](#).

11 AUTHOR:

Daniel Fordham, Regeneration Manager

12 CONTACT DETAILS:

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Appendix 1: Transforming Chepstow Masterplan

Appendix 2: Transforming Chepstow Masterplan consultation report

Appendix 3: Integrated Impact Assessment (incorporating equalities, future generations, Welsh language, and socio-economic duty)

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TRANSFORMING CHEPSTOW A PLACEMAKING PLAN SUMMER 2023



This document has been prepared by:



Chris Jones

Roberts Limbrick Architects

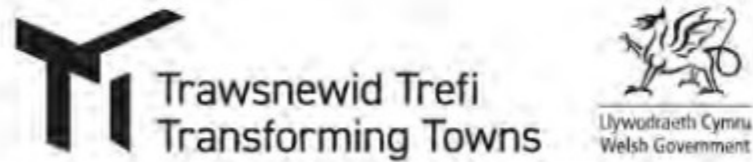
15 Nevill Street,
Abergavenny
Monmouthshire,
NP7 5AA

The Estates Office
25-26 Gold Tops
Newport,
NP20 4PG

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Placemaking Plan

Date: 27- April-2023

Job: 10406

Version: Draft 8

FIND
YOUR WAY
THROUGH
THIS
DOCUMENT

CHAPTER 01
THE PLACEMAKING
PLAN

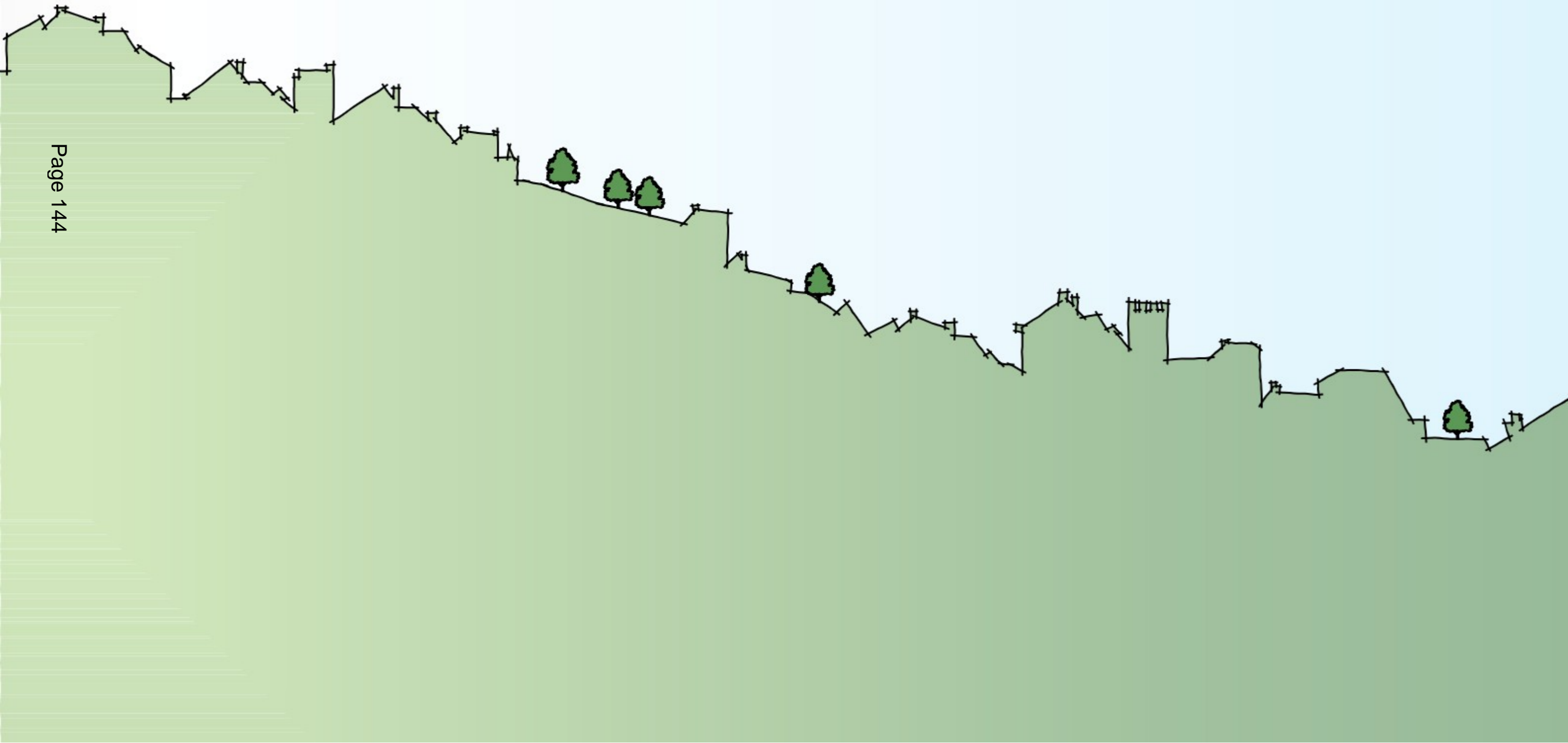
CHAPTER 02
CHEPSTOW IN
CONTEXT

CHAPTER 03
CHALLENGES AND
OPPORTUNITIES



CHAPTER 05
ACTION PLAN &
PROGRAMME

CHAPTER 04
VISION, THEMES AND
PROJECTS

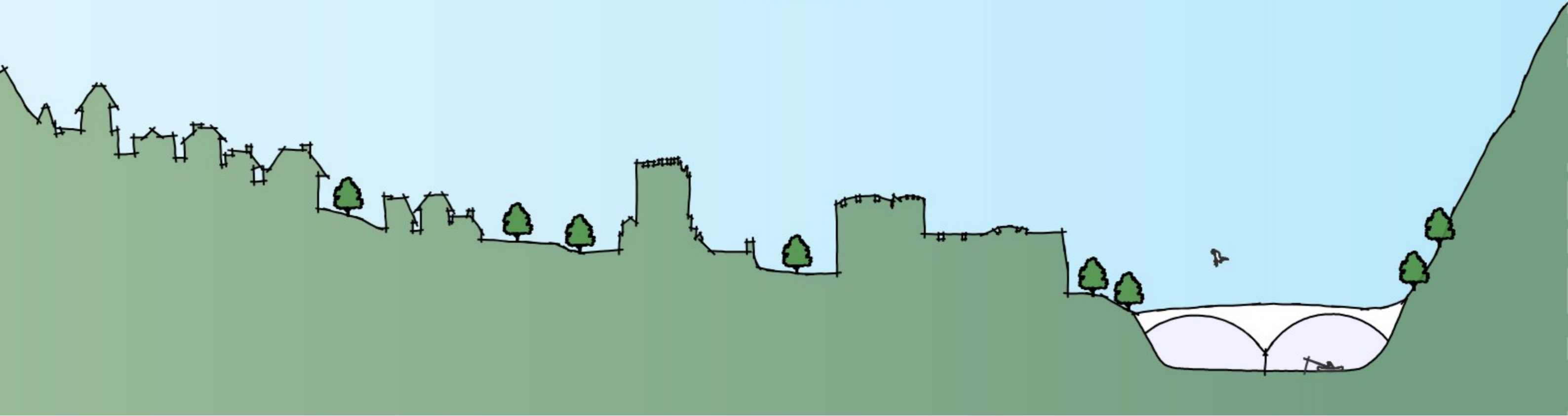


Chapter 01

The Placemaking

Plan

1



PURPOSE

Monmouthshire County Council and Chepstow Town Council identified the need for a Placemaking Plan for Chepstow that would provide the strategic framework which will guide future changes in the town. The “Transforming Chepstow Plan” is the place making strategy and plan for the town.

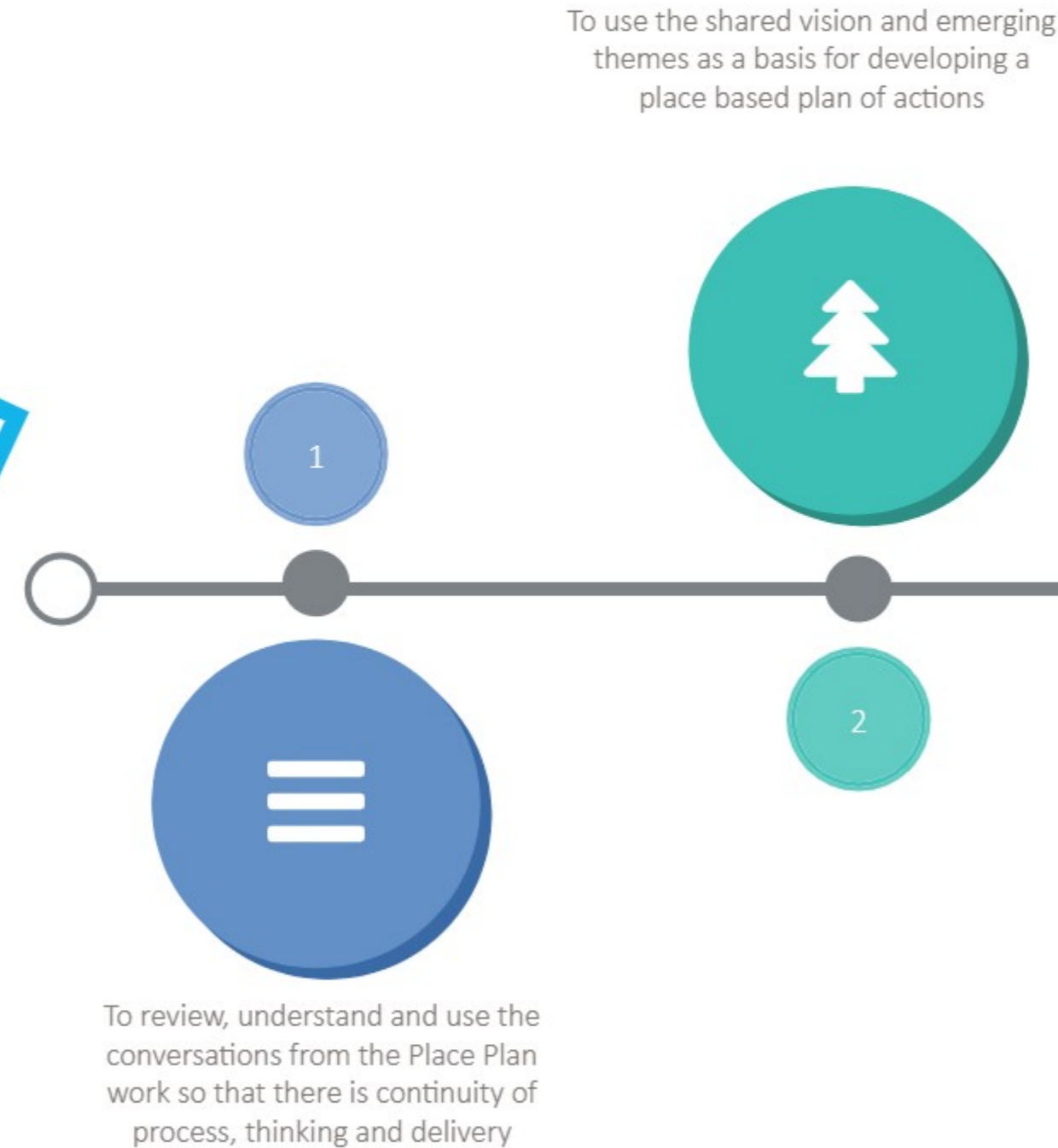
Chepstow Town Council have been working to produce a Place Plan, a shared vision for the town developed through extensive stakeholder engagement. Monmouthshire County Council has identified an opportunity to prepare a strategic regeneration framework for Chepstow which would guide future regeneration spend in the town and ensure future Chepstow is an attractive and vibrant town well placed to serve its existing and future residents and visitors. The plan will also expect to unpick some of the existing challenges as well as look ahead at the transformation required to ensure that the town is able to capitalise on potential opportunities resulting from a planned future increase in population with the current Local Development Plan (LDP).

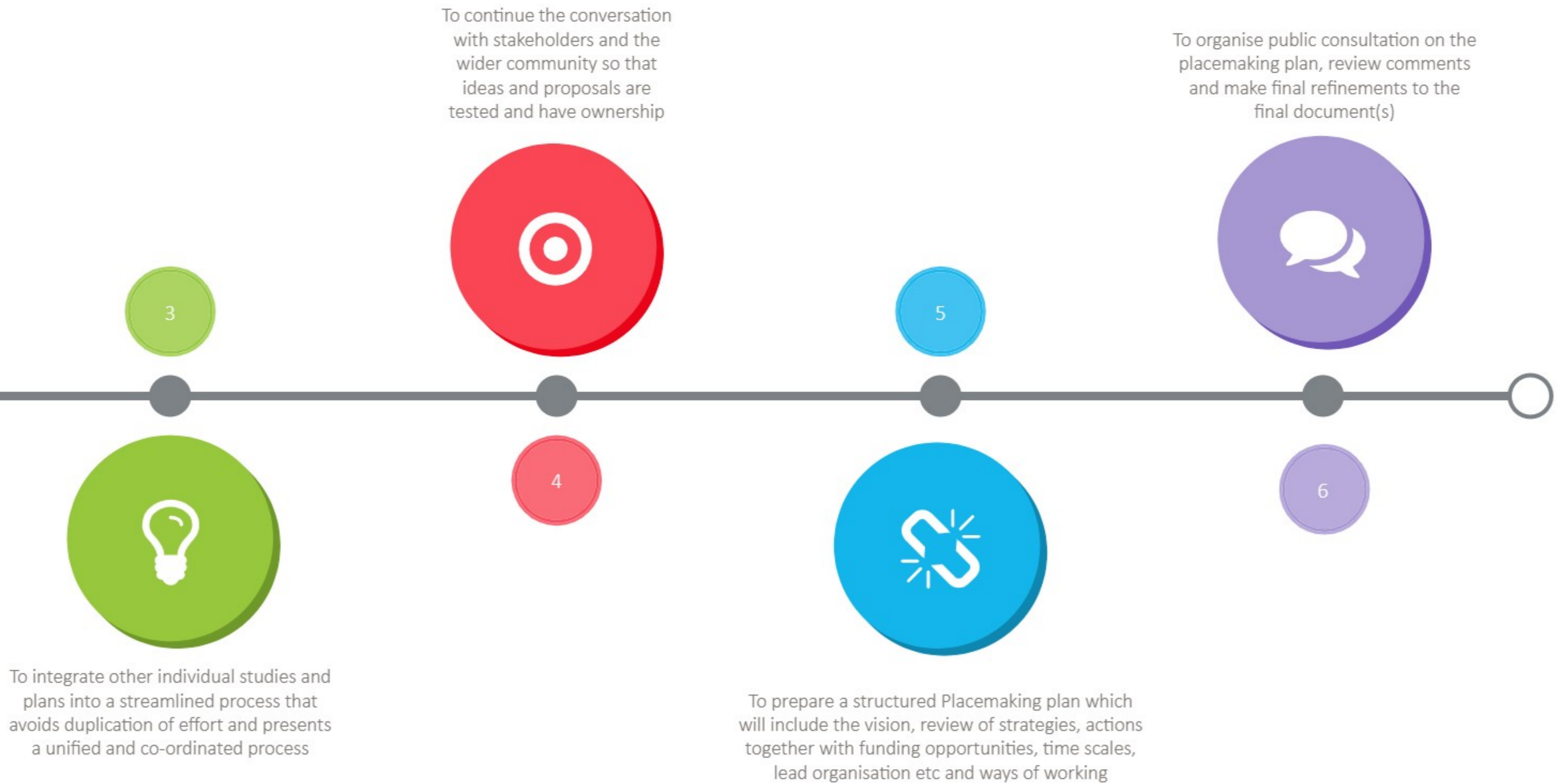
Both Councils have identified synergies in coming together to produce a single Placemaking Plan which will combine and develop further the emerging themes and solutions from the Place Plan work in alignment with and in support of relevant Welsh Government (WG) / Monmouthshire County Council (MCC) policies, plans and funding opportunities.

Plan Aim

To prepare a strategic regeneration framework for Chepstow which would guide future regeneration spend in the town and ensure future Chepstow is an attractive and vibrant town well placed to serve its existing and future residents and visitors.

Plan Objectives





WHAT IS A PLACEMAKING PLAN?

Welsh Government's Planning Policy Wales states that placemaking is:

"a holistic approach to the planning and design of development and spaces, focused on positive outcomes. It draws upon an area's potential to create high quality development and public spaces that promote people's prosperity, health, happiness and well-being in the widest sense"

Placemaking considers the context, function and relationships between a development site and its wider surroundings.

This will be true for major developments creating new places as well as small developments created within a wider place.

Placemaking should not add additional cost to a development, but will require smart, multi-dimensional and innovative thinking to implement and should be considered at the earliest possible stage.

Placemaking adds social, economic, environmental and cultural value to development proposals resulting in benefits which go beyond a physical development boundary and embed wider resilience into planning decisions.

The Design Commission for Wales's Placemaking Guide 2020 talks about the need for a holistic approach being needed that takes into consideration whole places rather than individual land uses or each development in isolation.

The concept of placemaking has developed in response to 'placelessness' within the built environment whereby new development lacks a distinct identity, character, sense of community or collective ownership. Placemaking has grown in importance as the links with health and wellbeing have been more explicitly explored and understood.

How Does a Plan Support Good Placemaking?

Whilst a Placemaking Plan is not the sole solution to managing change and providing direction to a town like Chepstow it is important to frame long term aspirations and to also nourish relationships between the place, the people, and the activities. The goal here is to make the whole greater than the sum of its parts.

A long-term strategy and plan also ensures practical issues have been considered and the design of the space is able to accommodate the likely range of end uses required. A Plan is also about creating a place and not just about design as its about creating and developing an experience that people feel welcome and comfortable in.

Long-term placemaking activities should be developed in consultation with the community as they are the local experts who can present valuable perspectives and insights about the area's history, culture, function, or any other aspect that's considered meaningful for the people.

Key Drivers

The following key drivers have been highlighted as part of the community led Place Plan process. These are:

Empowering Communities & Maintaining Services

To protect, enhance and diversify the town's social and cultural assets as well as our valued facilities and services to meet the needs of all members of the community.

Open Spaces & Natural Environment

To protect and where possible improve the natural environment around and within the town and ensure that people of all ages and levels of mobility have access to high quality green and open spaces.

Shopping, Working & Visiting

To ensure the town centre remains an accessible and attractive hub of the town and the wider area and maintain and grow the position of Chepstow as a great place to live, work and visit.

Getting Around

To address issues associated with highways and the impact of high volumes of traffic and poor air quality, and to support the creation of a local transport system that is fit for all journeys that all people need to take in and beyond the town.

Heritage & Place

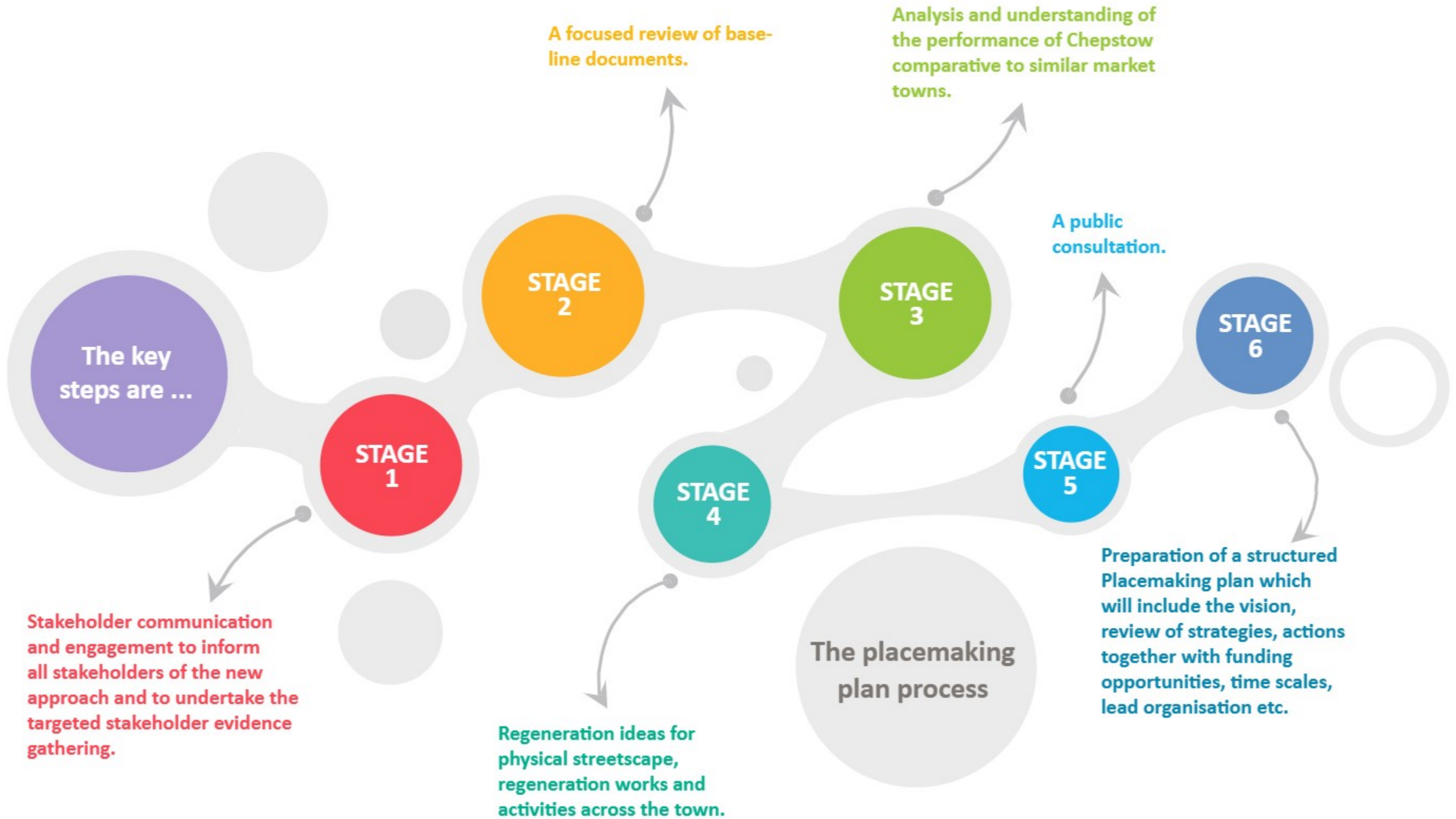
To protect the heritage and built environment assets of the town and celebrate our culture that will help in generating a sense of belonging and pride amongst the local population as well as attracting visitors into town, as well as retailers and employers.

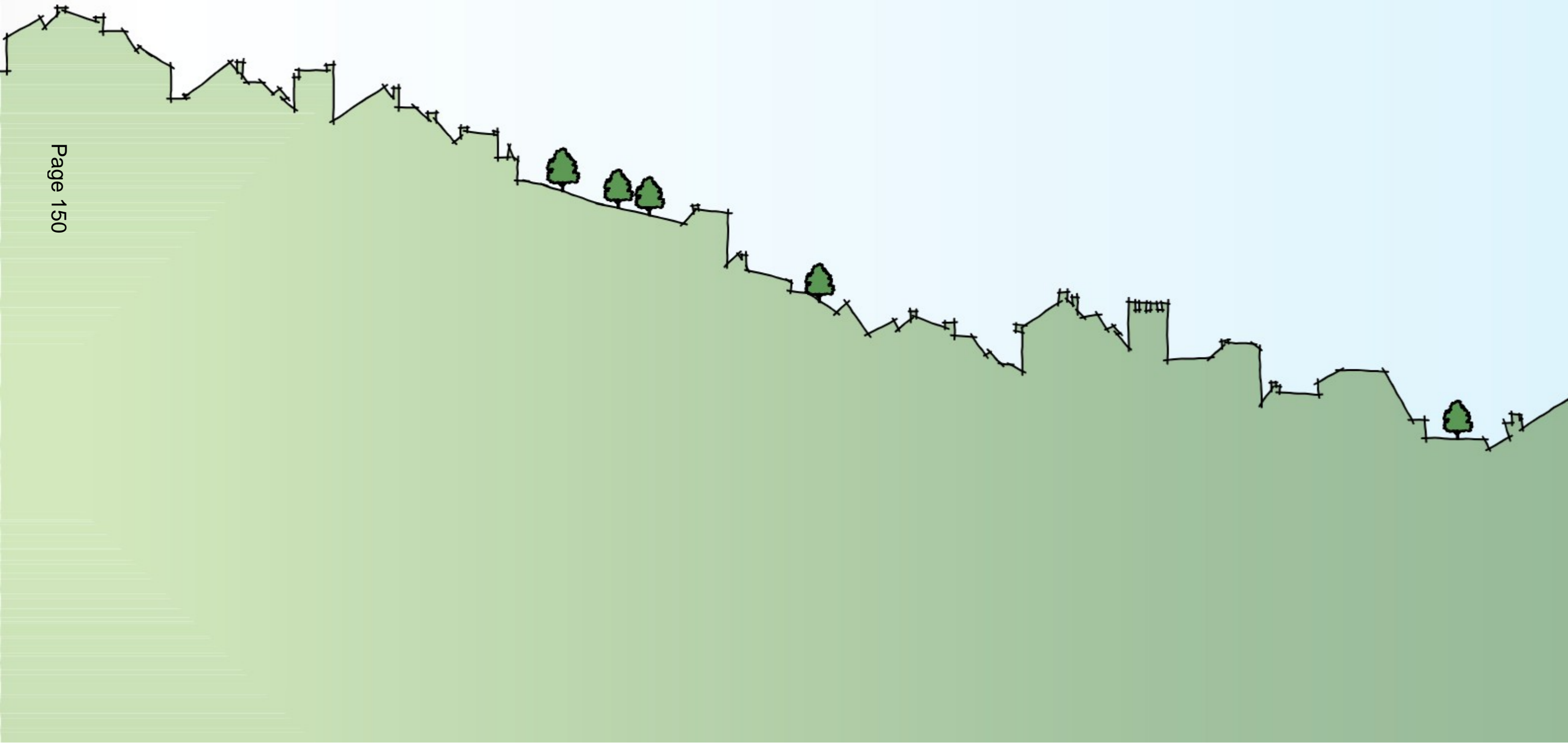
Future Homes & Sustainable Development

To ensure that the community of Chepstow plays an active role in the future growth of the town, considering the needs of current and future generations for quality, climate responsive and affordable homes, both within Chepstow and the surrounding areas.



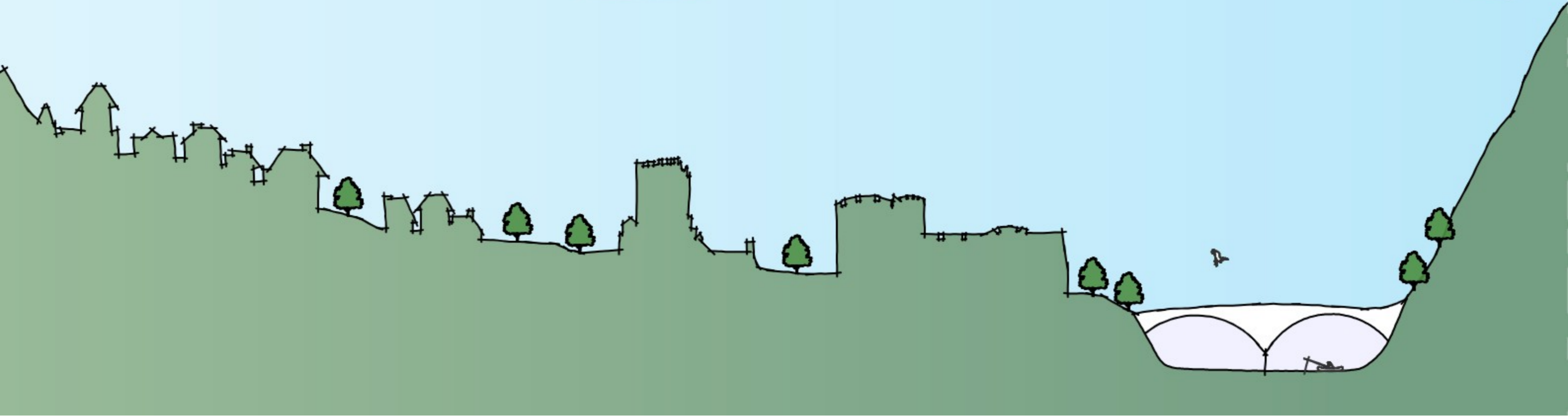
THE PLAN PROCESS





Chapter 02

Chepstow in Context



LOCATION CONTEXT

Chepstow is a town located in the South Wales region in Monmouthshire which abuts the border with Gloucestershire in the east.

It is located in a strategic location on the River Wye and a short distance from the River Severn which is about 2 miles to the south east.

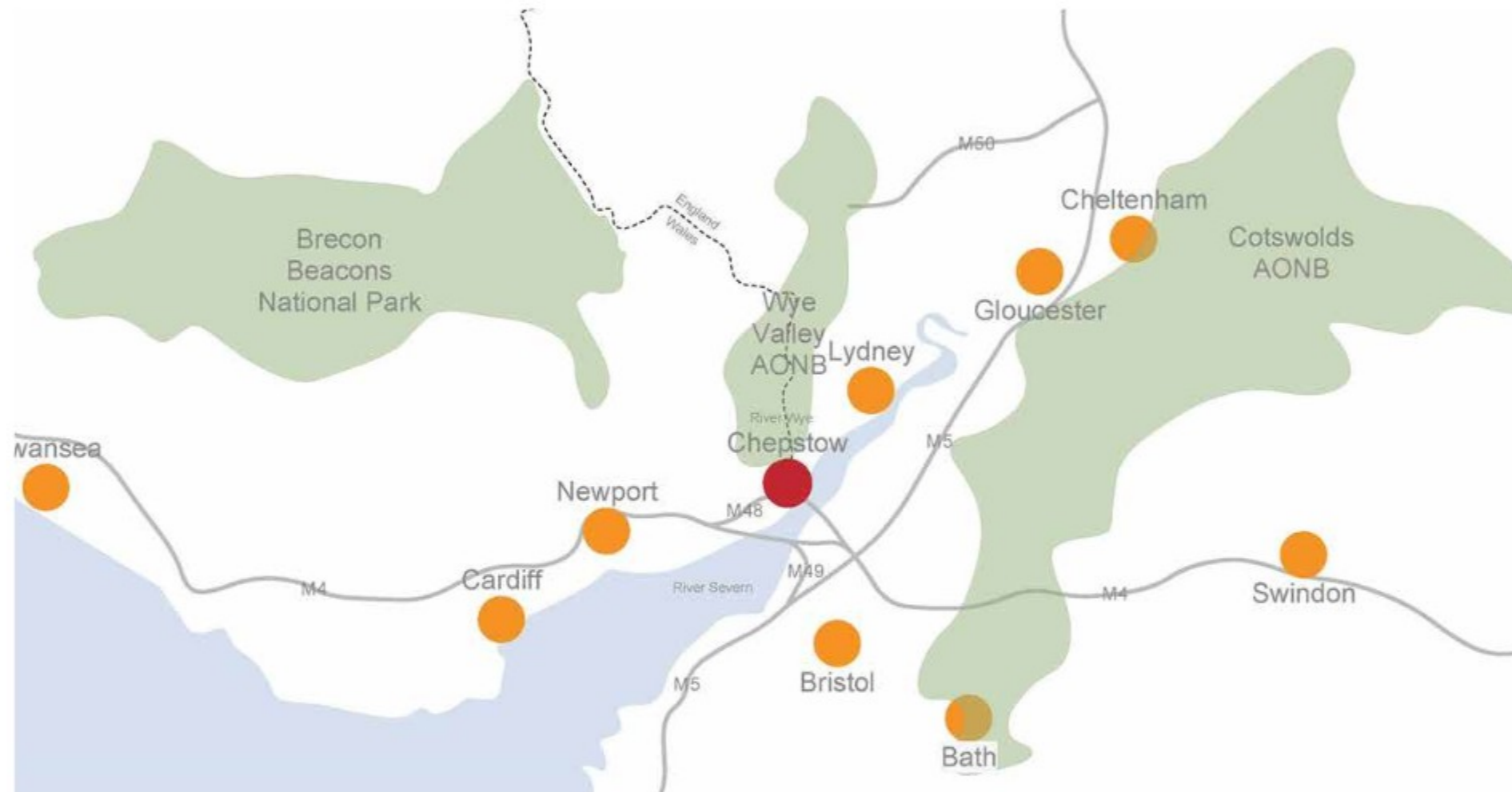
Chepstow is located approximately 30 miles east of Cardiff and 17 miles north west of Bristol which are two major hubs of employment and travel within the region.

The population is approximately 14,000. Newport is the closest large Welsh city to Chepstow which lays approximately 19 miles to the west and is easily accessed via the M48/M4 corridor widening up travel within the region.

Other significant settlements in this area include Caldicot which lays 3 miles to the southwest.

Chepstow has transport links with direct train services to Newport and Gloucester which further open up to the national rail network.

The M48 leads directly to Chepstow and crosses the River Severn leading through to Aust before rejoining the M4 and M5 at Almondsbury. The M4 Severn Bridge can be accessed directly from Chepstow via the M48 also. The A48 links to Gloucester and the Forest of Dean moving up the Wye Valley.



M48 Severn Bridge

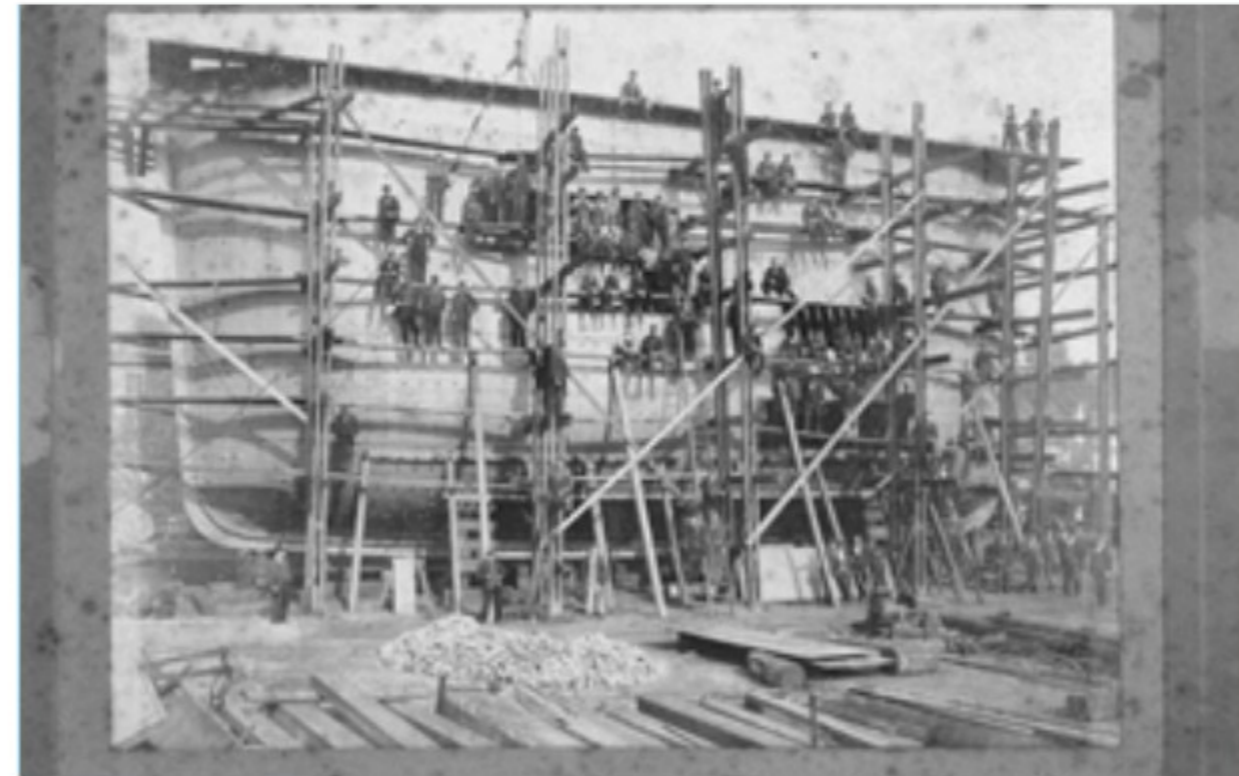


Chepstow Castle on River Wye

CHEPSTOW TIMELINE OF HISTORY AND DEVELOPMENT



Historic Chepstow



Source: MonHeritage Archives

The name Chepstow derives from the Old English *ceap/chepe stowe*, meaning *market place* or *trading centre*. The word "stow" usually denotes a place of special significance, and the root *chep* is the same as that in other placenames such as *Chipping Sodbury* and *Cheapside*. The name is first recorded in 1307, but may have been used by the English in earlier centuries. Welsh name *Cas-gwent* refers to the "castle of Gwent".

CHEPSTOW TIMELINE OF HISTORY AND DEVELOPMENT

The oldest site of known habitation at Chepstow is at Thornwell- overlooking the estuaries of the Wye and Severn close to the modern M48 motorway junction, where archaeological investigations in advance of recent housing development revealed continuous human occupation from the Mesolithic period of around 5000 BC until the end of the Roman period, about 400 AD. There are also Iron Age fortified camps in the area- dating from the time of the Silures, at Bulwark, 1 mile (1.6 km) south of the town centre, and at Piercefield and Lancaut, some 1.5 miles (2.4 km) to the north. During the Roman occupation- there was a bridge or causeway across the Wye, about 0.6 miles (0.97 km) upstream of the later town bridge.

After the Norman conquest of England Chepstow was a key location. It was at the lowest bridging point of the River Wye, provided a base from which to advance Norman control into South Wales, and controlled river access to Hereford and the Marches.

Chepstow Castle- was founded by William Fitzosbern, 1st Earl of Hereford, in 1067, and its Great Tower, often cited as the oldest surviving stone fortification in Britain, dates from that time or shortly afterwards.

The town mainly traded in timber and bark from the Wye Valley, and with Bristol. From medieval times, Chepstow was the largest port in Wales- its ships sailed as far as Iceland and Turkey, as well as to France and Portugal, and the town was known for its imports of wine.

Chepstow was given its first charter in 1524, and became part of Monmouthshire when the county was formed.

The castle and town changed hands several times during the English Civil War. The port continued

to flourish; during the period 1790 to 1795, records show a greater tonnage of goods handled than Swansea, Cardiff and Newport combined.

The town became an important centre for tourism from the late eighteenth century, when the "Wye Tour" became popular. Visitors regularly took boats from Ross-on-Wye and Monmouth down the river, visiting, drawing and painting the "picturesque" views of the area, which included those of Tintern Abbey, Piercefield House, and the ruined Chepstow Castle.

In the 19th century a shipbuilding industry developed, and the town was also known for the production of clocks, bells, and grindstones. The port's trade declined after the early 19th century, as Cardiff, Newport and Swansea became more suitable for handling the bulk export of coal and steel from the Glamorganshire and Monmouthshire valleys. However, shipbuilding was briefly revived when the National Shipyard No.1 was established during the First World War and for a short period afterwards, when the first prefabricated ships, including the War Glory, were constructed there. The influx of labour for the shipyards, from 1917, led to the start of "garden suburb" housing development at Hardwick (now known locally as "Garden City") and Bulwark.

The town developed rapidly after the opening of the Severn Bridge in 1966- which replaced the car ferry between Beachley and Aust and allowed easier commuting between Chepstow and larger centres including Bristol and Cardiff. In 2016 the 200th anniversary of the Wye Bridge and the 50th anniversary of the Severn Bridge were marked with celebrations in the town.



Source: MonHeritage Archives

POLICY SUMMARY - NATIONAL

Wellbeing of Future Generations Act

Monmouthshire County Council (MCC) contributes to the seven national objectives through its five Organisational Goals (2017-2022). All five contribute to this objective:

- The best possible start in life
- Lifelong well-being
- Maximise the potential of the natural and built environment
- Thriving and well-connected county
- Future-focused Council – including providing good sustainable local services whilst delivering excellent customer experience.

The Well-being of Future Generations Act places a duty on public bodies to carry out sustainable development.

The Well-being Act has established seven well-being goals which are intended to shape the work of all public bodies in Wales. In order to demonstrate that appropriate consideration has been given to the Well-being goals and sustainable development principle in the decision making process, public bodies are required to have regard to the 'five ways of working' contained in the Well-being Act. These require consideration of: involvement; collaboration; integration; prevention; and long term factors.

Planning Policy Wales 2018

Planning Policy Wales (PPW) sets out the land use planning policies of the Welsh Government. Within the document it sets out to define "Placemaking" as a holistic approach to the planning and design of development and spaces, focused on positive outcomes, which draws upon an area's potential to create high quality development and public spaces that promote



people's prosperity, health, happiness, and well-being in the widest sense.

In the context of Chepstow PPW see placemaking as considering the context, function and relationships between a development site and its wider surroundings. The policy document also sees it not as an additional cost to a development, but will require smart, multi-dimensional and innovative thinking to implement and should be considered at the earliest possible stage. Placemaking adds social, economic, environmental and cultural value to development proposals resulting in benefits which go beyond a physical development boundary and embed wider resilience into planning decisions.

The use of masterplans, development briefs or place plans can complement strategies by providing additional detail and supporting the implementation of development plan policies.

Wales Transport Strategy

The Wales Transport Strategy provides the framework for transport related activities and sets out the strategic priorities of a safe, integrated, sustainable, efficient and economic transport system serving Wales. It provides the context for

the Welsh Government's aim to reduce the need to travel, particularly by private car, and supports a modal shift to walking, cycling and public transport. This is reflected in Planning Policy Wales and Future Wales, which put placemaking at the heart of the planning system. This modal shift is supported by the sustainable transport hierarchy, which prioritises walking, cycling and public transport.

The current Wales Transport Strategy, One Wales: Connecting the Nation, was published in 2008. Since then the Active Travel (Wales) Act 2013 has been introduced, which is increasingly influential in the way we integrate active travel with new development. This is essential to enable people to walk and cycle as part of their everyday activities. Metro schemes are also being developed in the Southeast, South West and the North, which are being driven by significant investment from the Welsh Government and its delivery partners.

Active Travel (Wales) Act 2013

The Act places a number of duties on the local authorities to continuously improve new and existing facilities and routes for walkers and cyclists and to prepare maps identifying current and potential future routes for their use. The Act also requires new road schemes to consider the needs of pedestrians and cyclists at planning and design stages. The active travel network should be designed or enhanced to meet a set of best practice standards.

Future Wales – the National Plan 2040

Future Wales – the National Plan 2040 is our national development framework, setting the direction for development in Wales to 2040. It is a development plan with a strategy for addressing key national priorities through the planning system, including sustaining and developing a

vibrant economy, achieving decarbonisation and climate-resilience, developing strong ecosystems and improving the health and well-being of our communities.

Environment Act 2016 Part 1 Sustainable Management of Natural resources and Part 2 Climate Change

Natural resources are essential for the air we breathe, the water we drink and the food we eat. They enhance the quality of the places where we live, work and visit and provide the landscapes and biodiversity that make these areas special. Natural resources that are healthy and thriving are also healthier for people, their communities and for the economy, but demands on our natural resources are increasing. If we don't act now to manage our natural resources sustainably, there will be serious consequences that affect us all. We need to change the way we do things so that we continue to benefit from our natural resources now and in the future.

An Active Travel Action Plan for Wales



NATIONAL (CONTD)

Environment Act 2016 Part 1 Sustainable Management of Natural resources and Part 2 Climate Change

The Environment Act helps us meet this challenge by introducing the sustainable management of natural resources as a new approach which ensures that the way in which the use of and the impacts on our natural resources do not result in their long term decline. We have learnt from the experiences of our international partners and are using international best practice by for example, implementing the UN Convention on Biological Diversity ecosystem approach, to help Wales lead the way on Sustainable Development. Our aim is to sustainably manage our natural resources in a way and at a rate that meets the needs of the present generation without compromising the needs of future generations and which contribute to the seven well-being goals in the Well-being of Future Generations (Wales) Act 2015.

Part 1 of the Act- S6 Biodiversity Duty requires public authorities to seek to maintain and enhance biodiversity and promote resilient ecosystems. To comply with this duty public authorities are required to embed consideration of biodiversity and ecosystems into policies, plans, programmes and projects. The Nature Recovery Action Plan for Gwent sets out more detailed guidance on a Gwent wide approach. Complying with the S6 duty will help maximise contributions to the Well-being goals. The Welsh government has published the following guidance :

- Action Plan for Pollinators in Wales 2013
- Action Plan for Pollinators Review 2013-2018 Future Actions [action-plan-for-pollinators-review-and-future-actions-en.pdf \(gov.wales\)](#)
- The Nature Recovery Action Plan 2015
- Natural resources Wales 2017
- Future Wales the National Plan 2040

POLICY SUMMARY - REGIONAL

Cardiff Capital Region

The Cardiff Capital Region City Deal is a unique programme of collaborative working, passionately committed to being the catalyst for regional growth and sustainable success. The deal represents the joint commitments made by the ten local authorities of the Cardiff Capital Region, the UK Government and the Welsh Government to unlock £1.3bn of collective investment. CCR's vision is for "A Prosperous Capital City-Region for Wales" — a decision making centre, a global gateway for capital, trade, and visitors, a knowledge hub and a major population centre

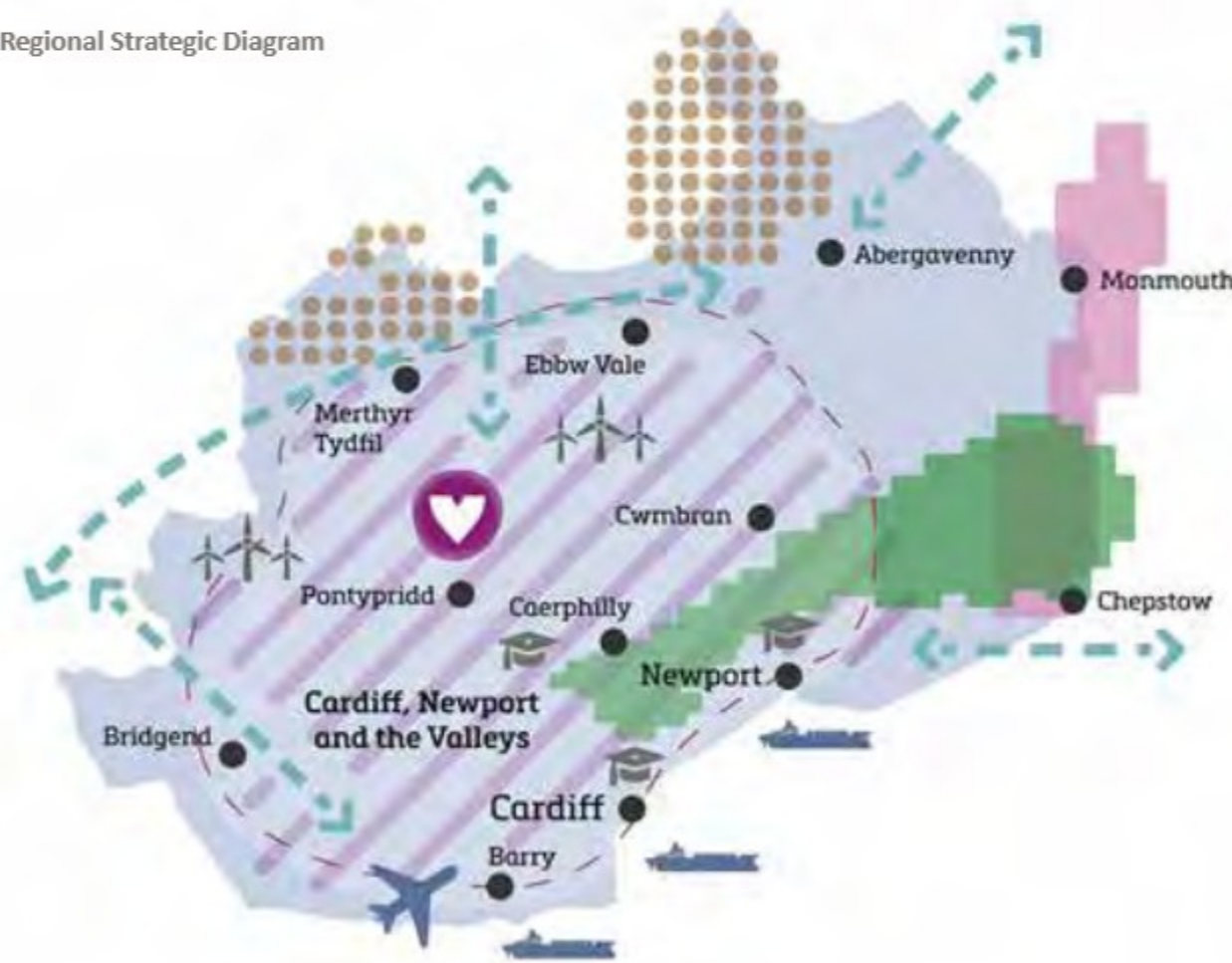
and business cluster for Wales. Its approach to investment and levelling up is centred on ensuring that the Strategic Hubs and Cities provide and receive the maximum economic benefit from a complementary relationship. It supports the different and distinctive roles of strategic hubs and build on their key strengths to provide a diverse range of complementary employment opportunities.

Western Gateway

The Western Gateway is a cross-border economic partnership of Local Authorities, City Regions,

Local Enterprise Partnerships and Governments (in Wales and Westminster), working together to bring additionality to the area's existing strategies and structures. The Western Gateway goes one step further than 'regional'. Covering the core cities of Bristol and Cardiff, it stretches across south Wales and western England, from Swindon to Swansea, Wiltshire and Weston-Super-Mare to Tewkesbury. Our focus is inclusive and clean economic growth, where scale and collaboration can achieve more for our people and the wider economies of our countries than our constituent parts could achieve alone. Its focus is on inclusive and decarbonised economic growth, where scale and collaboration can deliver more for our people and the wider economies of our countries than our constituent parts could achieve alone. Its Vision is about "Propelling a greener, fairer, stronger Britain", supported by a number of ambitions.

Regional Strategic Diagram



National Growth Area	
National Connectivity	
Ports	
Green Belt - Areas for Consideration	
Area of Outstanding Natural Beauty	
National Parks	
Valleys Regional Park	
South East Metro	
Cardiff Airport	
Pre-assessed Areas for Wind Energy	
Universities	

POLICY SUMMARY - LOCAL

Monmouthshire Corporate Plan

The Plan is in line with the goals and ambitions of our partners in other public services such as the NHS, Police, Public Health, housing associations and the Fire and Rescue Service. These and many more organisations are part of the Monmouthshire Public Service Board (PSB). Priorities that are relevant to this submission are:

- Social Justice- a fair and equal society, respecting and upholding diversity within our communities, addressing child poverty and worklessness
- Enterprise & Job creation- capitalise on the Cardiff Capital Region City Deal and reducing bridge tolls to unlock opportunity and drive economic growth so that productivity becomes a lever for increased prosperity
- Locally Accessible Services – maintaining a local service offer and enhancing our leisure and recreation provision
- The provision of quality housing, including affordable housing, to meet the needs of our communities and to address the needs of our changing demography.

Monmouthshire's Replacement Local Development Plan

Monmouthshire County Council is consulting on a new RLDP Preferred Strategy. The Preferred Strategy is the first statutory consultation stage in the Plan preparation process and provides the strategic direction for the development and use of land in Monmouthshire (excluding the area within the Brecon Beacons National Park) over the Plan period 2018 to 2033 and identifies how much growth is needed and where this growth will broadly be located.

The Monmouthshire Replacement LDP Vision is-

By 2033 Monmouthshire will be a place where:

- 1) People are living in sustainable, resilient communities that support the wellbeing of current and future generations and are more inclusive, equal, safe, cohesive, prosperous, vibrant and balanced demographically. Both urban and rural communities are well-connected with better access to local services and facilities, open space and employment opportunities.
- 2) Communities and businesses are part of an economically thriving, ambitious and well-connected County.
- 3) The best of the County's built heritage, countryside, biodiversity, landscape and environmental assets have been protected and enhanced to retain its distinctive character.
- 4) People enjoy healthier, more sustainable lifestyles with improved access to public transport and active travel opportunities and have a minimised impact on the global environment, supporting our ambitions for a zero carbon county.

In December 2022, the County Council commenced its consultation on its preferred strategy which is centred in a Demographic-led Strategy Growth supported by a spatial options that has a focus on growth in the County's most sustainable settlements of Abergavenny, Chepstow and Caldicot including Severnside, as well as some growth in our most sustainable rural settlements, excluding those settlements in the Upper Wye catchment area. The key message from the preferred strategy are:

- Makes provision for approximately 5,400 - 5,940 homes over the Plan period 2018-2033 (Strategic Policy S1). This includes approximately 1,580- 1,850 affordable

homes (Strategic Policy S6). As there are currently approximately 3,740 homes in the housing landbank, land will be allocated for approximately 1,660- 2,200 new homes, including 830- 1,100 new affordable homes.

- Sets out the planning policy framework to enable the provision of approximately 6,240 additional jobs (Strategic Policy S1) by allocating sufficient employment land and by including policies to facilitate economic growth (Strategic Policy S12). The RLDP will be supported by an Economic Development Strategy.
- Focuses growth in the County's most sustainable settlements of Abergavenny, Chepstow and Caldicot (including Severnside) (Strategic Policy S2). Due to the lack of an identified strategic solution to the treatment of phosphates at the Monmouth Wastewater Treatment Works (WwTW) within the Plan period, no new site allocations are proposed in the primary settlement of Monmouth or within the upper River Wye catchment area north of Bigsweir Bridge.
- Identifies Preferred Strategic Site Allocations in the primary settlements of Abergavenny, Chepstow and Caldicot (Strategic Policy S7). Other detailed site allocations will be set out in the Deposit RLDP.
- Limits the impact of climate change by ensuring new homes are net zero carbon ready and well connected with existing settlements, providing attractive and accessible places to live and work.
- Sets out strategic policies on a range of topic areas, reflecting the four placemaking themes in Planning Policy Wales (PPW)12 .

Monmouthshire's Well-being Plan

The Future Monmouthshire programme has been designed to align with the principles of the Future Generations Act. It is led by Monmouthshire County Council and was agreed by other partners of the PSB to form part of its thinking as it develops well-being objectives and the steps it will take to meet these, recognising the need to act collaboratively to address the issues that are being recognised.

In July 2017, the PSB agreed their purpose of building sustainable and resilient communities, three cross-cutting aspirations that will apply to all objectives and steps, and four well-being objectives – two about people and two about place, as shown in the following table.



Source: monmouthshire.gov.uk

Purpose	Building Sustainable and Resilient Communities	
Our aspiration is to ...	<ul style="list-style-type: none"> Reduce inequalities between communities and within communities. Support and protect vulnerable people Realise the benefits that the natural environment has to offer 	
Our well-being objectives are ...	People and Citizens	Place and Communities
	Provide children and young people with the best possible start in life	Protect and enhance the resilience of our natural environment whilst adapting to the impact of climate change
	Respond to the challenges associated with demographic change	Develop opportunities for communities and businesses to be part of an economically thriving and well connected county

Chepstow Transport Study

A Chepstow Transport Study WelTAG Stage One was commissioned jointly by Monmouthshire County Council, Forest of Dean District Council and Gloucestershire County Council in 2018.

This study considered problems and identified objectives, focusing on the strategic corridor of the A48 and included wider issues and impacts along the corridor from Lydney in the east to Chepstow in the west.

The Chepstow Transport Study WelTAG Stage Two was commissioned in 2020 by Monmouthshire County Council with our strategic partners.

The Chepstow Transport Study highlighted several problems to be addressed surrounding public transport and active travel, but possibly the highest profile problem lies largely in traffic congestion.

The Stage 2 study provided a comprehensive review of the Stage 1 recommendations and investigated certain options further.

The study concluded that a do minimum scenario was not appropriate and identified three distinct packages:

1. Package 1: Active Travel Improvements
2. Package 2: Chepstow Transport Hub and Connectivity Improvements
3. Package 3: Chepstow Bypass

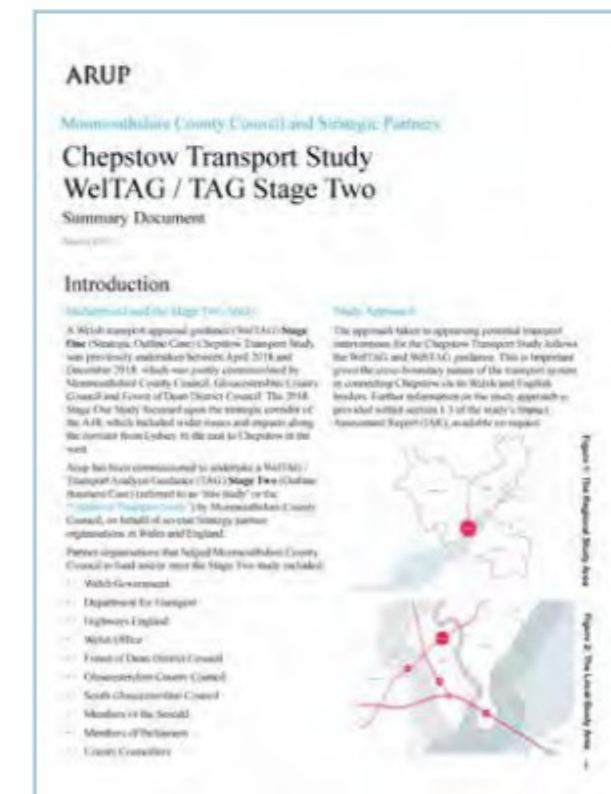
Packages 1 and 2 have been taken to Stage 3.

The Chepstow Bypass (40mph) was recommended at Stage 2 for taking forward to Stage 3, to provide a single-carriageway and bridge link between Beachley and the Bulwark/Thornwell area, direct to the M48.

This would ease congestion through the town, providing journey time savings, reduced air pollution and well-being benefits to all, whilst also providing good links for walking and cycling.

Taking this proposal through to Stage 3 is complex and currently subject to further discussions.

Chepstow transport study- ARUP



CHEPSTOW PLACE PLAN

Chepstow Town Council identified the need to understand the views of the local community in and around Chepstow as part of a Place Plan process. The consultation programme was developed to enable residents, businesses, key stakeholders and young people to get involved, and join a community wide ‘conversation’ about the future of the town.

Due to Covid-19, the planned public engagement for the Chepstow Place Plan was shaped in response to restrictions placed on face-to face events, and a range of online channels and techniques were used to reach out. Online community engagement activities ran between March and end of May 2021 and included:

- A project website – futurechestow.co.uk launch at the beginning of March 2021
- An online “town map” embedded into the website
- Survey form (via website)
- Comment form (via website)
- Online Community and Stakeholder Focus Groups (via Zoom)

To communicate with as many people in and around Chepstow – the following were undertaken to promote the Place Plan and to inform the community of the consultation phase included:

1. Leaflet drop to residents and businesses
2. Posters
3. Press releases
4. Town Council Facebook page posts
5. Emails to all schools

6. Emails to over 100 key stakeholders

7. The creation of a Bilingual website

Other opportunities included:

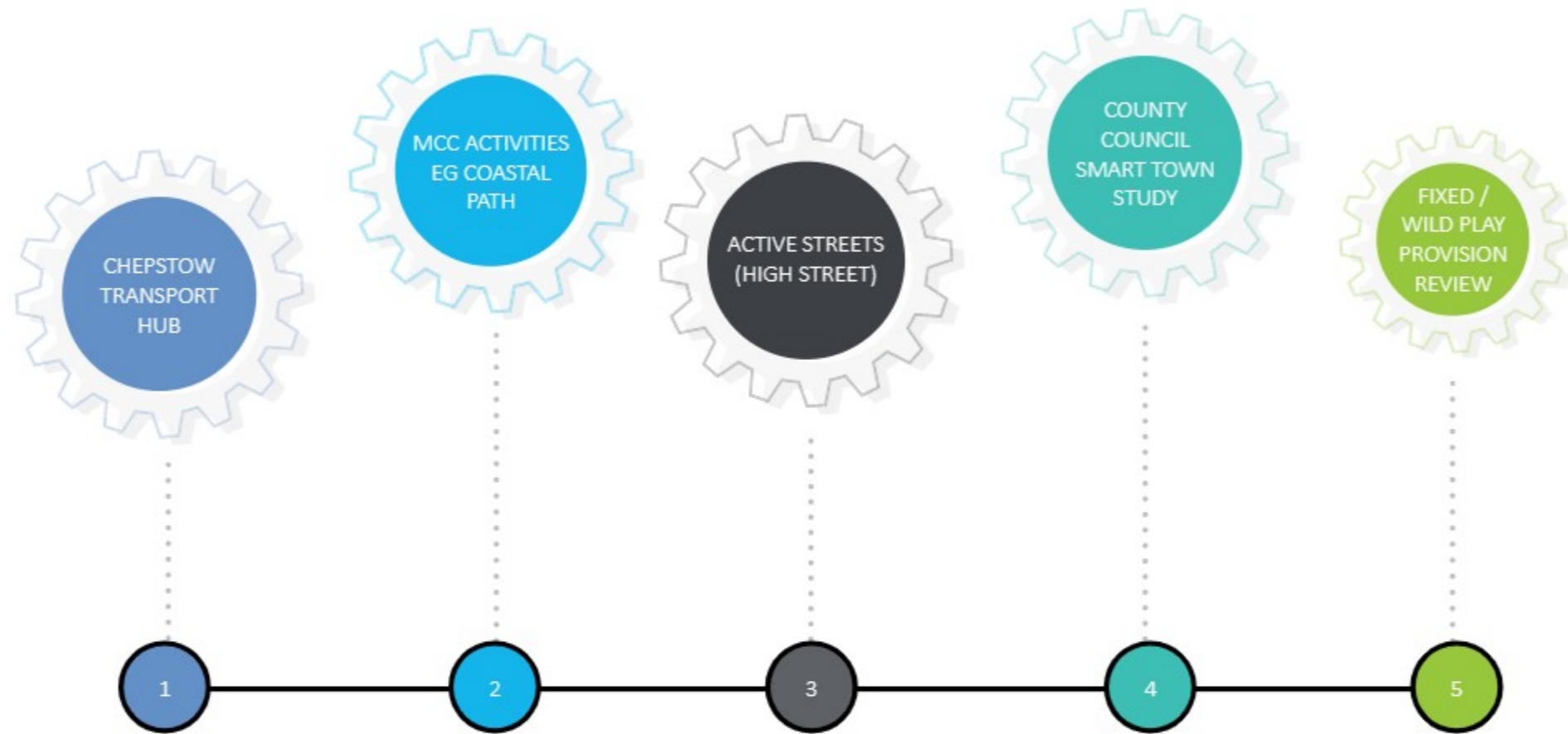
- Mapping strengths, weaknesses and opportunities via the online ‘town map’
- Online Survey
- Focus Groups: During May 2021, Focus Group sessions were conducted using Zoom



LIVE STUDIES AND PLANS

The County Council and Town Council have seen the opportunity through this study to stitch and knit together all the various studies, policies and strategies that relate to Chepstow, and to integrate these with local level action to deliver shared objectives at both national, regional and local level.

At the time of writing this Placemaking Plan, the following live studies and plans were underway, amongst others ...



Chepstow Place-Making and Transport

In 2018 a transport appraisal guidance (WelTAG) Stage One (Strategic Outline Case) Chepstow Transport Study was previously undertaken between April 2018 and December 2018, which was jointly commissioned by Monmouthshire County Council, Gloucestershire County Council and Forest of Dean District Council. The 2018 Stage One Study focussed upon the strategic corridor of the A48, which included wider issues and impacts along the corridor from Lydney in the east to Chepstow in the west.

In 2020, Arup had been commissioned to undertake a WelTAG / Transport Analysis Guidance (TAG) Stage Two (Outline Business Case) by Monmouthshire County Council, on behalf of several Strategy partner organisations in Wales and England.

This study applied a five-case business model approach (strategic, transport, financial, financial, management). Following a comprehensive review of the study context and feedback from stakeholders, a number of problems were identified, with some problems occurring at a local level pertinent to Chepstow, and others relevant at a regional or strategic level.

These problems are summarised as:

- High levels of congestion and increasing traffic
- Limited bus connectivity and facilities
- Higher relative cost of public transport journeys
- Poor facilities for Ultra Low Emission

Vehicles

- Limited network resilience with few alternatives for crossing the river Wye
- Limited rail connectivity and facilities
- High number of commuting journeys
- Air quality issues
- The highway network dominates Chepstow, with perceived safety issues
- The A48 causes community severance through Chepstow

The Stage Two process shortlisted a number of options, being:

- Reducing the need to travel
- Encouraging sustainable travel behaviour, freight Delivery and Service Plans
- Active Travel Upgrades and Additions
- Walking Friendly Chepstow High Street
- Chepstow Bike Share Scheme
- Chepstow Transport Hub
- West-facing Public Transport Upgrades
- East-facing Public Transport Upgrades
- Park and Ride (Rail)
- Local Bus Service Upgrades
- On-demand taxi (Demand Responsive Transport)
- Electric Vehicle Charging Points
- Chepstow Bypass- 60mph Carriageway

Option

- Chepstow Bypass- 40mph 'Lower Carbon' Option

A copy of the full stage 2 report can be found here:

<https://www.monmouthshire.gov.uk/2021/10/report-published-into-chepstow-traffic-and-travel/>

Revised objectives were created at Stage Two of the Chepstow Transport Study to reflect and respond to the latest evidence base, including addressing the existing situation, future trends, stakeholder priorities, and legislative and policy drivers.

The objectives aim to address one or more of the identified problems. If a transport intervention is appraised to perform positively in addressing the objectives, it is considered it would help overcome the problems identified.

It is considered that the objectives are relevant to different spatial scales, with some most relevant at regional or strategic level, and others pertinent at local level.



In summary, the aforementioned options were agreed to be taken forward for further study at WelTAG / TAG Stage Three, grouped into three distinct packages. These were:

- Package 1: Active Travel Improvements [AT1 - Active Travel Upgrades and Additions; AT2 - Walking Friendly Chepstow High Street; AT3 - Chepstow Bike Share Scheme]
- Package 2: Chepstow Transport Hub and Connectivity Improvements [PT2 - Chepstow Transport Hub; PT7 Park and Ride (Rail); PT4 - West/North-facing Regional Public Transport Upgrades; PT5 - East-facing Regional Public Transport Upgrades; PT8 - Local Bus Service Upgrades; Option B1, 2 and 3: Influencing travel behaviours; Option ULEV1: Electric vehicle charging points; Option PT9 - On-demand taxi (Demand Responsive Transport Services)]
- Package 3: Chepstow Bypass [Option H2B - Beachley and Sedbury 40mph 'Lower Carbon' Single Carriageway]

In June 2022, Monmouthshire County Council launched a consultation on the future of transport in Chepstow, focusing on a Transport Hub. This follows on from our previous consultation on the

Chepstow Transport Study in 2020. The Transport Hub can be split into several different elements, and explores travel methods such as the bus network, demand responsive transport such as taxis, electric vehicle infrastructure and park and ride facilities.

As part of the stage 3 development work, a number of proposals were consulted on within the community and stakeholders. These are:

- PT2 - Chepstow Transport Hub;
- PT4 - West-facing Public Transport Upgrades and PT5 - East-facing Public Transport Upgrades;
- PT7 - Park and Ride (Rail);
- PT8 - Local Bus Service Upgrades;
- PT9 - Demand Responsive Transport Services;
- ULEV1 - Electric vehicle charging points; and
- B1, 2 and 3 - Influencing travel behaviours.

These proposals have a direct relationship to this place making strategy and plan and are therefore detailed further within the action plan section of this document.

Chepstow Transport Hub and Active Travel online public consultation

Your chance to comment

Monmouthshire County Council are seeking your comments on their transport hub and active travel proposals.



This consultation follows the previous consultation on the Chepstow Transport Study in 2020.

Since then, we have considered the feedback and recommendations provided at that stage of the study. We are now further developing and seeking your feedback on two work packages: Chepstow Transport Hub and Active Travel improvements.

We are not holding in-person events at this time; however, a virtual exhibition room has been created allowing you to view the information boards and documents that explain our proposals.

The virtual exhibition room can be accessed via chepstowtransportvirtual-engage.com or alternatively you can gain access by scanning the QR code below.

Our online public consultation is taking place between 14 June and 12 July 2022. Please respond by 23:59 on Tuesday 12 July 2022.





From understanding the policy context for the town, the challenges and opportunities that are local to Chepstow need to be understood so that we develop local and people based ideas. The investment in the Place Plan conversations have been meaningful and of the right scale with the need to use this dialogue as continuation of the process but also qualified by data and statistics, as well as physical observations and assessments.

CONVERSATIONS FROM THE PLACE PLAN

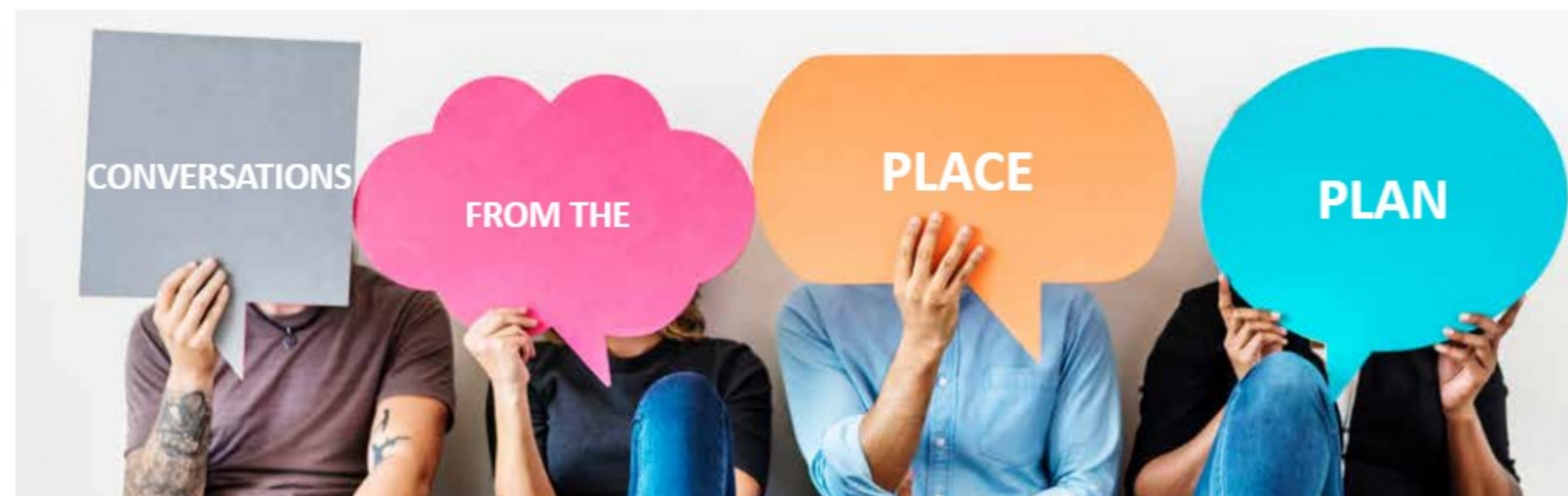
Traffic, Transport, Parking and Highways

- Strain on the existing road network is having an economic and environmental impact – people expressed concern that the current situation is not being addressed.
- Parking options to be considered – not just (free) car parking and improved disabled parking, but also cycle parking (need to make links with Transition Chepstow Transport Plan) as there is a need to enable and encourage less car use in the town where possible.
- Innovative solutions to enable people to move around without using the car should be considered such as a hop on and off electric bus around town.
- Joined up transport strategies needed to integrate train and buses with different modes of travel such as (electric) cars to e-bikes.

- Concerns about safety were expressed – at junctions for drivers and crossing roads for pedestrians – over and under the road.
- Public transport is not ideal for young people – connections are bad to cities such as Bristol and Cardiff.
- Active travel – cycling and walking (this topic attracted many comments on the town map) Walking for visitors and local people is very important for well-being and the economy of the town but also Wales. Recent improvements are welcomed and more are needed.
- Safe routes needed for children to walk and cycle safety around the town and to school.
- Dedicated route from Chepstow to Tidenham (consider pedestrian bridge).
- Safe active travel solutions needed (e.g. hop on and off buses, cycle routes).
- Cycle parking needed.

Town Centre

- Concern around empty shops in the town / shop front design and appearance of the retail centre.
- Due to topography, there are issues around accessibility for disabled people in the town – need accessible routes.
- Consider festivals to put Chepstow on the map.
- Increase vibrancy of town centre by living and working in the centre.
- Pedestrianisation – continuation of Covid-19 measures or not?
- Landscaping and artwork needed to address the backs of shops presented to the busy A48.



Facilities, Services and Community

- Not enough facilities / places for teenagers to go in Chepstow.
- After school provision is lacking – sports clubs are evident but not many facilities / clubs to cater for all interests.
- Improved links to the leisure centre needed – incorporate links with the secondary school.
- Retain essential services such as banks and post office and importantly the hospital. Also retain facilities such as Drill Hall.
- A number of people who attended were from the Bulwark area and expressed strong concerns about a lack of investment in their local centre which is in a serious state of disrepair.
- Important to harness local knowledge.

Built Environment and Heritage

- History of the town is positive (castle / port wall) but need more emphasis on its history.
- The river frontage is an asset which should be harnessed more.
- St Marys Church – can alternative uses be explored?

Housing, Jobs and Economy

- Smaller housing units needed for young people starting out – affordable – particularly in town centre. Older people and “empty nesters” also highlighted as a group that needed smaller homes.
- Can people be encouraged to work from home – reduce commuting?
- Need small industrial spaces – encourage “modern” industries/ businesses to locate

to Chepstow – harness the town’s assets! In particular, and for example to understand why we have a med tech cluster in Thornwell with a view to building on it.

- Need to improve infrastructure before building new homes.

Environment and Biodiversity

- Pollution is a major health concern – and much discussion was linked to traffic and the impact on the environment.
- Transition Chepstow is a local group facilitating local action about how the town can respond to climate change.
- Access to local green spaces and natural environment was highlighted as an asset of the town.

Tourism

- Need to attract tourists and increase the footfall in town and build on the success of the Sunday market.
- Tourism Signage across Chepstow an issue.
- Promote the town as a gateway to Monmouthshire and Wales.
- Promotion of National Cycle Network, Coastal Path, Forest of Dean, Offa’s Dyke, Wye Valley Walk etc, focus on Chepstow’s assets.

Green and Open Spaces and Play

- Play equipment needs updating in many play areas – consult with young people. Consider gym equipment. Audit play equipment.
- Accessible route needed to Barnett’s Wood.
- Replicate the successful Garden City project and community orchards scheme in other parts of the town.

Themes

The community engagement activity has helped to develop an inclusive Place Plan project and based on the feedback from local people and organisations, a draft vision statement and six clear themes emerged. The proposed six themes are:



CHEPSTOW TOWN COUNCIL VISION 2022-2027

In November 2022, Chepstow Town Council adopted its Town Vision document. Its vision is:

Chepstow. A Place To Live, Work And Visit

The green gateway to Wales

As the first town in Wales, we are the entrance to the Lower Wye Valley in an Area of Outstanding Natural Beauty. Chepstow is the start and finish of Offa's Dyke Path, the Wales Coast Path and the Wye Valley Walk .

A destination for the arts

A town with a rich tradition in the arts and music provided for and with our residents. We are proud of our inspiring cultural foundations and aspire to be a destination for music and the arts.

A town of proud historic significance

Chepstow grew as a bustling market town from Britain's oldest surviving stone castle. We have a rich and fascinating history spanning centuries.

Key Focus Areas Include

TRANSPORT

We want to see improvements to:

- access and disabled access to the train station and the westbound platform
- frequency of buses footpaths and cycleways to encourage active travel
- connectivity between the riverside, Bulwark, the town centre and the top of Chepstow
- highways- road surfaces, pavements, dropped kerbs

- We want to see provision of:
 - electric bikes and scooters for green transport
 - access to free parking within Chepstow
 - a transport hub linked to the train station

HOUSING

We want to ensure that housing is developed to meet local needs by:

- assessing the need for, and developing, social housing
- providing safe, secure, well- maintained homes for all

HEALTH AND WELLBEING

We want to see:

- GP surgery in Bulwark
- services for people living with dementia
- a Minor Injuries Unit
- greater use of all community buildings by individuals and groups
- an extension to Primary Health Care facilities in Chepstow

OUR VISION FOR CHEPSTOW 2022-2027

covering the council wards of:
Thornwell, Bulwark, Maple Avenue, Larkfield, Chepstow Castle, Mount Pleasant, St Kingsmark

WHAT IS CHEPSTOW

The green gateway to Wales
 As the first town in Wales, we are the entrance to the Lower Wye Valley in an Area of Outstanding Natural Beauty. Chepstow is the start and finish of Offa's Dyke Path, the Wales Coast Path and the Wye Valley Walk .

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CHEPSTOW ... A PLACE TO LIVE, WORK AND VISIT

OUR VALUES
 These will inform every decision we make:

- AMBITION
- INCLUSIVITY
- RESPECT
- GREEN

Page 1

GREENING

Work with land owners to:

- improve green spaces
- expand tree planting
- collaborate on litter collection
- create greater biodiversity

And to:

- work with Transition Chepstow to sustain and promote the town's orchards
- Campaign on pollution in the town and rivers

RETAIL, HOSPITALITY& TOURISM

Work with businesses to:

- improve the shopping areas of Chepstow High Street and Bulwark
- provide support for local businesses: start up funds, start up hubs
- explore options for the community use of the old Barclays Bank building
- explore the use of planning gain from the Lidl development to provide public space, to meet, play and relax
- support the development of hotels and B&Bs across Chepstow

INFRASTRUCTURE

Based on feedback from the public, we will strive to:

- monitor the impact of the traffic situations in the town centre upgrade the public toilets in Chepstow town
- provide a public toilet in Bulwark provide benches along the walking routes around Chepstow
- review and improve the aesthetic appearance of public buildings explore funding options for improvements to fronts of shops and buildings
- improve signage to tourist sites and other facilities, e.g. community buildings
- free car parking to enable visitors to explore

CHILDREN & YOUNG PEOPLE

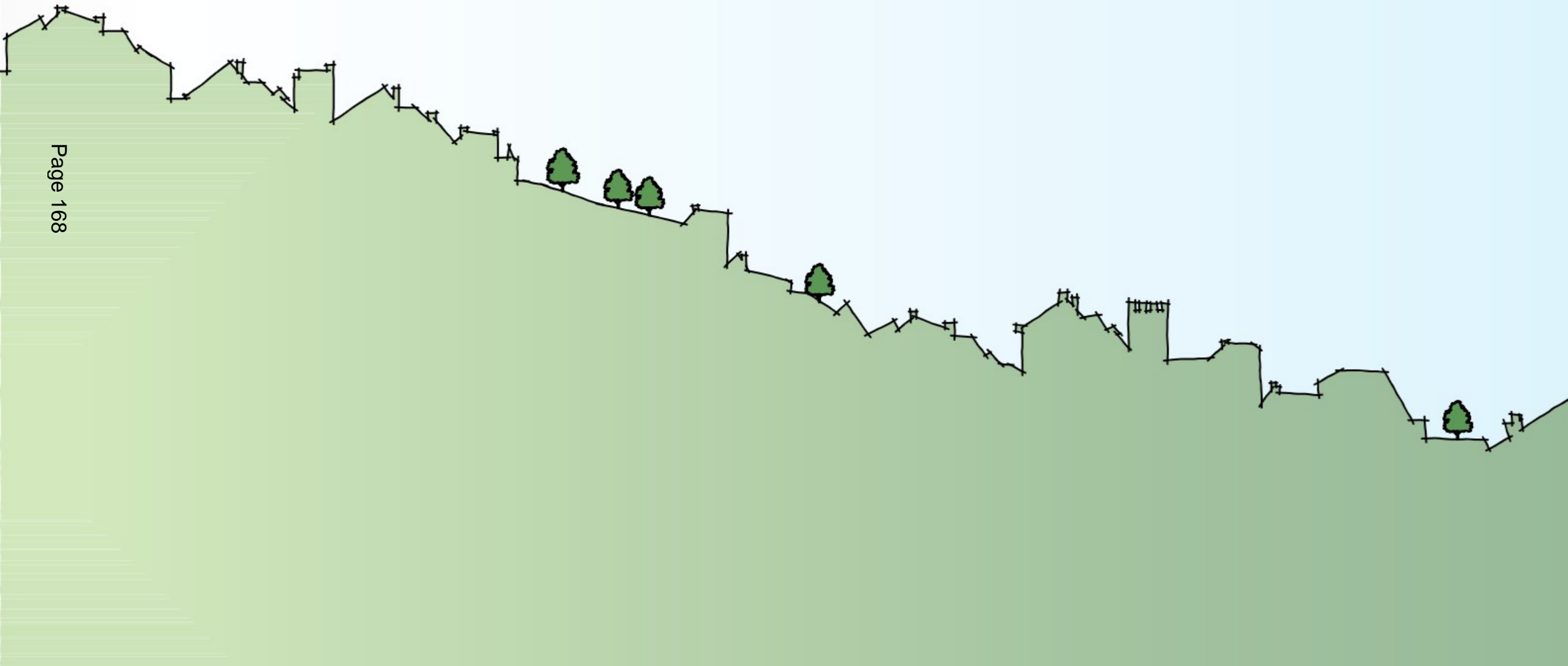
- Create a destination play space in The Dell
Create a youth forum
- Ensure adequate play provision across Chepstow
- Listen to schools and engage with them
Support and promote specialist activities, including sports, music, drama and exchange visits
- Support and develop extra-curricular youth provision

LEISURE, LEARNING & EDUCATION

- Improve adult and continuing education
- Work with partners to encourage businesses to provide work experience opportunities for young people

ARTS

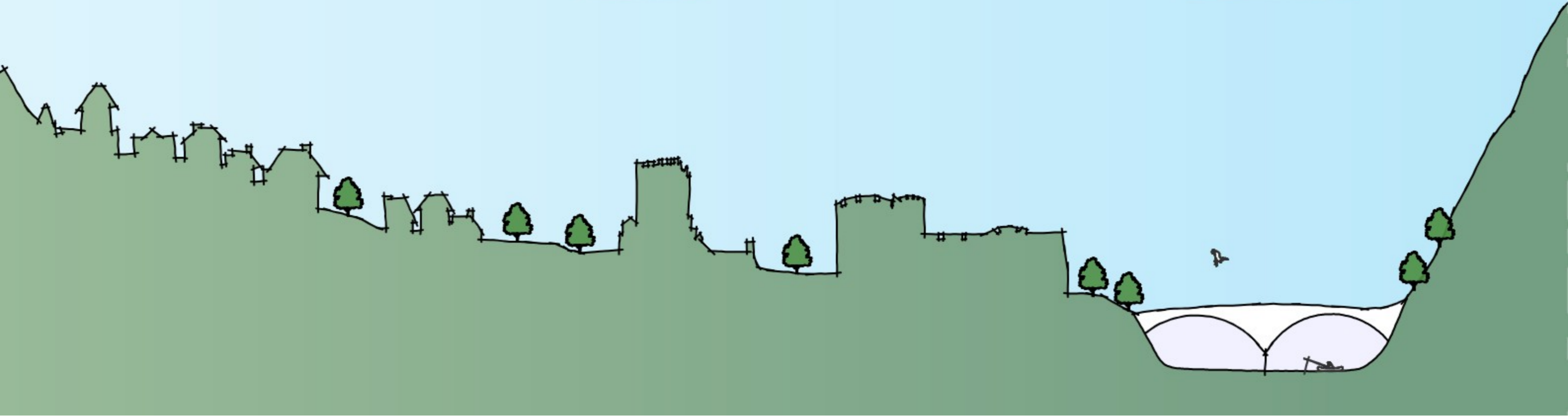
- Support and promote the annual Arts Festival
Develop an arts venue in Bulwark
- Provide an artist in residence
- St. Mary's Priory as an Art Centre/ destination
Develop an ambitious calendar of seasonal, festive and one-off events, and work with the Chepstow events team
- Support and promote community-led music events at the bandstand
- Continue to assess the need for an asset transfer of the Drill Hall to Chepstow Town Council
- Assess the need to retain the Old Library building
- Town Council funding of annual Firework Display
- Town Council funding of Bands at the Bandstand



Chapter 03

Challenges and Opportunities

3



DATA ANALYSIS SUMMARY

Building on the conversations, useful data and geographical information about Chepstow can help us identify opportunities for the community, local businesses and other groups and organisations. Data and statistics also helps us to understand our relationship to all Wales figures and also how it compares to other places that are similar in size and geography.

Town Centre

Chepstow town centre has a convenience offer that tends to stay constant. The service sector which includes food and drink, and takeaways has fluctuated over time but held its ground with only a 7 unit reduction since its peak in 2013.

Following the national picture in High Streets, comparison goods (non food e.g. clothes and household) have followed a gradual downwards trend with 59 units recorded in 2020 compared to 73 in 2005.

The proportion of national retailers within the central shopping area was 12.4% at the time of the 2020 survey, which is lower than Abergavenny (16%), Monmouth (17%), and Caldicot (13%).

For vacancies, the Council's 2020 retail survey shows that the 2020 vacancy rates of 13.5% is the highest since 2003 (see chart alongside) with the UK average at 14.5% in quarter 3 of 2021 obtained by the British Retail Consortium. The secondary frontages of the town centre tend to meet the UK vacancy average at 14.4% and the primary units being almost some 3 percentage points below at 11.8%.

People

Kingsmark ward area has the highest population (3,189) with the town centre area of St Mary's being the lowest at 1,916. Kingsmark also exhibits a higher cohort of people aged 65 plus compared to those other areas of the town with the Thornwell those area representing the lowest number for this age group.

Younger people (aged 16 to 17) tend to live in the Kingsmark area (110 no,) say compared to St Mary's at 38. Thornwell's 25 to 49 age cohort is the largest across the town at 982 compared to 476 in Larkfield which tends to point to those people being mobile, and located in this neighbourhood due to more travel to work patterns.

Employment

Chepstow is not a place that is dependent on the public sector for employment with lower than average representation in health and social work, education, public admin/defence and social security. Where it does spike, this relates to wholesale, retail and vehicle repair; accommodation, food and service; finance and insurance and professional, scientific and technical. This is due to a number of industrial estates in Bulwark and Thornwell with offices for the finance and insurance sector and small workshops and repair units.

Skills and Qualifications

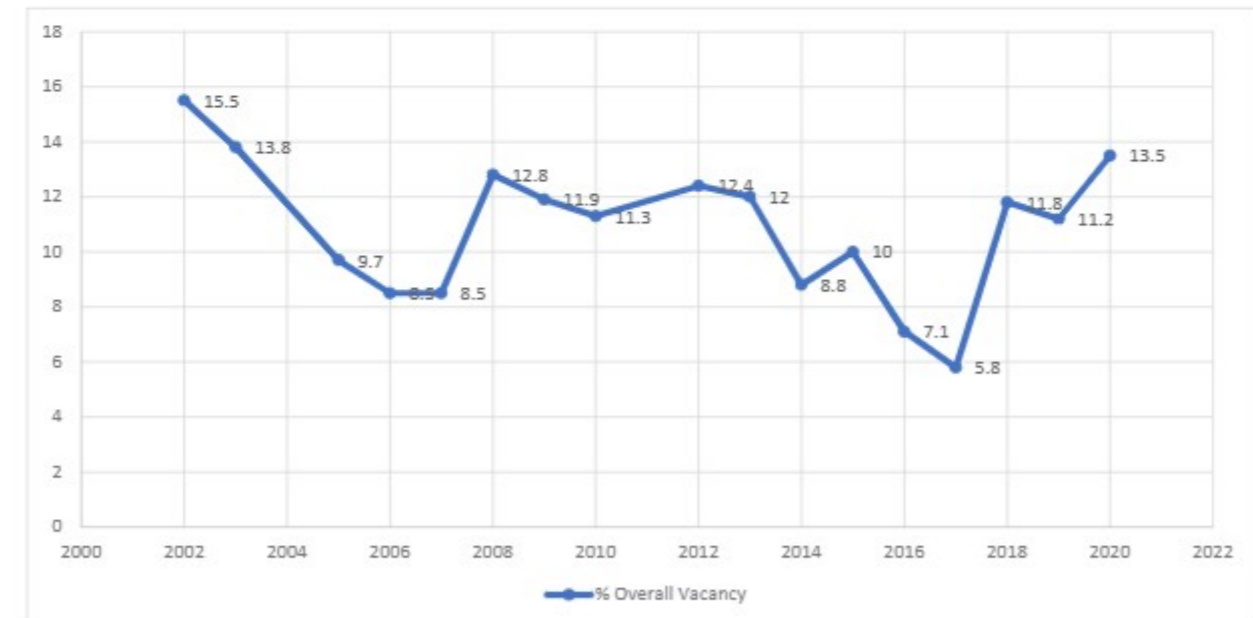
The type and levels of qualifications and skills within a community has a direct correlation to income, prosperity and wealth circulating within the local economy and the resultant multiplier impact. This also has a relationship to the general health and well-being of the community and its residents.

Chepstow is well below the Welsh average for people with no qualifications, slightly above average for residents with 1 to 4 O levels/ CSE/GCSEs yet under-performing for level 3 qualifications related to people with 2 plus A levels. It however has a sharp spike on those people with a Degree or a Higher Degree.

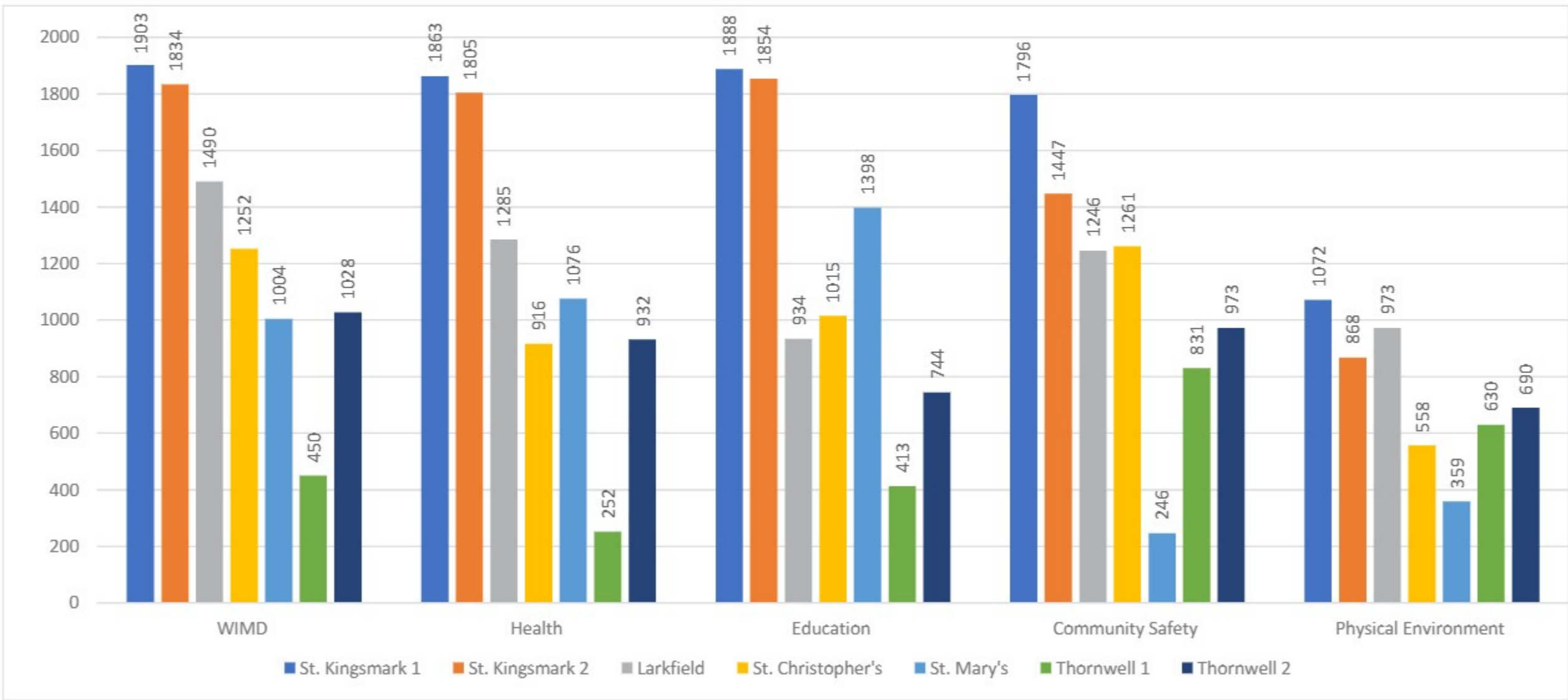
Deprivation

Thornwell lower super output area (LSOA) is shown to be the worst neighbourhood especially when it comes to income levels and quality of health, with education not far behind. The overall index figure for Thornwell 1 is 450 compared to 1903 for St Kingsmark 1. The St Mary's LSOA also exhibits some higher-than-average deprivation indices for domains such as community safety and physical environment, with the latter domain also highlighted as an issued in the St Christopher's LSOA followed closely by Thornwell 1 and 2.

Town centre vacancy rate



Welsh Index of Multiple Deprivation for Chepstow Lower Super Output Areas



STRATEGIC PLACE ANALYSIS

This section of the document looks at Chepstow as a whole place and its challenges and opportunities. It considers key elements at a strategic place level:

- **Vehicular analysis**
- **Pedestrian analysis**
- **Key Assets**
- **Key green spaces, and its**
- **Overarching neighbourhoods**

The above helps to determine how people move through and around Chepstow as well as identifying where the principal attractors and destinations might be. This helps to determine, at a strategic level, those areas that might need considering for targeted interventions and improvements at whole place level.



STRATEGIC VEHICULAR ANALYSIS

Chepstow is well-placed on the M48/M4 corridor providing strategic links to Cardiff, Bristol, the wider southwest regions and beyond, with the A48 trunk road through the town linking to the Forest of Dean. It is well-known that the A48 through Chepstow is congested and at or near capacity, with bottlenecks and barriers to movement created by the river crossings and topography. Monmouthshire have identified the A48 corridor as an Air Quality Monitoring Zone and recent Place Plan consultations have raised issues such as the A48 creating a barrier to movement for pedestrians and cyclists.

There are currently two crossings of the River Wye at Chepstow: the A48 to the northeast, parallel to the railway bridge, linking to Tutshill/Sedbury, Lydney and beyond and the historically significant and aesthetic Chepstow Bridge (Old Wye Bridge) to the north near the castle, from Bridge Street, which is the world's largest iron arch road bridge. Neither route provide a suitable proposition for pedestrians and cyclists, not to mention disabled access, yet the communities of Chepstow expand to the east of the river, into Tutshill, Sedbury and Beachley, with school children of all ages commuting across the river.

Future planned housing growth not just in Chepstow and surrounding settlements, but Monmouthshire as a whole and the growth of neighbouring areas such as the Forest of Dean (8,000 houses identified in FoD Emerging Plan 'Plan 41' Issues and Options 2018) will result in increased strain on the A48 and surrounding road network, which is already lacking in resilience, with implications for the town and wider areas such as between Chepstow and Lydney.

Monmouthshire County Council are working collaboratively with Chepstow Town Council and the County Council's respective partners to ensure the transport and active travel networks are

improved and managed, that resident's well-being is safeguarded and enhanced, and to encourage visitors to the town.



STRATEGIC PEDESTRIAN ANALYSIS

Chepstow sits on and is the start (or end) of the National Wales Coast Path. This has the potential to mark it as a destination for walkers. The development of the new Brunel Quarter development offers the opportunity to improve the alignment of the Coast Walk, giving much expanded access to what has previously been a private river front. With improvement in connections to it, the Wales Coast path also has the potential to offer enhanced local connections. It could provide positive and attractive, off road links from Newhouse Farm to the town centre, picking up Thornwell, Bulwark and Garden City along the way.



Wales Coast path

In addition to the Wales Coast Path, there are several pedestrian desire lines leading to the Town Centre and other destinations. These vary in quality from attractive off road green corridors, to sub standard narrow footpaths along busy roads. There is the opportunity to undertake targeted improvements to the key pedestrian desire lines.

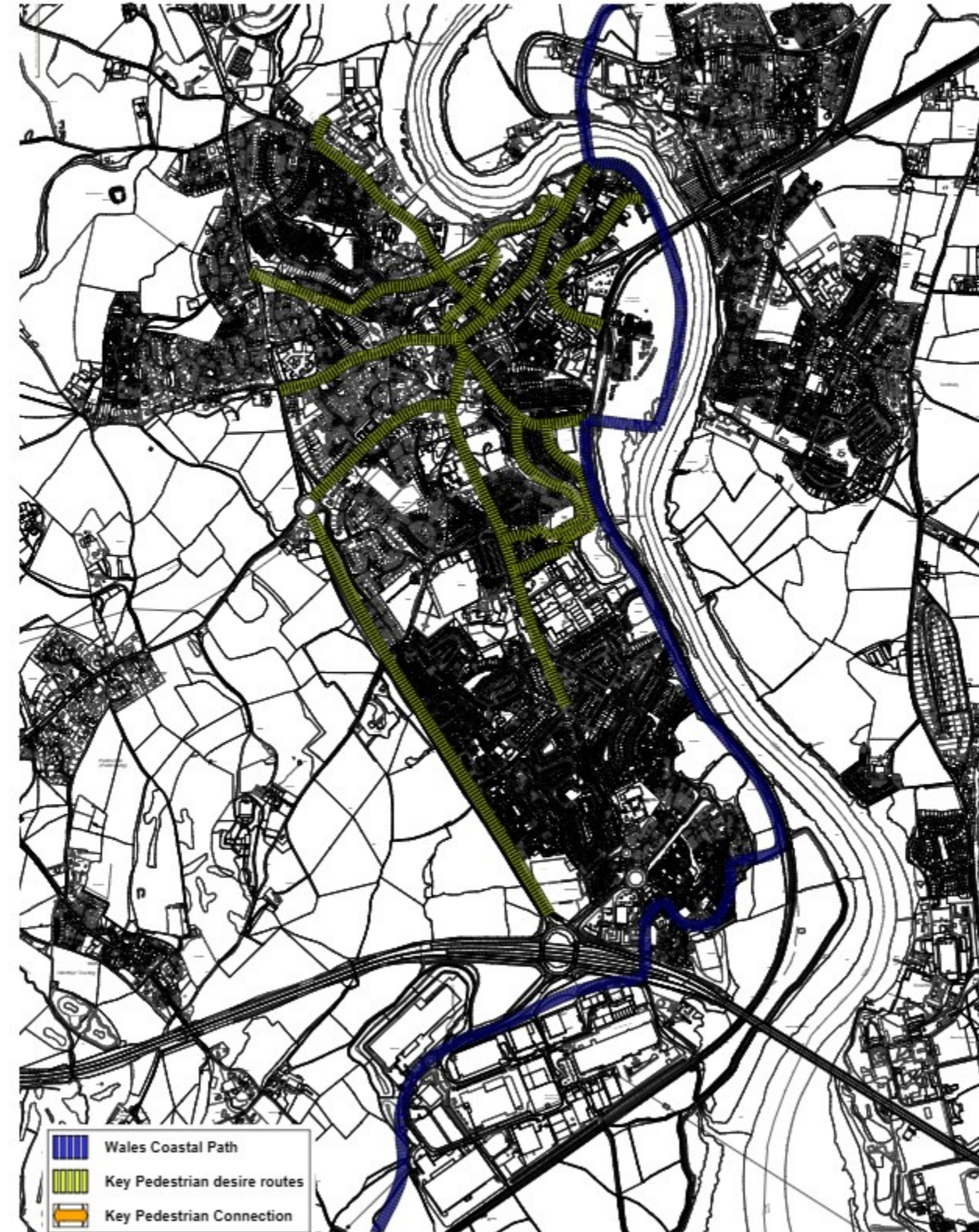


Narrow footways on busy road

One of the main obstacles to walking and cycling within Chepstow is its topography. The neighbourhoods of Thornwell, Bulwark, Garden City, Larkfield, Mounton, Kingsmark and Bayfield, all sit higher than the Town Centre and riverfront. This has a psychological affect on the attractiveness and ease of walking and cycling into the town centre, particularly on the return journey which would generally be uphill. This perception further heightens the need for positive interventions to the key desire lines: for example, the introduction of strategically positioned resting places within attractive pocket kerbside parks or similar.



Challenging topography



KEY ASSETS IN CHEPSTOW

As a town centre, Chepstow benefits from a number of assets, attractions and destinations. These range in nature and type:

Strategic / Town Wide:

- Community Hospital
- Leisure Centre
- Town Centre retail core
- Train station
- Library

Local:

- Schools- secondary and primary
- Local centres eg Bulwark shops
- Parks and play space
- Employment areas
- Library
- Surgeries
- Churches
- Community halls and facilities

Tourism:

- Castle
- Riverfront
- Wales Coast Path
- Museum

The above mix creates a place which caters for local residents, wider residents to whom Chepstow is their local centre and tourists from wider afield.



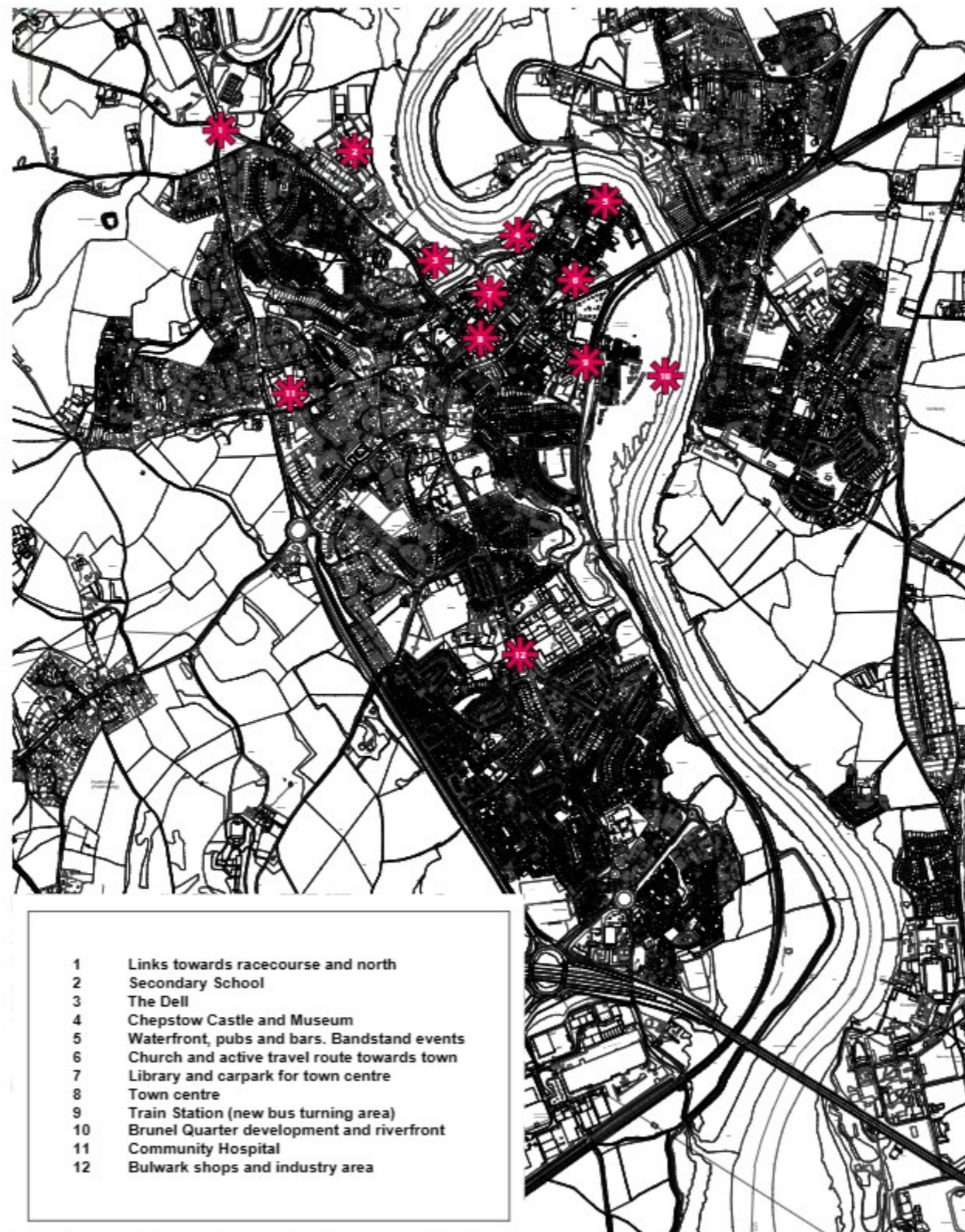
Chepstow High Street (during the COVID-19 pandemic)



Bulwark shops neighbourhood centre



Chepstow Castle



KEY GREEN SPACES

Chepstow is fortunate to have a series of dispersed natural and formal open space areas. As can be seen on the adjacent mapping, these are located across the settlement giving all neighbourhoods access to some form of green open space.

In addition, there are several children's play areas, again, well dispersed across the town and its neighbourhoods. Many of these form part of a current improvement strategy and will soon benefit from upgrades and investment.

As discussed, the Wales Coast Path starts / finishes in Chepstow. This offers a linear recreation route through the Town from the riverfront. The route of this has the potential to be enhanced following the opening / completion of the new Brunel Quarter development. This development give much greater public access to the a significant stretch of riverfront.

The Wye Valley path offers a green recreation walking route northwards from 'the riverfront' area, along the River Wye. There is the opportunity to further promote this and link it to the Wales Coast Path.



The Dell / Castle



Garden City open space



Bulwark play and park



OVERARCHING NEIGHBOURHOODS

In addition to the Town Centre, Chepstow consists of a series of well defined neighbourhoods. Each has its own character from the older Garden City to the newest area of Bayfield and Barnett's Wood.

Each neighbourhood has been assessed and some of the key facilities:

- Shopping
- Employment
- Community uses
- Play
- Schools

As can be seen from the diagram, most neighbourhoods have access to the majority of facilities which are needed for daily life. The exception here is the area of Bayfield and Barnett's Wood which is a later residential development.



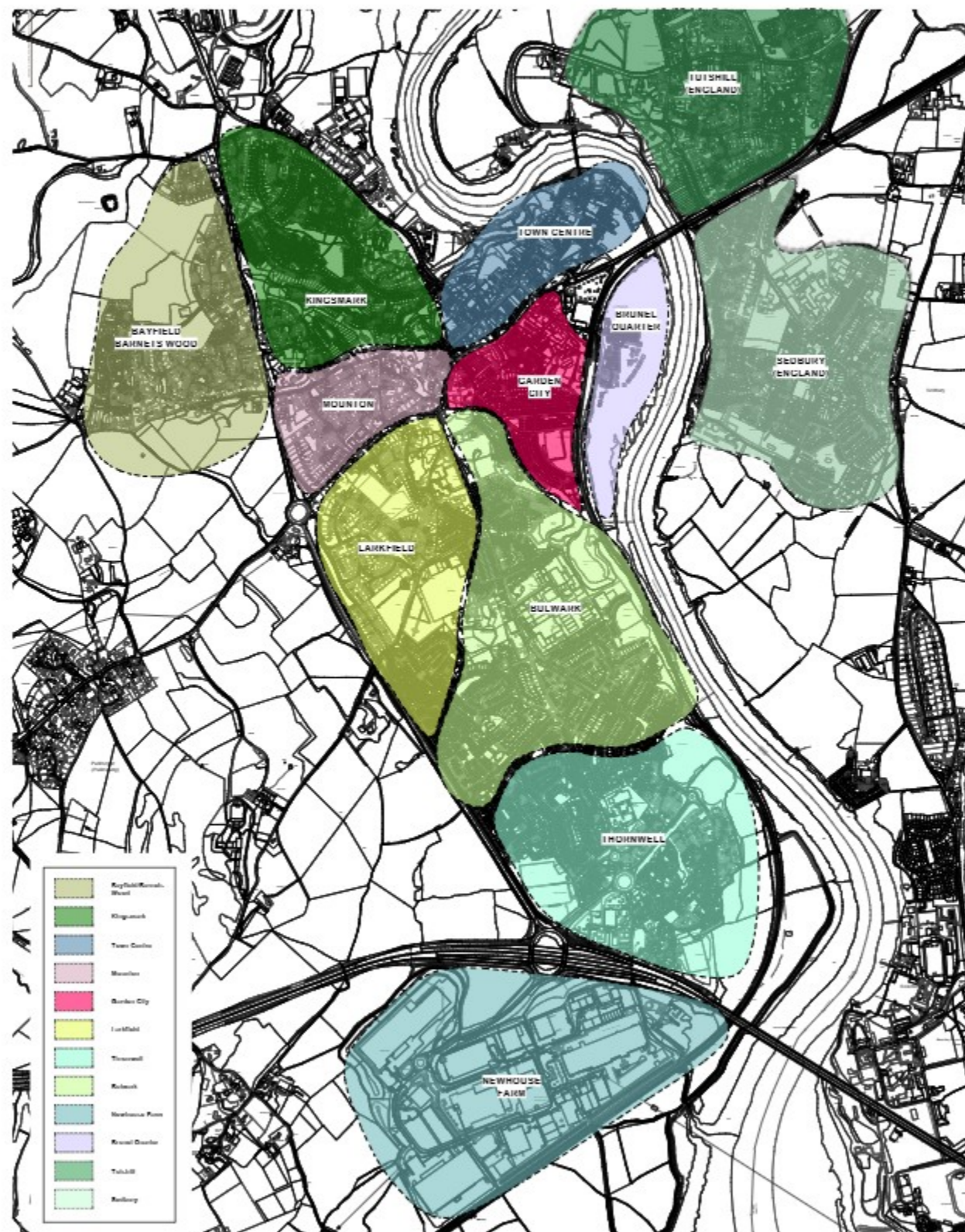
Access to schools



Access to play

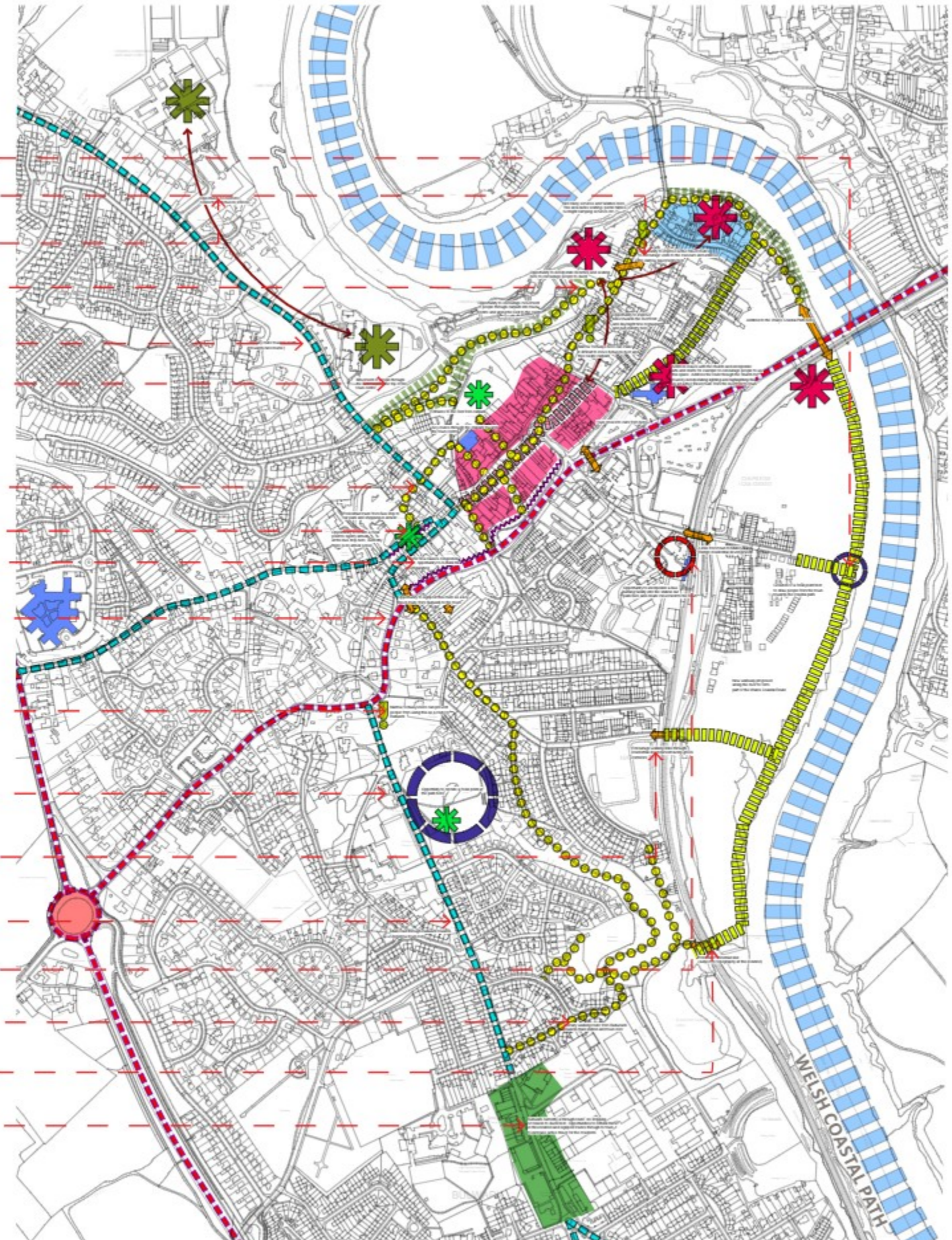


Access to retail



PLACE BASED ISSUES AND OPPORTUNITIES

- Creation of focal point to draw people from town towards the Wales Coastal Path
- Opportunity to improve connectivity between the castle, TIC and museum and enhance the public realm
- Opportunity to reinforce connections between schools on Welsh St
- Not many services at the Castle. This area lacks seating/picnic tables overlook camping services etc.
- Primary route towards North (towards race course & Wye Valley)
- Movements of people through the Dell towards the top of the town centre
- Pedestrian route from bus stop to car park and shopping in arcade
- Movements of people through the Dell towards the top of the town centre
- Traffic flow causes congestion here, opportunity to re-think this configuration
- Opportunity to signpost this route as a key travel route from Bulwark to the town
- Narrow footways here can prevent people from using this as a route to Bulwark
- Opportunity to create a focal point at the park here
- Encourage walking links through residential development along green corridor
- Main road through Bulwark towards Chepstow town centre
- Links from town to Mabey Bridge residential development
- Primary walking route from Bulwark towards train station and town centre
- Potential pedestrian link (subject to topography at this location)
- Bulwark currently a through route, no stopping or reason to dwell here. Opportunities to rethink traffic in this location and signpost routes through to town to increase active travel for the residents





STRENGTHS

- Gateway into the Wye Valley from the south
- Historical walled town known for its Castle and location on the River Wye
- Characterful town centre set within a conservation area with some notable keynote buildings and structures – the Town Gatehouse, Old Wye Bridge, St Mary’s Priory Church
- Location next to the M48 and the Severn Bridge
- Chepstow racecourse – home to horse-racing, concerts and events
- Some distinctive independent town centre businesses
- A range of town centre events e.g. castle rock, Arts Festival, Walking Festival and more
- Lots of community and voluntary organisations who are passionate about Chepstow
- Some strong employers in research and development, technology, etc
- There is a sense of neighbourhood in places like Bulwark
- Long distance footpaths – Wales Coastal Path, Offa’s Dyke, Wye Valley Walk, Tidenham tunnel
- The heritage of the River Wye – boatbuilding, painters, port, ferry
- Notable people – author JK Rowling, cyclist Geraint Thomas



OPPORTUNITIES

- The Place Plan process – making the case for change and funding
- Bristol house-buyers bring new demand in the town
- To grow distinctive clusters of town centre businesses – arts, food and drink, creatives, community
- Some large town centre buildings could unlock arts and cultural facilities
- A growing arts scene – festivals, galleries, shops, events, clubs
- Connect the Castle, Museum and Riverside into a more cohesive destination
- Planned investment in the leisure centre and comprehensive school campus
- Creation of small to medium sized workspace for start ups and innovation
- A hub for artists, makers and producers within the lower Wye Valley, Forest of Dean and Gwent Levels
- Maximising the walking products and their economic benefits for the town – e.g. Monmouthshire Way development



WEAKNESSES



- Its proximity to Bristol does result in leakage of activity specifically shopping and leisure related activities
- Traffic volume on the A48 and its resultant impact on the local highway network, environmental quality and economic performance of the town
- The topography of the town centre does create challenges for destination management and accessibility
- The town centre performance follows UK trends in shopping but is compounded by its physical challenges, its traffic and a lack of co-ordination
- Pockets of deprivation that are associated with health, education and income and some neighbourhoods have a poor environmental quality
- Travel to work has a long reach with no strong clusters of quality employment
- The housing market has drawn in buyers from Bristol due to is being cheaper which has increased demand and prices

THREATS



- Housing growth and strain on infrastructure
- Perceived encroachment on rural edge with housing
- Waiting for big solutions to the town traffic and not looking for practical solutions
- Future of the High Street – needs to agree a purpose and direction
- Sense that the community hospital is losing bed space and a wide range of care

WHAT YOU TOLD US? REPORT OF CONSULTATION

The consultation process was designed and organised to meet a number of objectives:

- To ensure a blended approach of face to face and digital consultation opportunities were provided;
- To provide a good length of time for people to be aware, engage with and comment on the Town Masterplan process;
- Where practical, to provide a Town wide approach to the consultation that covers neighbourhoods such as Bulwark and Thornwell, in addition to the town centre.

To meet these objectives, the following consultation activities were provided:

1. County and Town Councillors were provided with a briefing pack which facilitated them organising short presentations to local interest groups and organisations; this provided an opportunity to promote future events and the community survey;
2. The County Council provided a project web page on its website where people could view and download the proposals and also complete the online survey;
3. The community survey was provided online and was promoted through local networks, social media and at face to face consultation events; paper copies were also made at the Town Council's offices and at Chepstow library as well as at face to face events;
4. Two days of face to face consultation were held in the town centre and in the Bulwark community on the 8th and 11th October 2022, respectively. The venues at The Palmer Centre and at the Bulwark Community Centre

were accessible, central and known to the community;

5. A static exhibition was held in Chepstow Library from the 12th October until the 30th October; paper versions of the survey were provided, along with a post-box for completed copies;
6. A workshop session was held with Year 7 to 13 pupils at Chepstow Comprehensive School on the 16th November 2022.



WHAT YOU TOLD US? REPORT OF CONSULTATION

Key Consultation Messages

The Two Days of Face-to-Face Consultation

- The Town Centre – its identity, condition, activities, meanwhile uses, management, wellness theme, The Dell, Drill Hall promotion
- Young people provision – outdoors and inside
- Local facilities – wellbeing space, a more visible cinema, places to meet, community cohesion
- Play and space – improvements to existing and linkages
- Getting around – routes, e-bikes and linkages to Wales Coastal Path
- Public transport (Thomas Street), environment, information, hoppa bus service for town centre
- Traffic and transport – more integration with transport hub proposal
- Bulwark shops a priority combined with local facilities: social, hubs being connected, health and dentists and a community wide active travel network

Survey Findings

- Infrastructure and growth – facilities and maintenance
- Managing traffic and improve public transport
- Affordable housing
- Town centre: parking, shopfronts, build an experience, events, role of old bank and other empty buildings
- Neighbourhood focus
- Transport and movement
- More on employment and jobs
- Greening and biodiversity
- A sustainable Chepstow
- Young people – their needs and provision
- Partnership working

Members of the public were asked to comment on the draft vision with some additions highlighted below.

VISION

“Chepstow is a great place for local people, businesses and visitors. The town centre is an accessible and distinctive place for local enterprise, arts, culture and public spaces. And the town's neighbourhoods are well-connected, with the right range of services to support residents' well-being”.

- Focus more on the green agenda
- People are split between community and tourism
- Need to support its identity
- It doesn't tackle the traffic problems
- Needs to consider its setting and relationship to other places close to the town

What one thing would you want the plan to start delivering tomorrow, if no restrictions on funding, partner support and other resources were not present? (the number in brackets represent the frequency of the item being mentioned)

PRIORITIES

- Improve traffic and transport situation (86)
- Making the High Street more of a destination (37)
- More town centre shops (14)
- Upgrade Bulwark shops (9)
- The Dell Park (6)
- Parks and play areas (5)
- Town centre parking (free or improved) (4)
- Improve pedestrian experience (2)
- Thomas Street bus station improvements. First impressions count. (2)

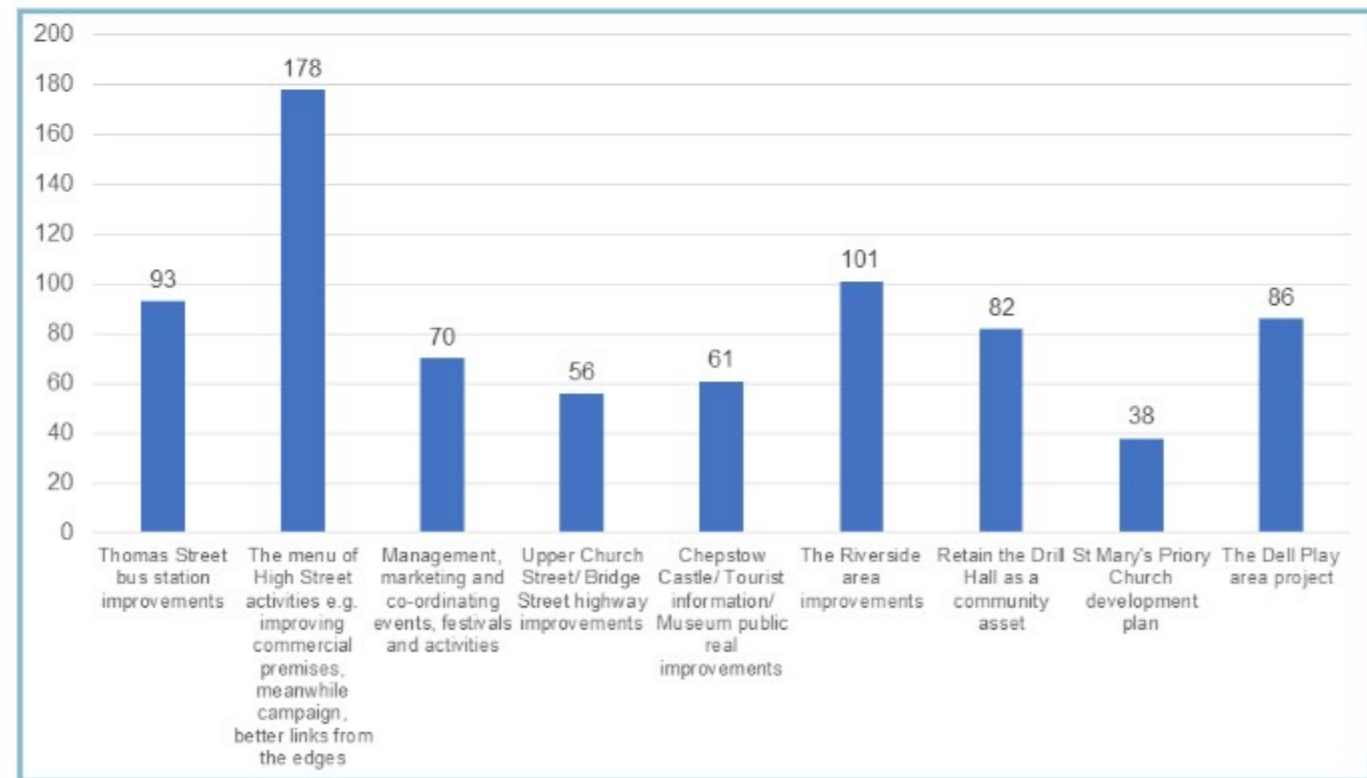
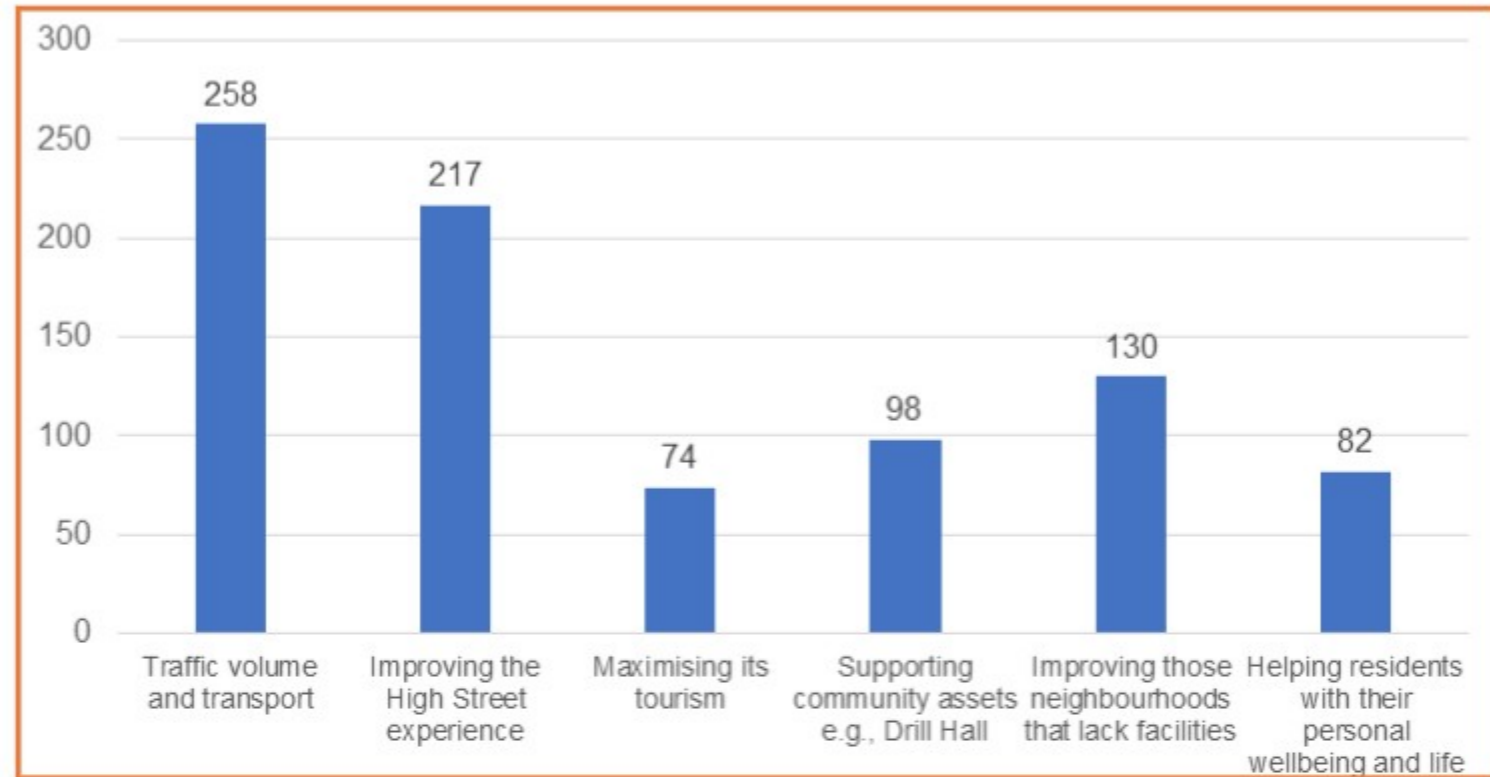


How People Prioritise the Town's Challenges

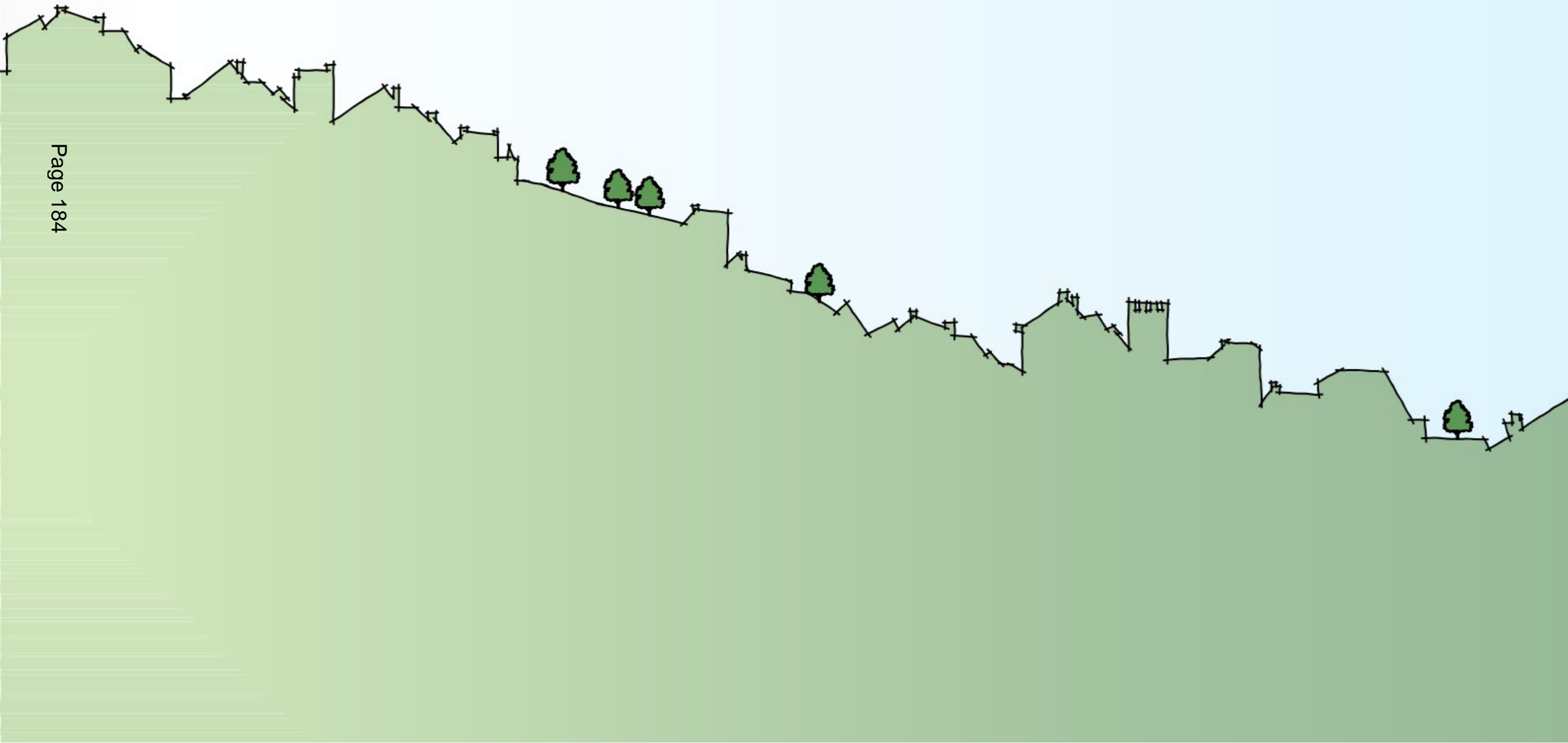
Source: Community Survey; N=293

How People Prioritise the Town Centre Proposals

Source: Community Survey; N=256



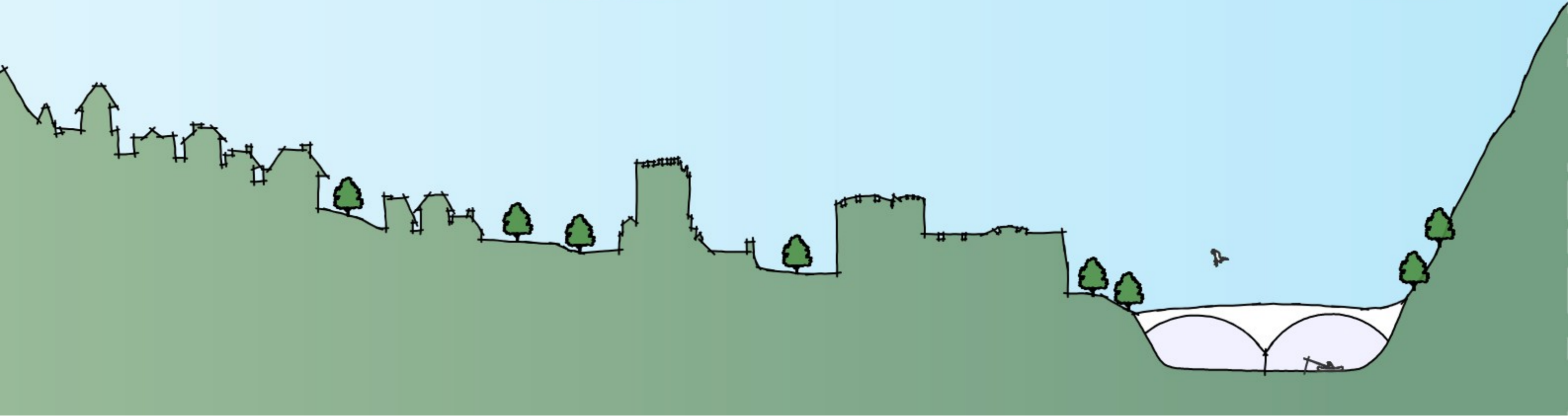
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Chapter 04

Vision, Themes and Projects

4



Vision

Chepstow is a great place for local people, businesses and visitors. The town centre is an accessible and distinctive place for local enterprise, arts, culture and public spaces, with transport and movement improved through integrated and multi-modal provision. The town’s neighbourhoods are well-connected, with the right range of services to support residents’ well-being through a focus on green solutions.

Aims

AIM 1
To develop Chepstow town centre as a destination for the local community and visitors that is built on its heritage, walled town character and successful businesses and attractions.

AIM 2
To develop the quality and range of community infrastructure across Chepstow’s neighbourhoods that supports local well-being and improved life chances.

Objectives

1. We will develop and deliver a town centre identity and experience that is supported through place marketing, local business support and on-street activity.
2. We will deliver a co-ordinated approach to tackling underused space and buildings that meets town centre user needs and builds an experience.
3. We will manage space within the High Street area so that it hosts frequent events, festivals, markets and more that builds on reputation, quality and welcome.
4. We will enhance the arrival and linkages between the Castle and Riverside area, its Drill Hall, amenity improvements and event/activity programme.
5. We will develop a parking strategy that enables convenient “popping-in” parking as well as longer term dwell in the town centre.
6. We will develop, create and manage green space within the town centre for dwell, play and other activities.
7. We will support community assets that form part of the Chepstow experience and help their long term viability and role in the community.
8. We will manage how people arrive in the town centre and help them explore and clearly find their way around.

1. We will improve the quality of the setting of Bulwark neighbourhood shops and its linkages within the community through a co-ordinated design that addresses the main road, frontages and immediate spaces, and supports a range of local services and uses.
2. We will support community organisations with people based buildings, venues and spaces by signposting them to funding and aligning training and support that improves skills and people based outcomes.
3. We will improve under-used outdoor spaces within the community for that help local biodiversity, enhanced greening of public spaces, education and opportunities for community growing.
4. We will create walkable neighbourhoods that ensure access to amenity and services, by foot and bike, that also link into the town centre through the wider active travel network and into various long distance footpaths.

Themes

- Community and people
- Connected neighbourhoods
- Joining Up Transport
- Looking outwards and linking to the wider area
- Re-purposing space focused activities
- Managing infrastructure

PLACE THEMES

The Placemaking Plan sets out a future direction for Chepstow and lays the foundations for future prosperity and wellbeing. The priority themes respond to Chepstow’s key challenges and opportunities identified from our research and endorsed by the local community and

stakeholder consultation. Realisation of the Vision and Strategic Outcomes for Chepstow will be driven by local actions for change. There are four priority cross-cutting themes for intervention, that support the four distinct neighbourhoods and areas of the town. Each priority theme also

reflects the overarching challenge of climate change, providing an integrated response to realise a long-term sustainable outcome for Chepstow.

GETTING AROUND TOWN



- Public transport
- Active travel
- Space for pedestrians

The need to develop solutions in the short to medium term that addresses the town’s traffic through more integrated and efficient public transport, thereby presenting a quality alternative to the car. Quality bus infrastructure across the town with a bus-rail interchange at the train station appealing to those employees in Bristol, Cardiff and afar needs to be developed. Connected neighbourhoods form part of the 15 minute walkshed approach that links places of work, education, leisure, shopping and open spaces with its residents. Pedestrians need to be given more space where practical, so they feel safe and have priority over motor vehicles. This theme should link in with green infrastructure.

COMMUNITY AND PEOPLE



- Community buildings
- Play provision
- Plugging gaps in provision
- Skills and training opportunities

A community needs the right range of facilities and amenities for it to thrive, socially and economically. Applying the 5 and 15 minute walkshed approach provides a neighbourhood with an audit of its assets. At a local level, basic provision for meeting places, play provision, access to a convenience store and an environment that is safe, attractive and connected needs to be met. New investment should think holistically in terms of smart community and local enterprise provision that opens pathways to employment for those inactive as well as using redundant land and buildings for well-being purposes.

OPEN, NATURAL SPACE, ENVIRONMENT & WELL BEING



- Well-being spaces
- Paths and Trails
- Biodiversity and community outreach

The location of Chepstow has strategic and local benefits as it looking to the Wye Valley and Severnside with national footpaths and cycleways journeying through the town that brings economic benefits. The need to ensure green infrastructure is protected and improved is key to the quality of life of residents and addresses climate change. Ensuring green and open space, areas of local nature and biodiversity that complement active travel, play and spaces for community life is important.

DESTINATION AND EXPERIENCE



- Neighbourhood Hubs
- Town Centre Experience
- Enterprise Space

Chepstow town centre needs to build an identity that respects its past but recognises the need for change, appealing to its residents and visitors alike. It needs to foster green shoots of business and create the right experience for the town to be known for specialty shops, diverse eateries, markets, year round events and use. Its Castle, Museum, Norman Church and Riverside can form a coherent circuit of activity. Space that supports blended remote working, meeting space and other complementary businesses should be enabled. Local centres such as Bulwark need investment that encourages footfall, dwell and social activity.

PLACEMAKING PRINCIPLES (CODE)

5 Minute Walkshed

- Amenity space – pocket park, place to sit, walk the dog, have a picnic
- A community building or a social space to meet, talk, engage, learn
- A local convenience store or business
- Accessible, safe, pleasant paths and trails

15 Minute Walkshed

- Healthcare clinics and pharmacies
- Primary schools and nurseries
- Green spaces and parks
- Emergency services
- Local government outlets or hubs
- Grocery stores and other essential retailers
- Food and drink
- Leisure facilities
-

5 Minute Neighbourhoods

Whilst the placemaking strategy is about looking at ways to improve the whole town of Chepstow, its community is made up of distinct neighbourhoods which are defined by the physical form and central hubs or places. This is where people tend to gather or meet, shop, work, play, go to school, amongst other activities.

Neighbourhoods should be compact, pedestrian-friendly, and mixed-use, with many activities of daily living should be within walking distance.

When findings ways to organise a place, “walksheds” are where a distance that can be covered in five minutes at a normal walking

pace—typically shown on a plan as a circle with a quarter-mile radius, which is 400 metres.

By applying this in Chepstow we can overlay a number of 5 minute walksheds that radiate from a central point such as a parade of shops, a key roundabout or junction or roads, a key community service or in the middle of a town centre.

Whilst we recognise people don’t walk in a straight line or “as the crow flies” it gives you a general sense of space where people can get to within 5 minutes.

This neighbourhood unit could have a number of assets and activities that residents can access which could include.

These 5 minute walksheds can coalesce with adjoining neighbourhoods, with a series of connecting rings collectively creating your 15 minute walkshed. This larger area has a goal that no matter where you live, all residents should be able to go to school, enjoy leisure activities, work and shop within walking or cycling distance of their homes – and enjoy a better quality of life as a result.

Carlos Moreno, an urbanist and professor at the Sorbonne University in Paris, reinvented and theorised the ‘La ville du quart d’heure’ concept with six social and urban functions at its core: living, working, grocery shopping, education, healthcare and self-development.

The main aims of a 15 minute walkable town or place is to:

1. Reduce car use and unnecessary long-distance trips
2. Improve key service and amenity accessibility for people from all backgrounds
3. Create and grow social and park space for people across communities
4. Improve personal health and wellbeing across whole regions
5. Create more time for activities, such as connecting with friends and family
6. Give flexibility to how people live – e.g. flexible or hybrid working
7. Promote densification to make local amenities and services self-sufficient
8. Enhance connectivity based on cycle routes and walkability
9. Reduce through-traffic and the negative effects that come with it
10. Unlock a more sustainable way for us to live and move around

This placemaking plan therefore needs to adopt some principles around:

- Developing corridors and streets for ‘people areas’
- Supporting liveable neighbourhood plans
- Helping provide the facilities required for a 15-minute community

- Undertaking regeneration with a greater provision of local leisure, community and retail facilities
- For this plan to understand public and stakeholder issues and visions for their area, that promote cycling, walking and public transport use



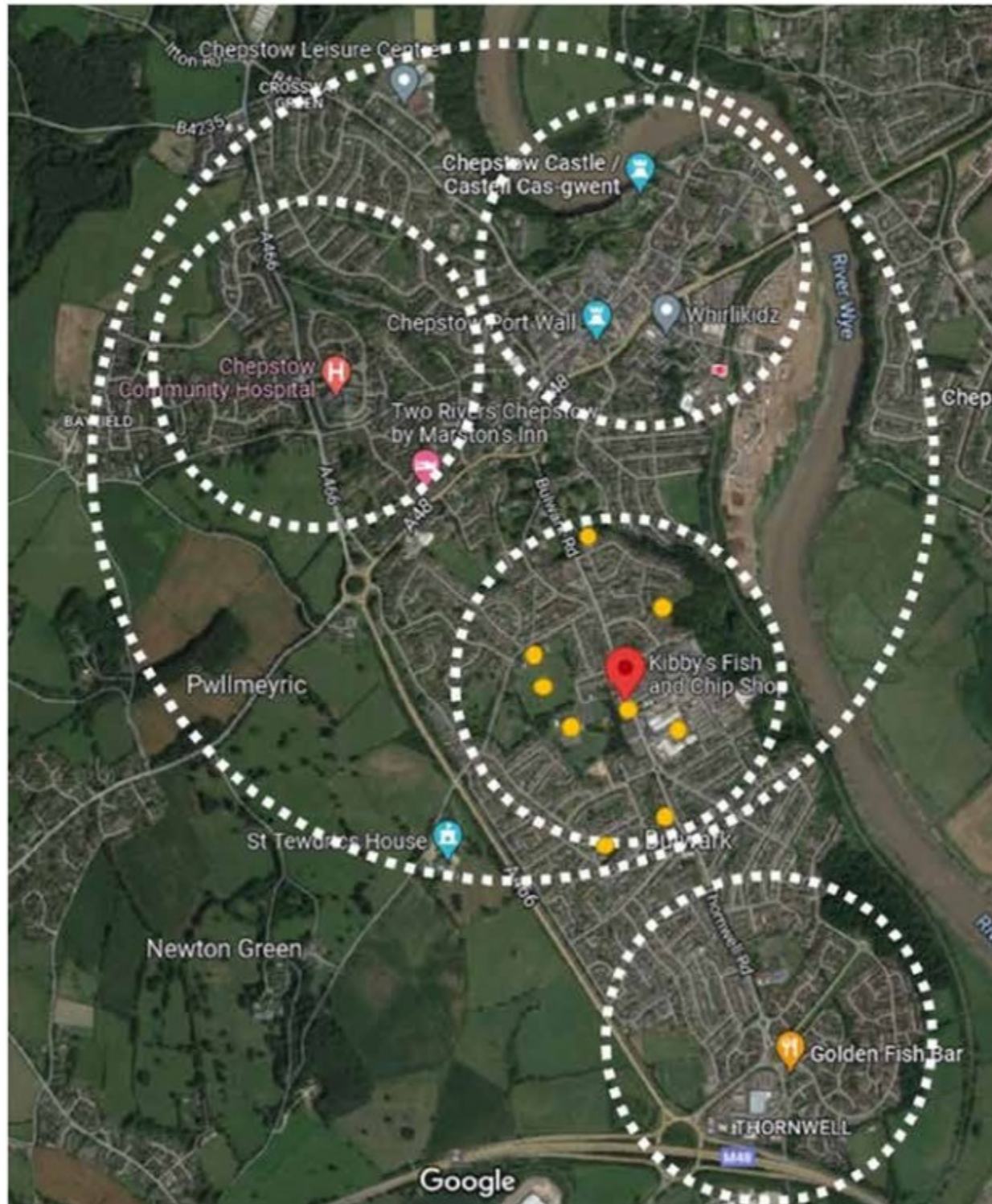


Figure 24- 5 and 15 minute walksheds, Chepstow

Repurposing Space

Chepstow is a town in flux with a need to rediscover itself as it emerges from the Covid-19 pandemic. Before the pandemic its location presented challenges for its local economy and its town centre. due to its border location, travel patterns and its physical characteristics.

Whilst respecting its heritage it needs find ways of repurposing built assets and spaces that helps its transition and reimagination. This is about arts and cultural activities, adding value to existing community hubs to maintain their viability, developing workspace that meets agile and remote working, health and well-being services and ways to channel local ideas, producers, entrepreneurs through its High Street.

People Focused Activities

Chepstow has a community of mixed needs with pockets of deprivation in Thornwell and Bulwark that have been shown within our local area statistics analysis. Income, educational attainment and general quality of life tends to be less than the Welsh average with a need for place based investment to find ways of improving opportunities and peoples' mobility and outlook. This could relate to underused or redundant assets that could be repurposed for activities such as community growing, Men's sheds, job club activity and training. It can also be about maximising the social value of investments through procurement, construction projects with apprenticeships, work placements and other support.

Looking Outwards- linking

The town needs to look outwards and link into its natural and environmental assets as well as other visitor destination. Its strategic position for the Wales Coastal Path, Offa's Dyke Long Distance

Path, the Wye Valley Walk, the Gloucestershire Way and other local/County paths and trails need to be maintained and developed so that day walks and short stay breaks bring activity and expenditure into the local economy, stimulating new enterprises and opportunities.

Destinations like Chepstow Racecourse, Tintern Abbey, the Forest of Dean Sculpture Trail and the newly opened Tidenham tunnel that links you into the Wye Valley need to form part of the visitor passport to the town and area. It also looks south to the Living Levels area of Severnside with views out to the Severn Estuary and local heritage including Caldicot Castle and Country Park.

Chepstow as a base for a day out, weekend or week away is promoted through Visit Monmouthshire and Visit Forest of Dean. The town needs to ensure it has the right quality and diversity of infrastructure that will attract people to visit in terms of accommodation, food and drink, shops and services and public transport.



PRIORITY PROJECTS

Ranking	Action	THEMES			
		Getting Around	Community and People	Environment space well being	Destination & Enterprise
PRIMARY PLACE MAKING PLAN PROJECTS					
01	High Street- Vacant Property campaign- street level and bigger properties- meanwhile and pop up etc				✓
02	High Street - Building improvement grants- High Street and Moor Street				✓
03	The Dell Play Provision & Wildflower Meadow	✓	✓	✓	✓
04	Chepstow Bus-Rail Interchange- regional-national connections; bus stops in Town Centre	✓			
05	Demand Responsive Transport (DRT)- Fflecsi scheme	✓			
06	The Drill Hall		✓		✓
07	Garden City Active Travel Link and Wales Coastal Path	✓			✓
08	High Street Workspace feasibility study				✓
09	Thornwell Primary School- community growing project	✓	✓	✓	
10	Bulwark Active Travel Links and WCP links	✓			✓

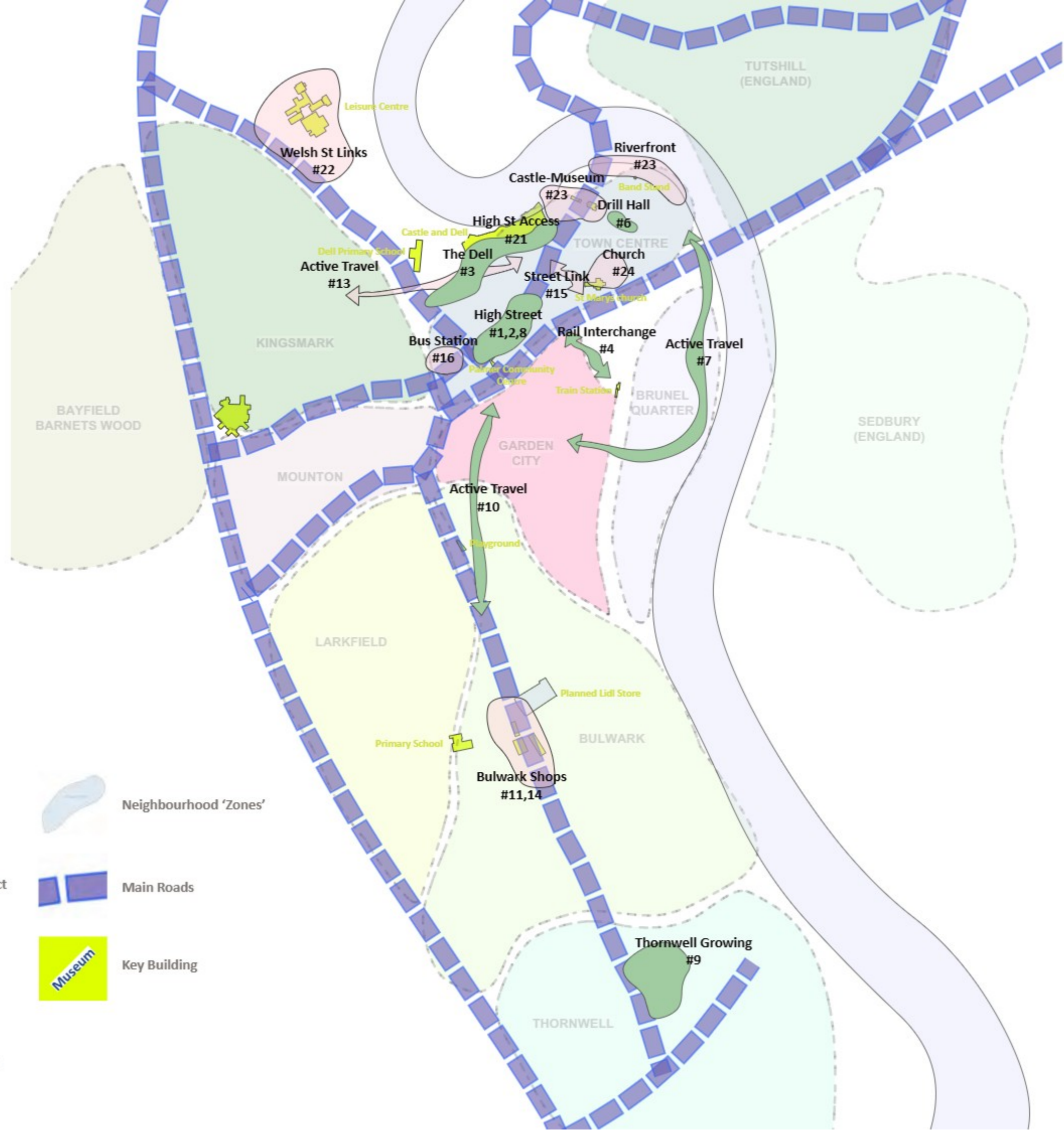
SECONDARY PROJECTS

Ranking	Action	THEMES			
		Getting Around	Community and People	Environment space well being	Destination & Enterprise
SECONDARY PLACE MAKING PLAN PROJECTS					
11	Bulwark Neighbourhood Shops (community and basic services and retail) environmental improvements	✓			✓
12	Local Nature Scheme and Play – Various Sites	✓	✓	✓	
13	Kingsmark and the Danes – Active Travel Links & Community Nature Space- Connectivity- RLDP sites	✓			✓
14	Bulwark Community buildings- assets- signposting, connectivity and improvements, co-ordination and information exchange	✓	✓		
15	Upper Church Street/Bridge Street Link	✓			✓
16	Thomas Street Bus Station and Moor Street (building grants, commercial waste, traffic management, gyratory around Thomas Street	✓			✓
17	Play and Sensory Garden	✓	✓		
18	Chepstow Castle/TIC/Museum Linkages	✓			✓
19	Bike Share Scheme	✓			
20	Local Town Centre Bus Services	✓			
21	High Street – Access and Spaces- cross town linkages- library to A48	✓			✓
22	Welsh Street – Education and Leisure Campuses and Wye Valley Path	✓	✓	✓	
23	The Riverfront- link, public realm and public toilets	✓	✓	✓	
24	St Mary’s Priory Church		✓		✓
25	Place Management- cleansing, streets, toilets, civic pride				
26	Smart Towns scheme roll out				
27	Events & Activities- marketing and promotion, events development, co-ordination and links to physical projects				
28	Green Spaces – The Warren and Bluebell Drive Woods				

KEY PROJECT IDENTIFIER

- The Dell #3 Key Project
- Riverfront #23 Secondary Project
- River WYE River WYE

- Neighbourhood 'Zones'
- Main Roads
- Museum Key Building



Primary Place Making Plan Projects





HIGHSTREET - KEY-NOTE UNDERUSED BUILDINGS

- ✓ Reuse keynote buildings that activate space and town experience
- ✓ Test out uses and activity before any permanent solutions are found
- ✓ Work with public realm to announce/compliment street activities

Dependencies	Building owner co-operation A meanwhile project officer to be appointed
Lead Organisation(s)	Demand from start up businesses Monmouthshire County Council Chepstow Town Council Local property agents
Funding	Welsh Government Transforming Towns Chepstow Town Council Business Wales support



Timetable	2022-2025	2025-2030	2030-2037
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KEY OPPORTUNITIES

- To target and repurpose keynote buildings that are vacant or underused in the High Street
- To develop a meanwhile campaign that complements the existing offer and builds on an emerging identity and brand
- To co-ordinate frontages and the immediate spaces to create the right draw and experience

PROJECT DESCRIPTION

The former Herbert Lewis building has been vacant for a significant period of time and is a key barometer for how Chepstow High Street is performing. Joined by the former Barclays Bank building which is a prominent and central vacant building in the town. The two buildings are privately owned. Whilst the Herbert Lewis building is suitable for conversion to residential apartments on the upper floors, Barclays Bank is more challenging in terms of setting and privacy.

To assist the owners in stimulating more permanent occupation we would propose a meanwhile project that bridges these two buildings. This would need to be resourced with a project officer or co-ordinator that facilitates negotiations with the owner on terms of a license/lease, respective insurances and liabilities and an agreement on uses and any temporary fixtures and fitting, and finally any rental agreement. The terms would be for a fixed period, subject to review and interested occupiers.

In Herbert Lewis this could centre on a pop up food and drink experience with producers, taster events, talks, demonstrations and even a supper club for start-up businesses to test demand.

In Barclays Bank, the internal layout and subdivision of the building may limit temporary uses but it could house a temporary art gallery, an indoor or outdoor cinema and other cultural activities.

A brand and campaign would be developed to support the project and promote the activities to the local community.







HIGH STREET BUILDING IMPROVEMENT GRANTS

- ✓ Reusing existing building stock
- ✓ Delivering a unified design code
- ✓ Creating agile space
- ✓ Ensuring a diverse town centre experience

Dependencies

This project is dependent on interest from respective building owners and landlords, specifically with the grant process and their contribution.

Lead Organisation(s)

Monmouthshire County Council as highway authority.
Welsh Government
Respective Landlords

Funding

Welsh Government Transforming Towns programme
Monmouthshire County Council
Private Sector Contributions



Timetable

2022-2025

2025-2030

2030-2037

KEY OPPORTUNITIES

- Tackling local standing vacant/under-used buildings
- Repurposing uses and activities
- Introducing town centre living
- Improvements to street scene and physical fabric
- Adopting a design code approach

PROJECT DESCRIPTION

Monmouthshire County Council has a strong track record of delivering grants projects to bring about improvements to the appearance and use of town centre buildings.

This has included Targeted Regeneration Investment and Transforming Towns-funded shopfront enveloping projects, meanwhile use schemes, and interventions to bring empty or underused buildings back into use. The issues which these types of grants are intended to address – vacant or underused retail units or buildings, and buildings whose condition impacts negatively on the success of the occupying business as well as more widely the look and feel of the town centre – remain significant concerns in Chepstow town centre.

The core proposal for the Building Grants part of the programme is the establishment of a flexible pot for grant funding to deliver improvements to town centre buildings in Chepstow.

This will permit interventions under three of the Placemaking Grant themes – Commercial Property Improvement Grants, Town Centre Meanwhile Uses, and Shop Frontage Enveloping Schemes – reflecting our experience of the range of needs and context of projects which we have supported historically, and of potential projects which have been identified. This flexible approach will permit us to tailor the grants most effectively to respond to local circumstances in each town and to opportunities as they come forward.

The initial focus of the work will be the preliminary development and design of potential Building Grant projects in Chepstow, with works to buildings unlikely to commence until late 2023/24.

In addition to this flexible grant funding pot, a specific project to deliver improvements to Hanbury House in Chepstow has also been included here. This project was originally developed for inclusion in Monmouthshire's Placemaking Grant programme for 2021/22, but was not able to be brought forward at that time.

What to avoid



Cohesive design code





THE DELL PLAY PROVISION AND WILD-FLOWER MEADOW



Animation of the Dell route and Wye Valley Way



Play provision that is accessible to all



Green infrastructure and local nature provision

Dependencies

Planning Permission

Lead Organisation(s)

Scheduled monument consent

Friends of the Dell Park Chepstow (FDPC)

Monmouthshire County Council

Funding

Local Places for Nature (LPfN) funding

Chepstow Town Council



Timetable

2022-2025

2025-2030

2030-2037

KEY OPPORTUNITIES

- Enhancement of existing play provision
- Interpretation of town wall
- Improved access to the lower level of the Dell
- Introduction of enhanced biodiversity and pollination opportunities
- Activity on Wye Valley Walk and key town route

PROJECT DESCRIPTION

Castle Dell is owned privately by the Denny family (Sir Charles Denny and his brother) and has been leased by the council from the family since 1946. The latest lease renewal was in 2017 and the owners have given their approval to the proposed play area improvements.

The play area at Castle Dell Chepstow has been in situ for many years and whilst the equipment is maintained to the relevant standards by the Council it is dated, has limited play value and is not fully inclusive. The site is close to the town centre, next to the Bank Street car park, giving good access to the play area and the wider open space. The land at Castle Dell is in private ownership and is leased by the county council on a long term basis.

The Friends of Dell Park Chepstow (FDPC) was set up a few years ago by a group of interested parents with a view to upgrading the play area and has been working for the last three years with a landscape architect to redesign the site.

When the Council undertook an independent assessment of its 110 play areas back in 2019, Castle Dell ranked as poor in terms of play value, with a PV rating of 18 out of a possible total score of 84. FDPC has undertaken a considerable amount of local consultation about the park and its proposed redevelopment, and their

thoughts and proposals are very much aligned to the Council's revised approach to fixed play provision, agreed by Cabinet in January 2020. This involves moving away from tubular steel equipment towards the use of more natural materials such as sustainable hardwoods, with a significant proportion of inclusive equipment for children with disabilities and other support needs. The Friends of Dell Park Chepstow are preparing the planning and SAM applications and on the lottery bid for the play area project. MCC has committed capital match funding budget already. It is hoped that when the play area project is completed then CADW will look to install some interpretive plaques about the town wall and will also undertake some works to remove unwanted vegetation from the walls.





BUS-RAIL INTERCHANGE

- ✓ Connecting into active travel network
- ✓ For enhanced bus facilities that support town centre activity
- ✓ To use enhance existing infrastructure
- ✓ Promote the use of public transport, specifically the integration of bus and rail services

Dependencies	The County Council would need to progress the detailed design for this option once funding is available.
Lead Organisation(s)	Welsh Government (Transport for Wales) Monmouthshire County Council
Funding	Monmouthshire County Council Welsh Government (Transport for Wales) UK Government Levelling Up Fund (subject to decision in January 2023)



Timetable	2022-2025 2025-2030 2030-2037
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KEY OPPORTUNITIES

- Use of railway station forecourt for bus turning area
- Two independently usable bus bays on Station Road directly south of MCC station car park
- Provides significant bus-rail integration opportunities
- Provides opportunities for EV charging and adequate cycle parking facilities within existing car park
- Proposal would include public realm improvements and new pedestrian access towards the south-eastern corner of the car park
- Option would require a relocated vehicular access to the car park but there would be minimal impact on the number of total car parking spaces

PROJECT DESCRIPTION

This preferred transport hub improvements have the potential to provide significant bus-rail integration benefits through use of the railway station forecourt for bus turning area, with two bays parallel to the existing car park access and appropriate space for buses to manoeuvre in forward gear. The option would also provide cycle parking, EV charging and enhance the pedestrian environment through improvements to public realm. All of the land required is within public ownership. The main design principles for the transport hub proposal are:

- Maximise integration between sustainable transport modes
- Drive in, drive out arrangement preferred
- Ensure design is fit for purpose
- Minimise interaction between bus movements and private vehicles
- Maintaining/improving pedestrian access
- Improve/increase cycle parking facilities
- Providing for appropriate levels of EV charging
- Retention of car parking and taxi rank

Delivery of a Chepstow Transport Hub is likely to have some impact on a number of car parking spaces at the station and the surrounding area. The Park and Ride workstream to the Chepstow Transport Plan sets out a recommended car parking strategy to be delivered in conjunction with the Transport Hub in order to maximise the impact and uptake of sustainable transport in Chepstow.



Current image of train station

CHEPSTOW
TRANSPORT HUB



PLAN OF PROPOSED BUS STATION



DEMAND RESPONSIVE TRANSPORT



- Connecting into active travel network
- Managing climate change through sustainable transport
- Improving access to local facilities across the day and evening

Dependencies	A Fflecsi service would be likely to have increased costs if implemented as proposed with new vehicles and significantly extended hours of operation. In the longer term there is considered good potential for these to be offset by lower per mile running costs and increased patronage that may be attracted to the service which can offer flexible journey times and routes to suit an increased number of passenger journey requirements. These costs and its future operation will need consideration.
Lead Organisation(s)	Welsh Government (Transport for Wales pilot) Monmouthshire County Council
Funding	Monmouthshire County Council subsidy for C1, C2, C3 and 761 services



Timetable	2022-2025	2025-2030	2030-2037
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KEY OPPORTUNITIES

- Vehicles can be used flexibly e.g., to operate Fflecsi services most of the day but to serve as scheduled bus services at certain points e.g., a school service or high demand peak periods.
- Fflecsi typically operates with smaller vehicles based on long wheelbase minibuses which are fully accessible but can access more areas than would be possible with larger bus vehicles.
- Vehicles can be set to have fixed time locations e.g., always call at the train station when trains are arriving/departing.
- Services can operate on a near door-to-door basis making them more attractive for people with mobility issues.
- Smartphone app can help attract younger users, call centre provides an alternative for those who would prefer an alternative booking method.
- DRT was considered to have good potential to cover the service area (and all infill areas unserved) by the 'C' services currently operating in Chepstow and extending to Beachley, Sedbury and Tutshill which are functional parts of the urban area.

PROJECT DESCRIPTION

The Commission for Integrated Transport define Demand Responsive Transport (DRT) as any form of transport where day-to-day service provision is influenced by the demand of the user (CfIT, 2008). DRT bus services therefore provide something of an intermediate between buses and taxis and typically operate with smaller vehicles and without a fixed timetable or stops where the route and timing adapt to meet the demands of users.

To support the scheduled bus network Monmouthshire County Council also supports the operation of Grass Routes a responsive flexible bus service operated with accessible smaller buses that makes trips on request Monday to Friday between 09:00 and 16:30. Rather than a typical timetabled service Grass Routes is able to pick and drop off passengers within their service area, changing their route based on daily passenger requests.

Since 2020 Transport for Wales (TfW) has been piloting 'Fflecsi' branded DRT services in Wales. Like Grass Routes, Fflecsi services

responds to passenger demands and will pick-up and drop-off passengers at a location of their choice within a service area.

Fflecsi services are centrally managed, and routing is largely automated undertaken by Via as a third party supplier. Passengers can make a travel request within the service area either by use of a smartphone app or by calling the Fflecsi call centre depending on conditions which differ by area request to travel may be short term (even immediate) or for a future time/date.

Experience to date indicates that Fflecsi is best suited to a smaller service area where trips are short enabling connections between more people, their local community and regional transport network. It is therefore recommended that Fflecsi would operate over a service area covering Chepstow and the Beachley peninsular. If introduced Fflecsi would replace the C1, C2, C3, and 761 services which operate Monday to Saturday with a total fleet of three vehicles. The existing scheduled services currently operate hourly, Monday to Saturday but it is recommended that the Fflecsi service would operate for extended hours and on a Sunday, offering a comparable service that provided by Fflecsi in Ebbw Vale. The proposed operational hours are:

- Monday to Saturday 05:30 to 22:30
- Sunday 09:00 to 16:00





THE DRILL HALL



The sustainability of a key community asset in lower Chepstow



Good linkage and visibility of the Drill Hall for visitors and the local community, forming part of the Castle/Museum and Riverside experience

Dependencies	Outcome of Community Asset Transfer study and decision between Monmouthshire County Council and Chepstow Town Council
Lead Organisation(s)	Monmouthshire County Council Chepstow Town Council.
Funding	To be confirmed



Timetable	2022-2025	2025-2030	2030-2037
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KEY OPPORTUNITIES

- To ensure the Drill Hall remains as a welcoming and accessible community-led cultural facility for the benefit of local people and visitors to Chepstow.
- To develop the Drill Hall's potential as a centre for community education in the arts, culture and heritage of the area.
- To build the capacity of the Drill Hall to accommodate new community activities, in order to promote health & wellbeing and in line with identified community need.
- To realise new community and social enterprise opportunities that help to sustain the Drill Hall in the long-term

PROJECT DESCRIPTION

The Drill Hall Chepstow is a community and arts venue which, since it was leased by Chepstow Town Council in 2008, and handed to a volunteer management committee, has rapidly become a major focus in Chepstow's artistic and community life. With a programme that includes cinema, professional live theatre, concerts, local amateur dramatic performances, poetry readings by nationally known poets, book talks by famous authors, day schools on subjects of historical and environmental interest, art and craft and craft exhibitions, produce shows, dances and the regular monthly meetings of The Chepstow Society and Chepstow U3A.

Gareth Kiddie, the Director of community regeneration specialists, GKA was commissioned by Chepstow Town Council (CTC) in August 2021 to help guide the Council through the process of successfully securing the Drill Hall from Monmouthshire County Council on a Community

Asset Transfer (CAT) basis. He has undertaken extensive consultation with local stakeholder and the wider community. At the time of writing this document the consultation findings had been published with the following some of the main summary points

The things that respondents in general really liked and appreciated include:

- its size, the variety and quality of the entertainment on offer (most especially the film showings and author talks)
- the recent improvements made to the building,
- the relaxed atmosphere and community feel, welcoming and helpful volunteers,
- reasonable ticket prices and on-site parking.

The things that respondents in general thought might be areas for improvement included: the internal décor, better event promotion, more

activities for younger people, the heating & ventilation, the sound system, the seating, parking during popular events and, the entrance and hallway could be more welcoming.

Consultees have been presented with three areas that it was said the Drill Hall might further develop or develop anew in the future. The overwhelming response was in favour of the further development of the arts entertainment offer, with good support for the idea of introducing more community education opportunities.

The next step is therefore conceived as being a Community Visioning Workshop to which representatives of all Drill Hall stakeholders will be invited. The purpose of the workshop is not to cover old ground, nor to take the form of a public meeting, but to run a participatory event that allows genuine and constructive input of good ideas for programme development, building on what already works well.





GARDEN CITY LINKS/WALES COASTAL PATH



- Create safe, healthy, accessible corridors and trails that are integrated
- Use of green infrastructure (SuDS)
- Connecting to 5min neighbourhood

Dependencies	Consideration by Natural Resources Wales Brunel Quarter residential scheme completion Riverfront link under new Wye Bridge
Lead Organisation(s)	Monmouthshire County Council Natural Resources Wales Brunel Quarter Developers
Funding	Natural Resources Wales Section 106 monies



Timetable	2022-2025	2025-2030	2030-2037
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KEY OPPORTUNITIES

- To reopen link from Hardwick Avenue through railway tunnel onto Brunel Quarter along Riverside to lower Chepstow
- To consider how the Wales Coastal Path benefits the town centre economy in terms of route, signage, interpretation

PROJECT DESCRIPTION

As part of Active Travel improvements, the aim is to redirect the Wales Coastal Path through the closed tunnel onto the Brunel Quarter residential site, following the banks of the Wye, under the new Wye Bridge and onto the start/finishing point on the Riverfront. There are opportunities to light or use artwork within the tunnel as part of an enhanced experience.





HIGH STREET WORKSPACE FEASIBILITY STUDY



Reusing existing building stock



Creating agile space that has multiple benefits



Ensuring a diverse town centre experience and neighbourhood feel

Dependencies

The project is a feasibility study so is only dependent on the quality and scale of research that informs the process and outputs.

Lead Organisation(s)

Monmouthshire County Council

Funding

Welsh Government Transforming Towns programme

Monmouthshire County Council



Timetable

2022-2025

2025-2030

2030-2037

KEY OPPORTUNITIES

- Attract new activity to town centre
- Repurpose an underused building or space
- Provide a springboard to vacant units
- Develop a local supply chain network

PROJECT DESCRIPTION

To undertake a feasibility study into the demand and operation of a workspace within Chepstow High Street, specifically centred on an agile or co-working set up. The study would look at any previous or current activity in the County in terms of supply and demand, with market research to understand needs within Chepstow and its hinterland.

Linking into other High Street projects, the study would assess available building stock and space against workspace requirements, and also identify other complementary uses and activities which could add to its appeal and sustainability. It would also develop a network of suppliers that could support such a workspace such as IT support consultants, accountants, stationers, sandwich bars, etc. Dependent on the timing of the feasibility study it may inform some of the building improvement grant activity.





THORNWELL PRIMARY SCHOOL



- Civilised street principles
- Use of Green Infrastructure
- Creating social spaces
- Connecting to 5min neighbourhood

Dependencies	Feasibility report outcomes and options appraisal for caretakers lodge
Lead Organisation(s)	Ownership process from the primary school and neighbouring residents Monmouthshire County Council Thornwell Primary School
Funding	Registered Social Landlords Welsh Government Active Travel programme Community development grants and trust funds



Timetable

2022-2025

2025-2030

2030-2037

KEY OPPORTUNITIES

- Repurpose former caretaker's lodge
- Enhance how school engages with Thornwell Road
- Streetscene improvements and introduce green infrastructure
- Connect into Active Travel Network

PROJECT DESCRIPTION

The primary school has been pioneering with it growing produce and understanding where food comes from with a small community farm established which its pupils and teachers maintain and manage.

The redundant caretakers lodge could meet a need within the community and is subject to a feasibility study. It has a presence on the main road and could provide a visible community hub that acts as a bridge between residents and the school.

The extension of the food and growing theme could be developed with the building provide a community kitchen, classroom and training, storage for tools and anchoring a community allotment, food share activities, community composting and providing pathways for learning as well as social events e.g. supper clubs, harvest festivals, cookery clubs, etc.





BULWARK ACTIVE TRAVEL LINKS



- Transforming roads into streets (20mph)
- Create safe, healthy, accessible corridors
- Use of green infrastructure (SuDS)
- Connecting to 5min neighbourhood

Dependencies	Schematic design development, initial cost appraisal
	Consultation with Welsh Govt on trunk road proposals
Lead Organisation(s)	Monmouthshire County Council
Funding	Welsh Government Welsh Government active travel programme
	Monmouthshire County Council Section 106 monies



Timetable

2022-2025

2025-2030

2030-2037

KEY OPPORTUNITIES

- Active travel improvements that support increased mobility, healthy lifestyles and journeys to work, learning, leisure, shopping and more
- To address known hotspots for pedestrians and cyclists such as crossings, accessibility and to present a continuous series of routes
- The Active Travel Links support the 5 min neighbourhood and links into the larger 15 minute walkshed

PROJECT DESCRIPTION

In 2021, the County Council undertook its Active Travel Network Map Consultation which led to a prioritisation assessment. Within the context of Bulwark these are the proposed improvements.

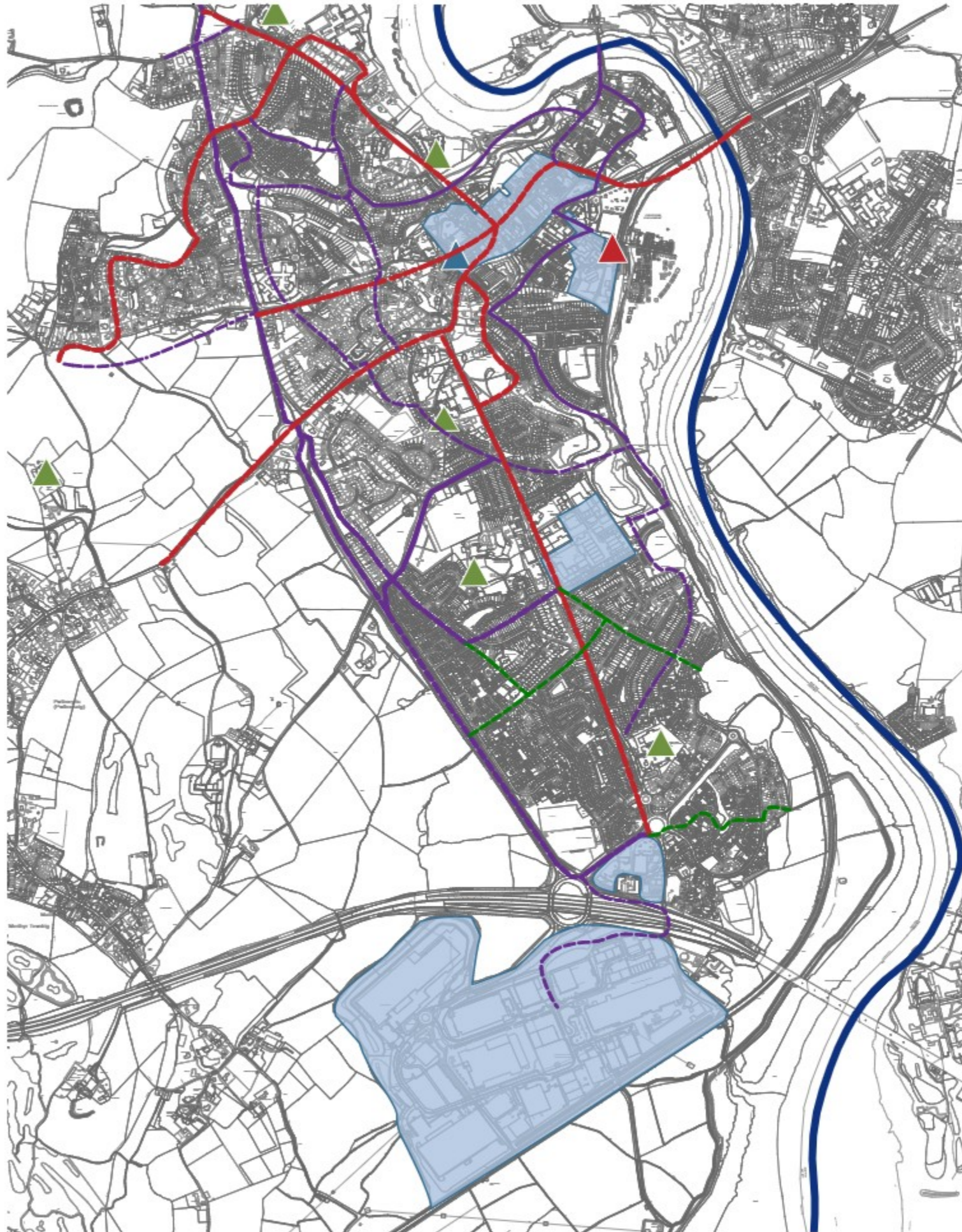
- Bulwark Corner.** Important connection between Town Centre and residential area to South. Currently unacceptable waiting times to cross the A48 Hardwick Hill. Controlled crossing would benefit, though consideration may be needed for timings to link in with lights at bottom.
- Wye Crescent to Strongbow Rd/Bulward Rd junction.** Useful connection between Bulwark and Town Centre. It appears to be well used with lighting in place. Some leaf litter and minor vandalism.
- C4D Link to Bulwark.** Would provide link between shared use path to Town Centre, Bulwark employment and residential area.
- Mathern Road to Wye Valley Link.** Route is pleasant to walk along, but quick win opportunities to improve experience would be drop kerbs/tactile provision closer to

desire lines (e.g. at Channel View crossing). Quick cycle improvements would include additional directional signage to link

- Caerwent Road to St Marys RC Primary School.** Route connects through Bulwark to south. Route is direct and connects a number of key trip attractors. Crossing points in place to connect trip attractors on opposite side of route. Longer term improvements should seek to provide dedicated separated provision.
- St Marys RC Primary School to Rockwood Road.** Realigned route from 2017 via park and Rockwood Road avoiding steep and narrow Hardwick Hill. Route would benefit from improved crossing facilities and signage.



ACTIVE TRAVEL MAP



- Key:
- Other Long Term Connections
 - Low Usage Routes
 - Medium Usage that meet standards
 - Priority Usage that require improvements
 - Other Routes that require improvements
 - Secondary School
 - Primary School
 - Employment

Secondary Place Making Plan Projects





BULWARK NEIGHBOURHOOD SHOPS

Key Opportunities

- Improve shopper experience
- Reclaim space from highway domination
- Rationalise under used and left over green spaces
- Improve green infrastructure
- Upgrade pedestrian environment

Project Description

This busy neighbourhood retail hub has the opportunity to become a vibrant retail and leisure core centred around a quality pedestrian friendly, green and safe public realm.

The illustrative proposals demonstrate how the area could be redesigned based around good place principles. Re-claiming excess space currently given over to highway could create more space for shops to display their wares, cafes to spill out into and parking solutions to be rationalised. Such interventions can begin to activate the street and help to create a destination place.

Such interventions will also create additional space for integrated green infrastructure. Not only will this create a more visually pleasant environment, it also had the potential to improve biodiversity, sustainable drainage and reduce carbon emissions.

The parade of shops could also accommodate local community and well-being services that are a natural space for people to meet, gain advice, participate in activity and also be signposted to other local facilities.





PLAY PROVISION/ PLACES FOR NATURE

Key Opportunities

- To re-provision play sites within Bulwark and Thornwell that continues to provide a community resource yet maximising the natural capital of the spaces
- To retain play spaces and green spaces but with enhanced biodiversity value

Project Description

To upgrade existing play provision that meets the needs of the community and forms part of a 5-minute neighbourhood principle.

To deliver community nature schemes through play provision which could include:

- Planting for pollinators and other wildlife
- Mini- meadows / native hedgerow
- Trees and shrub planting/Fruit trees / orchards- Community food growing opportunities

Sites to include: Burnt Barn Road, Garvey Close, Valentine Lane, Bishops Close, Strongbow Road and Larkfield Park

Additional sites to explore include: Pembroke Road, Aust Crescent and Piggies Hill.

This project needs to add value to the Community Orchard trail, developed by Transition Chepstow and Chepstow Town Council.



ACTIVE TRAVEL AND COMMUNITY NATURE SPACE

Key Opportunities

- To link the northwestern edge of Chepstow community within the town centre and other destinations through the Danes, Mounon Road and onto Welsh Street
- To make additional investment in the Danes open space through local spaces for nature measures
- To improve existing routes to meet Active Travel standards

Project Description

The linear footpath in the Danes, linking Kingsmark Lane and the main open space/play area, is included as one of the sites in the CNS (Community Nature Spaces) project this year and offers some opportunities for improvement. The topography of the site doesn't currently offer a realistic accessible off-road link to the town centre and the start of the off-road footpath in Castle Dell down to the Castle, Museum and Riverside. This needs to be reviewed and options for making improvements need to be explored.

To create this coherent series of pedestrian routes from the north western edge of the town from Bayfield and Barnett's Farm that ensures access to and from the town centre, and in addition links into local public transport that supports return trips. The addition of other initiatives such as e-bike hire scheme and charging stations in this upper area of the town would help increase peoples' mobility and accessing local services and facilities.





BULWARK COMMUNITY CENTRE

Key Opportunities

- Enhancing existing community assets to aid demand, viability, future sustainability and social cohesion
- To integrate assets such as Bulwark Community Centre and Pembroke Road Primary School into the local community

Project Description

The local community recognises the value of community and educational assets such as Bulwark Community Centre and Pembroke Road Primary School. Suggestions include:

- Improved signage and accessible footpaths, to and from the Community Centre and improved accessibility to building and car park.
- Enhanced play provision alongside the Community Centre.
- To support the Community Centre with its uses, activities and cross-community promotion, and planned refurbishments – promoting it as a local Hub.
- To develop with the Primary School, an out-of-school hours community activity plan that supports the ethos of a community school.
- To appraise how the school grounds work with immediate streets, edges and boundaries and footpaths, etc, and to understand if there are opportunities to create more permeability, whilst ensuring the security of pupils.



UPPER CHURCH STREET / BRIDGE STREET LINK

Key Opportunities

- Rationalise carriageway
- Reduce junction geometry to increase pedestrian space and slow vehicle speeds
- Enhance pedestrian priorities using crossovers at side junctions
- Improve setting of historic Almshouses

Project Description

This corner is a key pedestrian nodal point with multiple connection choices to the High Street, church, castle and riverfront. It is, however, currently dominated by a highway design geometry and vehicle priority.

There is an opportunity here to redefine the space and create a pedestrian priority node. This can be achieved quite simply through the reduction of highway junction geometry combined with effective pedestrian priority features such as side road crossovers and highway narrowing at key pedestrian desire lines.

The introduction of street trees and kerbside landscaping can also establish the node as a place whilst also helping to deflect the carriageway and reduce traffic speeds.





THOMAS STREET / MOOR STREET BUS STATION

Key Opportunities

- Creation of a public transport arrival gateway with new quality public realm with integrated green infrastructure
- Reduce dominance of large areas of 'dead' paving by reduction of bus bays
- Activation of space through the introduction of a 'service' use eg coffee kiosk
- Opportunity to relocate disabled parking from Moor Street to Thomas Street, helping to reduce Moor Street congestion

Project Description

This project offers a great opportunity to completely repurpose the existing and utilitarian space and public realm. A review will need to be undertaken of the existing bus services with a view to reduce the number of bays required. This would link into the recommendations of the bus-rail interchange project and the local bus services activities. This will release currently sterilised land for repurposing into quality public realm.

Introduction of meaningful green infrastructure will help to soften the currently hard environment and create the backdrop for a supplementary and complimentary use eg coffee kiosk with south facing seating / rest area. The additional space created will also offer the opportunity to relocate the disabled parking spaces from Moor Street. These currently narrow the street to a single carriageway. Whilst this calms the traffic, it also creates congestions which impacts on the look and feel of Moor Street.



PLAY AND SENSORY GARDEN

Key Opportunities

- Improve existing play provision
- Support Community Group with sensory garden improvements
- Ensure whole space works for well-being, play, football and informal recreational use

Project Description

Hardwick Village open space was laid out by the Admiralty 'National Shipbuilding Company' as part of the new Hardwick Village built for workers of the Government's new shipyard at Chepstow in 1917 to provide ships for the war effort.

The Garden City Community Group has developed their overarching plan for the whole site, with plans for a new perimeter footpath, new play equipment for younger children and to replace old play equipment. It is a protected field with Fields in Trust (National Playing Fields Association) – so it is protected as a public open space in perpetuity for current and future generations. The designation is as a WW1 commemorative site – the houses were built to house the naval shipyard workers as part of the WW1 war effort.

The County Council is to install items of play equipment for the younger (pre-school) age group and in the longer term we would like to replace all of the existing but outdated fixed play equipment for the primary age group (5-11 years). Works to the sensory garden will also take place.





CASTLE / TOURIST INFO & MUSEUM PUBLIC REALM

Key Opportunities

- Reduce traffic speed
- Widen footways
- Create places for pub seating
- Rationalise castle car park access
- Improve pedestrian link between castle and museum

Project Description

This area of the town is a key arrival point and gateway for many of the visiting tourists. However, relatively fast moving traffic, narrow footpaths and a tired public realm does not portray this. There is a real opportunity, through relatively simple and straightforward intervention, to create a real sense of arrival here.

There is also an opportunity to far better integrate the neighbouring uses into a unified space. Through the slight horizontal deviation of the street, footpaths can be widened, offering space which the adjacent pubs could use for external seating. This could be combined with modest rain gardens and landscaping to help with green infrastructure and drainage.

At present the museum feels divorced from the castle experience. There is the opportunity, as part of the aforementioned street public realm enhancement, to provide a more direct, visually and physically apparent link between the two, better integrating the museum into the space and place.



BIKE SHARE SCHEME

Key Opportunities

- Bike share can support the objectives of WG transport policy by reducing carbon emissions, attracting new cyclists and increasing the attractiveness of public transport.
- Electric bikes can assist with challenging topography and make bike share more inclusive.
- A suitably sized scheme for Chepstow would include around 100 electric bikes and 10 docking stations.
- The key benefits of bike share include reduced carbon emissions, improved local air quality, attracting new cyclists and increasing the availability and attractiveness of public transport.
- Chepstow could be used as a test case to trial a range of shared mobility options to complement the core Metro network

Project Description

A Docked Electric Bike Share best addresses the Chepstow WelTAG study objectives. Electric bikes can assist with challenging topography and make bike share more inclusive. A suitably sized scheme for Chepstow would include around 100 electric bikes and 10 docking stations. The preferred option would cost around £500,000 to set up initially (bike purchase and station installation) and require around £100,000 of ongoing operating subsidy per annum. This is less than the estimated cost of operating subsidy provided to local C1/C2/C3 bus services.

The geographic extent of the proposed scheme, number of docking stations and their spatial distribution has been discussed with local stakeholder groups and a total of 10 docking stations and 100 electric bikes is considered a suitably sized scheme for Chepstow.





LOCAL TOWN CENTRE BUS SERVICES

Key Opportunities

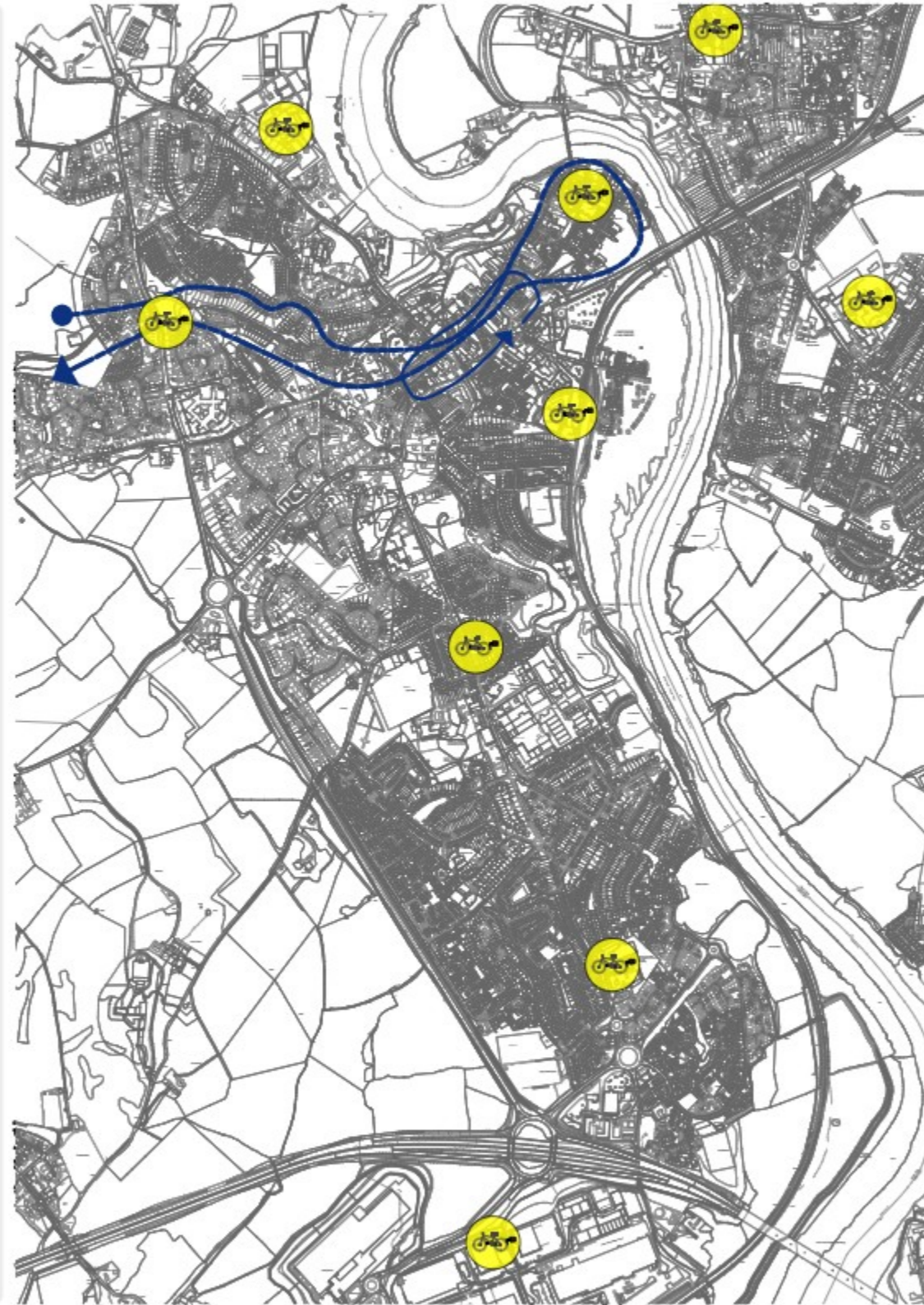
- Provide better accessibility between local destinations for both existing and potential bus users. It is these journeys for which demand (and potential demand) for bus travel is typically highest;
- To connect more bus services (and therefore local destinations) with rail services at the proposed Transport Hub at Chepstow railway station in order to improve regional accessibility; and
- To operate a future bus network with a similar level of operating resources

Project Description

The proposed bus network utilises Moor Street (and the existing Thomas Street bus station), Hardwick Terrace, Mount Pleasant (A48), Beaufort Square, and High Street with all routes circulating in an anti-clockwise direction through the town centre. The loop enables all buses to connect to either the Thomas Street bus station, the Transport Hub, or both.

To support the bus box idea and Transport Hub, new stops have been proposed on the A48 and adjacent to the current bus station.

A new bus stop is proposed on Moor Street which enables buses travelling westbound, past the bus station, to pick up and drop off passengers without the need to loop through the bus station which is one-way north bound. As well as stop infrastructure for the stop it is recommended that pedestrian facilities are included in the signalised junction.



Key:

- Town pedestrian walking circuit
- Bus box loop
- Existing bus stops
- Proposed new bus stops
- E-bike docking stations



HIGH STREET ACCESS AND SPACES CROSS TOWN LINKAGES

Key Opportunities

- Creating more clear and legible pedestrian links
- Linking assets such as parks, libraries, toilets
- Connecting into active travel network
- Signing town centre edges

Project Description

This project is to provide stronger cross-town linkages from The Dell green space through the walled entrance across Welsh Street car park, passing Chepstow library/Community Hub and into the town centre.

From the southeastern side of the town centre, specifically the Upper Nelson Street service road there is an opportunity to provide clearer signposting to and from the High Street. This could support an element of "popping in" type parking (limited stay) within Upper Nelson Street.

Types of improvement works could include:

- Waymarking and other forms of signposting (repeater and directional)
- Changes to pavements and surfacing to direct town centre users
- New public realm improvements to targeted areas
- Landscaping where required





WELSH STREET LINKAGES

Key Opportunities

- Improve safety of children in accessing school
- Create new gateways into school and leisure centre
- Introduce green infrastructure
- Promote pedestrians above vehicles

Project Description

This relatively modest project offers the potential to re-imagine sections of Welsh Street, primarily at the access points to the school and the leisure centre as well as with those residential streets that come down from the Kingsmark area.

The access points could be 'announced' in the street scape through the use of:

- Civilised streets surface treatments
- Localised street narrowings through the use of green infrastructure
- Relocate crossing points to safer positions
- Build up of features upon approach to school and leisure centre gateways
- Investigate green pedestrian/cycle connection from leisure centre to town centre
- Better signage for pedestrians/cyclists and awareness of a people centred space to car drivers



THE RIVERFRONT

Key Opportunities

- Create a sense of place that is worthy of the world-renowned Wales Coast Path
- To make the space more coherent for the Wales Coastal Path southern gateway and the amenity area of the Riverfront area
- Incorporate features that connect the north and south gateways to create a sense of connectivity along the path
- Install artistic features which people will post on social media, providing effective marketing for the path
- Provide a lasting legacy to the 10th anniversary of the Wales Coast Path

Project Description

The riverfront area needs to re-enforce itself as destination within the town and part of the lower Chepstow trail of heritage and natural assets. It needs to work with the Castle/Museum and Tourist Information Centre area in terms of wayfinding and interpretation. On arrival there needs to be a clear sequence of movement from the old Wye Bridge to the river-bank and band stand area with the southern gateway for the Wales Coastal Path having a stronger presence with some vertical structures to announce the Path that is instagrammable. Proposals from Natural Resources Wales include: Improved signage, Linking words, Telling the story and Audio interpretation. There also needs to be clear continuity signage and consideration of how any re-routed Path from Garden City, landing at Brunel Quarter and the Riverside is implemented and managed.





ST MARYS CHURCH

Key Opportunities

- Return the Priory to its ancient purpose as the thriving centre of community life for all residents and visitors of Chepstow
- Preserve the Priory as a major historic building of the town for future generations to enjoy
- Develop the Priory's facilities to meet the needs of 21st Century and beyond
- Maintain the Priory as a centre of family life where families can celebrate or mark life events like, christenings, weddings and funerals and other family celebrations
- Maintain the 1000-year connection with Christian worship and prayer for the people of Chepstow
- Worship and prayer for the people of Chepstow

Project Description

St Mary's Priory Church has come to a cross-roads where it needs maintain its place of worship within the community, safeguards its historical value but also open itself up to more community and town wide activities and events. Some investment is taking place around the perimeter of the Church, but the fabric of the building is in need of essential repairs if it is to continue as a place of worship.

The Church has developed a Vision which is about looking to using the internal space in a number of ways that respects its core purpose, yet also attracts new audiences and leads to it being seen



as accessible and inclusive to all. Some activities that are easy to provide include provision for baby and toddler groups, school holiday activities, soft play activities, or inflatable park and support groups for young parents or those with post-natal depression.

For young people, areas of the church could be provided for weekly youth clubs including table tennis, pool, music such as safe discos (for example: <https://www.bluelightsa.org/about>).

For older people activities such as dementia Café, day centre, concerts, theatre, cinema, use by societies and clubs and arts exhibitions.

The celebration and promotion of the Arts could include Festivals – Music and Performing arts, Literature- Poet/Artist in residence, Exhibition space – Photography, Painting, Video, Mix media and Sculpture.

Some proposals that could be trialled or semi permanent include:

- Temporary Climbing wall
- Temporary skate park

The external and internal fabric of the building would need to form part of a package bid for funding with the income from the activities listed above to form part of the match-funding contribution.

The setting of the Church would also need to be improved in terms of perimeter paths, parking areas, its church hall and its relationship to lower Church Street and Church Street. Its main entrance needs greater announcement as you approach from Upper Church Street by foot such as carriageway treatment and signage.



OTHER PLACEMAKING ELEMENTS

Place Management

To support the physical projects, there is a need for place management. The Institute of Place Management defines the activity as “a coordinated, area-based, multi-stakeholder approach to improve locations, harnessing the skills, experiences and resources of those in the private, public and voluntary sectors”. Place management is focused on ways to improve a location or to maintain an already attained desired standard of operation. For Chepstow, local organisations are directing activity and resources to help support the town centre but these would have greater impact if there it was more integrated. Some building blocks for place management include:

- **A town centre management way of working.** Options for a manager or a multi-sector operational group. This would focus on operational and street based resources initially before moving into other activities.
- **Street animation.** To explore simple ways of animating the town centre streets, building on street bunting and floral displays. This could include training on business signage and A boards, use of flags, social space adaptation, amongst other items.
- **Digital platform.** A town website with supporting social media campaigns that also links into physical identity within the town e.g. signage, event signage, etc
- **Events and Activities.** Adding to the current programme of town events, there is a need to explore a meanwhile or pop up scheme that would focus on empty properties, trailing ideas, products, events that act as a springboards for micro-businesses and start-

ups. This would be linked to the town centre resource or could be a fixed term project officer. Other events and activities could fill gaps in the event/festival calendar which could be within physical buildings or outdoor space e.g. outdoor cinema.

Events & Activities

The town is already active with events has been for many years. From the Castell Rock Music Festival to the annual Arts Festival through the town’s Walking Festival, to name a few, are all created and run by volunteers bringing pride and passion for their town. The weekly Sunday markets in the High Street have become regular dates in the diary, building a following and draw to the town. The opportunity therefore exists to bring these altogether into a co-ordinated calendar and to also look at any common ground for pooling resources across events and festival groups. As illustrated within place management, the need for a single town website would provide a unified platform for promoting events and would start to present a single identity and set of messages.

Smart Towns

Smart Towns actively embrace new technologies to achieve economic, social and environmental benefits such as increased footfall and growth in spending, improved traffic management, energy saving, cleaner safer streets, and increased public involvement.

Smart Towns adopt the same technology and data that national brands, have been using for decades to enable small businesses and town centres to compete on an equal footing. Smart Towns also help to ‘levelling-up’ so that every business and

organisation within a town has access to the same information they need to help grow their business and the town centre.

Owen Davies Consulting were appointed to review how “smart” Chepstow is as part of a County Wide assessment and action planning process. These are their findings.

Steps the town could take to exploit its digital infrastructure further in relation to heritage and culture.



Digital infrastructure & technology in Chepstow

Chepstow has good quality strategic-level infrastructure, including comprehensive 4G coverage across all networks as well as superfast broadband. However, similar to most towns in Monmouthshire, the town does not have 5G coverage or ultrafast broadband coverage. These are areas for future investment as the increased connectivity provided by 5G and ultrafast broadband enables existing businesses to further utilise online platforms and tools. In addition, high quality connectivity provided by these networks can attract new independent businesses to set up in the town.

Chepstow does not currently have any public footfall counters (a basic building block of a Smart Town). Footfall counters would provide evidence around how people use the town centre, supporting decision making around some the town's top priorities such as transport and parking.

There is evidence of some digital heritage and culture initiatives in the town centre, such as Transition Chepstow publicising their planting through QR codes on planters. In addition, HistoryPoints are located throughout the town centre featuring information provided by the Chepstow Society. HistoryPoints are a Wales-wide initiative to place QR codes at historical sites which provide concise historical information on a web page, when the QR code is scanned. There is potential to build on this further through integrating the Castle with the heritage found throughout the town centre as well as tying in the town's heritage with new and existing events. Raglan Castle may provide a model for the next



Online presence

The online presence is how the town appears, primarily, on search engines and social media. This outward facing online presence is often the first point of call for visitors seeking to find local information, events & attractions, hospitality and retail offerings when they visit.

Websites, apps and social media platforms can be a useful place for visitors and locals alike to interact with businesses and Councils within the community from their own channels and share their own experiences with others.

This enriches the town's online offering to other potential visitors and therefore acts as organic marketing which can positively effect growth dramatically. There are many advantages to cultivating a business's brand online and via social media. It can help improve brand awareness, communicate with customers on a new level, help engage and reach new audiences, build authority and drive traffic to businesses' websites.

Whilst 70% of people in the UK spend 3 hrs on social media a day on average only 28% of UK business are active on social media.

Data from Maybe* shows that approximately 287 businesses in Chepstow town centre have an online presence, primarily on Facebook, Instagram and Twitter. Of these businesses, around half are actively promoting their business online. The engagement volume (a combination of likes, comments and shares) for Chepstow town centre is around 10,000 a day but has previously peaked at 30,000 in a single day. Businesses such as Wye Valley Meadery, Chateau Bon Bon, La Bonita Boutique and local beauty salon Albion House are regularly posting content and are therefore building their follower count and communicating with their customer base actively

Digital priorities for Chepstow



Install proposed smart sensors and LoRa

to enable the town centre businesses and stakeholders to get the most value of the systems, as soon as possible



Town centre and castle link

use sensors to understand in detail the relationship between the Castle and town centre, to identify areas for improvement which could be targeted by future investment. Use data from sensors to establish a baseline for performance of different areas of the town centre and provide businesses and stakeholders with visitor numbers, dwell time and other analytics.



Promoting Chepstow online

building on the town centre's long history of tourism with a developed online offer that brings together Chepstow's in-person offer in one space, to attract more visitors to the town centre.



Managing traffic, parking and pedestrianisation

use sensors to identify any problem areas, the nature of the issues and when these issues arise. In turn using the evidence from the sensors to help make decisions around how parking, traffic and pedestrianisation is managed.

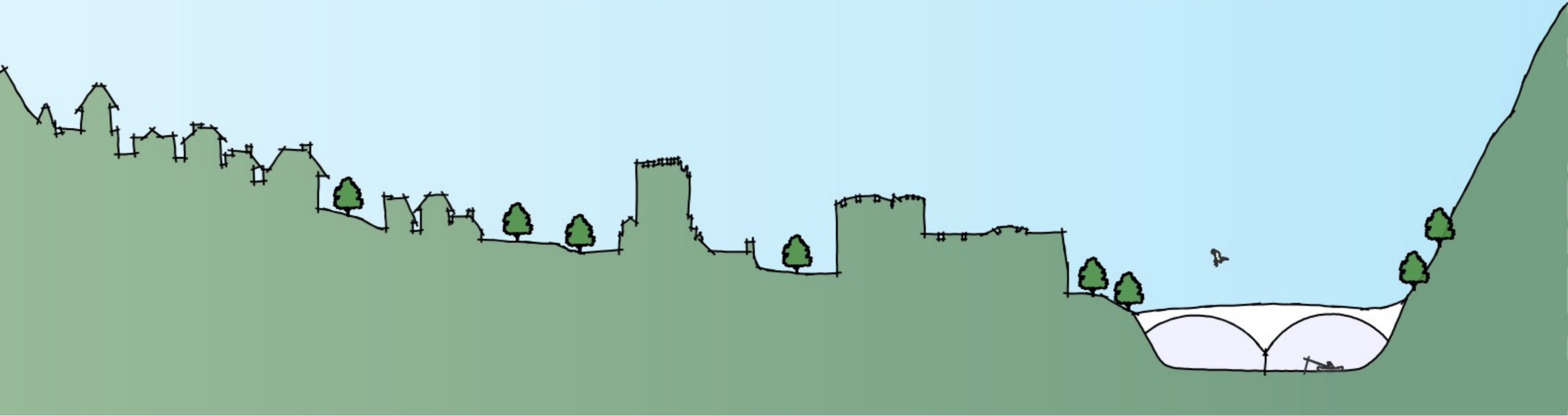
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Chapter 05

Action Plan and Programme

5



PRIORITY PROJECTS ACTION PLAN & PROGRAMME

Neighbourhood	Ranking	Action	PROGRAMME		THEMES			
			2022-2025	2025-2030	Getting Around	Community and People	Environment space well being	Destination & Enterprise
PRIMARY PLACE MAKING PLAN PROJECTS								
Town Centre and Riverside	01	High Street- Vacant Property campaign- street level and bigger properties- meanwhile and pop up etc	████████████████████					✓
Town Centre and Riverside	02	High Street - Building improvement grants- High Street and Moor Street	██████████					✓
Town Centre and Riverside	03	The Dell Play Provision & Wildflower Meadow	██████████		✓	✓	✓	✓
Town Centre and Riverside	04	Chepstow Bus-Rail Interchange- regional-national connections; bus stops in Town Centre	████████████████████		✓			
Other Placemaking	05	Demand Responsive Transport (DRT)- Fflecsi scheme	██████████		✓			
Town Centre and Riverside	06	The Drill Hall	████████████████████			✓		✓
Garden City	07	Garden City Active Travel Link and Wales Coastal Path	██████████		✓			✓
Town Centre and Riverside	08	High Street Workspace feasibility study	██████████					✓
Bulwark and Thornwell	09	Thornwell Primary School- community growing project	██████████		✓	✓	✓	
Bulwark and Thornwell	10	Bulwark Active Travel Links and WCP links	████████████████████		✓			✓

MAKING IT HAPPEN

Ways of Working

Development & Delivery Strategic Projects

Delivery of this is dependent on a partnership approach where strategic and local organisations bring their own individual objectives into a collective set of proposals that mutually benefit each other and importantly benefits the town centre. The proposals and opportunities within this vision and strategy require different mixes of partners, resources and timetable for development and delivery.

The key success factors for delivery within a regeneration setting includes:

- Understanding individual strengths and how these can be aligned.
- Communication and co-ordination at both a strategic and implementation level.
- Working to a common design code that ensures consistency in built environment.
- Connecting the need of users with potential supply in buildings and space.
- Presenting a unified identity for a place like Chepstow, whilst respecting individual organisations identities.

Town Operational Management

Towns are complex areas with multiple stakeholders that need to be effectively managed if they are to function effectively.

Examples of ongoing day-to-day operational functions that are vital to Chepstow town include:

- Highways, parking, traffic, public transport, traffic wardens, highway inspectors, street

lighting etc

- Policing, addressing crime and disorder, speeding, vandalism, theft, CCTV etc.
- Public toilets, litter bins, dealing with dog fouling, littering, street cleansing etc.
- Trading standards, licencing, planning consent, enforcement, building regulations etc.
- Grass cutting, managing green space and trees etc.

This list is not exhaustive and other operational functions are also important, including events and business support. The key public agencies involved are Monmouthshire County Council, Chepstow Town Council, and Gwent Police.

Visualising Success

The need to understand what success looks like is important when you are enabling and delivering change within a place like Chepstow.

It helps to understand the outcomes that you are reaching and the process you need to follow to meet these. Visualising success is also good for motivation and rally around a common purpose, building trust and relationships. It also importantly demonstrates to those organisations that are funding projects, that you are attaining your outputs and outcomes and shows a return on investment. The diagram shows examples of outputs and outcomes by theme.

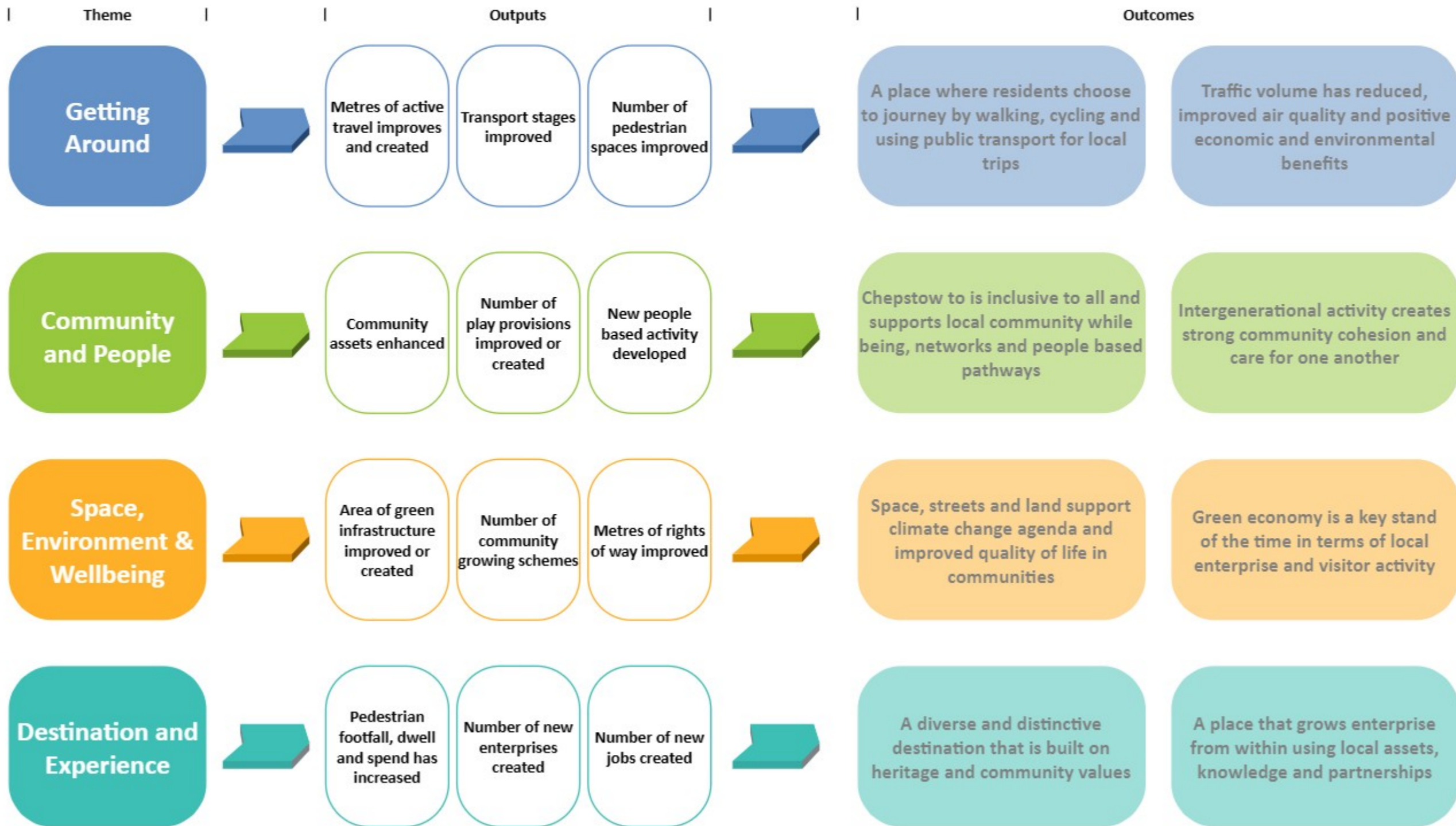
Before this diagram is a table of "place metrics" which shows a suite of indicators that could be used to monitor progress, by neighbourhood and by theme. Along with the outputs and outcomes, these would form part of an evaluation framework that a place partnership would use to monitor progress.

Place Metrics

Getting Around	Community and People	Space, Environment and Wellbeing	Destination and Experience
<ul style="list-style-type: none"> No of walking/cycling movements No of passengers (bus) Air quality count No of walking/cycling movements Vehicle volume No of walkers on Wales Coastal Path and other LDPs 	<ul style="list-style-type: none"> No of community building users No of community groups supported No of new community groups formed No of people economically active No of people engaged in volunteering No of people engaged in gardening and community growing No of people on social prescribing pathways No of people engaged in play No of users visiting Drill Hall No of community groups supported No of new community groups formed No of people engaged in play No of people engaged in volunteering 	<ul style="list-style-type: none"> No of people accessing open space and engaging with green infrastructure No of people on social prescribing pathways No of footpath users No of green enterprises created No of people accessing open space and engaging with green infrastructure No of people on social prescribing pathways No of footpath users No of people accessing open space and engaging with green infrastructure No of footpath users No of green enterprises created 	<ul style="list-style-type: none"> Pedestrian footfall No of vacant properties Diversity of uses Average stay (dwell) No of visitors Digital following and engagement Local supply chains supported No of new business openings

VISUALISING SUCCESS

MONITORING & EVALUATION





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TRANSFORMING CHEPSTOW

SUMMER 2023

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REPORT OF CONSULTATION



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1. Purpose

The purpose of this document is to report on the consultation process as part of the Transforming Chepstow Masterplan process.

The initial draft Masterplan document was produced in March 2022. Due to local government elections in May, the process had been extended to ensure the new political administration had ownership of the Plan process and to ensure the preparation and hosting of a consultation process that was inclusive and town wide as practically possible.

This report shares the findings from the consultation process and some key themes of discussion.

Image 1 - Promotional Poster in Chepstow High Street



Source: Chris Jones Regeneration

2. The Consultation Process

The consultation process was designed and organised to meet a number of objectives:

- To ensure a blended approach of face to face and digital consultation opportunities were provided;
- To provide a good length of time for people to be aware, engage with and comment on the Town Masterplan process;
- Where practical, to provide a Town wide approach to the consultation that covers neighbourhoods such as Bulwark and Thornwell, in addition to the town centre.

To meet these objectives, the following consultation activities were provided:

1. County and Town Councillors were provided with a briefing pack which facilitated them organising short presentations to local interest groups and organisations; this provided an opportunity to promote future events and the community survey;
2. The County Council provided a project web page on its website where people could view and download the proposals and also complete the online survey;
3. The community survey was provided online and was promoted through local networks, social media and at face to face consultation events; paper copies were also made at the Town Council's offices and at Chepstow library as well as at face to face events;
4. Two days of face to face consultation were held in the town centre and in the Bulwark community on the 8th

and 11th October, respectively. The venues at The Palmer Centre and at the Bulwark Community Centre were accessible, central and known to the community;

5. A static exhibition was held in Chepstow Library from the 12th of October until the 30th October; paper versions of the survey were provided, along with a post-box for completed copies;
6. A workshop session was held with Year 7 to 13 pupils at Chepstow Comprehensive School on the 16th of November.

Image 2 - Promotional Poster



Source: Chris Jones Regeneration

3. Key Consultation Messages

The Two Days of Face-to-Face Consultation

- The Town Centre – its identity, condition, activities, meanwhile uses, management, wellness theme, The Dell, Drill Hall promotion
- Young people provision – outdoors and inside
- Local facilities – wellbeing space, a more visible cinema, places to meet, community cohesion
- Play and space – improvements to existing and linkages
- Getting around – routes, e-bikes and linkages to Wales Coastal Path
- Public transport (Thomas Street), environment, information, hoppa bus service for town centre
- Traffic and transport – more integration with transport hub proposal
- Bulwark shops a priority combined with local facilities: social, hubs being connected, health and dentists and a community wide active travel network

Survey Findings

- Infrastructure and growth – facilities and maintenance
- Managing traffic and improve public transport
- Affordable housing
- Town centre: parking, shopfronts, build an experience, events, role of old bank and other empty buildings
- Neighbourhood focus
- Transport and movement
- More on employment and jobs
- Greening and biodiversity
- A sustainable Chepstow

- Young people – their needs and provision
- Partnership working

The Vision

“Chepstow is a great place for local people, businesses and visitors. The town centre is an accessible and distinctive place for local enterprise, arts, culture and public spaces. And the town's neighbourhoods are well-connected, with the right range of services to support residents' well-being”.

- Focus more on the green agenda
- People are split between community and tourism
- Need to support its identity
- It doesn't tackle the traffic problems
- Needs to consider its setting and relationship to other places close to the town

What one thing would you want the plan to start delivering tomorrow, if no restrictions on funding, partner support and other resources were not present? (the number in brackets represent the frequency of the item being mentioned)

- Improve traffic and transport situation (86)
- Making the High Street more of a destination (37)
- More town centre shops (14)
- Upgrade Bulwark shops (9)
- The Dell Park (6)
- Parks and play areas (5)
- Town centre parking (free or improved) (4)
- Improve pedestrian experience (2)
- Thomas Street bus station improvements. First impressions count. (2)

4. The Community Events

Face to face community consultation was provided through two days of physical conversations in the town centre at The Palmer Centre on Saturday, 8th of October from 10m to 5pm, and at Bulwark Community Centre on Tuesday, 11th of October from 10am to 8pm.

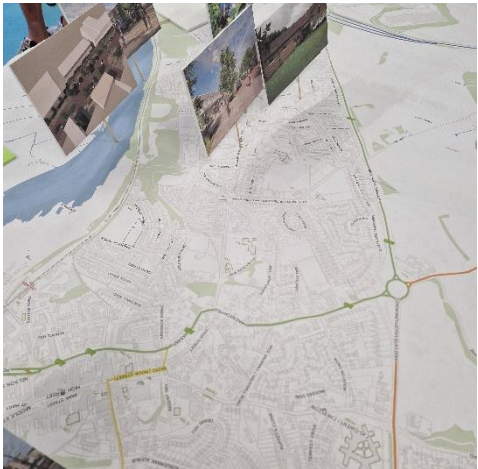
The consultation also co-ordinated with the Local Nature Scheme consultation that was also being led by the County Council, as it had a series of proposals to consult on within the town. This involved some pop up banners, a series of exhibition boards and plans and comment sheets.

Format

The physical, face to face consultation were organised in the following way:

- Meet and greet a member of the consultancy team or County Council officers to understand the order and ways to comment;
- A series of display panels in English and Welsh that presented the need, current position, proposed vision and series of proposals for the town (see appendices);
- A large format map of the town with proposals pinned in, so people could understand location, linkages and also discuss other ideas and opportunities;
- Copies of the community survey to complete and post at the event, or to take away and complete at home; links to the online survey were also provided.

Image 3 - Consultation Event at the Palmer Centre



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Source: Chris Jones Regeneration

Town Centre Consultation – The Palmer Centre

Members of the public that attended The Palmer Centre consultation event either filled in a paper version of the survey or completed it online.

110 people attended the event.

In addition, some members of the public had direct conversations with members of the consultancy team or with County Council officers, where the following comments were noted. These are grouped under the following themes:

Town Centre

- Poor quality shop fronts
- Promote Chepstow as a Wye Valley producers' town
- Shopfronts and signage
- Condition of buildings on Moor Street
- Bridge Street – HGVs overrunning pavements – needs to be addressed
- High Street – theme – arts and antique
- The town should promote its eco credentials
- Need to find a way of sub-dividing larger properties e.g., British Heart Foundation
- Consider our audience – summer: visitor and overseas, winter: local – think of products and events – why isn't there an outdoors shop
- Arcade Gates on Nelson Street are not opened wide enough
- St Mary's Street needs bollards

Young People

- Older kids need a hang out space
- Garden City needs a play area/space or hangout for older kids
- Create a Youth Council

The Dell

- Feels unmanaged and overgrown
- Key link from Kingsmark to Lower Chepstow – feels unsafe and lacks maintenance

Riverside Area

- Make old bridge to castle two way
- The bandstand area – the litter bins are too big – they need co-ordination and need to be seagull proof

Train Station Area

- Lack of dropped kerbs on Station Road
- Close entry to Station Road

Accessibility and Paths

- Mobility scooters – availability and hire
- Electric bike scheme with a higher gearage for hills
- Pedestrian crossing outside hospital
- Penterry Park needs a footpath link
- Mounon Rd – walk/cycle route
- Wales Coastal Path above Wye Crescent in Garden City is in a poor condition and needs management
- Railway line link to Tintern through Tidenham Tunnel

Public Transport

- We need live real time information
- Outdates timetable for buses
- Better bus service to community hospital

Traffic

- A48 noise and pollution having an adverse impact on School Hill residential properties and abnormal loads are causing problems with congestion

Transport

- e-scooter rental hire scheme
- Plan does not feel integrated in terms of place and transport and the way movement works in terms of specific modes and origin and destination

Infrastructure

- Condition of roads is poor

Welsh Street

- Needs improvements on streetscene and speed reduction

Partnership and Volunteering

- Create litter groups – Keep Chepstow Tidy

Image 4 - Consultation Event at Bulwark Community Centre



Source: Chris Jones Regeneration

Image 5 - Consultation Event at Chepstow Library



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Source: Chris Jones Regeneration

Town Centre Consultation – Bulwark Community Centre

Members of the public that attended the Bulwark Community Centre consultation event either filled in a paper version of the survey or completed it online.

58 people attended the event.

In addition, some members of the public had direct conversations with members of the consultancy team or with County Council officers, where the following comments were noted. These are grouped under the following themes:

Town’s Identity and Unique Selling Points

- Location
- Gateway to the outdoors
- Eco travel and trails
- Wye Valley produce

Infrastructure

- Housing growth in Lydney and how to manage it with increased traffic

Town Centre

- Develop a pop-up campaign with ideas around a community bakery, pottery, comedy nights, an international shop of food – deli, cheese, breads, supper clubs etc
- Provision for young people such as gaming, board games and a pool table
- Other ideas – small gym, well-being, a pint and a lecture/chat of science – see Bristol

- Develop a wellness hub – drop in health club, health referral and a creche
- Put yellow lines down the High Street
- Make shops close later so they pick up custom from commuters – be more agile in their business models
- The traffic environment should be 20 mph – design in features to manage this speed
- We want a KFC in town
- Recycling on the go provision
- Chewing gum issue and removal in the High Street area
- The A48 verges need a tidy up through the town
- Pavement café culture
- Weekly Sunday market
- Missing shops/uses – greengrocers, shoes, menswear

Thomas Street Bus Station

- Deal with commercial bins, storage, screening
- Small town centre hopper bus service

The Dell Area

- Make more of the Dell in terms of management, maintenance and activities – outdoor gym, events space, music spaces, outdoor theatre
- More litter bins
- More town information and maps
- Bring back the Son et Lumiere festival

The Riverside

- Anti-social behaviour needs to be addressed

- Litter bin covers – anti seagull deterrents

The Drill Hall

- Build on their arts and culture offering
- Promote more of their film nights

Active Travel and Trails

- Provide an E-bike hire trial scheme across the town
- Fisherman’s Walk history trails
- Develop a walk and cycle app that shows routes and healthy steps

Community Cohesion

- Need to bridge new residents specifically within the Brunel Quarter so there is a sense of belonging – “we bring some stuff to Chepstow”

Local Facilities

- A more visible cinema – see Newlyn cinema and arts centre
- Book club?
- Well-being space for teenagers
- Arts and therapy

Ways of Working

- U3A is a large collection of people, ideas and energy

Public Transport

- 69 bus service needs to have a uniform timetable with live bus information stream
- We need a more integrated bus and train service at Severn Tunnel Junction

- Hopper bus service at train station

Transport and Movement

- Develop loop and links between bus and train station, bike hire shops, relationship to Brunel Quarter, onto Tidenham and Tintern etc
- Bulwark corner – stop right hand turn coming out

Bulwark/Larkfield Play and Youth Provision

- Improve Piggy’s Hill
- Make the skate park safer – more ramps, more room
- Make the play park bigger as well

Bulwark Shops

- Landowner issues and discussions
- Waste management
- State of carriageway and environment

Bulwark Facilities

- Develop a Together Works (Caldicot) in Bulwark – could this go into the MHA owned block at the shops
- Bulwark Community Centre improvements:
 - Visibility and signage
 - Outdoor space – wild play
 - Mini woodland walk
 - Internal improvements
- Create a connected series of small hubs:
 - Two Brewers
 - Burnt Barn way social club
 - Bulwark Community centre
 - Football club

- Rugby club
- Scouts
- St Marys RC Primary School
- Thornwell Primary School
- Pembroke Road Primary School

- Social/restaurant space
- Surgery
- Dentist
- Make Bulwark Community Centre more visible and within reach of Bulwark Rd – signage
- Develop better communication – local paper, digital and build on word of mouth

Others

- Station Rd recycling space

5. The Community Survey

The community survey generated 398 responses with 90% of these being online and the remainder being paper based returns.

Respondent by Type and Home Address

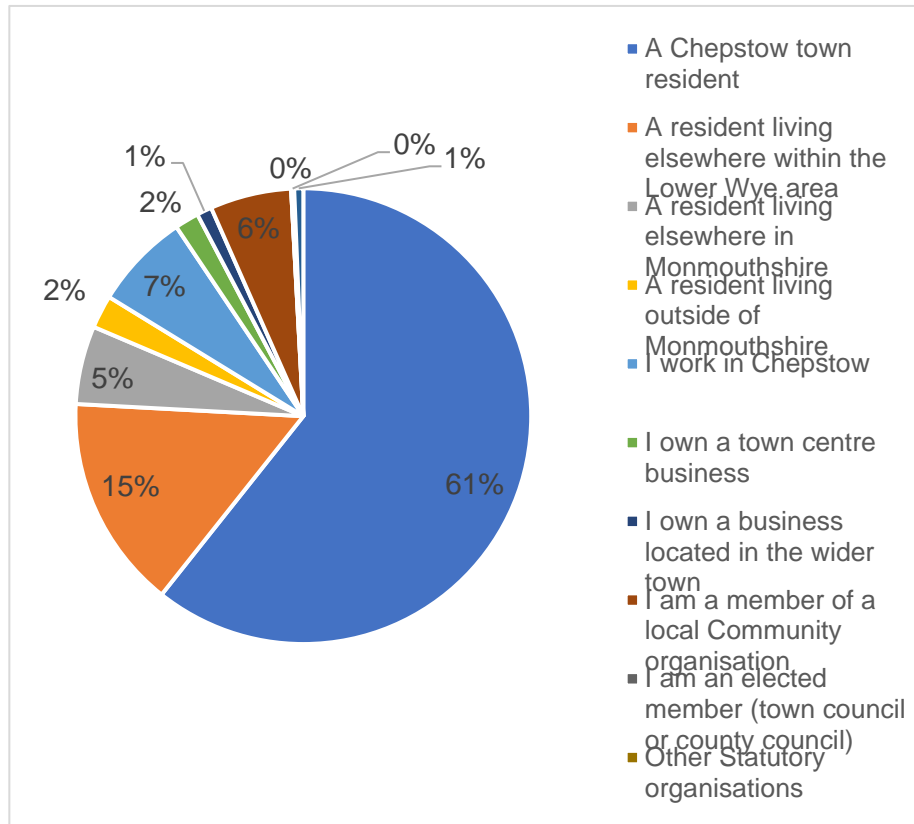
Figure 1 and Figure 2 shows the type of respondent who completed the survey. This question allowed people a multiple response choice.

61% of the respondents live in the town, with 15% living outside of the town in the lower Wye area, which supports the service centre role of the Chepstow within its wider rural hinterland.

7% of respondents work in the town, 6% work for other statutory organisations e.g., Welsh Government, local health board and 5% are residents living elsewhere in wider Monmouthshire.

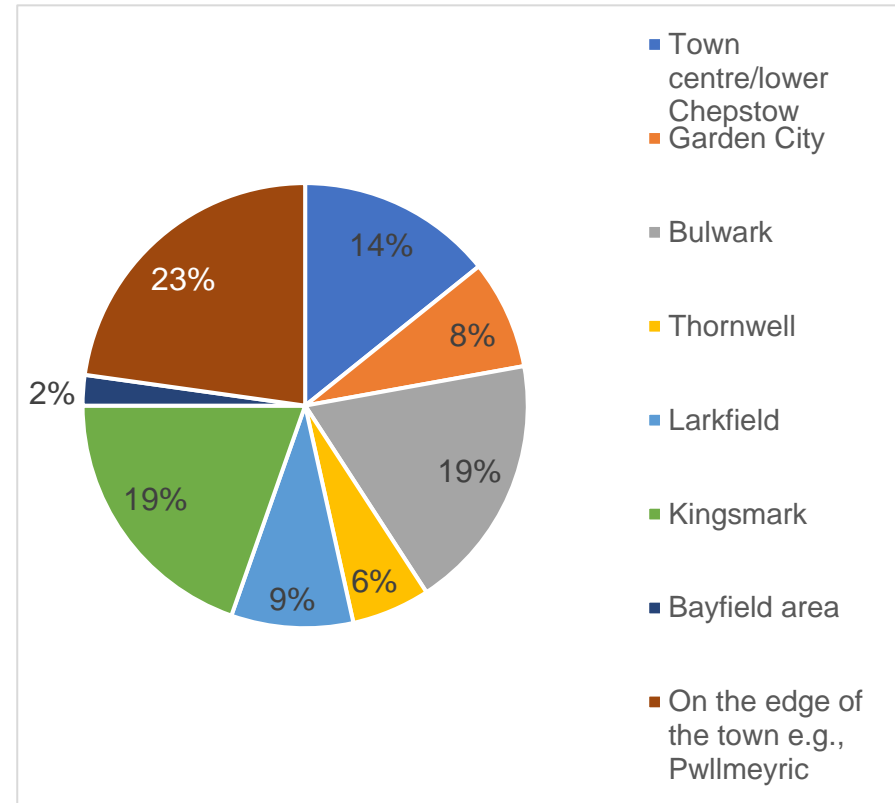
When asking those people who live in the town, the highest percentage (23%) live on the edge of the town in places like Mathern and Pwllmeyric, followed by 19% in Bulwark and Kingsmark, 14% in the town centre/lower Chepstow part and 9% from Larkfield.

Figure 1 - Type of Respondent



Source: Community Survey; N=398

Figure 2 - Where Respondents Live

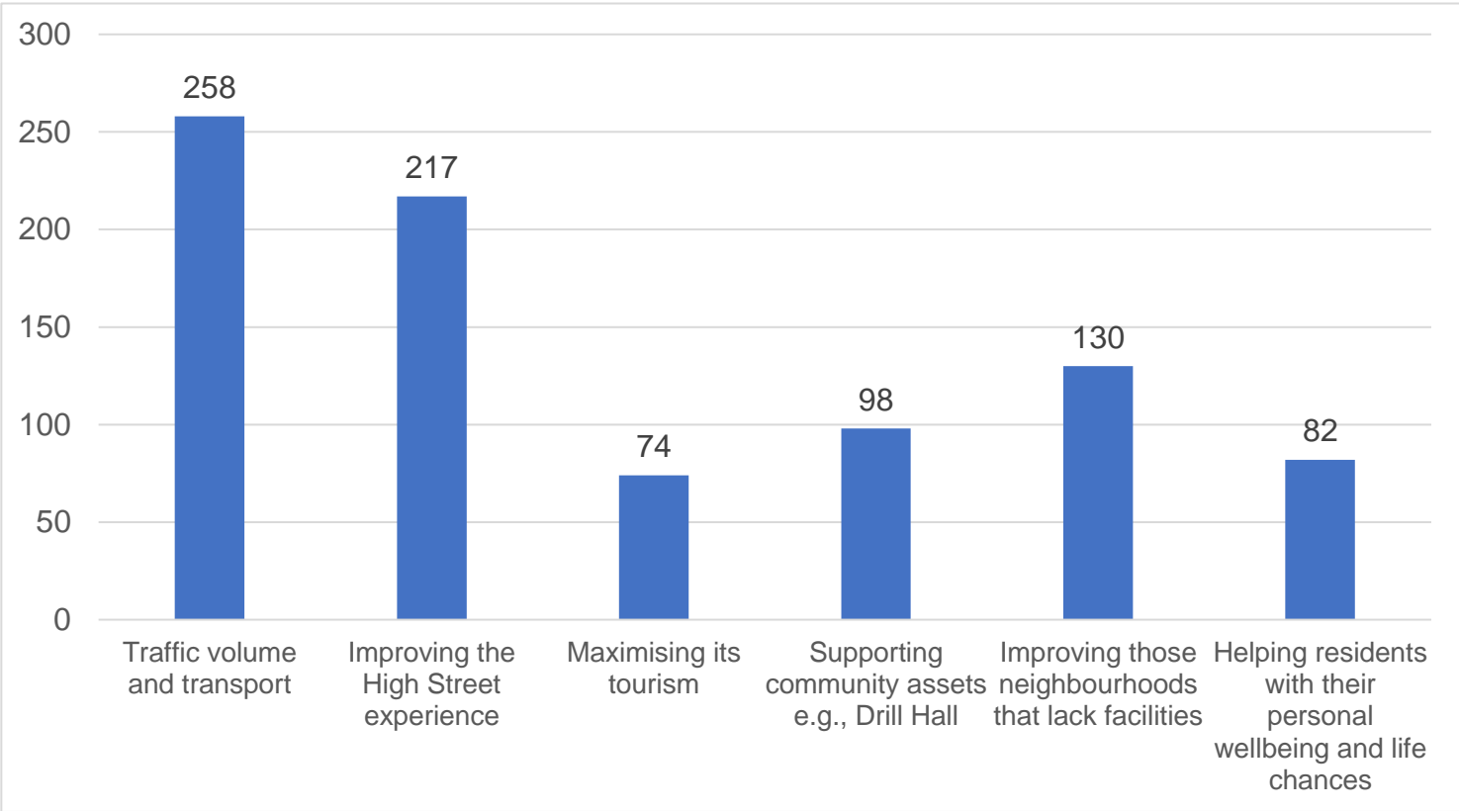


Source: Community Survey; N=316

Chepstow Today

Figure 3 indicates that 30% of respondents identify traffic volume and transport as one of the top challenges we need to address, followed by 25% want to see the High Street experience improved. 15% want to see the town’s neighbourhoods improved in terms of facilities and services. The lowest of the challenges seen as requiring attention is to maximise tourism (11%), which illustrates that the community wants to see investment in their quality of life, before looking towards the visitor offer and economy.

Figure 3 - How People Prioritise the Town's Challenges



Source: Community Survey; N=293

Is there any other issue or need we should be bearing in mind?

We have read and analysed the open response on this question and placed them into themes.

Infrastructure and Growth

- Huge increase in population since we moved here over 30 years ago. Lots more council tax and s160 from builders. Increase in facilities, improvements in infrastructure - NIL. Community hospital needs MIU urgently - local facility to reduce trips to Newport Gwent, Nevill Hall and Grange hospitals - all difficult to access by public transport."
- A long standing lack of investment in infrastructure has left the town tired, old and without identity. The Comp is run down, tired and not fit for purpose. The Leisure centre is too small and without sufficient offerings to service the community. Local traffic infrastructure is a joke, and we have the most polluted street in Wales in the A48. The solution is not cycling, it is better roading, junctions and improved public transport. We are a commuter town - to not cater for commuters is ignoring the true issue. EV charging coverage is very poor. Sports infrastructure for the wellbeing of the locals is abysmal. Football clubs are creaking, rugby club has 16 teams and 2 pitches, cricket club has to use a pitch in England, Athletic club does not have an athletics track, cycling tracks are not joined up, Archery has use of a shed and lease land from Athletic club, no Netball facilities, no 4G pitches, lack of lit pitches, pool is too small etc. You have an obligation under the Future Wellbeing Act to put in place decent sporting facilities."
- The volume of rubbish left around in certain areas e.g., Bulwark. The dire state of pavements and roads in all areas.
- "Inadequate infrastructure and facilities for the growing population through increase of housebuilding. There are still the same number of doctors' practices as there have been for over 30 years, not enough dentists, no A&E, no open police station, increasing traffic and major pinch-points that will only be solved by a by-pass. Need to work more closely with FOD as pressures from increased housing on Gloucestershire side of the river impact on all these services in Chepstow. Much better public transport provision, i.e., more regular buses and trains.
- There are so many issues which need addressing not just one. Firstly, there is now such scepticism felt by residents who have answered countless surveys and studies all to no avail. There have been so many missed opportunities, but the outcomes are always the same - no improved/new roads, no new facilities (unlike Monmouth and Abergavenny - why should this imbalance exist?). Some immediate improvements have to be introduced to reduce both the scepticism and sense of unfairness. Action no more surveys. Secondly restore Chepstow's previous identity. Chepstow once had a strong identity as a viable market town for residents and with a castle that appealed to tourists. Chepstow is no longer able make the most of those two attributes due to a dire lack of town plan planning and investment. Only adding new housing developments has been prioritised. Thirdly offering a defined central point. Most successful villages and towns are able to offer one central

point with adequate parking, modern bus and train stations served by good new road infrastructure. There has to be an end to adding new housing developments without any visible improvement for both residents and tourists to restore Chepstow to its former standing. Any new public buildings like a replacement/restoration of the Drill Hall, train station, bus station should have solar panels and the best insulation. Existing Green Belts should be maintained to ensure that surrounding villages are able to maintain their identities and that Chepstow does not continue to sprawl into the surrounding countryside. Any new roads should have a defined cycle path adjacent to it to minimise dependence on cars. Finally, the importance of having the hospital restored as a full Community Hospital. There should be a letter sent out to all residents asking for support in restoring the Hospital to its former status i.e., restore the number of beds and its identity as a minor injuries unit and to stop it being used for administrative staff who could be accommodated in plenty of currently empty offices. This is a waste of the resource.

- Maintaining the Green Belt to ensure that Chepstow maintains its own identity and villages like Mathern and Pwllmeyric are not incorporated into one large housing mass. Planners need to carefully think about what they are trying to achieve at Larkfield Roundabout. This is a critical area and by having both a Greggs and a Subway there has only served to exacerbate traffic problems. When retailers' contracts are renewed, they should be encouraged to use High Street premises. Resolving congestion in this area, preferably by improving the road system, should be of paramount importance. It would help if a large car park were to be constructed at the Train Station to accommodate more passengers to use either bus or train routes to access Bristol.
- Not enough facilities to support the amount of new houses
- The mistake of splitting the Chepstow town area, and then allowing Tesco to develop a site on the far side of that road has killed the town. Chepstow was once a local shopping hub, but now everyone goes elsewhere to do their shopping (Caldicot, Abergavenny.... even Lydney has a better shopping area)
- Planning has been a farce
- Promoting individual businesses and preventing clone town
- Providing free parking anywhere in Chepstow
- Connectivity to surrounding areas (Wye Valley, Forest of Dean etc)
- Identifying and promoting the identity of Chepstow, e.g., historic market town with a rich cultural calendar"
- Road congestion passing through from Gloucestershire and clear lack of any joined up thinking cross border on effect of new housing. Opportunities for growth in the town and investment. But not if people can get to it sensibly.
- Public transport to Bristol after 7pm

- Modifications to the existing A48 bypass.
- Make Tesco Traffic Lights a proper crossroads rather than the joke that it currently is.
- Ban the Right Turn into and out of Bulwark Corner.
- Widen all lanes on Larkfield Roundabout to permit traffic to go left / right or straight on without blocking one another. "
- Not enough facilities to support the amount of new houses
- Transport is absolutely key; commuting is a nightmare and further housing should not be considered without relief roads.
- Lack of affordable, decent housing with supporting infrastructure
- Better cross-border communication. No further approval of large housing estates until infrastructure adequately updated to cope. Better public transport connections to Bristol/Cardiff/Newport/Gloucester that are actually practical for residents commuting to work.
- Impact on town's infrastructure from house building in Gloucestershire
- There is a greater stress on local facilities such as doctors and dentists in the town. I welcome housing developments as there is such a vital need, but it feels as if the infrastructure and facilities have not been put in place to cope.

Housing

- Affordable housing. The amount of homeless that are housed in local pubs/hotel that need to be housed in appropriate accommodation.
- All new housing should be passive in nature reducing fuel bills and becoming a more resilient town.
- Stop building housing estates, it is ruining the area."
- Affordable housing and decent shops.
- More affordable rented accommodation locally.
- reasonably priced housing, employment other than minimum wage and part-time.
- Linking different communities in Chepstow together more
- Balancing the need for housing and interconnectivity against encroachment on rural experience (which aside from building people like living more isolated)

The Town Centre

- Shops should have hanging signs, colours of shop facades, all to be in keeping with historical Chepstow. Town Council should advertise for these types of shops with perhaps a rebate for 1st year...
- Car parking for town

- As i understand a lot of businesses have closed because they cannot afford the rent
- Yes. Car parks should be free on weekends always if you want locals and visitors to stay in Chepstow
- Quality, diversity and attractiveness of shops/businesses. Good pubs/eateries. Unless you need a haircut or bargain booze or low quality factory shop products; why come to Chepstow High Street - even the charity shops are closing. How to measure and gauge success.
- Stop parking in the High Street, particularly outside Greggs
- Take down shop fronts which are inappropriate for a medieval town e.g., Bargain Booze and the shop next door to the town arch. Totally out of place.
- Maintenance - town centre schemes where quality paving has been patched/replaced by tarmac or mismatching paving and general 'repairs' - need to consider the long term maintenance of 'improvement plans' better in future, including, when green spaces or planters in public spaces are installed, and then left. or signposts and other street furniture that needs ongoing maintenance. Keeping surfaces free of graffiti etc. This never seems to be taken into consideration. Capital funding is great for installation, but there needs to be ongoing revenue expenditure, and people, to stop the place looking neglected. And which Council is going to take on the future responsibility for this...? It really does need to be a properly considered and funded part of any scheme going forward.
- Turn a grim and tired Chepstow High Street into a bustling area for all aesthetically and commercially."
- Chepstow is a town which needs to further capitalise on its natural assets for economic benefit. It is surrounding by amazing walking (but no shops selling outdoor gear etc) and cycling routes (but no bike shops). Having chains will attract people to the town and spend in independent shops - it could really do with shops like H&M, Mountain Warehouse, Evans bikes, Halfords...Look at Abergavenny and Monmouth for inspiration. I don't want to go to Bristol to shop for outdoor clothing, shoes, clothes etc. For myself and children or particularly online. Would prefer to walk to do it
- Make parking free
- The focus and need to attract people from other areas has meant residence who have lived in Chepstow their whole lives now have to leave. The traffic is terrible, the town is full of charity shops and the house prices are ridiculous. There is no consideration for young people or affordable housing. It's all aimed at bringing in people from Bristol. I can't afford to rent and there's no way I will ever be able to buy.
- Car parks should have at least two hours free parking to attract people back to the high street and cafes/pubs.
- Redevelopment and improvement of Moor Street. Established businesses need support and empty properties require renovation.

- Enforce no parking in downtown areas e.g., Moor Street, Welsh Street, have it for High Street, lower Chepstow etc.
- Encouraging businesses into the town centre that will draw more people into the town to bring economic growth.
- Suggest 2 hour free parking in all MCC town car parks to encourage people to spend some time in the town - Marks & Spencer got the message on that since the Pandemic and by observation you can see the volume increasing in that car park. This is key to drawing more people into Chepstow"
- Looking at Chepstow as a place that straddles the border, and so working with Gloucestershire on many of these issues. e.g., tourism promotion, activities for young people, traffic.
- Most residents don't know which local authority is involved.
- The Planners need to do a proper review of all the buildings and get rid of all the tat and 1960s rubbish. Replan the High Street and fill it with viable businesses preferably without chain stores. Get rid of all the non-essential traffic and create places for people - encourage cycling and walking / tourism / commerce / festivals / events that ring real wealth into the town. No town ever grew rich on tea shops. Promote the things which matter to people - arts / music / fun / sport / family / beauty / vision. Ignore those who promote the use of cars. Get rid of ALL the ugly street signs / furniture / bins / signage / yellow lines / ugly lighting etc. and create a place of beauty. Fine building Owners if their buildings are empty - encourage them to update and make money again. In short, get some people in MCC with vision / enthusiasm / knowledge / positive mental attitude and energy. Use local architects and designers.
- Many fine buildings left to rot, so many lovely places left undeveloped or underused. The town has so many vibrant pubs/clubs/venues and natural assets yet there is no vision or creative will to capitalise on these.
- No one seems to have the commercial acumen to create wealth through tourism and business in MCC, instead preferring to let local businesses "chance their luck" often failing. The town is never going to grow and flourish with tea shops and weak businesses - Castell Roc / the Arts Week / music on the bandstand / and community activities like Fun Runs and sports events are the ones that attract 1,000s of people into the town and generate significant income. In short, there is no Grand Plan for Chepstow but hopefully one day this will change. There are plenty of Architects, designers and visionaries in Chepstow. MCC officers do not seem to have the vision or qualifications to do this on their own."
- Supporting artist and artist led community initiatives that cater to public involvement will bring interest and commerce.
- Making better use of the riverfront.
- As a keen traveller I often compare Chepstow with other similar sized towns throughout Europe. I have to say Chepstow comes close to the bottom of the pile. There is no buzz about the place on normal weekdays; there is no reason to go into town since it has so little to offer other than the numerous hairdressers, charity shops, coffee shops and estate agents.

Consequently, it is dead and there is no wonder that it does not attract new independent shops like the excellent Toytastic probably because rentals are so high. I don't buy the theory that we are too close to Bristol or Cardiff.

- French towns are thriving since they are keeping their banks, their independent shops etc. There are busy throughout the day and parking is free. I now go into M&S since parking is free. I can do all I need to do in town inside 30 mins because it has so little to offer. When I moved into the area some 25 years ago there was a buzz about the town, but the lifeblood has been squeezed from it. Abergavenny and even Monmouth are so much nicer."
- Please take action on the dangerous situation facing pedestrians using St Mary's Street for shopping. Vehicles continue to drive down the pedestrianised street because the movable traffic bollards never seem to be put in place during the prohibited traffic hours. There have been several "near misses" as customers step out of shops into the street, expecting it to be vehicle free. Why are these new bollards not used?
- Finding one central point to attract tourists and improved facilities for residents - this could be achieved by improving the areas round the Castle and the Drill Hall. Most successful villages and towns have a recognisable centre whereas in Chepstow everything is disorderly-the bus station far from the train station, the Drill Hall being dated and unappealing and in dire need of replacing, the High Street being decimated, and the road system having remained unchanged for decades and consequently incapable of answering the ever increasing flow of traffic. Chepstow lacks one definite identity whereas before it was a thriving market town with viable shops it is now a complete mess due to the lack of proper town planning. The only change has been to accept new housing developments without making any other interventions. It does cause residents to wonder who benefits from this ongoing lack of planning. So many opportunities have been missed to make Chepstow appealing to both residents and tourists - e.g., the area where the old Fairfield Mabey has been allocated to a new housing development which is a significant lost opportunity to provide a great central area where new parking, improved bus and train station and other facilities could have been created. This is a last opportunity to improve Chepstow.
- Improving the appearance of the shops and buildings on the High Street.
- Cost of parking which is driving away potential customers to the few shops that are left in town.
- Also, the cost of business rates is not encouraging small businesses to set up in the town. "
- Car parking to be free
- We've lived in Chepstow for 35 years and despite the rapidly expanding population, we have watched the town deteriorate. I have stopped walking down the Dell, it's a dump and depresses me.
- No reference to the bandstand area, that is already very popular in the summer,
- The toilets could do with being improved

- Littering/disorder caused by black bin bags being put out on incorrect days/dumped. Often seen at the bottom of Steep Street/Hardwick Terrace.
- Very degraded and unsightly awnings and advertising boards on Moor Street. Not a good advertisement to visitors entering town this way."
- Yes. Your master plan is full of imagery and words that suggest improving the quality of Chepstow by making it less dominated by cars and motor traffic. How do you reconcile these noble sentiments with the disastrous decision to reopen the High St to motor traffic. What a foolish decision this is already proving to be.
- Making the town more pedestrian friendly.
- It is not sensible to prioritise 3 as all need attention. Also, although there are headings what do they mean? There is such a lot of 'consultation' and very little action. Consultation must have cost a fortune. It was our Golden Wedding celebration recently and my friend who lived in Sedbury was distressed to see Chepstow now after many years. It used to be vibrant, bustling and attractive. In July it was empty, desolate with trees and planters and seats looking precarious and out of place. There should be a variety of attractive shops and parking should encourage people to visit and stay for a while. Now parking is hard to find, expensive and discouraging. Extra costs have recently been introduced so although you are trying to encourage visitors and residents to our High Street others in MonCC are doing the opposite. Ian walking the Cotswold Way and have spent money on Winchcombe, Dursley and Wotton under edge. It is difficult to find places to spend money in Chepstow. Just before the Jubilee in Winchcombe shopkeepers were so welcoming and helpful and it cost a £1 to park all day. 3 of us must have spent almost £200 that day including food. Chepstow must be more welcoming.
- The town is bisected by the A48 and needs to become ""whole"" again. Free parking in the Welsh Street car park and the Castle Car Park for two hours would encourage tourists and shoppers to visit the town. Bulwark is often forgotten when facilities in the town are discussed and should figure in the plans, such as are being put forward."
- Most people visit or move to Chepstow for its fantastic access to the outdoors and countryside, yet Chepstow town doesn't reflect/make the most of this at all. There is none of this identity reflected in the shops on the High Street and it's a pretty grey town centre for somewhere so close to beautiful scenery. Families don't want to go to Bristol/Cardiff for the shops and experiences but there's nothing to come to in Chepstow! No climbing wall, crap parks, a crap skate park, a rubbish swimming pool for kids, no outdoor clothes/gear shops, no real kids' clothes or shoe shops, very few kid friendly eateries, no ice cream parlour, no kids film showings... Nothing to keep families in the town and spending money. It's obvious what Chepstow needs, we're just waiting for the council to keep up!
- Removal of traffic from high street except for those with accessibility needs

- Free business rates
- "The Town Centre has had its heart ripped out of it. Whilst all High Streets have suffered, Chepstow has become more of a wasteland. A town cannot survive on charity shops and a fortnightly Street Market (which does nothing for tax paying shop owners). Whilst the cycle of running down goes around between Monmouth, Abergavenny and Chepstow, Chepstow is looking pretty poor these days. Pubs are shutting, and an over reliance on seasonal tourism means the local economy is unsustainable. The traffic through the centre of Chepstow is almost back to pre-COVID levels - so encouraging Bristol incomers is possibly not the way forward. A focus on eco-transport may be a distraction. Chepstow is built on a hillside, and the train service is still poor.
- Regenerate the quayside and improve transport links - a bypass would enable the centre to recover.
- Chepstow is turning into a less effective Thornbury."
- Even with regard to the market, the assumption is that it should continue on a Sunday, with a street closure and minimal interaction with other aspects of the local economy. Why not hold it on a Saturday with stalls confined to the pedestrianized spaces (such as the paved space adjacent to Bank Street, the paved area between Bank Street and High Street, the smaller paved area outside The White Lion and La Place de Cormeilles."
- We live in the town and the noise from the White Lion on some weekends is unbearable. Please ask venues to be considerate of neighbours
- Rejuvenation of town centre; a lick of paint and roof top sweeded! I was sad to see this in the proposal"
- "There's nowhere to buy clothing for children at an affordable price. If I need something urgently for my children for school / uniforms / costumes etc, I drive to Cribbs or Newport.
- "Really need better shops, a next, Debenhams, a store that would provide something for everyone that covers, clothes, homeward etc.
- Bring back Hoggin the bridge to Chepstow and more evens in The Dell Park"
- Communities such as North Street in Bristol should be used as a model as to how to regenerate the high street. Supporting local and new businesses, attracting new businesses to the centre and encouraging community to engage with and spend money locally.
- "Cleaning of streets. Some streets in Chepstow need to be cleaned up, weeded & a general tidied up, pavements jet washed.
- Some buildings need some attention to be maintained & brightened up, in order to look more attractive.

- The bus station is very dirty, scruffy & unattractive to residents & visitors. If it is re designed, it could be much better.... But it will need to be kept clean & well maintained."
- The significant number of sleeping policemen/speed bumps in the Bulwark area. Needs to be rethought.
- Chepstow is being designed with small town mentality with a lack of imagination.
- You need to look at wider areas! For example - the regeneration of Newport market! Completely changed that whole area of Newport with a fresh look, good venue and lovely small food eatery and shops - rammed from Wednesday- Sunday with people looking for a good experience "
- Car parking should be free to attract people to use the high street.
- Rates need reducing to attract new shops not having empty premise.
- Old bank to be indoor market and street food
- High powered fast electric car chargers in car park at top of town and castle car park, we have an electric car when we charge in other areas of the country we walk and spend money local to the charge point. Chargers would pull off motorway to use
- Shops are closing Chepstow hight st is dying off the council needs to help businesses
- Parking. If people could park for free for 2 hours, I think more people would use Chepstow Town. People would meet friends for coffee and a catch up then have a browse if they could park for free for those 2 hours. Although if it was free all day all the spaces would be taken by the people who work in Chepstow.
- Clean the streets and pavements, I am ashamed to bring visitors to the town. The litter seems to be on the agenda
- Car parking rates should be lowered. Monmouth is so much cheaper.

Tourism and Visitors

- The town must be needful of what a tourist would expect to find. Part of the town identity should relate to the historical nature of Chepstow - antique shops, shops, clocks, ironmongery, etc. The other historic options should be about modern deli - modern wine - upmarket shops for locals.
- Make lower Chepstow tourist friendly - make it people only
- Maximising tourism will, in my opinion, only happen when the volume of through traffic reduces with the building of a bypass.

Neighbourhood Focus

- Don't tart up Chepstow town and forget its suburbs. Bulwark is as bad as many third world towns. John Huntly will be turning in his grave.

- Bulwark. The scheme to coordinate with the relocated Aldi store in Bulwark is incomprehensible. There is no Aldi store in Bulwark and there is no proposal for a relocated Aldi store.
- It is of great concern that such reports reflect the degree of research and are to be used to inform proposals for forward public expenditure. The major worry here is that money will be wasted on tinkering around with plans to enhance the environs and there will be nothing left in the purse to take action after the by-pass construction.
- Bulwark shops area needs updating to attract more to people to shop with better shops."
- There are no gp surgeries in South Chepstow and only one pharmacy, creating health inequalities in the built environment.
- "Bulwark Shops!!!
- Please note that in the list of areas in Chepstow that I live in you do not mention any areas on the 'wrong' side of the A466. I live on the Bayfields/Barnet's Wood/Woolpitch Wood Estate (it doesn't even have a name!). There is also Edmund Lockhart Court and St Lawrence Park. This is indicative of an issue that doesn't appear to be addressed anywhere in the plan.
- Nothing mentioned re car parking by Bulwark shops-turning it into a high street or whatever will just cause more traffic problems elsewhere. Need disabled parking too
- The significant number of sleeping policemen/speed bumps in the Bulwark area. Needs to be rethought.
- Bulwark shops need updating

Accessibility

- Provide more disabled parking spaces please
- Accessible pavements and room for those with mobility aids.

Transport and Movement

- Improving train services and making Chepstow station platforms accessible
- Public transport access to larger employment areas i.e., takes 1.5 hours on a bus to Bristol for work.
- The most important factor in improving the quality-of-life for the people of Chepstow will be the provision of a bypass
- "Improved infrastructure - road improvement, traffic management should be high priority. Increasing public transport, job on hop off buses will not help with the volume of commuters since removal of bridge tolls / migration of Bristol people as a result. "
- Having read the report, I am of the opinion that no more resource should be put into Placemaking or town Masterplanning until the by-pass has been built and we are able to see a truer picture of life in Chepstow. After this road construction it will be possible to identify and enable practical and meaningful Placemaking.

- Congestion is awful due to the lack of a bypass. The opening of the town arch has greatly improved this and shortened journeys for residents, as well as making the centre accessible. Do not close the centre again. "
- Improve the High Beech roundabout traffic flow.
- Traffic, road safety and public transport provision are the most important issues, because the community is gridlocked at times of day when people need to get to/from work and to extracurricular activities and shops.
- Traffic is the dominant issue in Chepstow, but this doesn't seem to have been addressed in the Plan. "
- Traffic is hideous in Chepstow – unbearable.
- Bridge and traffic congestion is unbearable
- The A48 through road is killing Chepstow. Either close the road bridge across the Wye (not very practical) or build a by-pass so that traffic with no intention of stopping at Chepstow can easily progress on a suitable road. With this traffic burden released from the town, there is every chance that Chepstow can become a destination for visitors and local people can benefit from a pleasant environment. For too long the County Council have muddled by from day to day with no real effort to address the basic problem of having the busy A48 bisecting the town. Twiddling with speed limits, cycle routes, planting flowers and opening coffee shops will never have a positive impact on the lives of Chepstow residents and visitors.
- Talking about a by-pass and seeking interim solutions to perceived problems will not cut any mustard with the ratepayers of Chepstow. A timetable for construction will give hope and certainty to all affected by the choking effect of the road. In the meantime, it would be of some relief to all if the High Street was returned to two way through traffic reinstating the alternative routes for local traffic. A bypass is the solution to many congestion and safety problems within the town.
- Build it and they will come. The County Council should not hide behind the excuse that money cannot be spent on Chepstow because that would be unfair to Monmouth and Abergavenny. Nor should the Welsh Labour Government's contentment with the road building in Cardiff and subsequent refusal to consider road building elsewhere be used as an excuse not to go ahead with this vital project.
- The lack of on-street electric car chargers where residents don't have access to home charging solutions.
- Traffic on slip road from High Beech roundabout to Severn bridge is bumper to bumper from 6-15am to 9am on Wednesdays. Also, traffic is tail back to Thornwell School to get out.
- Lack of dog waste bins by the bus station.
- The heavy traffic on the A 48 psychologically cuts of this side of the town from the centre the other side of the road. "
- Infrastructure - road improvements to address appalling traffic congestion issues

- We urgently need a Chepstow by-pass road. I live 3 miles from the town centre and used to go there for all my shopping, but I avoid going there nowadays because I hate sitting in a queue of traffic for 45 minutes and then having to negotiate Larkfield roundabout which is often more like a car park than a roundabout in recent years. Frankly, I can nip on a train to Cardiff to do my shopping in the time it takes to get to Chepstow.
- I don't think cycling on the A48 is safe. Buses around here are few and far-between. When people are going to the supermarket to do a big shop, the easiest and most convenient way to get your shopping home is by car. I hope that none of the proposed improvements will make it more difficult to get in and out of Tesco car park at the busiest times, such as around Christmas, than it is already."
- Public transport from outlying villages e.g., Tintern,
- Car-traffic is the main issue. As well as a lack of support for businesses in town.
- The speed of traffic on Hardwick Avenue. This road has footpath access links to the Welsh coastal path and lots of children walk to and from school. Speed bumps are required.
- Poor transport links to where everyone works (Bristol, predominantly) mean traffic is silly. For some reason efforts so far have focused on increasing traffic capacity rather than reducing demand.
- Join Tesco's to town centre
- Improve traffic flows in town and at High Beech roundabout
- Provide a dedicated right turn lane at Larkfield Garage/ Greggs commercial zone to free roundabout
- Traffic is becoming more of an issue and i struggle to get to work because of it, 2 main roads through to Larkfield, and only one main road through town.
- It's a saver they opened the high street again.
- Wasting lots and lots of money, for example removing a fully working crossing near costa then replaced it with a worse one,
- Then trying to make the road look nicer by putting stupid plant pots, which looked so out of the way.
- There is no thought for the residents or businesses, as building prices are rising, more businesses are having to close, and it's a shame, because Chepstow was once lovely until the council got involved, start thinking of residents who live here with proper opinions other than yourself and money."
- Related to traffic volume and transport - I just did not see reference to public transport (train and bus services out of Chepstow) in the plans. For me that is the key for improving the volume of traffic. Reliable and regular public transport to Bristol etc would take me off the road. Unfortunately, current options are not ideal (I do get train and T7 bus when I can, but timings and price are often a factor by which I go by car instead)

- Access and safety- with a small baby in a pram there are many areas/ road crossings (such as from Garden city over the A48) which are unsafe and make us less likely to want to walk into and enjoy the town
- We desperately need the link road that was once proposed. Traffic is awful in Chepstow, especially during rush hour.
- So much better now the high street is open to traffic. No more backed up to top of Welsh street or up by marks and Spencer's best decision.
- A48 congestion and also Forest of Dean plans to build an extra 600 houses around Beachley. Especially following recent years 4 new developments around Tutshill and Wyedean!
- You should work more closely with Gloucestershire County Council/Forest of Dean District Council - communities in Tutshill and Sedbury regard Chepstow as their nearest town too irrespective of the border. It would make sense to improve the active travel routes to these areas e.g., the path that cuts down through middle of Casteford Hill. This could be promoted more like a nature trail if tidied up a bit. I use it regularly and have seen slow worms, frogs, shrews, bats and various birds. It is steep of course, but good exercise and better than driving into town. I understand that due to the border this will probably be out of scope of this consultation, but Tutshill residents use Chepstow services and cause traffic.
- English housing overloading Chepstow's roads
- Traffic is a joke. That's what you should be sorting out
- "Public transport links to Bristol. The train station is a great asset but underused due to lack of direct links to Bristol. Commuting by car would decrease dramatically if there were commuter trains specifically in the week to get people back and for to work without having to change at Severn Tunnel junction for long periods of time with no facilities.
- On the weekend and during the day there can be long waits of up to an hour at Severn Tunnel for the connection to Chepstow. This is not good enough when this could be serving the town by reducing pollution and congestion and improving tourist links to the town.
- Lack of regular transport on the outskirts of Chepstow i.e., to Tutshill. Too many new developments without the necessary infrastructure.
- Traffic
- The town clearly needs a proper bypass not piecemeal measures that are solely designed to remove car use from what is essentially a rural area.
- Public transport. Buses going to railway station and connecting with trains
- Sort out the daily crazy traffic queues, it's all negative on social media. The history of the town has been swept away by building these flats and houses on the riverside and shipyard site.

- Yes, we need better public transport. It's appalling
- "A lack of safe and pleasant walking routes.
- No traffic lights / pedestrian crossings on Hardwick Hill.
- No care or interest in tackling noise pollution caused by backfiring cars with illegal exhausts."
- public transport to and from outlying villages to enable easier access to town for leisure and social activities
- Pollution
- Traffic is killing the town, why are we so poorly served by rail?
- Yes - the high pollution levels on Hardwick hill and the necessity for a bypass. The town infrastructure doesn't support the evolution of Chepstow as an expanding town and a bypass is urgently required.
- commuting traffic is a nightmare
- Improving public transport from Tesco's to Chepstow Bus Station & ensure that users know about the services.
- A bypass. and then the challenge of traffic volume won't be relevant. and so, community assets can be elevated.

Active Travel

- Enhancements and improvements to support active travel to further encourage walking, cycling and the use of public transport.
- The railway tunnel at the bottom of Hardwick Avenue has never previously provided a link to lower Chepstow or the riverside. Therefore, it is incorrect to state that it may be restored.
- Safe walking routes
- Preserve and conserve Chepstow Bridge by pedestrianising it.
- Cycle lanes
- Active travel infrastructure - making the town easy and safe to get around by bike (I know the gradients are challenging but surely a zig-zag route can deal with this?)
- Improve the walkways between Chepstow and Sedbury to reduce need for people to drive in. Roadside path over A48 bridge is covered with grit and sand. Need to wear glasses to protect eyes. This route is used daily by numerous school children.
- Why have St Mary's school been omitted from any plans?
- Safety of children and pedestrians on dangerous roads made worse by frustrated drivers.
- Illegal parking in close proximity to the dell school at drop off and pick up times.

- Really strong walking / cycling links within the community. Especially to create routes away from existing fast roads
- Many walking tourists use this hill and visit the wall. Residents from Bulwark and Garden City frequently use this route as a short cut.
- A couple of park benches each side on the grass verges might be useful.
- Secondly, the steep lower part of the street is in need of repair and unattractive often with bottle necks.
- Poor off road cycle routes (or cycle lanes) into Chepstow from nearby towns and villages

Employment

- There was little in the plan on maximising employment opportunities locally and making sure local people have the opportunity and skills to access opportunities.
- Broadly, encouraging local young people to stay or to return (after education) to the area. This is not an easy thing to tackle but I think it's important that the town retail/leisure/work offering facilitates this, as it's crucial to the long term health of the town. Lots of other Monmouthshire towns are struggling because young people cannot / do not want to remain in their hometown, and the increasing average age is putting great strain on the community and local services.
- Local employment for people so encouraging less need for travel, I.E low cost office space, reduced costs for industrial unit.
- The plan is limited on ambition to improve transport links and energy efficiency. If vast sums are to be spent on the town would it not be better upgrading the infrastructure.
- Making Chepstow attractive to quality business/employers that want to invest and partner with the community

Local Facilities

- More could be done to improve facilities for the older generation, particularly for men in their 70s/80s. Meeting places, clubs, day trips etc.
- Spreading the load of leisure activities around the town and not concentrating on just Riverside.
- A central hub for people to come together to share their interests and support each other like the Together works project in Caldicot
- We need a Chepstow minor injuries unit and decent out of hours doctors / dentists now there's more young families...Newport, Abergavenny, etc. too fair to drive with a small child at 2am.
- The town's cultural offer - particularly around the arts.
- Sports facilities - totally overlooked.
- Swimming pool and leisure centre is too small.

- No athletics track.
- Athletics/cricket club needs more investment.
- Football teams oversubscribed and no real home.
- Work with government to improve access to NHS Dentists and Minor Injuries Unit at Hospital
- Increasing GP Services and healthcare. Having minor Injuries Unit in Chepstow itself

Greening and Biodiversity

- Improving biodiversity. Steps already taken e.g.; rewilding of small green spaces have increased a general sense of wellbeing "the natural environment the Dell/ Garden City Woods"
- Planting trees and other greenery to blend Chepstow into its surrounding area.
- Prioritising the protection and development of green spaces for the well-being of all care of the elderly and care for their carers in the light of the current strain on social services and the NHS. Loneliness is a serious issue."
- The environment really matters for the future of all so it should be a top priority to preserve and develop green space
- "Tidying all areas so it looks better. Remove old signs such as new housing estate/ new road layout. They have been there years. Plant trees behind the high street between the service road and main road. It looks horrible as you drive down the A48 towards/from Tesco.
- Biodiversity and green space. Elements that help the climate campaign.

Sustainable Towns

- The plans seem to assume that life is going to carry on in its familiar patterns, ignoring the threats facing our electricity and water supplies, food security and every other aspect of resilience. Such an approach is short-sighted and unjustifiably optimistic. We need to take steps towards developing microgrids to generate, store and distribute electricity at the most local level, weaning ourselves off grid-dependency. We need to do something similar for local water capture, filtration, storage and distribution, reducing our dependence on the water companies. We also need to tackle the issues of waste management, reducing our reliance upon the sewage system.
- Localization of food production and distribution is also essential. Approaches might include the development of local high-rise hydroponic systems and the encouragement of vertical growing.
- Even more urgently, we need to relieve the stress on our rivers. A few years ago, the Wye was just about the least polluted river in the UK, but right now it's less than two years away from irreversible collapse.

- Something also needs to be done about the declining biodiversity. I've noticed that in my neighbourhood (in garden city) the newer house-buyers are almost universally blocking off the remaining wildlife corridor, placing increasing stress on hedgehogs, amphibians, reptiles and other ground-dwelling groups. This is a disaster, and steps need to be introduced to open up, develop and connect stretches of wildlife corridor. At the same time, we need laws to ban the toxification of the environment through the profligate use of weedkillers, insecticides, rodent poisons, etc.
- We could be developing a shock-absorbing community. Instead, the report focuses on trivia.

Young People

- Attractions for young people
- Play areas for children.
- Safeguarding all play areas by fencing them in as in the Dell.
- Facilities for young people, to both support them and to help combat antisocial behaviour.
- Facilities for children and young people - especially spaces for teenage girls. The Friends of the Dell Park group, to their undying credit, have been plugging away for years against enormous odds but where is the public investment in spaces for children and families?
- The children of Chepstow seemed to be left out. There needs to be on going activities, somewhere that children of all ages can attend for a small fee or free. We constantly see posts about children's behaviour in and around Chepstow, now we need to hear some positive posts. There are a lot of empty churches, community centres that cater more for adults. Let's see the council get off their backsides and do more in the community with the children.
- Extra-curricular activities for children and youth: soft play, bowling, classes, opportunities for them. "
- Children and young people need facilities.
- Outdoor paddling pool

Community Safety

- Massive drug problem in Chepstow. More police needed and action taken against known activity. I.e.. Alice crescent
- Amount of drug dealing visibly going on in the area needs to be dealt with. "
- Stopping racism. Improving community cohesion and promoting diversity.

Partnership Working

- Partnership is fine but is often reliant on volunteers and many voluntary organisations are nearing burnout, also ageing. They need support.
- Need to engage business community
- A confirmation from Monmouthshire County Council that funds that will be made available to bring any plan to fruition. The total figure (£'s) of such funds to be allocated and a written timescale on when the funds will be made available."
- The council of Chepstow and Monmouthshire have no care for the people in Chepstow. All they care about is money, and houses.
- The main focus should be pushing funding into institutions. The lack of primary and secondary schools has been made evermore apparent as covid has made commuter towns so attractive for those wanting to escape the city and or work from home. There is a huge need for a new GP's office/dentists etc. If the residents of the town cannot be provided for how a town is supposed to flourish. It must be taken seriously how attractive Chepstow is for commuters from Bristol.
- Communication to communities. So many new people to town and surrounding area. There is not one easily accessible source point to find out any information

Other

- Those options above are not representative of the top issues facing Chepstow.
- All of the above are important but the poor traffic situation, degeneration of high street & community assets have a knock on effect on other aspects.
- I notice that the residential area on School Hill and business area on the lower part of the hill are omitted.
- You've not included Tutshill and Sedbury in your plan which is disappointing for a border town. We may 'reside outside Monmouthshire' but we live less than a mile from Chepstow Castle and have a great interest in improving our local area
- We just moved here from Bristol and we're so sad we did, dying town, feels very "chavvy" and unsafe. No after school provisions for Thornwell school. Very bad.
- Please can we have blue, purple and food recycling bags available in more locations than just the library. It was useful during lockdown when we could collect them at Lidl and Tesco Express

Chepstow Now

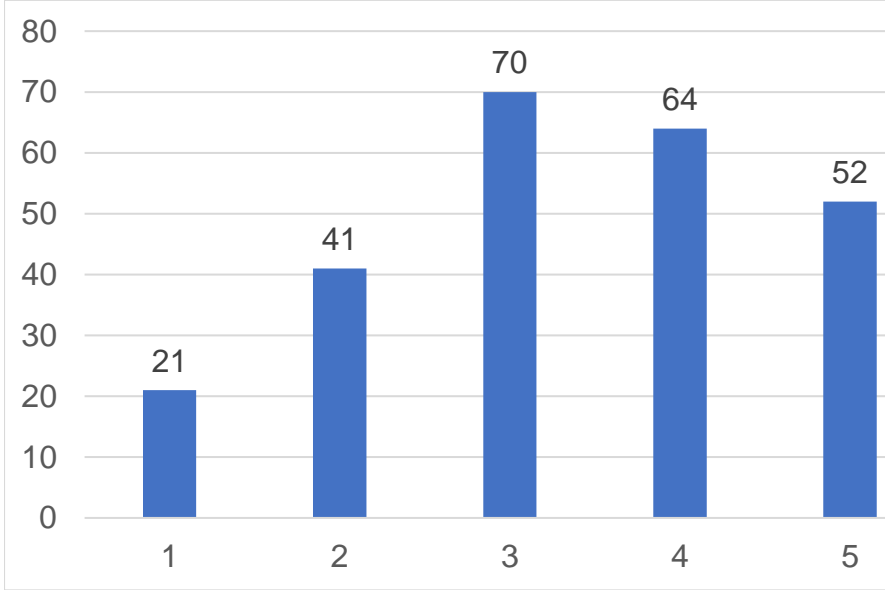
Figure 4 indicates where people see Chepstow now as a place with "tired", "potential" and "sad" being the dominant words.

Proposed Town Vision

Figure 5 shows how people rate the proposed town vision which is *“Chepstow is a great place for local people, businesses and visitors. The town centre is an accessible and distinctive place for local enterprise, arts, culture and public spaces. And the town’s neighbourhoods are well-connected, with the right range of services to support residents’ well-being”*.

75% of people rate the vision as being 3 stars and above with 21% rating it as 5 stars.

Figure 5 - How People Rate the Proposed Town Vision (1 to 5 stars)



Source: Community Survey; N=248

Additional Feedback on Vision

A range of comments were made on the Vision, with some extracts provided here:

- The town centre lets the whole vision down
- No mention of appeal and accessibility for tourists and visitors. Used to be busloads of visitors from Valleys and Bristol and further afield to visit attractive small town with fantastic castle and an array of interesting and independent shops. No longer applies.
- Chepstow is much more than just local people. Our geography and heritage means that you hear a great diversity of accents on the High Street. Its on reason why I've loved growing up here.
- I think most people think Chepstow is a great place...its the businesses and visitor part that's key and needs prioritising. Chepstow needs to be become a special place to visit to get badly needed revenue. Not sure if well connected neighbourhoods or well-being services are so critical for most residents.
- Include a statement on Chepstow's green agenda
- Missing importance of community belonging - clubs, groups, meeting spaces. "
- It takes more than street furniture or similar such hardware to achieve this vision. Encouraging businesses /retail /local enterprise etc to the town centre needs changes to rates etc to increase viability, and perhaps a more proactive approach to allow businesses to try out whether they are viable with short

term lease opportunities or small units which the council might support...

- Chepstow is a fantastic potential staycation location and Active Travel destination. More could be made of the many national walks which start on Chepstow (Offa's Dyke, Welsh Coastal Path, Wye Valley Walk), potential Harry Potter Trail, caving with one of the best caving networks under Piercefield, climbing and the potential climbing wall in St Mary's Church, the historic nature of the Town with its Castle, Museum, walled town, port and ship building. The many festivals, racecourse, galleries, Market and many firsts as a gateway to Wales, first town in the UK to go single use plastic bag free, first plastic free town in South Wales, first town in Wales to have a Sustainable Transport Plan.
- Chepstow could be an active travel location implementing the Town's Sustainable Transport Plan (the first in Wales) and linking to national paths that start in Chepstow (Welsh Coastal Path, Offa's Dyke, Wye Valley Walk, local climbing experiences (and development of a climbing wall in St Mary's Church), caving - under Piercefield is one of the most spectacular caving systems in the UK, creation of a Harry Potter Trail, playing more on the local heritage making Chepstow a staycation destination feeding festivals, events and markets increasing footfall for local businesses. Developing a distinctive shop front style (such as Bath) enhancing the town centre.

Improve neighbourhood connection with 80% of children getting to school using active travel.

- Fails to identify any means of addressing and resolving traffic and transport issues, particularly the problems of severance and congestion resulting from the current A48. Many residents find it difficult to access the town centre by foot, car, or any other means. A partial solution would be to restrict the A48 to local traffic, but this would require the completion of the bypass and bridge at Thornwell/Sedbury. Without such major investment Chepstow will not become "accessible and distinctive".
- It lacks clear reference to the environment
- Your proposals do not appear to address concerns of locals. Improved infrastructure - roads, traffic management, schools, drs, dentist
- The vision is flawed. This whole presentation needs consideration after the construction of Chepstow by-pass.
- You need to reflect what residents tell you in your decisions. It's not up to you, it's up to us. Your job is to make it workable.
- Where is the funding coming for the MCC vision and would more direct help for families & individuals struggling with current economic conditions by targeting funding to support more community based projects to help people in these times such as community lunch clubs, warm places to meet over a hot drink and additional funding for volunteer groups such as foodbank / community fridge etc.

- Chepstow needs a Grand Vision and a 3/5 /10 year Masterplan based on commercial reality. Planning needs to stop being reactive and start being proactive and less negative to new ideas and development. I personally don't think anyone in MCC has an imagination at all!
- MCC have somehow managed to take a town with huge potential and change it into somewhere with ugly eyesores, horrible 1960s blight, too many empty rotting building, too many missed opportunities, a narrow range of low-income businesses and a total lack of vision or creative wealth creation. Planning policy is poor and reactive, highways policy confused and rather naive and tourism not supported as it should be. Bring money into the town via special events and invest it in great design using local architects and designers!
- It is an exciting vision, which I very much hope will be successful in receiving funding from the Welsh Government. Chepstow has been long neglected for funding. The proposals on show at the Palmer Centre were very inspiring.
- Chepstow is ""the gateway"" to the wye valley, but the river is not used for any economic benefit in Chepstow. And other tourist features; the old wye valley railway route, or river walk is not capitalised. There are loads of cyclist in Chepstow on a weekend. yet there is no cycle shop or rental available. or other outdoor tourist services to make Chepstow a base for travelling up the wye

- Think it would be good to have a unifying theme such as The Wye Valley Producers Town - Gateway to Wye Valley and encourage local producers to take up empty shops. Also, would be good to have guidelines about what shop frontages look like to have a more pleasing, cohesive aesthetic e.g., Bragin Booze looks out of keeping with tone of street
- Disagree with the focus on tourism at this stage - focus should be on making this a great place to live and work.
- There's nothing in there to disagree with, but it could apply to any small-to-medium sized town anywhere. Is there space for something that is a bit more Chepstow-specific? Something about the town's particular place right on the border between England and Wales? Something about the exceptional local natural environment, the town's history, but also, it's track-record of being quirky and at the cutting edge of modern social movements?
- "The vision is great, but I think some key principles should be adopted across the proposals to ensure the priority of active travel and public transport over cars:
 - Think this is super encouraging and I truly hope it happens. Such a beautiful town, steeped in history and with so much potential. It is a shame that it currently is as empty and left as it is. We need some high street brands in Chepstow to encourage trade and the younger generation. So much potential!!!
- The vision is fine if it is supported by investors and also the local and county council! Such consideration to

parking charges for example which have go up over 200% which would cause anyone investing in Chepstow concern as there could be no foot fall due to high parking charges!

- It should read residents and communities. The communities that use Chepstow as their hub also help Chepstow prosper
- Agree with aims but to date none of the actions by the councils have meaningfully supported the vision

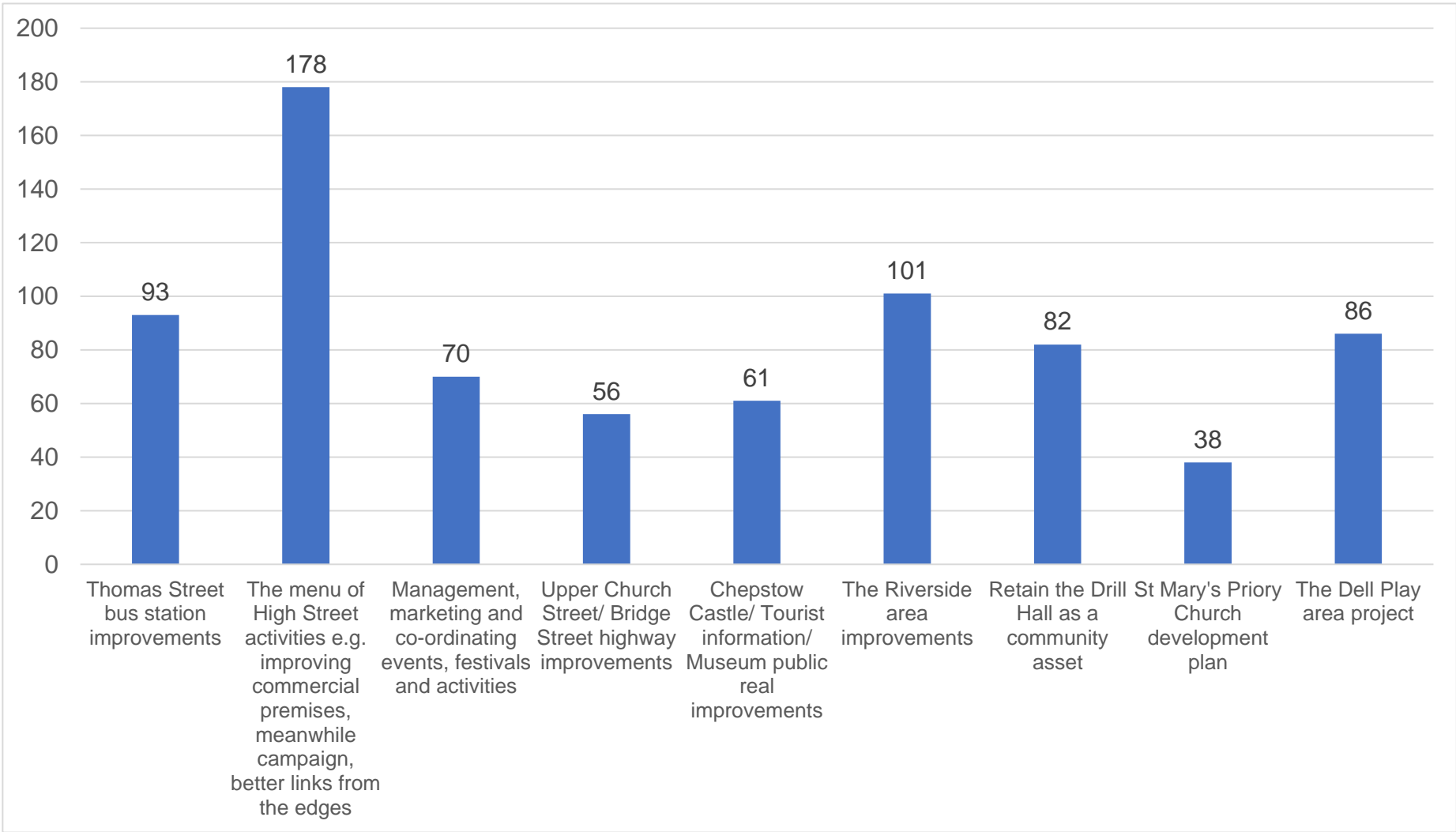
Town Centre Proposals

Figure 6 illustrates where people see the priorities when reviewing the town centre proposals.

23% of respondents rate the menu of High Street activities as the highest priority, followed by improvements to the Riverside area (13%), Thomas Street bus station (12%) and then by the Dell Play area project at 11%.

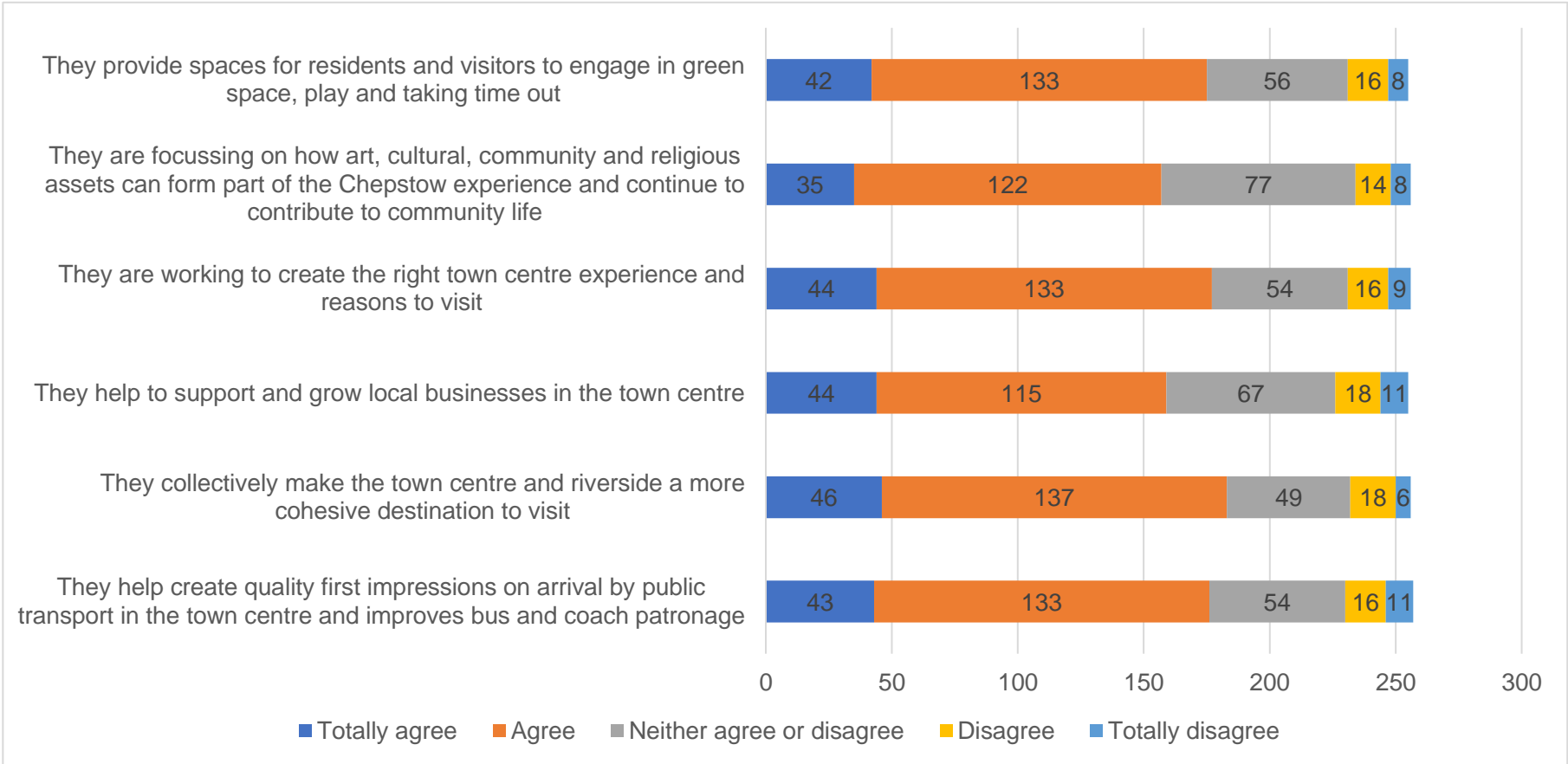
Figure 7 asked people to rate the proposals against a series of statements. From the chart, most people agree with what the proposals are setting out to achieve, with the highest degrees of agreement for the proposals working to create the right town centre experience and reason to visit, in addition to them collectively make the town centre and riverside a more cohesive destination to visit.

Figure 6 - How People Prioritise the Town Centre Proposals



Source: Community Survey; N=256

Figure 7 - To what extent do you agree with the following statements on the proposals?



Page 268

Source: Community Survey; N=258

Are there any other ideas or focus that are missing for this area of the town?

A range of comments were made on items that people felt were missing. These are some extracts:

- Key is good independent shops; encourage landlords to reduce rents/smaller units/update to living accommodation above.
- More "run around" minibuses to connect town centre with outlying estates for people with poor mobility, heavy shopping, babies and toddlers etc
- What about creating a modern new space in the centre of town to attract people?
- What about linking with regional attractions (Wye, Tintern, Monmouth, Piercefield House etc."
- Close from the High Street/Upper Church Street to traffic except at commute times or in case of emergency/road blockage on a48.
- Please consider the music community in the town. It's important for how the town speaks for itself.
- Tidiness - make the place look ultra-attractive and keep it maintained
- Other towns have adopted more pro-active and innovatory approaches to the empty shop syndrome - look at these and see what can be learnt and tried in Chepstow. "
- The development of Chepstow library as a theatre and cinema in evenings with parking nearby and the addition of secure bike parking.
- Chepstow town centre is changing with experiences and services becoming more prevalent - therapies, coffee shops, hairdressers, Sunday Market, nail bars, restaurants - often these require small shop units to start up so it would be beneficial to split empty larger shops to populate with smaller start-ups.
- Chepstow has a plethora of sports clubs (Athletics, Archery, Boxing, Cricket, Football, Rugby, Tennis...) which involve a lot of young people but there appears to be little linkup with the Town Council and inclusion in future plans. "
- As before - Chepstow is a town which needs to further capitalise on its natural assets for economic benefit. It is surrounded by amazing walking (but no shops selling outdoor gear etc) and cycling routes (but no bike shops). Having chains will attract people to the town and spend in independent shops - it could really do with shops like H&M, Mountain Warehouse, Evans bikes, Halfords...Look at Abergavenny and Monmouth for inspiration. I don't want to go to Bristol to shop for outdoor clothing, shoes, clothes etc. For myself and children or particularly online. Would prefer to walk to do it
- Need one-way system in High Street, with 20 mph speed limit throughout town centre, more crossing places, environmental improvements, better use of open spaces, and more parking provision.
- Support improved bus station at Thomas St (rather than recent poorly thought-out proposals for ""hub"" at railway station), but with better connections between the two.

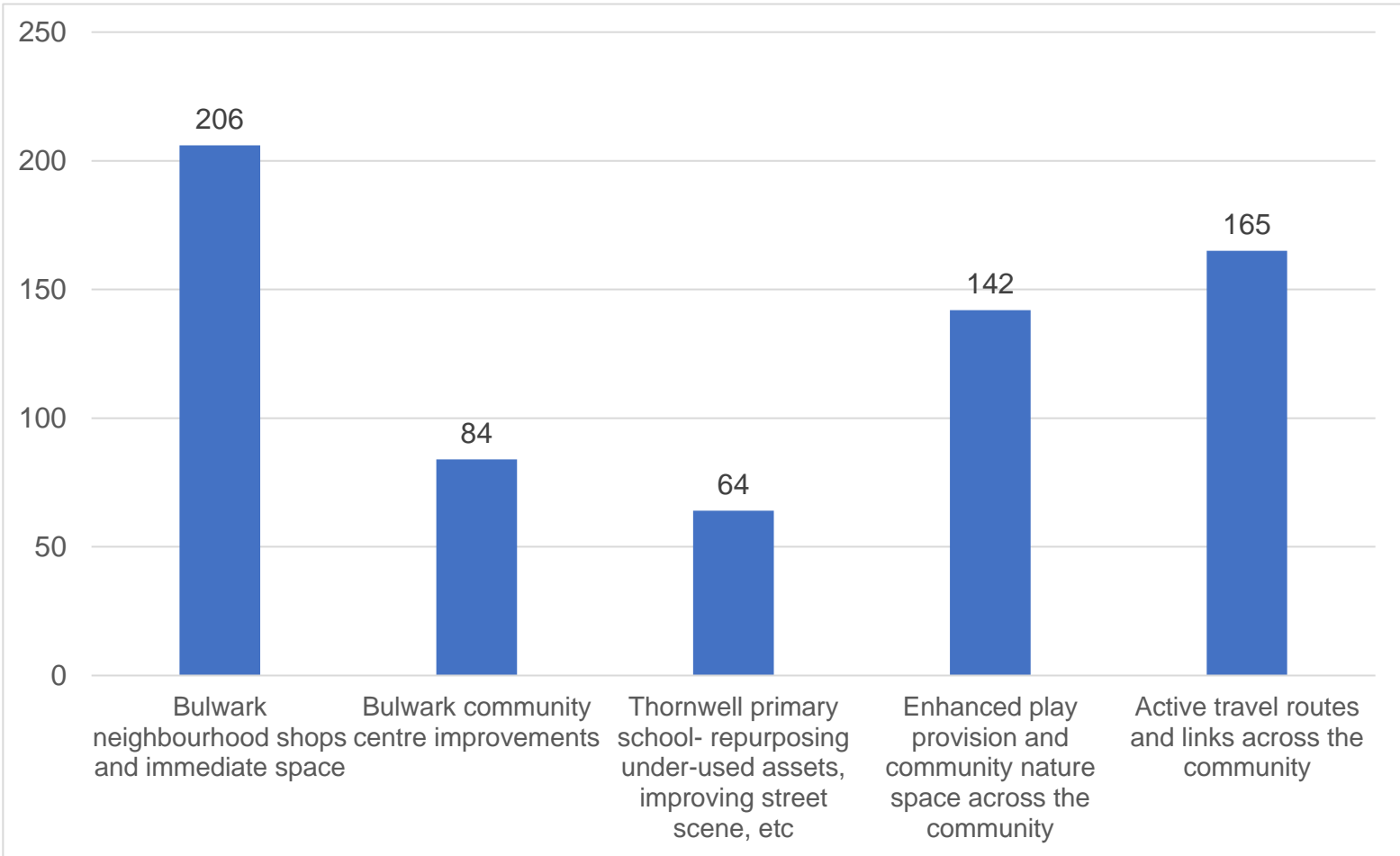
- Provide shuttle bus to old bus station
- The issue of High St misses the key question, as to whether motor traffic is part of the aspiration or not. I would argue that removing, or managing, the traffic makes all the other aspirations more likely to succeed.
- I have visited many similar small, walled towns around Europe that reduce/remove traffic to make better spaces for residents, businesses and visitors. It can be done."
- Chepstow could so easily be more of a foodie destination- more could be made of the Sunday market, for example.
- There has been very limited consideration of cycle routes into and around town e.g., no bike lanes or shared cycle/pedestrian routes without cars, especially in relation to routes from more rural areas such as Boughspring and Woolaston where residents rely on Chepstow for services and leisure. 2. lack of consideration about arrival by train and how this connects (physically and visually) to the town centre. 3. Unclear on impact on taxi ranks in the area, there is already a shortfall which makes Chepstow undesirable as a night-time location because it is so difficult to find transport home.
- The big HSBC building, we need to reclaim this for the community
- The Wales Coastal Path should be developed in conjunction with the Severn Princess Preservation Trust and the Mabey site development"
- EV charging. A lot of electric car visitors to wye valley from England will need somewhere to charge. Charging takes a good hour or so. If we had a destination - maybe farm shop showcasing our local products - with significant ev charging points, we could capitalise on the passing through trade. People might even come off the m5 to especially visit.
- The drive through Chepstow on the A48 is not pleasant. Traffic is awful but trees also need to be planted to obscure the back of the shops which are very unsightly. You do not get a sense of how lovely the town is, and people will not be tempted to check it out when they see the back of the shops which resemble more of an industrial estate. Improving this area should be high on the list in my opinion."
- High Street improvements should seriously include removing the Barclays building to reinstate a market location and opening up connectivity to the shops and arcades behind it. creating a town square type location that acts as a true centre for Chepstow. Tourist info, maps, access could then all pivot of this location"
- Better Park, best use of the dell area makes it more appealing to people, a bypass
- The vision does not mention resolving the two biggest issues Chepstow has: poor transport links and traffic congestion.
- Without this the rest pf the proposals border on pointless. People and businesses will not be attracted to a gridlocked, polluted town that is getting worse.

Bulwark and Thornwell Proposals

Figure 8 illustrates where people see the priorities when reviewing the Bulwark and Thornwell proposals. 31% of respondents wish to see Bulwark neighbourhood shops and its immediate space improved, followed by investment in the wider active travel network (25%) and enhance play provision and community nature spaces at 21%.

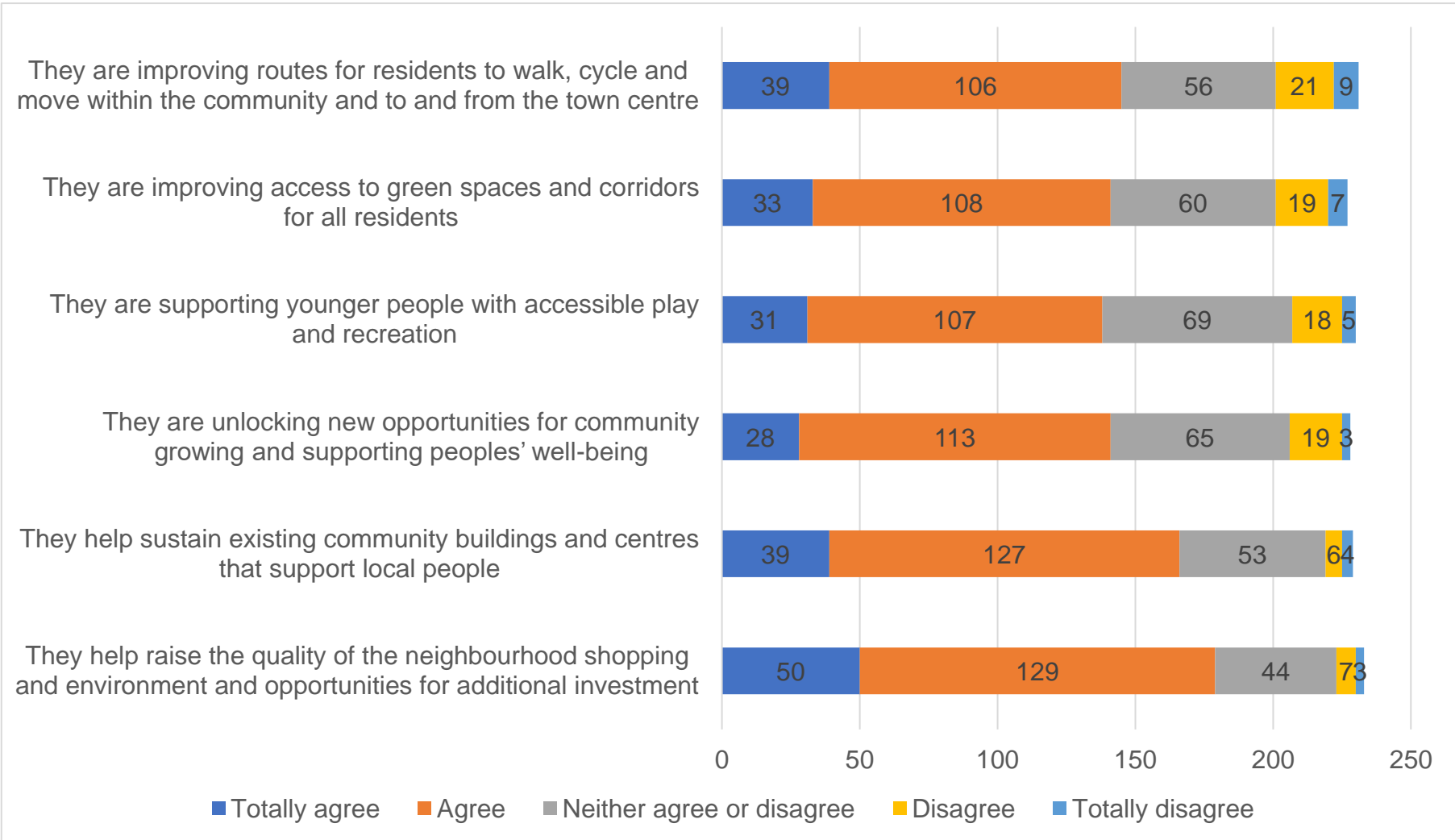
Figure 9 asked people to rate the proposals against a series of statements. From the chart, most people agree with what the proposals are setting out to achieve, with the highest degrees of agreement for the proposals working to raise the quality of the neighbourhood shopping and environment and opportunities for additional investment, and also help sustain existing community buildings and centres that support local people.

Figure 8 - How People Prioritise the Bulwark and Thornwell Proposals



Source: Community Survey; N=231

Figure 9 - To what extent do you agree with the following statements on the proposals?



Source: Community Survey; N=234

Are there any other ideas or focus that are missing for this area of the town?

A range of comments were made on items that people felt were missing. These are some extracts:

- Needs radical modernisation
- Demolish existing buildings not in use and start again.
- Objection to why St Mary's RC Primary School has not been included in proposals
- Create more of a mixed shops rather than just the couple of takeaways and a supermarket
- "Need to stop the traffic turning right from A48 into Bulwark and right onto A48 from Bulwark.
- Main problem in Bulwark is the removal of public free parking which has been boarded up by old social club. The shops are privately owned. Public money should not be spent on improving them. Owners should be encouraged to maintain them."
- GP and Banking Provision.
- More regular bus service."
- Bulwark corner- a stranglehold
- Safety of area at night.
- "With reduced speed limits and reduction of rat runs allowing children and those using active travel to take priority reducing traffic and increasing community spirit.
- 80% of children to go to school using active travel
- "The majority of sports clubs are based in Bulwark and Thornwell and these could be better promoted and integrated into the Bulwark and Thornwell neighbourhoods.
- The creation of active travel taking priority over vehicles, reducing speed limits, reduction of rat runs so streets are reclaimed by children and make safe for active travel."
- Need to ensure that Coast Path route is completed along riverside through new development east of railway.
- Industrial site needs upgrading roads and signage layout.
- Make use of Bulwark shops as a central meeting point to access travel options. park and ride buses, taxi, buggies, bikes / mobility hire.
- "Having viewed your consultation proposals for Chepstow I am disappointed that you recognised and are making recommendations for improvements to three Primary Schools namely Thornwell , Pembroke in the Bulwark ward and the Dell, but no mention of St Mary's RC Primary School, as a school we urgently need pedestrian crossing at the school entrance in Old Bulwark Road and opposite the church in Bulwark Road, we have had two near misses of cars colliding

with staff and children. It is also noted that St Mary's has provided 16 placements for Ukraine refugees since May 2022, two have moved to higher education, two have moved back to Ukraine and one has moved to Tutshill Primary following a successful appeal against their initial application. In addition, we have 27.9% of pupils with additional learning needs compared to the Dell with 5%, so we as a school are certainly serving the Chepstow community. Can you please feedback why we as a school have blatantly been overlooked in this review.

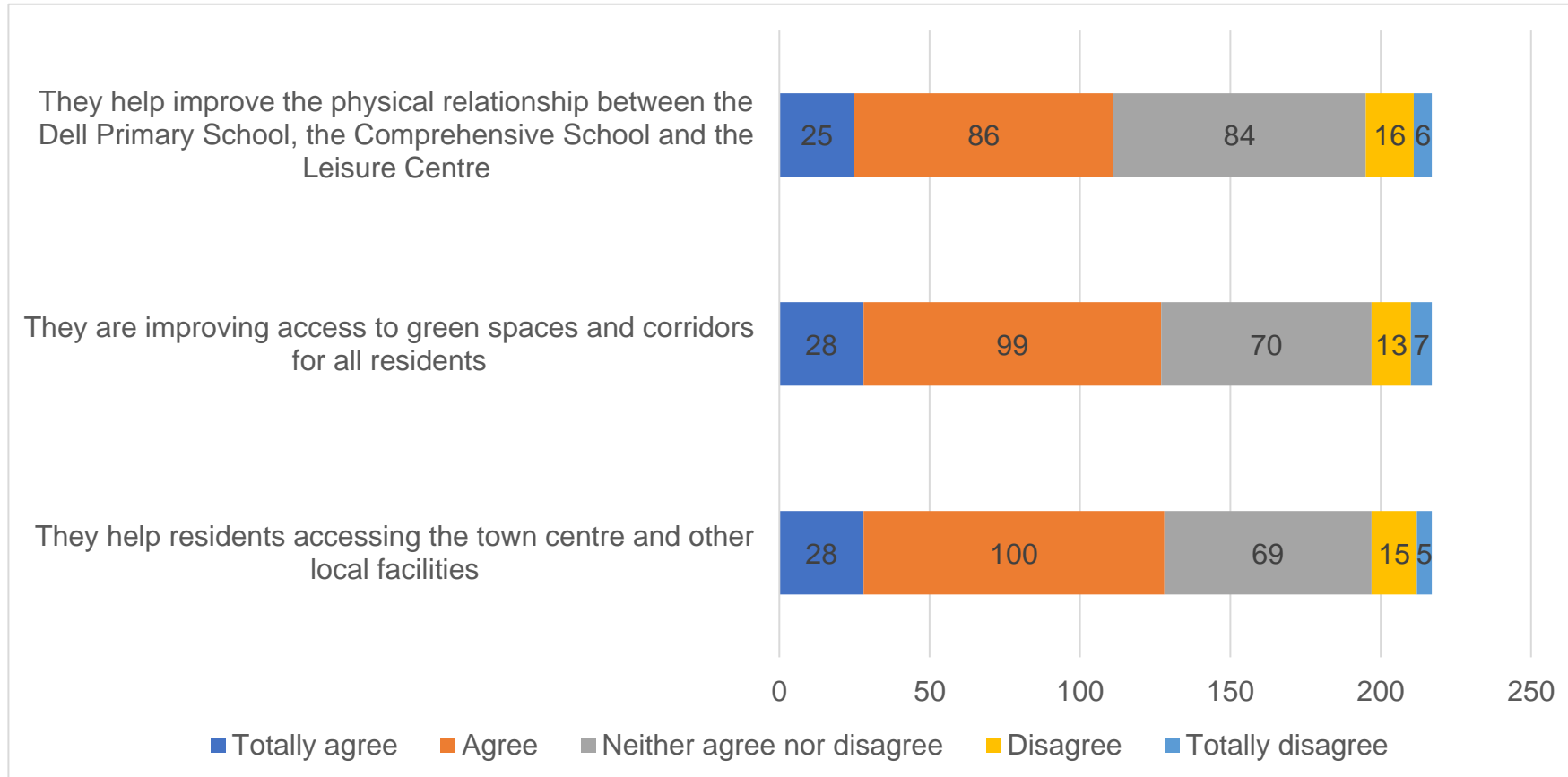
- Youth facilities are not very apparent and would benefit the community if this is addressed. Perhaps such facilities are readily available but need more advertising.
- GP surgery needed. Easier access to library facilities needed: could there be a satellite in bulwark or Thornwell?
- You say this, but green infrastructure is key. Could do some small scale initiatives, e.g., pocket parks, pollinator highways, and street trees
- Better police/community support officers' presence. Better enforcement of speed limits and more bins that are actively emptied.
- "- Although the proposals for Bulwark high street are a huge improvement on the existing situation, pedestrians still do not seem prioritised. Proper 'continuous footways' would be preferable, i.e., no level/construction/materials change for pedestrian crossings over road junctions; Instead of expensive interventions to segregate bikes from car traffic, install plastic/metal 'wands' to lightly segregate on wider roads, particularly uphill and on routes to school. - Implement on-street parking restrictions along all residential parts of Bulwark Road (not alongside the shops) and Thornwell Road. Parked cars slow buses and general traffic, are dangerous for cyclists, and there is ample on-street parking on side streets."
- NO AFTERSCHOOL CLUBS CURRENTLY. How are we supposed to work???
- Keeping the area around the Bridge Underpass clean and tidy, more bine and dog waste bins. This is often the first area

Kingsmark and Western Chepstow

Figure 9 asked people to rate the proposals against a series of statements. From the chart, most people agree with what the proposals are setting out to achieve, with the highest degrees of agreement for the proposals working to raise the quality of the neighbourhood shopping and environment and opportunities for additional investment, and also help sustain existing community buildings and centres that support local people.

Figure 8 - How People Prioritise the Bulwark and Thornwell Proposals

Figure 10 - To what extent do you agree with the following statements on the proposals?



Source: Community Survey; N=218

Are there any other ideas or focus that are missing for this area of the town?

A range of comments were made on items that people felt were missing. These are some extracts:

- Improve footpath/walking access from Bayfield/St Lawrence Park/Penterry Park via Ruffets open area to Schools and Town Centre opening onto Mounon Rd via grassy area of Tempest Drive - children already clamber over wall for short cut. Look at all unofficial short cuts and make proper walkways and crossings.
- "The Comp is not fit for purpose and is in an embarrassing state. We were promised a new school 6 years ago.
- The Dell is bursting at seams."
- Danes' children play area fenced in for safety and to keep dog out. xxx is near swings where children play.
- Needs to be a 20 mph down Welsh Street."
- Cars and street parking. Puts cars on driveway.
- It seems like this is focused on Dane's area - what comes under Western area. New estates left out - e.g., Bayfields, Laurence Park, around hospital & behind Spar. Large housing areas with little in the way of community assets - e.g., community centre.
- The new housing estates past the Dane's (e.g., behind Spar, Bayfields etc) have been completely left off this town plan like they don't exist - despite their size & proposals for increased house building in the LDP. What about community assets there?
- Lack of children play areas at the Del for both residents and visitors
- "Decrease speed limits and stop rat runs to enable children and those using active travel to retake the streets of housing estates and increase community cohesiveness.
- Use of the Danes for community activities such as street parties
- Stop house building and attract businesses
- A revision of the catchment area for The Dell School to include the local children rather than travelling pupils could considerably help with improvement of physical relationships and reverse the effects of community divisions.
- Vital the speed and traffic issue are addressed on Welsh St. there are 2 big schools and no additional safety measures.
- I live on the Danes. You have not mentioned that Huntfield Road is used as a part run and safety in a residential area should be addressed. Of course, all green space should be valued. The gym equipment in the open space should be safe and useable. The pullback apparatus hurt my back as could not pull it back, wrote to MonCC as thought it was concerning, no reply.

- Might want to also consider how this part of the town faces outwards as well as connects into the town centre. Key pedestrian linkages into the AONB through the Piercefield, Wye Valley Walk, Barnett's Wood etc - these are currently under-promoted and key linkages (e.g. access into Barnett's Wood) could be made much better for pedestrians.
- I don't think this plan takes in any of 'Western Chepstow' - i.e., west of the A466
- More commercial facilities/convenience stores/chip shops etc could benefit this area that feels quite lacking in facilities compared to the rest of town
- Allowing enormous housing developments to be built with absolutely no road improvements (the token Tesco junction works do not count) or any requests for more frequent train services causes so much harm to this town and is negligent behaviour by the council."

Future Chepstow

Figure 11 indicates where people see Chepstow in the future with "improved", "better", "improving", "vibrant" the dominant words. Not so dominant but words such as "welcoming", "hopeful", "thriving" and "congested" are used.

Figure 11 - Please provide a single word on how you see Chepstow if this plan was delivered over time?



Source: Community Survey; N=209

What one thing would you want the plan to start delivering tomorrow, if no restrictions on funding, partner support and other resources were not present?

Numbers in brackets indicate frequency of activity being mentioned

- Improve traffic and transport situation (86)
- Making high street more of a destination (37)
- More town centre shops (14)
- Upgrade Bulwark shops (9)
- Dell Park (6)
- Parks and play areas (5)
- Town centre parking (free or improved) (4)
- Improve pedestrian experience (2)
- Thomas Street bus station improvements. First impressions count. (2)
- Better signage
- More/better health facilities
- Concentrate on people, without them nothing will survive anyway
- Who knows how many centuries Chepstow will have to wait for it
- Community facilities for all
- Links to Coastal Path
- Better bus services (regularly)
- "Keep Chepstow tidy - litter, glass, bin emptying, dog poo
- Economic and wellbeing benefits

- Do something with the empty Barclays bank
- Prioritising locals- more affordable housing
- More green planting. It's an easy win to enhance an area.
- "Free electric minibus shuttle.
- Safe active route Bayfields"
- Safety for ALL
- Green spaces
- Stop developments until such time as a proper road structure is in place to meet the demands of local residents and other roads users who bypass the town.
- Community cohesion.
- On-street electric car chargers in residential areas
- Upgrading and improving Thornwell and Bulwark
- Chepstow / Tidenham Cycle / Pedestrian Link
- Too many houses being built with a lack of infrastructure
- "Attract more big companies into Chepstow town.
- Make the Dell a better place to be proud of
- Cut Business Rates until every shop is occupied
- Improving the town's appearance
- Barclay bank repurposing, pop-up support on main high street.
- Close the high Street permanently and pave it like Caldicot
- Improved sports facilities
- Minor injuries / out of hours GP & Dentists at Chepstow Community Hospital.
- Promoting cohesion and diversity. No more insularity.

- Money needs to be spent
- Community transport
- Long-term resilience and adaptivity, including capacity for antifragility.
- Green spaces enhancement for play and wellbeing
- realistically providing proper services (hospital, dentist, new schools) but I think the bus station needs a much overdue clean up.
- Maintenance
- Take control from the old fashion council
- Have the right people in place

6. Chepstow Comprehensive School Workshop

During lunchtime on the 16th of November, a number of pupils came together from across all of the school years to share their thoughts on where they see Chepstow now as a place, and its focus and priorities for the future? The session was run by the County Council's Regeneration team with the support of Chris Jones Regeneration. With the exception of one pupil, everyone who participated live in the town.

Chepstow Now

Positives	Negatives
Nature	Lack of shops
Walks	Same thing every time...no difference
Sunday market	No cinema
Tourist things	Lack of restaurants
Tradition	No birthday celebration place
Heritage	No Select shop
Quiet	No hair and beauty shop
The environment	A drive through town or community
Picturesque	Normal
	Quiet
	Boring

	Traffic
	Not much stuff to do

High Street

- Pedestrianise it
- Space for people
- Awareness of cars now
- Need to sit out
- Planting
- More things to do
- More shelter
- Where does traffic go?

Areas for Focus

Local Services

- Have a small A & E in community hospital
- Waiting times are long at doctors
- Lack of NHS dentists
- Community hospital isn't used by local people

Public Transport

- Always have to change at Severn Tunnel Junction
- Change trains for Bristol and Newport
- No high speed trains – 30mph speed limit on track?
- Train station improvements
 - Poor for blind and visually impaired
 - The pedestrian bridge is a barrier
 - It feels old
 - It's an inconvenient space at the front

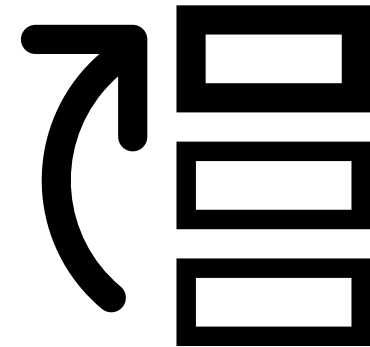
Active Travel

- Trial out E-bikes
- We love Tidenham Tunnel
- Wyedean and Tintern from Chepstow is not accessible
- We need to find ways of segregating cyclists as it's not safe

Employment

- Hard to find casual jobs when in sixth form
- It's a place to leave and not stay for work...will come back if you want to settle down

- A Cinema – two to four screens
- Have a minor A&E and community hospital
- Modernise rail network – new station, faster trains, more connectivity



Priorities

- More fishing on the Wye – challenges are access and its tidal
- Improve public services – health, sports and recreation
- New uses and experiences - bowling, cinema and theatre
- Bigger leisure centre and pool – 20m increase to 25m pool
- Better things for youth and sport
- A general perspective – “adding” not familiar
- Improve facilities – don't build more things
- The environment – lack of greenery and trees – watch housing growth

Appendices

Consultation Material

Image 6 - Exhibition Panels 1 to 3

Why Are We Here? chris jones



Monmouthshire County Council and Chepstow Town Council identified the need for a Town Masterplan that would provide the strategic framework which will guide future place making and changes in the town.

The Aim of the Study

To prepare a strategic regeneration framework for Chepstow which would guide future regeneration spend in the town and ensure future Chepstow is an attractive and vibrant town well placed to serve its existing and future residents and visitors.

What is Placemaking?

Welsh Government's Planning Policy Wales states that placemaking is 'a holistic approach to the planning and design of development and spaces, focused on positive outcomes. Placemaking can be summed up by the following four areas:

- Public Space**
- High Quality Built Form**
- Happiness And Well-being**
- Character And Identity**

How Can You Help?

We want your views on the ideas that are proposed within this Plan for Chepstow. What do you believe are the priorities? Where should we start? Is there anything missing that we need to consider?


Your views are so important for us knowing what Chepstow needs, so none of these ideas are final and they remain proposals until the resources and funding become available as well as developing partnership working.

Ways to provide comment are provided on the final panel. Thank you for taking an interest in the future of Chepstow.

Chepstow Town Council and Monmouthshire County Council




Town Conversations chris jones



Chepstow Town Council identified the need to understand the views of the local community in and around Chepstow as part of a Place Plan process during 2020 to 2021. Online community engagement activities ran between March and end of May 2021. The online engagement resulted in a vast array of responses, which are outlined below and have helped inform our ideas which are shared later on.

- Traffic And Transport**
 - Innovative solutions to enable people to move around without using the car should be considered such as a hop on and off electric bus around town.
 - Concerns about safety were expressed – at junctions for drivers and crossing roads for pedestrians – over and under the road (tubs).
 - Active travel – cycling and walking. Walking for visitors and local people is very important for well-being and the economy of the town but also Wales.
- Tourism**
 - Need to attract tourists and increase the footfall in town and build on the success of the Sunday market.
 - Promote the town as a gateway to Monmouthshire and Wales.
 - Promotion of National Cycle Network, Coastal Path, Forest of Dean, Offa's Dyke, Wye Valley Walk etc.
 - Concerns around empty shops in the town/ shop front design and appearance at the retail centre.
 - Dedicated route from Chepstow to Tidenham (consider pedestrian bridge).
- Facilities, Community & Services**
 - Not enough facilities / places for teenagers to go in Chepstow.
 - After school provision is lacking – sports clubs are excellent but not many facilities / clubs to cater for all interests.
 - Improved links to the leisure centre needed – incorporate links with the secondary school.
- Built Environment & Heritage**
 - History of the town is positive (castle / port wall) but need more emphasis on its history.
 - The river frontage is an asset which should be harnessed more.
 - St Marys Church – can alternative uses be explored such as driving walk, community spaces?
- Housing, Jobs & Economy**
 - Smaller housing units needed for young people starting out – affordable – particularly in town centre.
 - Need to improve infrastructure before building new homes.
 - Pollution is a major health concern – and much discussion was linked to traffic and the impact on the environment.
- Environment & Biodiversity**
 - Pollution is a major health concern linked to traffic and the impact on the environment.
 - Transition Chepstow is a local group facilitating local action about how the town can respond to climate change.
 - Access to local green spaces and natural environment was highlighted as an asset of the town.
- Green and Open Spaces and Play**
 - Play equipment needs updating in many play areas – consult with young people. Consider gym equipment, audit play equipment.
 - Accessible route needed to Binnetts Wood on the western edge.
 - Replicate the successful Garden City project and community orchards scheme in other parts of the town.

Chris Jones Regeneration



Challenges & Opportunities chris jones

From reading through the community's comments and looking at local statistics, the following challenges and opportunities have been identified.



- Challenges:**
 - A Destination for Sport, the Outdoors, Festivals and the Wye Valley
 - A High Street that is trying to find a way forward
 - An historic gateway town
 - New Housing feels separated from town
 - Neighbourhoods that are close to the town centre with good open space
 - Garden Suburb Character
 - A focus on neighbourhood improvements and local services
- Strengths:**
 - Gateway into the Wye Valley from the south
 - Historical walled town known for Castle and location on the River Wye
 - Characterful town centre set with a conservation area
 - Location next to the M48 and the Severn Bridge
 - Chepstow racecourse – home to horse-racing, concerts and events
 - Some distinctive independent town centre businesses
 - Range of town centre amenities e.g. Rock in the Dolls Arts Festival and more
 - Lots of passionate community and voluntary organisations
 - Some strong employers in research and development, technology, etc
 - There is a sense of neighbourhood in places like Bulwerk
 - Long distance footpaths – Wales Coastal Path, Offa's Dyke and more
 - The heritage of the River Wye – boatbuilding, painters, port ferry
- Opportunities:**
 - The Place Plan process – making the case for change and funding
 - Bristol house buyers bring new demand in the town
 - Stag station tourism market due to Covid and whether this continue
 - To grow distinctive clusters of businesses – arts, food, creatives, etc
 - Some large town centre buildings could unlock arts and cultural facilities
 - A growing arts scene – festivals, galleries, shops, events, clubs
 - Connect the Castle, Museum and riverside into a more cohesive place
 - Planned investment in the leisure centre and commercial school
 - Creation of small to medium sized workspace – start ups and innovation
 - A hub for artists, makers and producers within lower Wye Valley
 - Maximising savings products and their economic benefits for the town
- Weaknesses:**
 - Proximity to Bristol does result in leakage of activity specifically shopping and leisure related activities
 - Traffic volume on the A48 and its resultant impact on the local highway network, environmental quality and economic performance of the town
 - The topography of the town centre poses certain challenges for destination management and accessibility
 - The town centre performance follows UK trends in shopping but is compounded by its physical challenges, its traffic amongst other things
 - Pockets of deprivation that are associated with health, education and income and some neighbourhoods have a poor environmental quality
 - Transportation has long reach and no strong clusters of quality employment
 - The housing market has shifted away from Bristol which has increased demand and prices
- Threats:**
 - Housing growth and strain on infrastructure
 - Reduced spend on rural edge with housing
 - Waiting for big solutions to the town's traffic and not looking for practical solutions
 - Future of the High Street – needs to agree a purpose and direction
 - Sense that the community hospital is losing bed space and a wide range of care

Chris Jones Regeneration



Source: Chris Jones Regeneration

Image 7 - Exhibition Panels 4 to 6

A Vision For Chepstow...

Our Vision for Chepstow

"Chepstow is a great place for local people, businesses and visitors. The town centre is an accessible and distinctive place for local enterprise, arts, culture and public spaces. And the town's neighbourhoods are well-connected, with the right range of services to support residents' well-being"

Our Aims & Objectives

- Aim to develop Chepstow town centre as a destination for the local community and visitors that is based on its heritage, local town and increases character and successful local businesses and attractions.
- Develop and co-deliver a town centre identity and experience that is supported through place marketing, local business support, and on-street activity.
- Develop a partner-led approach to tackling underused space and buildings that meets town centre user needs and builds a distinctive experience.
- Manage space with the high street area through a town centre partnership so that it hosts frequent events, festivals, markets and more.
- Manage how people arrive in the town centre and help them explore and find their way around.
- Ensure that all town centre is accessible to all with infrastructure ensuring people can travel to and from safely with the right facilities to encourage visits, dwell and linger.
- Enhance the arrival and linkages between the town centre, the Castle and Riverside area, the Drill Hall, develop amenity improvements and on-foot event/activity programme.
- Develop, create and manage green space within the town centre for play, biodiversity and other activities.
- Support community assets through a partnership led approach that forms part of the Chepstow experience, and help their long term viability and their role in the community.

- Improve the quality of the setting of Bulwerk neighbourhood shops and its linkages with the community through a co-ordinated design that addresses the main road, frontages and immediate spaces.
- Support and enable community organisations with buildings, venues and spaces by supporting them to fund and ongoing training and support that improves skills and people based outcomes.
- Support a local partner-led approach to improve under-used outdoor spaces within the community and help local facilities, enhanced quality of public spaces, education, social membership and opportunities for community growing.
- Develop and create accessible, friendly, walkable neighbourhoods that ensure access to amenity and services by foot and bike, that also link into the town centre through the wider active travel network and to various key disease hotspots.

Our Proposals

Presenting the key projects for the town, then visualizing the key proposals for each area in further detail, the key project areas are as follows:

The Town Centre

1 Thomas Street Bus Station

This project offers a great opportunity to completely repurpose the existing bus station space and public realm. A review will need to be undertaken of the existing bus services with a view to reduce the number of bays required. This will release currently underused land for repurposing into quality public realm. Introduction of meaningful green infrastructure will help to soften the currently hard environment and create the backdrop for a supplementary and complementary use e.g. coffee kiosk with south facing seating / rest area.


- Creation of an improved public transport arrival gateway
- Reduce dominance of large areas of 'dead' paving by reduction of bus bays but not impacting on bus services
- Creation of new quality public realm with integrated green infrastructure
- Activation of space through the introduction of a 'service' use e.g. coffee kiosk
- Improve setting of the church
- Opportunity to relocate disabled parking from Moor Street to Thomas Street, helping to reduce Moor Street congestion

Page 288

Source: Chris Jones Regeneration

Image 8 - Exhibition Panels 7 to 9

The Town Centre chris jones



2 High Street Area

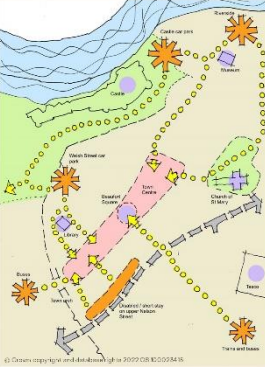

A menu of activities to activate, animate and repurpose the Chepstow High Street experience that includes:

Place

- To work with the existing public realm and introduce planting, signage/promotion and re-enforce events/activities space that complements the business offering.
- To provide a Building Grants initiative that is a flexible pot for grant funding to deliver improvements to town centre buildings that will facilitate interventions such as Commercial Property Improvement Grants, Town Centre Meanwhile Uses, and Shop Frontage Enveloping Schemes.
- To co-ordinate frontages and the immediate spaces to create the right draw and experience through a design code and manual for businesses.
- To develop the Welsh Street link public realm with the existing town centre scheme to deliver improved pedestrian link between The Dell green space and playground, Welsh Street car park, Chepstow library/Community Hub and the town centre.
- Explore the creation of short term parking on Upper Nelson Street with an improved link to the High Street, alongside former Herbert Lewis store.

Activity

- To develop a meanwhile/pop-up campaign that complements the existing offer and builds on an emerging identity and brand.
- Create and install outdoor pods that can trial ideas such as cinema, theatre, talks. This can help test ideas in a low cost way before investing in buildings.
- Bring altogether into a co-ordinated town events programme such as Castell Rock Music Festival to the annual Arts Festival through the town's Walking Festival, ensuring town centre space is event-fit.

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Prepared for Transforming Towns

The Town Centre chris jones

Place Management

Local organisations are already directing activity and resources to help support the town centre but these would have greater impact if there it was more integrated. Some building blocks for place management include:

- A town centre partnership** that has a focus on how the town centre works together, both operationally and about events and activities.
- Street animation** To explore simple ways of animating the town centre streets, building on street bunting and floral displays. This could include training on business signage and A boards, use of flags, social space adaptation, amongst other items.
- A digital platform** A town website with supporting social media campaigns that also links into physical identity within the town e.g. signage, event signage, etc.
- Events and Activities** Adding to the current programme of town events, there is a need to explore a meanwhile or pop up scheme that would focus on empty properties, trialling ideas, products, events that act as a springboards for micro-businesses and start-ups.



The Town Centre

8 The Dell Park


Castle Dell is owned privately by the Denny family and has been leased by the council from the family since 1946. The play area at Castle Dell Chepstow has been in situ for many years and whilst the equipment is maintained to the relevant standards by the Council it is dated, has limited play value and is not fully inclusive. The site is close to the town centre, next to the Bank Street car park, giving good access to the play area and the wider open space. The Friends of Dell Park Chepstow (FDP) was set up a few years ago by a group of interested parents with a view to upgrading the play area and has been working for the last three years with a landscape architect to redesign the site. The proposed adaptations and improvements to The Dell Park include:

- Enhancement of existing play provision
- Interpretation of town wall
- Improved access to the lower level of the Dell
- Introduction of enhanced biodiversity and pollination opportunities
- Activity on Wye Valley Walk and key town route




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Prepared for Transforming Towns


The Town Centre/Riverside chris jones



14 Chepstow Castle/Tourist Information/Museum Public Realm

This area of the town is a key arrival point and gateway for many of the visiting tourists. There is a real opportunity, to create a real sense of arrival here. There is also an opportunity to far better integrate the neighbouring uses into a unified space. Specific activities include:

- Reduce traffic speed
- Widen footways
- Create places for pub seating
- Rationalise castle car park access
- Improve pedestrian link between castle and museum



monmouthshire sir fynyw
Prepared for Transforming Towns

Source: Chris Jones Regeneration

Image 9 - Exhibition Panels 10 to 12

Lower Chepstow chris jones

15 The Riverfront
 The riverfront area needs to re-enforce itself as destination within the town and part of the lower Chepstow trail of heritage and natural assets. On arrival there needs to be a clear sequence of movement from the old Wye Bridge to the river-bank and band stand area.
 To make the space more coherent for the Wales Coastal Path southern gateway and the amenity area of the Riverfront area
 Incorporate features that connect the north and south gateways to create a sense of connectivity along the path
 Install artistic features which people will post on social media, providing effective marketing for the path

16 The Drill Hall
 The Drill Hall Chepstow is a community and arts venue which, since it was leased by Chepstow Town Council in 2008, and handed to a volunteer management committee, has rapidly become a major focus in Chepstow's artistic and community life. Key areas of focus to sustain this building are:
 To ensure the Drill Hall remains as a welcoming and accessible community-led cultural facility.
 To develop the Drill Hall's potential as a centre for community education in the arts, culture and heritage of the area.
 To build the capacity of the Drill Hall to accommodate new community activities, in order to promote health & wellbeing.
 To realise new community and social enterprise opportunities that help to sustain the Drill Hall in the long-term.

17 Upper Church Street/Bridge Street
 Rationalise carriageway
 Reduce junction geometry to increase pedestrian space and slow vehicle speeds
 Enhance pedestrian priorities using crossovers at side junctions
 Improve setting of Alms houses

18 St Mary's Priory Church
 St Mary's Priory Church has come to a cross-roads where it needs to maintain its place of worship within the community, safeguard its historical value but also open itself up to more community and town wide activities and events. The Church has developed a Vision which is about looking to using the internal space in a number of ways that respects its core purpose, yet also attracts new audiences and leads to it being seen as accessible and inclusive to all. Ideas include:
 Activities to include provision for baby and toddler groups, school holiday activities, soft play activities and support groups for young parents
 For young people, areas of the church could be provided for weekly youth clubs including table tennis, pool, music such as safe discos.
 For older people activities such as dementia Cafés, day centre, concerts, theatre, cinema, etc by societies and clubs and arts exhibitions.
 The celebration and promotion of the Arts could include Festivals – Music and Performing arts, Literature – Poet/Artist in residence, Exhibition space, etc
 Some proposals that could be trialled or semi permanent include temporary climbing wall and a temporary skate park.



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 Transforming Towns
 Monmouthshire Council

Bulwark & Thornwell chris jones

9 Bulwark Neighbourhood Shops
 Improve shopper experience.
 Enhance frontages of shops and buildings.
 More public space to sit out, dwell and use.
 Make the road into a street.
 Better pedestrian crossings.
 Links into nearby neighbourhoods.
 More trees and planting.
 Scheme to co-ordinate with relocated Aldi store proposal

10 Bulwark Community Centre
 Enhance existing community assets such as the community centre would aid demand, viability, future sustainability and social cohesion in the area.
 To integrate assets such as Bulwark Community Centre and Pembroke Road Primary School into the local community.



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 Transforming Towns
 Monmouthshire Council

Bulwark & Thornwell chris jones

10 Thornwell Primary School
 Repurpose former caretaker's lodge.
 Enhance how school engages with Thornwell Road.
 Streetscene improvements and introduce green infrastructure.
 Connect into Active Travel Network.

11 Play Provision
 To re-provision play sites within Bulwark and Thornwell that continues to provide a community resource yet maximising the natural capital of the spaces
 To retain play spaces and green spaces but with enhanced biodiversity value

12 Active Travel Links
 Active travel improvements that support increased mobility, healthy lifestyles and journeys to work, learning, leisure, shopping and more
 To address known hotspots for pedestrians and cyclists such as crossings, accessibility and to present a continuous series of routes
 The Active Travel Links support the 5 min neighbourhood and links into the larger 15 minute walkshed



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 Transforming Towns
 Monmouthshire Council

Source: Chris Jones Regeneration

Image 10 - Exhibition Panels 13 to 14

Garden City
chris jones

13 Play and Sensory Garden

- ❑ Improve existing play provision
- ❑ Support Community Group with sensory garden improvements
- ❑ Ensure whole space works for well-being, play, football and informal recreational use

14 Links to Coastal Path

- ❑ To reopen link from Hardwick Avenue through railway tunnel onto Brunel Quarter along Riverside to lower Chepstow
- ❑ To consider how the Wales Coastal Path benefits the town centre economy in terms of route, signage, interpretation

Kingsmark and Western Edge

15 Welsh Street Linkages

- ❑ Improve safety of children in accessing school
- ❑ Create new gateways into school and leisure centre
- ❑ Introduce green infrastructure
- ❑ Promote pedestrians above vehicles

16 Active Travel And Community Nature Space

- ❑ To link the north-western edge of Chepstow community within the town centre and other destinations through the Danes and onto Welsh Street
- ❑ To make additional investment in the Danes open space and play area through local spaces for nature measures
- ❑ To improve existing routes to meet Active Travel standards

Have Your Say – Next Steps
chris jones

Have Your Say:

Thank you for taking the time to view these proposals for Chepstow

You can feedback your comments in a number of ways:

- ❑ Come along to our face to face events on the 8th and 11th October in the town centre and Bulwark
- ❑ View the proposals in Chepstow library from the 12th to the 30th October
- ❑ Viewing the proposals and completing our on-line survey at www.monmouthshire.gov.uk
- ❑ Posting your completed survey at Chepstow Town Council (the Gatehouse) or at Chepstow library by the 30th October
- ❑ If you have a specific comment that cannot be included in the survey, please email us: mccregeneration@monmouthshire.gov.uk or phone Sadie Beer on 07929726220

You can access the survey via either the following link to the website, or by scanning this QR code which will take you to the site:

<https://www.surveymonkey.co.uk/fr/chepstowtownsurvey>

Do you agree with our vision?

Do you agree with the proposals

Is there anything missing?

Do you want to get involved?

Next steps...

After the consultation period has finished we will:

- ❑ Read and analyse your comments
- ❑ Share the consultation responses with you
- ❑ Refine proposals and the plan
- ❑ Publish the Plan once formally adopted

Have Your Say

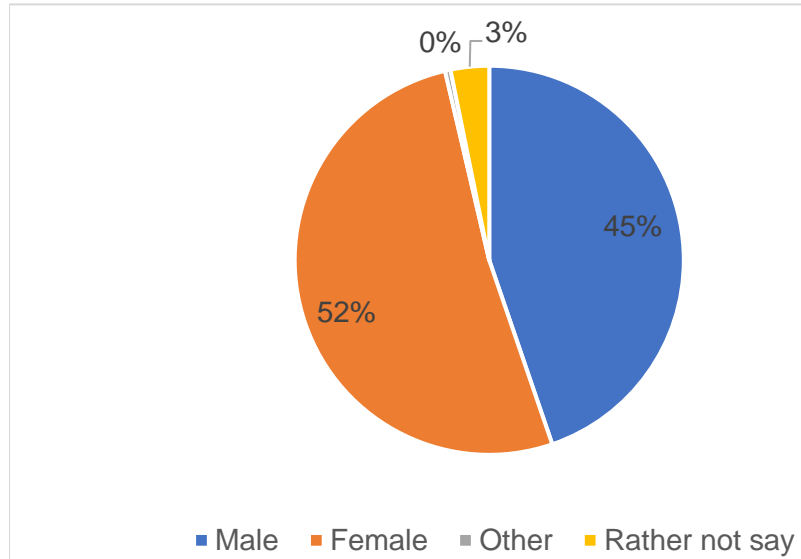
Sadie Beer: 07929726220

Monmouthshire Council: mccregeneration@monmouthshire.gov.uk

Source: Chris Jones Regeneration

Respondent Breakdown

Figure 12 - Breakdown by Gender



Source: Community Survey; N=222

Figure 13 - Breakdown by Age

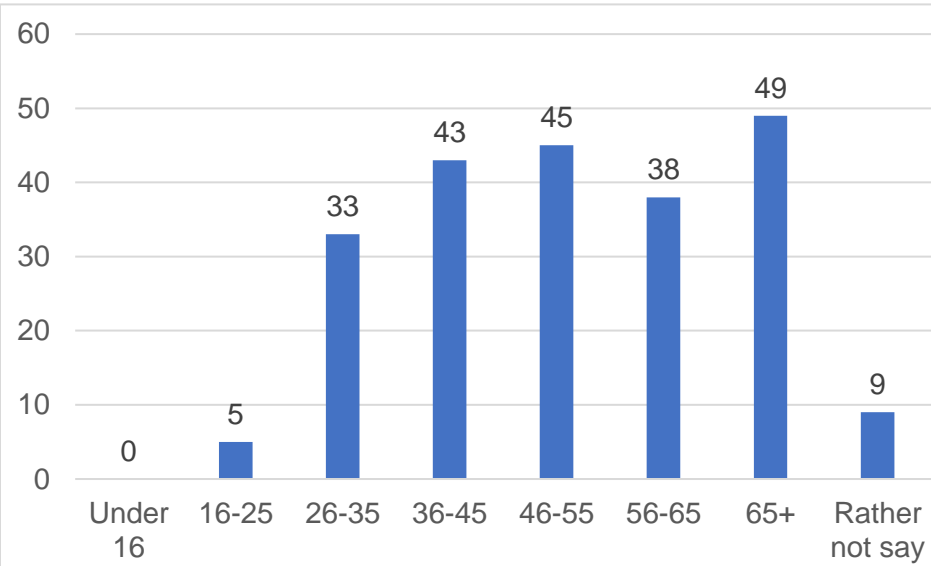
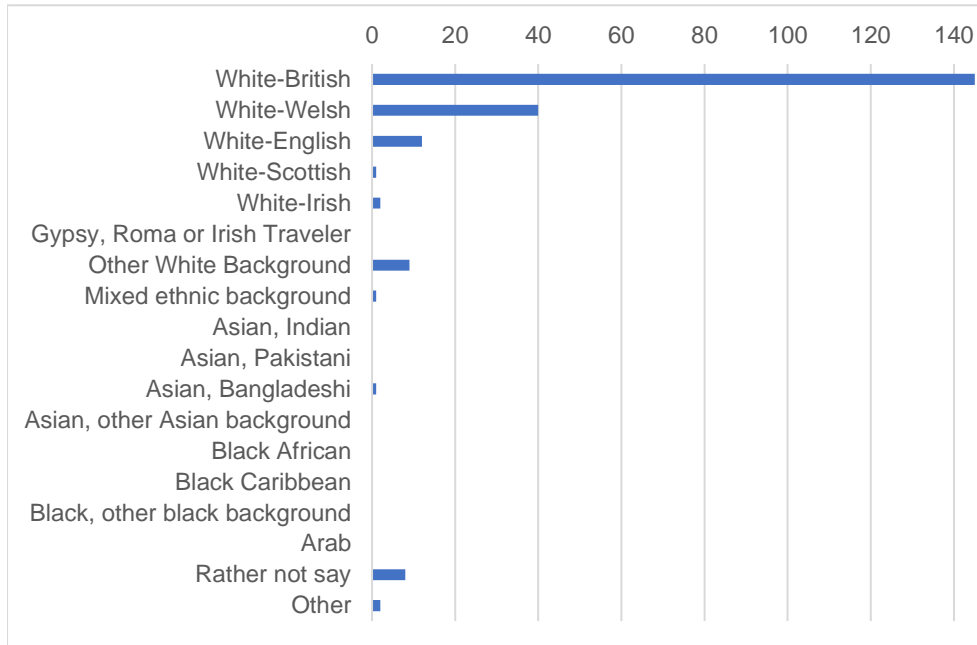
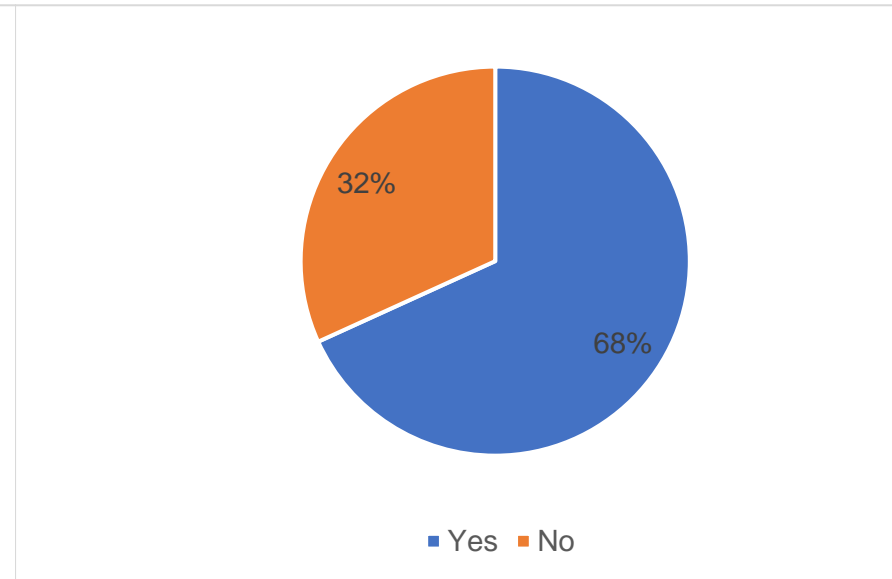


Figure 14 - Breakdown by Ethnicity



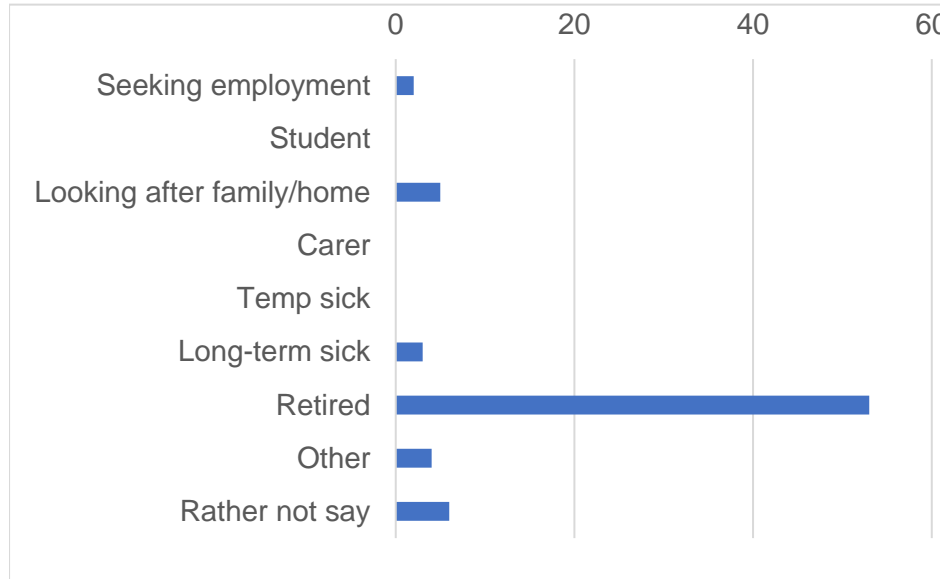
Source: Community Survey; N=221

Figure 15 - Are Respondents Employed?



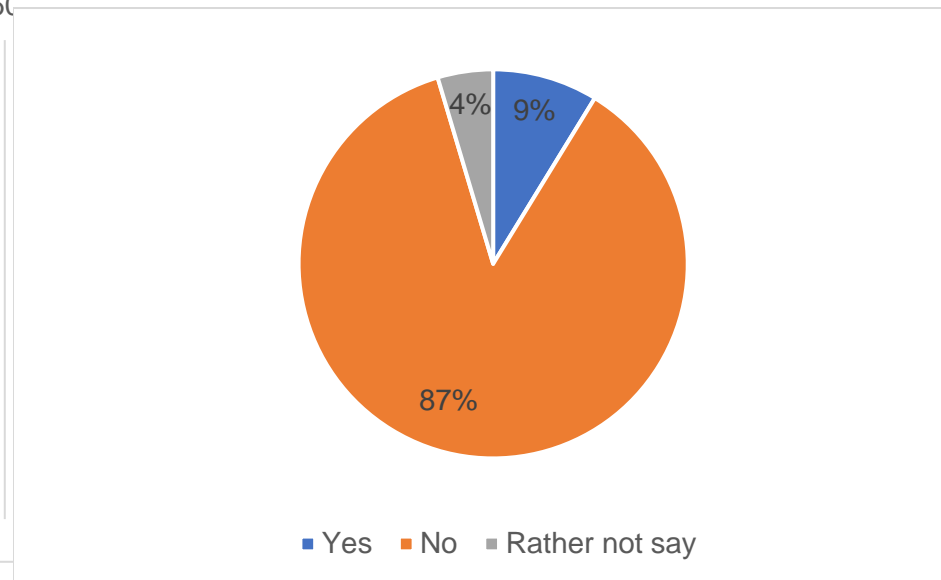
Source: Community Survey; N=217

Figure 16 - If you are unemployed, which one of the following applies to your current status?



Source: Community Survey; N=73

Figure 17 - do you consider yourself as having a disability?



Source: Community Survey; N=217

Further Comments

- Visitors feel lost. Inadequate signage. Questions - where is bus station - where is Bank Street?
- The task is massive to repair years of neglect.
- Please refer to supporting letter of representation
- Improve public toilets
- Too much jargon - at times - what does co-ordinate frontages and co-ordinate spaces to create the right draw and experience through a design code mean?
- Need to attract big businesses and opening hours need to be longer - 9am to 6pm
- Less housing, more infrastructure, less talking, more action. How many more surveys, consultations, public meetings before actual improvements are made. No more introduction of superficial items of improvement whilst root causes of dissatisfaction are not addressed.
- If roading and sports infrastructure are not improved, you are not delivering for future generations. The council have an obligation under the Future & Wellbeing Act to invest now for the future.
- I doubt any of this or other feedback is included, we all know that consultation is box ticking, before you crack on with what you want to do anyway. Another lost opportunity for Chepstow and its residents."
- Start as quickly as possible
- The present bus station actually does not have enough bays. Any attempt to reduce them would cause chaos.
- Until the traffic flowing through Chepstow from Lydney direction is addressed - the town will remain polluted, and car focussed.
- Move away from ""Bristol people"" phrase - we need to embrace everyone - make them feel welcome
- Council has a thankless task judging by residents' actions to the High Street in Covid."
- I'm concerned about the proposals for St Mary's Church. Please seek to preserve its voice and mission to our town.
- Improve traffic flow at rush hour
- Make it a special place.
- Green spaces should look natural not contrived
- Better signposting for a history trail - link in blue plaques."

- Don't just write elaborate and expensive plan; start with small effective changes which will bring the greatest benefit to most people
- I think they are quite pedestrian in places & not as developed as they could be. Many of the things like keeping Drill Hall, improving Dell Park, updating Bulwark community centre are surely givens and not aspirational. Surely a place plan should help guide town & county council planning decisions & yet missing reference to key areas in town which feature heavily in LDP? Town centre lacking detailed vision for what people want to make the town unique & a destination for residents & visitors
- We will wait and see
- The involvement of sports clubs, religious communities and local clubs and organisations would help get buy in to the plans and faster implementation.
- All new houses should be passive in nature reducing residents fuel bills and making Chepstow more resilient.
- Push the Welsh Government to expedite the WelTag Study on High Beach Roundabout so there is hope for traffic congestion in Chepstow.
- You state that grants could be available for high street premises. Surely this is down to the property landlord, and not taxpayers.
- "For too long the County Council have muddled by from day to day with no real effort to address the basic problem of having the busy A48 bisecting the town. Twiddling with speed limits, cycle routes, planting flowers and opening coffee shops will never have a positive impact on the lives of Chepstow residents and visitors.
- Talking about improvements and seeking interim solutions to perceived problems will not cut any mustard with the ratepayers of Chepstow. A timetable for construction will give hope and certainty to all affected by the choking effect of the road. In the meantime, it has been of some relief to all that the High Street has returned to two way through traffic reinstating the alternative routes for local traffic. A bypass is the solution to many congestion and safety problems within the town.
- Build it and they will come. The County Council should not hide behind the excuse that money cannot be spent on Chepstow because that would be unfair to Monmouth and Abergavenny. Nor should the Welsh Labour Government's contentment with the road building in Cardiff and subsequent refusal to consider road building elsewhere be used as an excuse not to go ahead with this vital project.

- The County Council and the Town Council should make every effort to ensure this vital road is built. Thereafter will be the opportunity to make proposals about Placemaking and Transforming Chepstow.
- Be bold, represent the community and get this done.
- Do not make bike access through parks, particularly the Danes. It's dangerous and stupid. Could not believe it when I saw that. "
- TIME IS OF THE ESSENCE
- St Mary's R C Primary School needs to be considered and the playground opposite also needs improvement. Safe crossings at the top and bottom entrances are a must.
- "Chepstow will have to address managing (and reducing) motor traffic if there is going to be improvement in many of these aspects.
- Cycling - one aspect that can be encouraged. But geography doesn't help. However, e-bikes could transform this. A plan that involves e-bikes and more traffic-free routes could make this a pioneer destination.
- Tourism - is there any joined up tourism planning with Glos Council/Forest of Dean? Chepstow is a hub for Monmouthshire, Glos and Bristol.....and could be marketed coherently in this way.
- St Marys Church use is a great challenge. And potential opportunity. But some of the visions for it overlap with those of Drill Hall. Perhaps one multi-use space done well is the realistic ambition, not two.
- Get someone with a vision to start designing spaces for people and creating real income and wealth.
- "There is an obvious very desperate need for better public transport links.
- I'm also informed there are plans to enhance all primary schools except St Mary's, could you explain the reasons for this please as it appears very unfair as is.
- Thanks"
- Attracting businesses seems to be missing
- See previous comments about addressing the traffic issues in Chepstow
- Need to be realistic in time scales and what money is available.
- These proposals are great, but they don't solve the problem with Chepstow - the traffic. I have friends who won't visit Chepstow from Bristol / Cardiff as the traffic is so bad....
- Not sure if this is possible, being a private building, but it would improve the town if the ugly closed Barclays Bank were demolished, and an open attractively arranged space with seats and mature trees could be planted in its place.
- Mature trees planted along both sides of the High Street would greatly enhance the area. "

- Be ambition on developing around natural resources. as all progressive towns do
- All proposals should be considered after the building of the town by-pass route. Whilst this through traffic problem remains, any proposals are tinkering around the edges and will not provide any significant benefits no matter how much resource is mis-spent.
- Connect the M4 and M48 bridges with a new coastal road
- Keep up the good work, not every idea will be a winner but there are more positives here than negatives.
- Expand the services provided at Chepstow Community Hospital and provide a transport link.
- Encouragement for a more diverse shopping and leisure experience.
- Stop talking - start doing!
- High Street to return to pedestrian status, at least on the weekends, with seating areas as they were before the reopening.
- Strict, controlled speed limits to be imposed in town to discourage unnecessary traffic and improve air quality and pedestrian experience."
- Priorities are the Dell Park, bulwark shops and access tunnel from near garden city to river
- We need to make more of a fuss about Traffic congestion. It needs Government Action.
- A town website with a list of events would be very useful - as a new resident I've found it difficult to find out what is going on in Chepstow
- The outdoor spaces seem to revolve around the idea of putting out some chairs and opening a café every 30 yards to make the town look nice. But we've already got a dozen café and coffee shops
- There is no mention in this survey about Garden City and the access tunnel to the new estate. I have been advised that this, once opened, would be for pedestrians and cyclists only. I think this needs to be confirmed.
- These proposals also do not address the general run down feeling of Chepstow, unkempt kerbs, poor road surfaces, litter etc "
- Chepstow has greatly deteriorated in the past decade - poor High Street, A48 problems because of overbuilding of houses without necessary infrastructure and causing pollution, poor leisure facilities, comprehensive school not performing as well as it should, hospital not properly utilised for residents. Chepstow should be vibrant and a great place to live and visit - gateway to Wye Valley, Forest of Dean, Wales, Chepstow Castle, Racecourse, Golf course, riverbank. Chepstow should not be 997 out 1000 for best retail / vibrant place to visit as in national survey in 2021. Chepstow seems to be the poor relation of Monmouthshire with lack of investment. Yet there is so much to offer. We need good shops, traffic flow with less pollution,

integrated public transport, good education and a functioning hospital, respect for green spaces. More action and less continuous consultation please.

- Thank you for all the hard work on these proposals. It's great to see the effort put into improving the local area.
- Be creative with procurement, business rates etc. There are a lot of creatives and talent here. Maybe we could set up a low cost business loan scheme? Introduce a Chepstow currency? Love the direction of travel and partnership approach to the what - but we need to ensure sustainable through the how.
- Too many to list
- How will you prioritise all of these items? Different parts of Chepstow have different needs
- No real substance and not addressing the things that really matter. The infrastructure needs addressing before anything else - enough schools, facilities, traffic - not fluffing around with the bus station and bulwark shops. Aesthetic improvements are a nice idea but there are fundamental problems which need addressing first. Investment in the high street is essential to create a vibrant town that should be on a par with Monmouth and Abergavenny. There is huge untapped potential which this plan will not unleash.
- Just get on with it! Anything will be an improvement on the current town.
- Keep the toilet facilities they are such an asset for community and visitors so much better than most towns and cities
- When we first came to the area in 1985, Chepstow was a lovely little town with nice shops and lots going on. Now it looks as though nobody can be bothered with it anymore. Lots of expensive houses are being built which local people can't afford, making it impossible for our young people to stay in the area. On a starting salary of £30,000 per year you can just about afford a property costing around £180,000, if you already have a decent deposit saved up. How many properties are there around here that you could buy for £180,000? Where are all the so-called affordable homes?
- Please bring in more retailers who can provide local shopping to those with young families.
- Great vision, but even greater priority must be given to active travel and public transport! I believe that in doing this we will create better places for people to linger and socialise. We should take inspiration from how it is done in the Netherlands.
- Overall proposals are good, I would suggest that there needs to be a clearer high level plan for Chepstow that identifies how each area contributes and even a long term plan to redevelop some of the central cites that provide lots of potential but are correctly not adding much to the overall town identity.

- The plans need to identify how Chepstow will connect people to the surrounding areas that draw tourism (e.g., forest of Dean, Tintern, Wye Valley etc)
- It is identified that Chepstow is well connected to walking cycling routes but no provision to support the activities is made in the plans. e.g., a cycle hub (think mud Dock Cafe in Bristol as an example)"
- Without addressing the cross border challenges there will be an improved appearance only. Investment and prosperity will only arrive if congestion improves.
- Improve the coastal path experience near the industrial aspects
- between Bulwark and Hardwick.
- Work to lower rates in the Town Centre to help rejuvenation and employment. "
- Wake up. You're sleep-walking into disaster.
- The bus station should be prioritised
- The challenge is to attract more diversity in retail and high street offerings to compliment the current wonderful shops.
- Public transport links to Bristol and towards Newport and Cardiff could be a lot better
- I understand the government will not build a bypass because it encourages vehicles and likely increase carbon emissions do not reduce. If money wasn't a restriction, having a direct or quicker train link to Bristol would reduce traffic, encourage public transport and reduce carbon emissions
- I really hope something can be done as the general attitude about Chepstow seems really negative. I moved here 3 years ago and would love to make a proper home here for the coming years (looking to buy first house!) and a mood shift is needed in the community in general to feel a bit more hopeful about this.
- Please keep the core issue in mind at all times- to improve it needs to feel like a town, not a through road- cars speeding, thin pavements, lack of safe crossings, lack of easy/ well maintained walkways are what keeps us from engaging more... and with the many new houses being built this won't improve without real work and investment. You can make the town perfect but until it feels more accessible, and less like an afterthought to the A48, people won't come. And this needs to include access from the otherwise of the A48 Bulwark, garden city etc- not just Kingsmark etc. This is both for pedestrian and drivers- some of the turnings (right out of Garden City, right out of Bulwark) are horrible, as are crossing the road as a pedestrian (worse with a pram and I imagine much worse if you're reliant on a wheelchair.) Please make sure residents feel comfortable and enjoy walking/ driving around Chepstow as a priority or you won't get the footfall!
- A48 is a very busy road and there are a number of island crossings which are not addressed as part of making it more attractive to access Chepstow and schools by foot

- Chepstow is an historic town with much character and beauty, ideally situated on the River Wye. Please stop it being choked in traffic. I know Mr. Drakeford has stopped new road building in Wales however there are many ideas out there
- to improve traffic flow and stop the pollution near Hardwick Hill.
- Local community needs to be brought on board with any plans and have an ongoing way to voice their opinions on planned developments.
- There are general negative feelings from the community not being involved in decisions such as opening / closing the high street, lack of warning about planned works and money being wasted on vanity projects without consultation (pedestrian crossing being taken out and reinstated by Superdrug, bin store by the Boat Man). There is also negative feeling towards new residents in the town, particularly aimed at those moved from Bristol who more likely have economic means to booster and bolster the economy but feel unwelcomed in the town.
- For change in Chepstow the whole community needs to be involved and have a say, not led by Facebook poles by the most vocal shouting down any differing opinions to their own. "
- It doesn't address the key issue of traffic congestion to and from the m48 and the impact this has
- Pedestrianizing the centre is not useful. It didn't work for the high street, slows transport and is dangerous - kerbs are there to protect people!
- Remove the speed bumps from bulwark which damage cars and increase emissions (speed up, slow down).
- There's no point ferrying more people to a dead high street. People visit Cribbs Causeway for popular retailers and free parking.
- You've also got the racecourse, with a Sunday Market which brought thousands of people and the opportunity for many events.
- Coleford has a music festival, transport festival and beautiful Christmas lights. Simple things!"
- Please listen to feedback and reach out to communities in surrounding areas that have made a positive impact. Chepstow will not be fixed with a new bus station
- Please start asap :)
- Stop obsessing about the green drives promoted by a minority. What people want is a return to the vibrant market town Chepstow once was. You cannot do this by reducing traffic flow and forcing everyone to walk everywhere otherwise you will have no-one visiting.
- Traffic is the biggest issue to date. We feel prisoners at times as can't get to where we want to go.
- A general Survey of all existing residents for those unable to attend meetings or who have no on-line access

- Main roads through town are too congested. Travelling in to or out of town takes much longer than it should compared to towns of similar size that have more on offer (better stores, green spaces etc)
- Stop building houses for rich commuters from Bristol
- Road improves by pink house as no give way for bus, taxis
- I think that you are trying to make Chepstow into something it's not. It was a market town same as Monmouth and Abergavenny and we should look how they've improved over the years but kept their identity
- There should be a full investigation into how the huge housing development near the station, which will dump thousands more residents and traffic into the town, was permitted with absolutely no transport improvements accompanying it.
- Please improve Chepstow and bulwark shops
- If money is not available to provide all that is proposed, please consider reducing charges on business and residents so that existing shops and services can prosper
- Please sort the traffic out
- Better shops, make the town more interesting, I'm now travelling to Yate shopping get the full package, local shops, supermarkets, coffee, kid's activities, a full day for 17 miles away.
- no parking charges, "
- Have the right people in place
- I'm encouraged by the new CTC and MCC councils and hope they can actually start to deliver on this long overdue attention to Chepstow. As a resident of 20 years all I've noticed is decline and neglect. I am an active contributor to Chepstow societies who use the Drill Hall and would like to see this venue reformed and cared for and focussed on community groups. BCC is also an invaluable space that we should cherish. Thank you!
- Build a bypass! Please! No point spending money on anything else until the traffic situation is improved

Other Email Correspondence

Dear Sadie,

The upgrading of the Chepstow castle area and Bulwark and Thornwell with paving that cars can drive over needs to be implemented in the town centre itself as a priority. Surely transforming Chepstow needs to start with the town centre itself first and foremost of all as well as the other areas included in the masterplan. It looks like the centre of town has been forgotten when it should take centre stage of the transforming Chepstow masterplan and be paved over in the same way as suggested by the castle.

In terms of priority for upgrading and paving it should be town centre first, followed by the Castle area, followed by Bulwark and Thornwell which is only a secondary shopping area not the main town. Priority must be given to the town centre high street itself and hopefully extend to Moor Street before looking elsewhere.

In addition, care needs to be taken with the materials, the laying of the paving to ensure it is fit for purpose and laid properly otherwise it will result in maintenance expense with cracking as a result. This has happened in the shared space area of Shirenewton village and there have been problems with a shared space area of Poynton in Cheshire due to the weight of lorries cracking the paving near the drains. So, the surface it is put on and how it is laid, and its future maintenance needs to be carefully considered prior to laying down to avoid unnecessary future expense.

Active travel links to nearby villages to link in the town to them have not been included. The villages in my ward nearest to Chepstow town are Pwllmeyric, Mathern and Mounton. Active travel links to villages near Monmouth and Caldicot are considered but not to villages near Chepstow town and should be included in this masterplan, particularly if there are developments in the RLDP which are at the top end of the High Beech roundabout.

Also, the need for a Chepstow relief road /by pass and improvements to High Beech roundabout needs to be included in the plan to alleviate the traffic going through Chepstow high street and to make it more feasible to have a pedestrian area in the centre of town for a longer part of the day, which is not possible due to the traffic congestion on the A48.

Thank you for the opportunity to comment on the Chepstow masterplan and please treat this as my consultation feedback.

Kind regards

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Email 1

Hi Sadie- thanks - I forgot another suggestion. That is the approach to Chepstow from the Severn bridge up to high beech roundabout. Its prone to rubbish - [REDACTED] can fill you in. We could really do with a solution to that problem. It would also be nice if something could be done to make more of the approach to the town from Severn bridge - perhaps a sea of pollinator plants - just as one example. I know that area comes under Sewtra, but I doubt they would mind. Since we are home to the coral Welsh national, it would be nice to have, for example, some wicker horses on the roundabouts - or better if funding available. At the moment, the approach does not say "welcome to the gateway to Wales" - there are lots of things that could be done but wild flowers/pollinators would be great. Something that creates a real positive impression. Some sort of signage indicating any events going on in the town would be good too.

Better signage to indicate we are the gateway to Wales on the approach and that we are walkers are welcome town.

Another idea would be to have some murals painted in the two under passes in town - the one at top end by pink party shop and the other further down going to Tesco. There are so many themes that could be painted on the walls making them more pleasant and less intimidating at nighttime. Chepstow has such a history we would not be short of subject matter to paint.

I think I mentioned new benches for the dell park area, but we could do with new, low maintenance benches throughout the town centre - maybe aluminium? CTC have a horrible history in poor maintenance of benches. I think they have deleted maintenance off their list rather than do something about the matter.

It would be good to catch up on my return - perhaps on phone in case I've missed something. In the meantime, I'll send any other thoughts.

Thanks for getting in touch

[REDACTED]

Email 2

Hi Sadie - another thought is the lack of recycling bins for the public. Also, I remember talking to [REDACTED] about having some screens to put rubbish bags behind - town centre often looks terrible with bin bags out on the street, especially around the Boatman. We had that disastrous attempt by CTC to put those bins in which the public hated - that was not thought through at all.

[REDACTED]

Email 3

Hi again - something else missing is the refurbishment of public toilets. All town centre toilets need refurbishment. The ones on the riverbank by the bandstand are awful. The ones at TIC and in library car park would all benefit from refurbishment/ redecoration. None of them are particularly pleasant. I don't think any of them cater for the disabled - that's something that really should be added to the list.

[REDACTED]

Email 4

Town Gate- there is a space here that typically looks unkept with poor quality advertising. We'd like to see this given over to a professional historical scene relating to Mary Clayton with historical information. The town gate has been here for a long time and the lack of historical representation/information is poor. As is the lack of a decent historical feature relating to William Williams VC winner

[REDACTED]

Email 4

I have a rough design of a sign we would dearly love to see at the bottom end of town re the Welsh coastal path - will forward on return

[REDACTED]

Email 5

Hi again - sorry for all the emails - just sending as I remember/ think of things. I mentioned the need to spend on the museum - I can think of a few exhibitions that would be nice to see - it really needs bringing up to date as well as refreshing. The offering there really does need investment. There is a lot of space outside the museum - perhaps that could be developed in lieu of the suggested tables and chairs on the roadside. There is a lot of unused space there. Some planting to make it more attractive. Perhaps some pop-up stalls for visitors to buy local. With planting that could be an area for tea/ coffee - additional income for the museum. Needs thinking about but definitely something that could be developed

Email 6

Hi Sadie

Just following up on previous email - [REDACTED] old so thought I might as well send you some feedback now. Bear in mind am doing this from afar and without all my files to hand but here is some feedback sooner rather than later.

In general, the consultation lacks detail. A lot of theoretical but a serious lack of actual solutions. For example, within the Town Conversations, there is a reference to pollution. For years we have had an air monitoring station on Hardwick Hill, but we have not had any real solutions to date. I've known MCC to allow the felling of protected trees in the area. We cannot expect Transition Chepstow, a voluntary organisation, to come up with professional solutions. There is a reference to a need to improve infrastructure - yes there is, but what and how? Much was made of this issue when the building works down on the Mabey site for the new housing development was going through planning, but it was ignored.

When we put forward our report on the town in 2017, the Town Council resolved to work with us on the issues raised but they never did - we were left to do what we could working by ourselves or with individuals within MCC who did their best to help. In the minutes of July 2017, there was reference to other, previous reports on the town and how they had gone by the wayside. I have documentation at home going back to the 1980s and I think I have something going back to the 1930s outlining plans for the town, yet it's been on the decline since a previous Clerk, [REDACTED], retired.

My point is - how can we have confidence? The management of the recent High Street configuration during COVID was very detrimental. MCC tend to have good ideas but repeatedly lack the skill to implement successfully. Just look at the A Board debacle.

Same with CTC - just look at the recent issues with the recycling bins next to the Boatman statue. See also the reports that I sent to you in a separate email.

Here are some more specific comments:

1. Thomas Street Bus Station

This is an area very much in need of renovation. It looks seriously "dead end" and not very welcoming at all. We have been asking for help to tidy up this area for years. It took 5 years to address litter issues and around 5 years to get the new bus shelter, which has been a disaster. It "feels" like someone at MCC is determined to kill off trade at the top end of town.

Of great concern is the bus service and the impact on trade. If trade falls, and M&S were to move out, that would be devastating.

What about the taxi service on offer from this area?

in the pictures, no sign of buses and it looks as though there are tables and chairs next to the road. As the previous High Street configuration during COVID, this is not very good from a health and safety perspective and certainly not good having people breathing in vehicle fumes .

The idea of some disabled parking is a good one as this is a major issue in terms of accessing the High Street and was a major issue in the COVID pedestrianisation, which was disastrous.

There are privately owned buildings in this area in serious need of repair. How do you plan to get the landlords to renovate them - take, for example, the building owned by Victory Church. That is quite an eyesore. Myself and [REDACTED] tried to contact the owners some years ago about the state of it but to no avail. Some of the takeaways are owned/ staffed by individuals that have families overseas. All their money goes there rather than investing in improving the buildings. There has been some serious landlord neglect of buildings in this area. This is not an easy one to tackle but needs it.

2. High Street

The changes made during COVID were a good opportunity wasted. The way in which this was managed during COVID created a lot of anger and did a lot of damage to business.

The idea of coordinating shop frontage/ signage is a good one - something we have wanted for some time. Our retail consultant of 2017 came up with the idea of creating a look of a walking through town as though it were a shopping mall e.g. depicting sections

of the town, such as the Tudor looking buildings in Moor St But how will you achieve this given that we have so many private landlords who often expect their tenants to pay for structural renovations? How will you deal with corporate branded outlets?

Short term parking behind the Palmer Centre is a good one - disabled parking would be good. As mentioned above, this was very problematic during the COVID town centre layout.

The market - needs attention and could be a lot better. The placement of stalls is often a headache for businesses on days when they open as it blocks access to their premises. We were involved initially but cut out by a now ex CTC employee - could be a lot better.

3. Place Management

Town Centre Partnership - this won't work if run by Town Council. We need an employed Town Team who are skilled and experienced and not answerable to what are effectively a group of volunteers with a random set of skills and abilities. This team should be based in the town and focus on the town but regularly consult with residents as part of their brief. They should also report in to MCC and form part of the County plans.

Website - we have one, recently went live. This was created as Town Council have consistently failed to support local business and were found to have "waged war." Refer to previous email sent. I can provide you with very specific examples. Re the website - would be fantastic if we could develop that - we have lots of ideas and could get on with them a lot quicker than either council if we could get some funding. We are able to make small amounts of money go a lot further.

Events and activities - again, not if left to Town Council - no business can have faith in them. There is an assumption here that there would be an ease of cooperation - there won't. There is very little good will left. Where events are part of a business' income stream, they will not want to be at the mercy of third parties who could significantly impact income.

Empty properties - this is fraught with problems re rent payments/ insurance etc. We've looked at this several times. There are potential solutions, but they are not straightforward and again, outside the capability of Town Council to successfully manage.

4. Dell Park

This area needs serious attention in regard to benches and bins. Ideally, low maintenance furniture - perhaps aluminum. This would be the case throughout town. We have asked for help from Town Council in the past, only for us to be accused to harassing the

staff, despite Town Council being responsible for maintenance. We now know more about the horrible history of town bench maintenance by CTC.

The footpath through from Welsh St to the Library Car Park needs replacing. Every time we have rain, grooves are cut into it. I then email Nigel Leeway to put it on the list for maintenance. One day, someone will sprain their ankle - I've seen people go over after heavy rain in the area. Makes it very difficult for pedestrians and particularly difficult for prams, wheelchairs, etc. An enhanced play area would be fantastic. This area is prone to teenagers leaving litter and nitrous oxide canisters.

5. Chepstow Castle/TIC/Museum

Again, pub seating and traffic = health and safety hazard and bad for inhaling vehicle fumes.

Rationalising car park access in our main tourist spot is not a good idea. Any reduction in car park access in Chepstow is not a good idea - we actually need more as it is in such high demand.

These proposals could be detrimental to coach access which we need to bring visitors to the area.

Much better and the most obvious improvement would be plans to spend money on the museum itself, refreshing the exhibits and allowing exciting new exhibits to be created. Also, to improve the shop offering.

6. The Riverfront

This seriously lacks detail, "On arrival there needs to be a clear sequence of movement from the old Wye Bridge to the riverbank and band stand area" - seriously? Anyone visiting that area can see how to get from the bridge to the riverbank!!!!

We have proposed "artistic features" which people can post on social media making the area world famous, but all suggestions ignored so far. One suggestion for a particular sign would make us world famous and would not cost a lot - could be paid for by CTC but again, ignored.

7. The Drill Hall

"has rapidly become a major focus in Chepstow's artistic and community life" - really? [REDACTED]

[REDACTED] The Drill Hall situation created uproar in the community - did you know that local [REDACTED] actually died during one of the meetings about its future?

This is a major project in its own right. Some work has been done by a consultant elsewhere. There are fundamental issues that have been ongoing for years which need to be resolved here relating to the management and the programme. Also, serious implications re parking in the area.

8. Upper Church Street/Bridge St

This whole area needs renovation but involves privately owned properties.

Not sure about these proposals

9. St Mary's

Again, this is a project in its own right. It is a listed building and has £50k of essential maintenance works just as a start point. The proposals are very theoretical - actually implementing them will take significant investment.

10. Bulwark

Again - lots of private landlords and the issues that brings with it but would benefit from improvement for sure.

11. Bulwark Community Centre

It would benefit the town if Community Centres and maybe the Drill Hall were put into a basket and managed away from CTC. They tend to compete with each other - they need better coordination and vision.

12. Thornwell Primary School

What about other schools in the area?

13. Play Provision

No detail

14. Active Travel Links

This is problematic - what we really need is a bypass.

15. Garden City

Can't some of this be improved now?

15. Links to Coastal Path

Chepstow seriously undersold with Coastal Path.

How will you achieve this given involvement from other organisations?

Lack of detail again

16. Kingsmark and Western Edge

Welsh Street - improving safety of children accessing school - YES

Need to provide drop off/pick up zones for parents as this is a major headache.

Another area of annoyance is the number of vehicles that park on the pavement opposite Wilko - pedestrians are often forced onto the road - often with children. inadequate parking enforcement.

Active travel - again lack of detail. Chepstow is very hilly so cycling not for everyone.

OTHER

I mentioned that I am trustee of the Severn Princess Ferry. This could be a significant tourist attraction but needs funding. We've spent a lot of time this year being filmed for TV - ITV's Vanished Wales, S4C, we've been live on Wales Online FB feed. We've just won a GAVO award for Welsh Culture and Heritage. We are currently located on the riverbank down at the Mabey new build site. Promises of funding from the Maybe development were indicated but zero has come forth. This could be an amazing feature on the Welsh Coastal Path, but we need help and funding.

Hope these notes are of help - the consultation document is fraught with issues when you get into the detail. More than happy to discuss and help. For local business, situation is very difficult at the moment. I have plenty of documentation to support the above notes if of any help.

Regards



Email 7

Forgot to say - attached our report on the town from 2017

Also, for all sorts of reasons, we've put together a town/business website which we'd like to see supported and developed Visit Chepstow – Visit Chepstow – The gateway to Wales.

We've also been working on other projects relating to town trails and maps for several years - we are currently creating a new version which will be printed in a specific way - draft attached FYI. All pulled together by volunteers and donations. Would like to see a future for them given the huge amount of time and effort that has gone into them.

Dear MCC,

Can you please confirm the reasons why proposals to enhance The Dell, Thornwell and Pembroke are included in the Chepstow Town regeneration plan, whereas a proposal to enhance St Mary's RC Primary has not been included?

As a parent of one of the pupils, PTA member and former Clerk & RFO to SACC, I am concerned by this. Are the children of St Mary's not also worthy of council funded improvements to their school? This doesn't seem egalitarian, particularly as its a small school meaning the PTA would command less funding than the others.

Can this please be reconsidered?

Kind regards,

Email

Having viewed your consultancy proposals for Chepstow, I am disappointed that you recognised and are making recommendations for improvements to three Primary Schools namely Thornwell, Pembroke and the Dell , but no mention of proposals for St Mary's RC Primary School in Bulwark, as a school we urgently need pedestrian crossing at the school entrance in Old Bulwark Road, and opposite the church in Bulwark Road , we have had two near misses of cars colliding with staff and children .

It is also noted that St Mary's has provided 16 placements for Ukraine refugees since May 2022, two have moved to higher education, two have moved back to Ukraine and one moved to Tutshill Primary on appeal against their initial application. In addition, we have 27.9% of pupils with additional learning needs compared to say the Dell with 5%, so we as a school are certainly serving the Chepstow community.

Can you please feedback why we have blatantly been overlooked in this review.

Regards

[REDACTED]

Chair of Governors

[REDACTED]

Hello

I am Vice-President of the [REDACTED] and have read your Study with interest.

Until recently I was leading a project to commission a statue of William Marshal ('The Greatest Knight') to be placed in front of Chepstow Castle- his base. In case you are not familiar with Marshal I attach a note about his life from which you will see that he was a remarkable man and one who could be used to increase tourism to Chepstow.

Chepstow needs tourism as it's trade is overshadowed by Cribbs Causeway and the statue plus an exhibition in the museum would generate interest.

I abandoned the project for health reasons and because I didn't think that raising money for a statue was appropriate in these difficult times, but I do think that this project would be of much benefit to Chepstow.

Regards,

[REDACTED]

████████████████████

WILLIAM MARSHALL – THE GREATEST KNIGHT

Possibly the most famous, influential and iconic man to be based in this county was William Marshall, Earl of Pembroke and Lord of Striguil (Chepstow) 1147 – 1219.

Books, films and television programmes have been made about this remarkable man who had his base in Chepstow Castle. He acquired this due to his marriage to a local noblewoman Isabel de Clare. Her family had extensive land holdings in England, west Wales and Ireland but her base was Chepstow Castle.

He was born of lowly stock, sentenced to death at the age of five, survived and owing to his amazing prowess in the jousting tournaments, rose to become the trusted supporter and right-hand man of five kings and was known and respected throughout Europe simply as 'The Marshall'

At the age of seventy he led an army which fought off a French invasion in 1217 after the death of King John and then became the Regent of the kingdom during the infancy of John's son, Henry III.

Perhaps his most lasting legacy however was his part in making Magna Carta the revered document that it is today.

When the struggle between King John and the Barons was at its height, and threatening to turn into civil war, Marshall was one of two trusted intermediaries (the other being Archbishop Stephen Langton) who helped to preserve the peace with the agreement at Runnymede in 1215 known as Magna Carta.

However. King John petitioned Pope Innocent III immediately and, with the Pope's support, abrogated Magna Carta shortly after he concluded it, and it was only due to his fortunate death in 1216 that the situation was saved.

His son Henry became King Henry III at the age of nine and by universal consent, Marshall became ruler of the kingdom as 'guardian of the kingdom' (in effect Regent) during Henry's infancy.

His first task was to reassure the barons that King Henry would not follow his father's duplicity by re-issuing Magna Carta in 1216 and thus establishing Magna Carta as the guarantee of the rule of law that is respected throughout the world today.

He is buried in Temple Church in London.

Email from a Local Resident

In response to your proposed plans, please see my views below:

Firstly, I suggest you leave it the hell alone. The demise of the Chepstow area and high street is at the hands of the council and town council already.

We used to have a thriving community which hosted lots of events, such as the annual carnival and hogging the bridge, which were fantastic for locals and tourists alike.

Sadly, the town council didn't like the success of these events nor the money it generated to small business, so closed them both and Caldicot in their wisdom grabbed both events with both hands - and good on them! The people of Chepstow now travel to Caldicot to support their businesses instead.

Chepstow keeps being labelled as a "market town" an identity it lost some years ago, when the council decided it would be a great idea to over build with thousands and thousands of new and unnecessary houses, turning Chepstow into a commuter town. As the council would have been fully aware, the infrastructure was not in place to support such over building and yet they act surprised that there is now a problem with traffic volume. As the council would also have been fully aware of, people do not eat, drink, shop or socialise in commuter towns. They do that in the cities where they work - again the council then acts surprised that many of the pubs and restaurants have reduced opening hours, the number of days they are open or have closed all together.

The council then decided to close the high street for two years, which was the final straw in the camel's back and no amount of money thrown at the high street now, will get people back. Why would they? In those two years they discovered the ease of shopping online and ventured else where to find lovely places to eat. Again - all thanks to the council.

The same council then decided to litter the high street with lop sided wooden monstrosities full of weeds, ensuring the high street lost all aesthetic curb appeal.

The monthly market became weekly and sprawled itself so much that the shops that used to open on a Sunday had no choice but to close, as people couldn't access the high street or the shop front. Well done there, for supporting what few shops we have left.

The same council then built a bus shelter, under a bus shelter (money well spent I am sure) which does little more than now reduce the ease in which the public may walk down the path, passing and talking to people waiting for their buses. This same bus stop also

makes manoeuvring a wheelchair or buggy from the pavement up the ramp to Marks & Spencer nigh on impossible, again driving such people, the latter of whom will be the ones actually around by day to utilise the high street, elsewhere.

The only part of town which is thriving is the lower part by the tourist information and along the riverside. Why? Because the council / town council haven't got their claws into it. Your proposals to throw money at destroying what little life we have left in town, down by the castle and riverside will be nothing short of full suicide for the entire of Chepstow.

You talk in your proposal of pop-up places for cinema, theatre and talks. We already have that, usually hosted at the Drill Hall and Chepstow school - thanks to independent people such as the Bookshop. Likewise, Castle Rock remains a great success year on year, because that too is run independently. I sincerely hope Matt & Carol refuse to hand over the reigns of their enterprises to the town council, or many years of hard work will all be wasted, as I am sure the town council will have destroyed both in no time. The town council refused to even hang the bunting for the Nashville day (another event that is run independently), so instead volunteers from the fire brigade stepped in. You see, we do still have a community here. A community that is being drained of energy and resources in fighting the council to try and retain a little of what is left.

So, my opinion as a local resident who lives in the high street and yet wouldn't step foot in it anymore, is - LEAVE IT ALONE! You've done enough damage. Spending hundreds and thousands of pounds trying to scrape back what we had, and you threw away, is futile. Every single member of Chepstow Town Council should be ashamed of themselves.

I appreciate that this survey is simply a process and not a single opinion of residents or local business owners means a jot.



<p>Name of the Officer completing the evaluation Daniel Fordham</p> <p>Phone no: 07984 024489 E-mail: danielfordham@monmouthshire.gov.uk</p>	<p>Please give a brief description of the aims of the proposal</p> <p>The Transforming Chepstow Masterplan is the placemaking plan for Chepstow. Its vision for the town is that:</p> <p><i>“Chepstow is a great place for local people, businesses and visitors. The town centre is an accessible and distinctive place for local enterprise, arts, culture and public spaces, with transport and movement improved through integrated and multi-modal provision. The town’s neighbourhoods are well-connected, with the right range of services to support residents’ well-being through a focus on green solutions.”</i></p> <p>The key aims of the plan are:</p> <ul style="list-style-type: none"> • To develop Chepstow town centre as a destination for the local community and visitors that is built on its heritage, walled town character and successful businesses and attractions. • To develop the quality and range of community infrastructure across Chepstow’s neighbourhoods that supports local well-being and improved life changes <p>The plan proposes a suite of projects which have emerged from consultation by which the vision will be realised and the aims and objectives can be met.</p>
<p>Name of Service area</p> <p>Placemaking, Regeneration, Highways and Flooding</p>	<p>Date</p> <p>10 May 2023</p>

1. Are your proposals going to affect any people or groups of people with protected characteristics? Please explain the impact, the evidence you have used and any action you are taking below.

Protected Characteristics	Describe any positive impacts your proposal has on the protected characteristic	Describe any negative impacts your proposal has on the protected characteristic	What has been/will be done to mitigate any negative impacts or better contribute to positive impacts?
Age	Projects proposed in the masterplan will improve accessibility on routes around / in key locations in the town, which may benefit some older people.	None.	N/A
Disability	Projects proposed in the masterplan will improve accessibility on routes around / in key locations in the town, which may benefit some disabled people.	None.	N/A
Gender reassignment	None	None	N/A
Marriage or civil partnership	None	None	N/A
Pregnancy or maternity	Projects proposed in the masterplan will improve accessibility on routes around / in key locations in the town, which may benefit some pregnant women and people with young children.	None	N/A
Race	None	None	N/A
Religion or Belief	None	None	N/A

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?
Sex	None	None	N/A
Sexual Orientation	None	None	N/A

2. The Socio-economic Duty and Social Justice

The Socio-economic Duty requires public bodies to have due regard to the need to reduce inequalities of outcome which result from socio-economic disadvantage when taking key decisions This duty aligns with our commitment as an authority to Social Justice.

	Describe any positive impacts your proposal has in respect of people suffering socio economic disadvantage	Describe any negative impacts your proposal has in respect of people suffering socio economic disadvantage.	What has been/will be done to mitigate any negative impacts or better contribute to positive impacts?

<p>Socio-economic Duty and Social Justice</p>	<p>The masterplan's vision and aims include a focus on business and enterprise, and many of the individual projects are about creating an environment in which businesses can thrive – for example by improving the quality of the environment in the town centre, through investment in key town centre buildings, or by creating meanwhile use and pop-up opportunities for small businesses. An economically thriving town centre may create new employment and training opportunities which could benefit people suffering socio economic disadvantage.</p>	<p>None</p>	<p>The Regeneration team will liaise with colleagues in the Economy, Employment and Skills section to maximise opportunities.</p>
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3. Policy making and the Welsh language.




How does your proposal impact on the following aspects of the Council's Welsh Language Standards:	Describe the positive impacts of this proposal	Describe the negative impacts of this proposal	What has been/will be done to mitigate any negative impacts or better contribute to positive impacts
<p>Policy Making</p> <p>Effects on the use of the Welsh language,</p> <p>Promoting Welsh language</p> <p>Treating the Welsh language no less favourably</p>	<p>The masterplan will be available in Welsh and consultation materials have been produced bilingually. Any new highway signs or interpretational materials delivered as part of the projects proposed in the masterplan will be bilingual, with Welsh appearing before English.</p>	<p>None.</p>	<p>N/A</p>
<p>Operational</p> <p>Recruitment & Training of workforce</p>	<p>None: there are no recruitment implications arising from this proposal.</p>	<p>None</p>	<p>N/A</p>
<p>Service delivery</p> <p>Use of Welsh language in service delivery</p> <p>Promoting use of the language</p>	<p>The masterplan will be available in Welsh and consultation materials have been produced bilingually. Any new highway signs or interpretational materials delivered as part of the projects proposed in the masterplan will be bilingual, with Welsh appearing before English.</p>	<p>None.</p>	<p>N/A</p>



4. Does your proposal deliver any of the well-being goals below? Please explain the impact (positive and negative) you expect, together with suggestions of how to mitigate negative impacts or better contribute to the goal. There's no need to put something in every box if it is not relevant!

Well Being Goal	Does the proposal contribute to this goal? Describe the positive and negative impacts.	What actions have been/will be taken to mitigate any negative impacts or better contribute to positive impacts?
A prosperous Wales Efficient use of resources, skilled, educated people, generates wealth, provides jobs	Yes. The masterplan seeks to support an economically thriving town centre, which would create opportunities for training, employment and wealth generation.	N/A
A resilient Wales Maintain and enhance biodiversity and land, river and coastal ecosystems that support resilience and can adapt to change (e.g. climate change)	Yes. Projects proposed in the masterplan include measures to enhance biodiversity, for example in the wildflower meadow proposed for The Dell. Any public realm interventions delivered through the masterplan will include consideration of biodiversity enhancement and sustainable drainage.	Detailed specification of GI and SUDs at detailed design stage.
A healthier Wales People's physical and mental wellbeing is maximized and health impacts are understood	Yes. Improving residents' wellbeing is part of the vision and aims of the masterplan. Proposed projects include active travel schemes which encourage walking and cycling, as well as creating and supporting community infrastructure which can support wellbeing such as The Dell and the Drill Hall.	N/A
A Wales of cohesive communities Communities are attractive, viable, safe and well connected	Yes. Many of the proposed projects will help to create an attractive, viable, safe and well-connected town centre.	N/A
A globally responsible Wales Taking account of impact on global well-being when considering local social, economic and environmental wellbeing	Yes. Proposed projects include public transport and active travel improvements which will help to reduce car use and consequent negative environmental impacts.	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?
<p>A Wales of vibrant culture and thriving Welsh language Culture, heritage and Welsh language are promoted and protected. People are encouraged to do sport, art and recreation</p>	<p>Yes. Any streets signs, highway markings and interpretational material delivered as part of the projects proposed in the masterplan will be in Welsh and English.</p>	<p>N/A</p>
<p>A more equal Wales People can fulfil their potential no matter what their background or circumstances</p>	<p>Yes. The masterplan aims to create an economically thriving town centre, which may create new employment and training opportunities. There is also evidence that public realm and active travel improvements such as those proposed in the plan can increase inclusion and reduce inequality because of the benefits they bring to people without access to a car - a third of households in the UK, rising to two thirds for the poorest households.</p>	<p>The Regeneration team will liaise with colleagues in the Economy, Employment and Skills section to maximise opportunities.</p>

5. How has your proposal embedded and prioritised the sustainable governance principles in its development?

Sustainable Development Principle	Does your proposal demonstrate you have met this principle? If yes, describe how. If not explain why.	Are there any additional actions to be taken to mitigate any negative impacts or better contribute to positive impacts?
 <p>Long Term</p> <p>Balancing short term need with long term and planning for the future</p>	<p>Yes. Many of the projects proposed in the masterplan will remain in place for many years, and will therefore be designed with longevity and adaptability in mind. Design of public realm and active travel measures delivered through the masterplan will include measures to ensure SAB compliance, potentially including rainwater gardens or other measures which help future proof the project in terms of climate change as well as ensuring biodiversity enhancement. The proposals build in measures to encourage modal shift in accordance with Llwybr Newydd.</p>	<p>N/A</p>
 <p>Collaboration</p> <p>Working together with other partners to deliver objectives</p>	<p>Yes. The masterplan has been developed jointly with Chepstow Town Council, and was the subject of an extensive consultation and engagement process which included a wide range of stakeholders. It is proposed that a joint masterplan delivery group, bringing together the county and town councils and potentially other stakeholders, should be established to oversee implementation of the masterplan.</p>	<p>N/A</p>
 <p>Involvement</p> <p>Involving those with an interest and seeking their views</p>	<p>Yes. The masterplan was the subject of an extensive consultation and engagement process which included a wide range of stakeholders.</p>	<p>N/A</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>Prevention</p> <p>Putting resources into preventing problems occurring or getting worse</p>	<p>Yes. There are concerns about the economic fragility of Chepstow town centre and particularly about vacant shops and the poor condition of some town centre buildings. Projects proposed in the masterplan will address these issues directly through investment in buildings and creation of opportunities in vacant units, and more widely as part of an approach which seeks to foster an economically vibrant town centre.</p>	<p>N/A</p>
 <p>Integration</p> <p>Considering impact on all wellbeing goals together and on other bodies</p>	<p>Yes. Improving wellbeing is part of the vision and aims of the masterplan, and many of the proposed projects will have a direct impact on wellbeing.</p>	<p>N/A</p>

6. Council has agreed the need to consider the impact its decisions has on the following important responsibilities: Corporate Parenting and Safeguarding. Are your proposals going to affect any of these responsibilities?

	Describe any positive impacts your proposal has	Describe any negative impacts your proposal has	What will you do/ have you done to mitigate any negative impacts or better contribute to positive impacts?
Safeguarding	N/A	N/A	N/A
Corporate Parenting	N/A	N/A	N/A

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

The masterplan is rooted in a detailed review of baseline evidence, as summarised in the plan and set out in detail in accompanying data report.

8. SUMMARY: As a result of completing this form, what are the main positive and negative impacts of your proposal, how have they informed/changed the development of the proposal so far and what will you be doing in future?

The main impacts of the proposal identified in this impact assessment are:

- Positive impacts on the protected characteristics of age, disability, and pregnancy/maternity arising from projects proposed in the masterplan.
- Positive impacts in relation to socio-economic duty and social justice, relating to opportunities that would be created in an economically thriving town centre.
- Positive impacts on all the well-being goals.
- The development of the proposal meets the sustainable development principles.
- No impact on safeguarding or corporate parenting.

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

What are you going to do	When are you going to do it?	Who is responsible
Seek a decision from Cabinet on the adoption of the masterplan.	Following feedback from Place Scrutiny Committee	Daniel Fordham, Regeneration Manager.

10. VERSION CONTROL: The Equality and Future Generations Evaluation should be used at the earliest stage, such as informally within your service, and then further developed throughout the decision making process. It is important to keep a record of this process to demonstrate how you have considered and built in equality and future generations considerations wherever possible.

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Version No.	Decision making stage	Date considered	Brief description of any amendments made following consideration
1	Place Scrutiny Committee	April 2023	n/a

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