

<b>SUBJECT:</b> MONMOUTHSHIRE LOCAL DEVELOPMENT PLAN: COMMUNITY INFRASTRUCTURE LEVY, INTERIM POLICY GUIDE TO PLANNING OBLIGATIONS AND DRAFT INFRASTRUCTURE PLAN
<b>MEETING:</b> FULL COUNCIL
<b>DATE:</b> 27 JUNE 2013
<b>DIVISION/WARDS AFFECTED:</b> ALL

## 1. PURPOSE:

The purpose of this report is to:

- 1.1 Seek Council's agreement to the commencement of preparatory work for a Community Infrastructure Levy (CIL) with a view to adopting a CIL charge as soon as is practicable following adoption of the Local Development Plan (LDP).
- 1.2 Seek Council's endorsement of Interim Policy Guidance on Planning Obligations.
- 1.3 Advise Members of the preparation of an associated Draft Infrastructure Plan.

## 2. RECOMMENDATIONS:

- 2.1 To agree to the commencement of preparatory work for CIL with a view to adopting a CIL charge as soon as is practicable following adoption of the LDP.
- 2.2 To endorse Interim Policy Guidance on Planning Obligations.
- 2.3 To note the Draft Infrastructure Plan that has been prepared to accompany the LDP.

## 3. KEY ISSUES:

### 3.1 The Community Infrastructure Levy (CIL).

- 3.1.1 CIL is a new levy that local authorities (LA) in England and Wales can choose to charge on new developments in their area. The money can be used to support development by funding infrastructure that the local community needs. It applies to most new buildings and charges are based on the size and type of the new development. The CIL regulations came into force on 6 April 2010. However, liability to pay CIL for a development will not arise until the LA has implemented a charging schedule (which has to be based on an up-to-date development plan, i.e. a LDP, and is subject to consultation).
- 3.1.2 The CIL will be set by individual LAs at a rate per square metre, and will be levied on the net additional gross floor space resulting from the development. Differential rates can be set across parts of a council's area, and for different property uses. The levy is intended to encourage development by creating a balance between collecting revenue to fund infrastructure and ensuring that the rates are not so high that they put development across the area at serious risk. These rates should be supported by evidence, such as the economic viability of new development and the area's infrastructure needs.
- 3.1.3 CIL must be spent on infrastructure. Infrastructure is defined broadly and could include for example items such as transport measures, flood defence, schools, libraries, parks and sports facilities. CIL can be spent by the authority that collects it or can also choose to pass CIL receipts to other infrastructure providers in order to contribute towards the provision of infrastructure that it could not provide itself. Unlike Section 106 agreements CIL is not tied to a specific development site and can be used to support

wider infrastructure needs. Section 106 agreements will continue to be used for direct impacts not covered by CIL, including delivery of affordable housing. However, the policy test which was set out in Welsh Office Circular 13/97 (i.e. that it be necessary, directly related to the development, and fairly and reasonably related in scale and kind) is now a mandatory legal requirement. A further legal constraint is that pooled contributions from more than 5 obligations will not be permitted after 6 April 2014 for infrastructure which could be funded from a CIL (although this may be extended to April 2015). This will limit obligations for strategic infrastructure such as major roads, for example, which rely on a large number of contributing developments.

3.1.4 CIL cannot be used to remedy existing deficiencies in infrastructure. However, Welsh Government guidance qualifies this by explaining that CIL can be used to remedy existing deficiencies where ‘those deficiencies would be made more severe by new development. CIL can be used to increase the capacity of existing infrastructure or to repair failing existing infrastructure.’ Funding from CIL can also be used to support growth. If the Council introduces CIL, therefore, there is potential, for instance, to allocate some of the money collected to support the Council’s education improvement programme.

3.1.5 There are two elements to the production of a CIL charging schedule – an infrastructure assessment and a viability assessment. LAs are required to undertake an infrastructure assessment to identify the need for and cost of infrastructure to support the level of development set out in the LDP. Having identified the necessary infrastructure and phasing, other sources of funding must be identified. The intention is that core public funding will continue to fund most infrastructure, with CIL being additional to existing funding streams. The funding gap identified provides the justification for adopting the CIL approach. A substantial amount of preparatory work has already been carried out on infrastructure requirements in connection with the LDP, as considered below. Having confirmed the evidence base for CIL, an assessment must then be undertaken regarding the potential imposition of CIL on the economic viability of the area. This would be achieved via assessing local land values of a sample of sites in a similar manner to the Affordable Housing Viability Assessment carried out in connection with the LDP. The resulting charging schedule may have differential rates according to geographical sub-areas and / or specific classes of development based upon the viability assessment.

3.1.6 There is a formal procedure for adopting a charging schedule:

- Publication and consultation on a preliminary draft charging schedule
- Formal publication of a (revised) draft charging schedule for at least four weeks prior to its examination (with further provisions for consultation if the authority amends its charging schedule before examination)
- If there are representations about the draft schedule, examination of the schedule by an independent examiner (not necessarily a planning inspector). Anyone making representations about the draft schedule has a right to be heard by an examiner. The examiner decides how the hearing is to be conducted.
- The examiner’s subsequent report can recommend approval, rejection or approval with modifications. The examiners recommendations will be binding on an authority but the authority does not need to adopt the final charging schedule – and can submit a fresh schedule for re-examination.

3.1.7 It is considered that the LDP strategic sites can be delivered without the need for CIL, as each has specific infrastructure requirements that can be dealt with through a standard Section 106 legal agreement. There are advantages, however, in adopting CIL. It is a means by which all development (a single dwelling, for instance) can be

required to contribute to infrastructure needs in the community in which it is located. There is also potential to raise funds for more general 'place-making' requirements that support growth and help achieve the LDP's objectives of creating sustainable communities. In addition, as referred to above, pooled contributions from more than 5 obligations will not be permitted after 6 April 2014 (or possibly after April 2015) for infrastructure which could be funded from a CIL. This will limit the Council's ability to require contributions from a wide range of development to more general infrastructure provision, such as education, green infrastructure, broadband etc. It has also recently been announced by the Welsh Government (WG) Minister that 15 per cent of CIL revenues arising from development in their area should be passed on to community councils

- 3.1.8 An 'in principle' decision is being sought, therefore, to commence preparatory work on CIL, with a view to adopting a CIL charge as soon as is practicable following adoption of the LDP. This will provide a basis for carrying out further work to develop CIL – the required viability assessments, for instance - and give a firm indication of the Council's intentions, which will assist in the LDP Examination.

### 3.2 Relationship to the LDP.

Members will recall that on 22 November 2012 Council resolved to submit the Deposit LDP and all associated documents to the Welsh Government (WG) / Planning Inspectorate (PINS) for the LDP to be subject to a public examination by an independent inspector. The LDP was subsequently submitted to the WG and PINS on 10 December 2012. The Examination process is now underway. A Pre-Hearing Meeting was held on 26 February 2013 and the Hearing Sessions commenced on 7 May 2013, taking place over two 2-week periods during May / June, with the last session on 13 June 2013. The Examination has now been adjourned with the intention of resuming on Tuesday 1 October 2013 when it is proposed to hold three further sessions to consider:

- Overall provision and additional housing sites
- Affordable housing (continuation of Hearing Session 5)
- Closing matters (to consider any Matters Arising Changes etc.)

- 3.3 Prior to the commencement of the Examination the Inspector made a preliminary information request asking for a schedule of the infrastructure provision that will be required through Section 106 agreements to enable delivery of the LDP strategic sites. The Inspector has also asked a number of detailed questions regarding infrastructure provision, including enquiring about the Council's position regarding CIL and querying whether the developer contributions envisaged by the Council are appropriate, feasible and consistent with national policy including the CIL Regulations.

- 3.4 Similar points have been raised in representations on the Deposit LDP and proposed Focused Changes, particularly by the WG. At Deposit Stage, for instance, the WG suggested that 'to demonstrate that the plan/policies can be implemented and delivered the plan needs to be more explicit how and when development will be realised over its lifetime; greater clarity on timing/phasing (including on priorities), on linkages to infrastructure and on funding sources, albeit at a strategic scale, to assist clarity and certainty'. The WG also requested clarity on how CIL will be taken forward in relation to the LDP. Similar comments were made by the WG in response to the Focused Changes consultation. In relation to CIL it was requested that 'the Authority should demonstrate that a sufficient mechanism will be in place to deliver the necessary infrastructure over the remaining plan period. The Council should clarify if the delivery of infrastructure in the plan would be undermined when S106 obligations from 5 or more developments can no longer be pooled (April 2014). It is essential that there is no policy vacuum in the plans ability to deliver the necessary infrastructure.'

3.5 It had been anticipated that infrastructure requirements, implementation of the LDP policies, delivery mechanisms etc. would be raised as issues to be considered in the Examination. There has, in fact, been further discussion of the matter at the Examination hearing sessions and both the Inspector and WG have welcomed the progress made to date on assessing infrastructure needs and the consideration being given to implementing CIL. It is important, in any event, that the Council establishes its position regarding CIL, as described above. Consultants have been assisting the Council in dealing with these matters and two draft documents have now been produced – an Interim Policy Guide on the Approach to Planning Obligations and a Draft Infrastructure Plan. These documents are reproduced as **Appendices One** and **Two** respectively.

3.5 The Interim Policy Guide sets out an approach to guide negotiations between the Council and applicants on the negotiation of Section 106 planning obligations. This will cover three main periods up to and including the possible adoption of a CIL:

- First, from the current period up until the adoption of the Local Development Plan (LDP) which is likely to be in late 2013;
- Second, from adoption of the LDP until the full SPG on Planning Obligations is approved;
- Third, post the adoption of the SPG on Planning Obligations and (if the option is pursued) the introduction of a CIL by the Council.

To have the status of adopted Supplementary Planning Guidance (SPG) under a development plan, the document would need to have been subject to a resolution from Council to adopt following a process of public consultation. Given the timescales involved it is not possible for the current document to be put out for consultation but it can still assist in setting out the Council's position on Section 106 Obligations to provide clarity for developers prior to formal adoption of the LDP and its associated SPG. It also provides supporting evidence for the LDP Examination in explaining the Council's approach to Section 106 and CIL.

3.6 Associated with the Interim Policy Guide is a Draft Infrastructure Plan. This provides information about the infrastructure requirements necessary to implement the LDP and can also be the basis for preparing a charging schedule for a CIL. The document is structured so that each category of infrastructure is considered in turn in relation to its availability to enable implementation of the LDP and also in relation to potential for more general 'place-making' projects that meet the Council's aspirations for creating sustainable communities. Annex 1 lists the infrastructure necessary for delivering the LDP strategic sites. Annex 2 lists potential 'place-making' and other infrastructure projects by settlement to enable initial consideration of the options that could be included in the IP, particularly if CIL funding is to become available. The IP also provides the opportunity for a more strategic approach to the use of Section 106 (and, potentially, CIL) receipts, such as, for instance, in the provision of open space and recreation facilities. The list in Annex 2 will be added to and revised as the IP is progressed. It should be stressed that the list of 'place-making' projects in Annex 2 is a very rough draft at present, based on initial contacts with relevant officers. It is intended to form a basis for discussion – to be revised as necessary as the Council establishes its priorities in the light of available resources and as the Total Place Plan programme is developed. Extracts from the Draft Infrastructure Plan have been utilised as supporting documents in the LDP Examination.

#### 4. REASONS:

- 4.1 It is necessary for the Council to establish its position with regard to implementation of CIL, both to assist in the LDP Examination and to ensure that the potential for meeting infrastructure needs of communities through the implementation of the CIL Regulations is fully explored.

## 5. RESOURCE IMPLICATIONS:

Officer time and costs associated with developing CIL. These will be carried out by existing staff and within the existing budget, except for the likelihood that consultants will need to be engaged to provide specialist advice on technical aspects of the CIL process, particularly the necessary viability and valuation assessments. It is envisaged that these additional costs will be met from the existing Development Plans Professional and Technical Fees budget line.

## 6. SUSTAINABLE DEVELOPMENT AND EQUALITY IMPLICATIONS:

### 6.1 Sustainable Development

The adoption of CIL and the implementation of policies set out in the documents accompanying this report will be a means of supporting and delivering the LDP. An integrated equality and sustainability impact assessment has been carried out in relation to the LDP as a whole and is appended to this report as **Appendix A**. Under the Planning Act (2004), however, all LDPs are required in any event to be subject to a Sustainability Appraisal (SA). The role of the SA is to assess the extent to which the emerging planning policies will help to achieve the wider environmental, economic and social objectives of the LDP. The LPA must also produce a Strategic Environmental Assessment (SEA) in accordance with the European Strategic Environment Assessment Directive 2001/42/EC; requiring the '*environmental assessment*' of certain plans and programmes prepared by local authorities, including LDP's. All stages of the LDP have been subject to a SA/SEA. The findings of the SA/SEA have been used to inform the development of the Deposit LDP policies and site allocations in order to ensure that the LDP will be promoting sustainable development.

### 6.2 Equality

- 6.2.1 The LDP has been subjected to an Equality Challenge process and due consideration has been given to the issues raised. The plan contains a significant number of Development Management policies and the potential for Equality Impact ranges from none to potentially significant. A matrix identifying the protected characteristics set out in the Equality Act 2010 that are most likely to be at risk of negative impact for each policy has been developed and the consultation process has involved targeted involvement where practicable of those with the relevant protected characteristics. Associated with this plan will be some revised and some new Supplementary Planning Guidance. When these are presented for approval, Equality Impact Assessments will have been completed to ensure that informed decisions can be made.

- 6.2.2 The development of the Plan began before the introduction of Equality Act 2010, although there has been significant consultation throughout the development process. By its very nature, the Plan sets the principles for many decisions that will be taken in the future. As the equality impact of each relevant Development Management Policy has not been completed as part of the Plan development process, there will be an obligation for future decisions emanating from the Plan to be assessed. Approval of the Plan cannot be construed to mean that any resulting impacts are acceptable, nor that the Council's obligations under the Equality Act 2010 have been met until every effort has been made to mitigate significant negative impacts and to promote positive impacts. This implies that Assessments of Equality Impact will be required throughout the Plan's implementation wherever there is likely to be significant impact. In this

respect, the LDP will be subject to an Annual Monitoring Report that will include consideration of Equality Impacts.

## **7. CONSULTEES:**

- Head of Planning, Place and Enterprise.
- Cabinet Members.
- Leadership Team
- Head of Legal Services.
- Head of Finance.
- Section 106 Working Group

### Consultation Replies

Head of Finance pointed out that the capital Medium Term Financial Plan is going to be severely restricted for the next four years and that there will be no funding for additional schemes to go into the programme, particularly some of the stated highway infrastructure proposals. In response, it should be noted that the Draft Infrastructure Plan is being put forward as a discussion document, to be refined as CIL is developed in order to be realistic and reflect the Council's priorities and available resources. It emphasises, in particular, that no public funding is likely to be necessary to implement the Local Development Plan strategic sites. A Council resolution to carry out preparatory work for CIL would certainly not commit the Council at this stage to any new projects in the Infrastructure Plan.

Brecon Beacons National Park Authority (NPA) - The NPA consider that due to the small scale of the majority of development proposals in the National Park (the majority of new developments having a gross internal area of less than 100 square metres) and the impacts associated with them being at a very local level that the use of CIL may not be appropriate in the context of the National Park. The NPA is currently liaising with its constituent local authorities about the possible future use of CIL. It should be noted that NPA is not responsible for such matters as highways or education etc. and therefore the use of CIL would need to be in partnership with its constituent local authorities. To date it would appear through discussion, that our constituent local authorities who have a position on CIL, have not identified a role for the National Park Authority in contributing to infrastructure at that level. The NPA will continue to use development specific planning obligations but it will be looking to make a decision on whether or not the use of CIL is appropriate in the context of the National Park in due course.

County Highway Engineers – have suggested textual changes to Draft Infrastructure Plan that have been incorporated in the document where considered appropriate.

## **8. BACKGROUND PAPERS:**

- Monmouthshire Deposit LDP (September 2011)
- Monmouthshire County Council Approach to Planning Obligations Interim Policy (March 2013) (attached as Appendix One)
- Monmouthshire County Council Draft Infrastructure Plan (March 2013) (attached as Appendix Two)

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## **Appendix 1**

**Monmouthshire County  
Council**

### **Approach to Planning Obligations**

**Interim Policy**

**March 2013**

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## **1 INTRODUCTION**

### **1.1 Purpose of Interim Policy**

**1.1.1** This Interim Policy guidance sets out an approach to guide negotiations for Section 106 planning obligations between Monmouthshire County Council and applicants. The Guidance covers three main time periods, up to and including the possible adoption of a Community Infrastructure Levy.

- First, from the current period up until the adoption of the Local Development Plan (LDP) which is likely to be in late 2013;
- Second, from adoption of the LDP until the full supplementary planning guidance (SPG) on Planning Obligations is approved;
- Third, post the adoption of the SPG on Planning Obligations and (if the option is pursued) the introduction of a Community Infrastructure Levy (CIL) by the Council. (Under the Community Infrastructure Levy Regulations 2010 and 2011, councils may decide to charge a levy to fund the provision of infrastructure to support growth and regeneration).

**1.1.2** The Council has been assisted in the preparation of this policy document by Peter Brett Associates and Three Dragons.

**1.1.3** A summary of the Community Infrastructure Levy (CIL) is set out in Annex 1. If this option is followed, the Council will need to follow a detailed set of procedures set out in Regulation.

### **1.2 Justification for and Status of Interim Policy**

**1.2.1** The need for interim policy guidance to steer negotiations on obligations from new development during and post the preparation/adoption of the LDP is based on:

- The importance of providing high quality new developments that are supported by an appropriate range of new infrastructure;
- The need to provide clarity to the development industry on what is to be expected from new development and how the Council will approach negotiations with planning applicants about planning obligations;
- The need to reflect recent changes in the legislative framework for planning obligations;
- The time taken to produce a robust and acceptable approach to development contributions, including a CIL charging schedule should the Council decide to introduce CIL. If this option were to be taken up, a CIL charging schedule would not be in place before late in 2014.

- 1.2.2** This interim policy guidance is compliant with the new legislative framework and developers will be able to understand the scope of planning obligations which the Council will be seeking as it moves towards a possible CIL. There is also a need to ensure that the separate and cumulative impact of proposed development is properly recognised in the developer contributions sought.

## **2 POLICY AND LEGAL CONTEXT**

### **2.1 Introduction**

**2.1.1** In order to set out the Council's approach to planning obligations for the three time periods set out in paragraph 1.1 it is necessary to briefly outline national planning policy and guidance, the legislative basis for planning obligations with the introduction of CIL and Monmouthshire's local planning policy. The relevant policy, legislation and guidance are summarised below.

### **2.2 National Planning Policy and Guidance**

Planning Policy Wales (Edition 5) November 2012

**2.2.1** Development Plans should include policies to indicate where developer contributions will be expected towards infrastructure, community facilities and affordable housing (Para 9.2.24). For new settlements, Plans should state clearly the contribution which developers will be expected to make towards infrastructure provision as above (Para 9.2.7).

**2.2.2** Chapter 12 'Infrastructure and Services' stresses that the planning system has an important part to play in ensuring that infrastructure is adequate to accommodate proposed development so as to minimise risk to human health and the environment, prevent pollution and minimise impacts associated with climate change (Para 12.1.5).

**2.2.3** A strategic and long term approach to infrastructure provision is required in development plans including early consultation with utility companies and other infrastructure providers so that plan policies are realistic and capable of implementation (Para 12.1. 8).

Wales Infrastructure Investment Plan for Growth and Jobs May 2012

**2.2.4** The Welsh Government recently published its plans on delivering growth and jobs with a £15bn spend on roads, schools, hospitals, housing and other capital projects over the next decade. The investment priorities for this spend are: improving transport and telecommunications networks, supporting the energy industry, housing, public services, improving the quality of the educational estate, particularly schools and developing enterprise zones.

Welsh Government Homes for Wales: A White Paper for Better Lives and Communities May 2012 (consultation document)

**2.2.5** Although this White Paper was only a consultation document, it highlights the Government's view on Section 106 agreements in relation to housing supply, particularly the need to deliver more homes including affordable houses. It points out that there are inconsistencies between authorities which can act as a barrier to investment by house builders due to differing local thresholds, infrastructure requirements and clauses. The White Paper says that the Welsh government is working with the Welsh Local Government Association and other key partners to prepare updated guidance on securing affordable housing via Section 106 agreements and that this is likely to come out before the White Paper on Planning, due this year (2013).

#### Welsh Office Circular 13/97

- 2.2.6** This is still extant although the CIL regulations which came into force in April 2010 (as amended 2011 and 2012) has implications for Section 106 contributions (see below).

#### Community Infrastructure Levy

- 2.2.7** The decision as to whether the Council should introduce CIL is not for discussion in this interim policy paper. However it is important to note that regardless of this decision the Council will still need to consider two important elements of the CIL Regulations which effect planning contributions:

- The CIL Regulations 2010 (Regulation 122) states that:

*'A planning obligation may only constitute a reason for granting permission for the development if the obligation is:*

- (a) necessary to make the development acceptable in planning terms;*
- (b) directly related to the development; and*
- (c) fairly and reasonably related in scale and kind to the proposed development.'*

Although these three tests were set out as part of the policy tests in the Circular 13/97 they are now, as a result of the CIL Regulations **a legal requirement** for Section 106s and planning obligations.

- Pooled contributions from more than 5 obligations will not be permitted once either a CIL is in place or it is post April 6<sup>th</sup> 2014 for infrastructure which could be funded from a CIL. This will limit obligations for strategic infrastructure such as major roads, for example, which rely on a large number of contributing developments.

## 2.3 Local Planning Policy

#### Local Development Plan

- 2.3.1** In 2006 Monmouthshire adopted its Unitary Development Plan or UDP. The UDP remains the Council's formal planning policy document until it is replaced by the Monmouthshire Local Development Plan (LDP), which is currently in preparation. A deposit version of the LDP was out for consultation in September 2011. The LDP examination takes place in May/June 2013, with adoption scheduled for winter 2013.
- 2.3.2** The emerging Local Development Plan has a trajectory of 4,000 new dwellings over the Plan period 2011-2021 with a broad dispersal of new development amongst the main settlements. A number of strategic housing sites are identified in the main towns ranging from 200 to 370 dwellings.
- 2.3.3** The Deposit version of the LDP recognises the importance of appropriate infrastructure especially in rural areas and new development. Three types of infrastructure are identified:
- Physical infrastructure e.g. transport, water, sewerage, flood prevention, utilities
  - Community infrastructure e.g. schools, healthcare, sport and recreation, open space
  - Green infrastructure

- 2.3.4** Policy S7 sets out the requirement for new development to be accompanied by an appropriate level of infrastructure to accommodate this growth. Contributions for future management and maintenance are also sought. The Policy goes on to list sixteen types of obligation.
- 2.3.5** The current UDP does not contain a similar policy to S7. However, it does provide guidance on the provision of different types of 'infrastructure' through policies which are specific to a particular topic (e.g. community facilities). These policies are relevant to this interim policy in the period up to the adoption of the LDP. Their role is explained further in Chapter 4.

#### SPG Affordable Housing 2007

- 2.3.6** The Council intends to update and revise the current Affordable Housing SPG to support the adopted LDP. Until that time, the 2007 SPG continues to provide supplementary advice about the way the Council implements its affordable housing policy. Since 2007, the Council has updated its assessment of need for different types and tenures of affordable housing and the guidance in the 2007 is no longer applicable. Applicants are advised to discuss the changing circumstances with the Council's affordable housing team.

#### Proposed SPG on Planning Obligations

- 2.3.7** Guidance on the types of obligation and types of development and how the policy will be implemented will be supplied in a proposed SPG on Planning Obligations. The SPG will follow after adoption of the LDP

## **3 INFRASTRUCTURE REQUIREMENTS**

### **3.1 The Infrastructure Plan**

**3.1.1** The Council has been working with infrastructure providers in the public and private sectors to prepare an Infrastructure Plan (IP). This will underpin the implementation of the Local Development Plan and could also be the basis for preparing a charging schedule for a CIL. The IP provides detailed information about infrastructure requirements and should be read in conjunction with this Interim Policy.

**3.1.2** The IP groups the infrastructure requirements under the headings of Physical, Social and Community and Green and covers the range of requirements identified below.

- Physical Infrastructure
  - Transport
  - Utility
  - Waste
- Social and Community Infrastructure
  - Education
  - Healthcare
  - Crematoria and burial grounds
  - Faith
  - Sports and leisure
  - Allotments
  - Emergency services
  - Public Realm
  - Other community facilities e.g. libraries
- Green infrastructure

**3.1.3** The IP will be kept under review and updated to reflect changes in infrastructure requirements as they emerge.

### **3.2 Funding and Risk**

**3.2.1** It is clear that public funding for many items of infrastructure is likely to be less than previously available and the future scale and focus of public funds is uncertain. In addition, it will be advantageous to work with the development industry to assess viability of contributions and to ensure the timely collection of monies for infrastructure as this will also help to mitigate the risk to infrastructure delivery of lack of funding.

## 4 APPROACH

### 4.1 Principles

4.1.1 In order to secure appropriate contributions to mitigate the separate and cumulative impacts of proposed development set out in the emerging LDP this interim policy is based on the following principles:

- The Council will 'pool' contributions from more than one new development where new infrastructure is needed to mitigate the cumulative impact of these schemes. Such infrastructure could be, for instance, new highway provision or green infrastructure. County-wide strategic requirements such as town centre improvements will be included within the level of contribution. However, after April 6<sup>th</sup> 2014, contributions cannot be pooled from more than 5 obligations;
- New items of infrastructure for which obligations are sought must be related to new growth and not used to remedy existing deficiencies.
- Where the level of contributions being sought will adversely affect scheme viability, the Council will consider a reduced level of contribution for a site, (subject to a viability appraisal) so as not to endanger delivery of new development in the County. In assessing viability issues a residual value appraisal model will be used (the Development Appraisal Toolkit that is used by a number of local authorities in Wales).

### 4.2 Phases

4.2.1 Given the changing planning context in the County over the next 12 - 18 months and the potential to introduce a Community Infrastructure Levy there will be a phased approach to the negotiation of planning obligations. This is described below.

Phase 1: Approach to Section 106 agreements prior to adoption of LDP

4.2.2 The Council's current approach to planning obligations is based on national policy and guidance and the existing UDP adopted in June 2006. The latter can be summarised as follows:

- There is no single policy that deals with planning obligations;
- Policies on Affordable Housing (H9), Employment Sites (E3), Coastal Protection Zone (C6), Provision of Community Facilities (CF1) contain specific wording on securing s106s for specific measures;
- Supporting text to a range of policies (including above) include reference to the seeking of developer contributions for example for affordable housing, controlling the use of retail and parking, recreation facilities and open space, provision of community facilities (including serviced land for education, health, social services, childcare, crime prevention measures), sustainable transport measures;
- There is adopted SPG covering Affordable Housing (March 2007). UDP Policy H9 requires 20% affordable dwellings on sites of 10 or more dwellings in the main towns and 5 or more dwellings in other settlements. Since 2007, the Council has updated its

assessment of need for different types and tenures of affordable housing and applicants are advised to discuss their proposals with the Council's affordable housing team;

- Other adopted policies and informal guidance on developer contributions approved by the Council e.g. Recreational & Public Open Space Developer Contributions as approved annually by the Council. For an up to date charging schedule, see Annex 2 of this document;
- Highway contributions will be required on a site-by-site basis. To promote sustainable transport measures Green Travel Plans will be generally be needed on major developments and this could include a contribution of around £1,000 per dwelling unit. Applicants are advised to discuss their proposals with the Council's Highway Engineers;
- Where existing education facilities are considered inadequate to accommodate the scale of new development proposed then a contribution towards the provision of improved facilities will be required. Again, this will be considered on a site-by-site basis depending on the standard of provision in the community in which the development is located.

**4.2.3** The Council will continue to apply the above policies. These will be implemented in line with the principles set out in 4.1 above and which encourage, where justified, the pooling of contributions to provide infrastructure which serves a number of developments.

**4.2.4** The UDP provides guidance on the size of schemes that should contribute to certain types of infrastructure. These include:

- For children's play areas/facilities and adult outdoor recreation, a presumption that schemes of 10 or more dwellings will make a contribution but also noting that, "... a contribution towards the improvement of existing off-site areas/facilities may still be sought from developers of these smaller housing sites where it is: inappropriate to provide them on-site; there are already deficiencies in the facilities that exist in the locality; and where these facilities are fairly and reasonably related to the proposed development" (Para 13.5.6 of the UDP).
- Contributions to community facilities are sought from '*...large residential developments in areas where existing facilities are inadequate to cater for the increased population will be expected to make appropriate provision for community facilities to meet the needs of new residents.*' (see policy CF1)
- Mitigation measures to reduce the impact of a development within the Coastal Protection Zone (see policy C6). The policy does not indicate any size limit to developments that should make such contributions.

**4.2.5** For other types of obligation, the UDP is silent on the scale of development from which contributions will be sought. However, the Council recognises that, as a general rule, contributions have not been sought from schemes of less than 10 dwellings (other than for measures directly to mitigate the impact of that development). The Council does not propose to change this approach in advance of adoption of the LDP.

#### Phase 2: Approach to Section 106 agreements when the LDP is in place

- 4.2.6** Phase 2 deals with the period between the adoption of the LDP but in advance of the adoption of a Planning Obligations SPG and/or CIL. This section will also be helpful for developers/site promoters who may be putting together preliminary proposals in anticipation of LDP site allocations being found 'sound' and included in the adopted plan. It should also be noted that the LDP is proposing to increase the proportions of affordable housing required from residential developments.
- 4.2.7** The IP will provide guidance on i) specific items identified for the strategic sites set out in the LDP and ii) infrastructure to which development generally is expected to contribute.

#### *Strategic sites*

- 4.2.8** The infrastructure items shown in the IP for each of the strategic sites are those that have been identified as necessary to bring forward the sites in the LDP. These items will continue to be provided through s106 agreements and it is not anticipated that the introduction of CIL would change this approach. The Council will need to take this into account in designing any CIL scheme.
- 4.2.9** With or without CIL in place, the Council will not be able to pool contributions from more than 5 obligations for any one piece of identified infrastructure, post April 2014.
- 4.2.10** It will be a requirement, however, that the strategic sites are developed in a comprehensive manner in accordance with a master plan that will be subject to a single planning permission for the whole site.

#### *General place-making and other infrastructure requirements*

- 4.2.11** The IP sets out the infrastructure items that are general requirements to ensure better place making and contribute to economic and sustainable growth. They will serve more than one development and the Council will seek contributions for these facilities from the developments they serve, in accordance with the three statutory tests. The Council will provide further guidance on which developments it will seek contributions to fund the items listed as and when there is more information about the costs of the items
- 4.2.12** After April 2014 or when the Council introduces a CIL (whichever is the sooner), contributions from no more than 5 obligations can be used to fund these items. If the Council introduces a CIL, these items are more readily suited to provision by CIL.
- 4.2.13** General infrastructure requirements could include:
- Physical Infrastructure
    - Transport
    - Utility
    - Waste
  - Social and Community Infrastructure
    - Education

- Faith
  - Sports and leisure
  - Emergency services
  - Public Realm
  - Other community facilities e.g. libraries
- Green infrastructure

(There are items that will be included in the IP but for which contribution from development will not be sought e.g. Healthcare)

#### **LDP Policy for Infrastructure Provision**

- 4.2.14** The LDP includes a policy for the provision of infrastructure. Its wording (as amended by a proposed Focused Change) is set out below:

### **Policy S7 – Infrastructure Provision**

The infrastructure needed to service and deliver sustainable development must be in place or provided in phase with proposed development. Where existing infrastructure is inadequate to serve the development, new or improved infrastructure and facilities to remedy deficiencies must be provided. Where provision on-site is not appropriate, off-site provision, or a financial contribution towards it, will be sought.

Financial contributions will also be required towards the future management and maintenance of facilities provided, either in the form of initial support or in perpetuity.

Planning Obligations may be sought to secure improvements in infrastructure, facilities, services and related works, where they are necessary to make development acceptable. In identifying appropriate contributions due regard will be paid to the overall development viability. Such obligations may include:

1. Strategic utilities
2. Community and cultural facilities
3. Formal and informal open space
4. Recreation and leisure facilities
5. Green infrastructure
6. Ecological mitigation
7. Educational facilities
8. Transport infrastructure
9. Sustainable transport measures
10. Waste management facilities
11. Renewable / low carbon energy infrastructure
12. Local climate change mitigation and adaptation measures
13. Flood risk management measures
14. Commuted payments for the management and maintenance of facilities provided
15. Broadband infrastructure
16. Other facilities and services considered necessary.

Proposals for utility services to improve infrastructure provision will be permitted, subject to detailed planning considerations.

**4.2.15** Specific infrastructure items required to deliver the LDP strategic sites are set out in the site allocation policies and in the IP.

#### **Phase 3: Planning Obligations SPG and CIL**

##### *The SPG*

**4.2.16** As soon as is practical after adoption of the LDP, the Council will prepare and consult on Supplementary Planning Guidance for the operation of planning obligations. This will set out:

- The planning obligations requirements for different types and location of new development, in accordance with the IP, including costings;

- A protocol for dealing with planning applications to assess what types of obligation are required and how they will be delivered (e.g. on site provision or collection of a financial contribution);
- How the authority will deal with any scheme viability issues;
- Collection and monitoring of monies collected and delivery of facilities;
- The approach to be adopted to CIL.

*Moving towards a CIL regime*

**4.2.17** Following adoption of the IP, the Council will review the items it believes are best funded through a CIL (because of their strategic nature) and assess:

- The total cost of the infrastructure items to be funded through CIL;
- Other sources of funding available and the consequent funding gap.

**4.2.18** This information will form the basis for preparation of a CIL charging schedule. If the Council concludes that there are no or minimal such strategic infrastructure items, it will not proceed with preparation of a charging schedule.

**4.2.19** In the circumstances that the Council decides to adopt a CIL, the process for this will follow that set out in the regulations and as sketched out in summary below.

Figure 4.1: Process for Preparation of CIL Charging Schedule



- 4.2.20** CIL cannot be used to remedy existing deficiencies in infrastructure. However, Welsh Government guidance qualifies this by explaining that CIL can be used to remedy existing deficiencies where<sup>1</sup>, “.....*those deficiencies would be made more severe by new development. CIL can be used to increase the capacity of existing infrastructure or to repair failing existing infrastructure.*” Funding from CIL can also be used to support growth. If the Council introduces CIL, therefore, it is likely to allocate some of the money collected to support the Council’s education improvement programme.
- 4.2.21** The introduction of CIL will not negate the need for other planning obligations to mitigate the impact of individual developments.

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<sup>1</sup> Welsh Government, Community Infrastructure Levy (CIL), Preparation of a Charging Schedule, 2011. Para 1.4

## **5 OPERATION AND MONITORING**

### **5.1 Procedure**

#### Pre Application discussions

- 5.1.1** Applicants are encouraged to discuss with the Council's Development Management Team the likely impacts of a proposed development prior to submission of a formal application using the information set out in Section 4. This will help to identify, in a standardised way, the necessary infrastructure requirements or mitigation measures. Guidance can then be provided to applicants about the level of likely planning obligations at an early stage.
- 5.1.2** During this stage the aim will be to agree a draft heads of terms and where there are alternative suggestions a reasoned justification will be sought from the applicant.

#### Application stage

- 5.1.3** A formal planning application will need to be accompanied by a statement summarising the contributions to provisions to be delivered by Section 106 agreement to address policy and site specific requirements.

#### Post decision including costs

- 5.1.4** The Council's Development Management Team will monitor the implementation of developments to ensure that planning obligations are met. The Council's reasonable legal costs in processing an obligation will be required to be met by the applicant.
- 5.1.5** Financial contributions from developers will continue to be monitored by the 106 Working Group which includes Finance, Planning, Cabinet Members and officers from Highways, Children and Young People etc.

### **5.2 Monitoring and Review**

- 5.2.1** The application and effectiveness of this interim guidance will be monitored until either a CIL is in place or there is an approved LDP and SPG on Planning Obligations. It will be reviewed if there is evidence that the interim policies are not meeting the Council's objectives of securing contributions from new development with consequent implications for any proposed CIL charging schedule.

## Annex 1

### A Short Guide to the Community Infrastructure Levy

#### *What is the Community Infrastructure Levy?*

The Community Infrastructure Levy (CIL) is a new levy that local authorities (LA) in England and Wales can choose to charge on new developments in their area. The money can be used to support development by funding infrastructure that the local community needs. It applies to most new buildings and charges are based on the size and type of the new development. The CIL regulations came into force on 6 April 2010. However, liability to pay CIL for a development will not arise until the LA has implemented a charging schedule (which has to be based on an up-to-date development plan i.e. a Local Development Plan, and is subject to consultation).

#### *How is it set?*

The CIL will be set by individual local authorities at a rate per square metre, and will be levied on the net additional gross floor space resulting from the development. Differential rates can be set across parts of a district, and for different property uses.

The levy is intended to encourage development by creating a balance between collecting revenue to fund infrastructure and ensuring that the rates are not so high that they put development across the area at serious risk. These rates should be supported by evidence, such as the economic viability of new development and the area's infrastructure needs.

#### *What can it be used for and who can spend it?*

CIL must be spent on infrastructure. Infrastructure is defined broadly and could include for example items such as transport measures, flood defence, schools, libraries, parks and sports facilities.

CIL can be spent by the authority that collects it or can also choose to pass CIL receipts to other infrastructure providers in order to contribute towards the provision of infrastructure that it could not provide itself. Unlike s106 agreements CIL is not tied to a specific development site and can be used to support wider infrastructure needs.

#### *Relationship with s106*

Section 106 agreements will continue to be used for direct impacts not covered by CIL, including delivery of affordable housing. However, the policy test which was set out in Welsh Office Circular 13/97 (i.e. that it be necessary, directly related to the development, and fairly and reasonably related in scale and kind) is now a mandatory legal requirement.

#### *Where can I find out more?*

Links to the CIL regulations, their proposed amendments and various guidance documents can be found on the Welsh Government website at: <http://wales.gov.uk/topics/planning/policy/guidanceandleaflets/cil/?lang=en> or CLG website at: <http://www.communities.gov.uk/planningandbuilding/planningsystem/communityinfrastructurelevy/>

## Annex 2

### Recreation and Public Open Space Developer Contributions Charging Schedule

Please note that the play and recreation standards and contributions policy is reviewed on an annual basis; please check with the Council that you have the latest available information.

**SUBJECT: Recreational & Public Open Space Developer Contributions**

**MEETING: Individual Cabinet Member Decision Cllr S.B. Jones**

**DATE TO BE CONSIDERED: 27<sup>th</sup> July 2011**

**DIVISIONS/WARDS AFFECTED: All Wards outside the Brecon Beacons National Park**

#### 1. PURPOSE

- 1.1 To seek approval of the Council's 2011/2012 charges for public outdoor recreational contributions expected from housing developers.

#### 2. RECOMMENDATION

- 2.1 To approve the 2011/2012 level of financial contributions expected from developers in lieu of on-site provision of public open space and recreational facilities, as indicated in **Appendix A - Table 1**. The increase will commence on the 1<sup>st</sup> September 2011

#### 3. KEY ISSUES

- 3.1 The Council has, under Policy RL3 of the adopted Monmouthshire County Council Unitary Development Plan (**APPENDIX B**), adopted the National Playing Field Association's (NPFA) laterly the Fields in Trust 'Six Acre Standard' to guide the provision of recreational open space in the County. In addition, the Council has its own standard for the provision of public open space.
- 3.2 Based on an assessment of local needs, the Council currently negotiates with developers on the basis of 1.6ha (4 acres) for sport provision; 0.8ha (2 acres) for children's play provision; and 0.4ha (1 acre) for public open space provision per 1000 population. Together, these requirements satisfy the Fields in Trust 'Six Acre Standard' and are considered as the minimum standard for the County.
- 3.3 The Council's standard, therefore equates to 70m<sup>2</sup> per dwelling of recreation space that has been calculated and broken down as follows:

Category	Area Per Dwelling
Public Open Space	4,000m <sup>2</sup> (0.4ha) ÷ 400 = 10m <sup>2</sup>
Children's Play Area	8,000m <sup>2</sup> (0.8ha) ÷ 400 = 20m <sup>2</sup>
Adult Outdoor Recreational Space	16,000m <sup>2</sup> (1.6ha) ÷ 400 = 40m <sup>2</sup>

- 3.4 In most cases recreational facilities are provided on-site by the developer and the developer is required to maintain and keep them in their intended use in perpetuity; which is usually by the facility being adopted by the Council with a commuted sum being paid for its future maintenance.

- 3.5 Commuted Maintenance sums are received to fund ongoing annual maintenance and periodic major maintenance for a period of 20 years.
- 3.6 The calculation of the amount invoiced to the developer is based upon applying inflation to maintenance changes over the 20-year period and then discounting the gross amount back for the time value of money. This is due to the fact that it is anticipated that the authority earns interest on a reducing balance held over a 20-year term.
- 3.7 Where the Council considers that on-site recreation provision is not possible or practicable, alternative provision is required to be made in the locality. In such circumstances the normal practice is for a developer to make a financial contribution to the Council in lieu of on-site provision. The specification and costing details in **APPENDIX C** are illustrative of what the Council will provide when facilities are provided off-site. However, these illustrative cost details should not be seen as the total a developer would be expected to spend when they are making on-site provision. The over-riding issue is that all developments provide facilities that meet the Council's adopted NPFA specification.
- 3.8 In March 2009 Cabinet agreed the level of developer contributions expected towards off-site recreation and public open space provision. This report recommends that the principle of developer contributions be continued in its current form, but that the level of contributions is revised to reflect 2011/2012 prices that have been increased by 3.5% for commuted sums and by 5% for the capital costs.
- 3.9 In accordance with the Landscape Units specification (which accords with the relevant F.I.T requirements) for Recreational and public open space, **APPENDIX A TABLES 1 & 2** summarise the costs calculated for off-site developer contributions at 2011/2012 prices. These figures have been revised to take account of the 3.5% rise with commuted sums and the 5% rise in capital costs as well as specification improvements in order to fully meet the requirements of the F.I.T standard. **APPENDIX C** provides full details of how the individual cost elements have been calculated.

#### **4. REASON**

- 4.1 The charges need updating for the 2011/2012 financial year.

#### **5. RESOURCE IMPLICATIONS**

- 5.1 Implementation within the planning process will be undertaken with the co-operation of Public Life and Culture, Planning Place and Enterprise and the Landscape Unit and other services, where appropriate.

#### **6. CONSULTEES**

Cabinet Members  
Head of Finance  
Head of Planning  
Section 106 Working Group  
Select Committee Chairman  
Leadership Team

**Results of Consultation;** Consultation responses resulted in amendments being made to the report

7. **BACKGROUND PAPER** - Cabinet Report "Recreational & Public Open Space Standards and Developer Contributions", 4th March 2009

RCS Select Committee Report – 17<sup>th</sup> November 2005  
Appendix 3 – Commuted Maintenance Sums.

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## APPENDIX A Calculated Costs 2011/2012

**Table 1: Cost per Dwelling of Recreation and Public Open Space**

	Land Purchase	Capital Cost	Adoption Cost	Admin. Cost	Total Cost
10m <sup>2</sup> Public Open Space	£33.85	£32.37	£117.09	£18.22	<b>£202</b>
20m <sup>2</sup> Children's Play Area	£67.69	£263.68	£416.43	£72.55	<b>£820</b>
40m <sup>2</sup> Adult Recreation Area	£135.41	£1698.04	£803.49	£260.84	<b>£2898</b>
				<b>Total Cost Per Dwelling</b>	<b>£3920</b>

**Table 2: Costs of Children's Play Areas**

	Land Purchase	Capital Cost	Adoption Cost 5.3	Total Cost
Local Area for Play	£1286	£14637	£29019	£44942
Local Equipped Area for Play	£12186	£49874	£74785	£136845
Neighbourhood Equipped Area for Play	£28773	£100289	£156481	£285543
<b>Total</b>	<b>£42245</b>	<b>£164800</b>	<b>£260285</b>	<b>£467330</b>
<b>Total Cost per Dwelling</b>	<b>£68</b>	<b>£264</b>	<b>£416</b>	<b>£748</b>

**Note:** The Total Cost Per Dwelling calculation shown in Table 1 is derived using the following formulae for each of the three individual costs:

A	B	C
The relevant cost shown in Table 1 and below:	( The total area of the relevant recreational facility shown in Appendix B and below:	The area of the relevant recreational facility required per dwelling shown in paragraph 3.3 and below: )
	÷	÷
<i>Land Purchase</i>		<i>Public Open Space 10m<sup>2</sup></i>
<i>Capital Cost</i>	<i>Public Open Space 10,000m<sup>2</sup></i>	<i>Adult Recreation 40m<sup>2</sup></i>
<i>Adoption Cost</i>	<i>Adult Recreation 16,187m<sup>2</sup></i>	<i>Children's Play Area 20m<sup>2</sup></i>
	<i>Children's Play Area 12,500m<sup>2</sup></i>	

i.e. A ÷ (B ÷ C)

**APPENDIX B Policy RL1 of Adopted Monmouthshire County Council Local Plan**

'All residential and major office or retail developments will provide, maintain and keep in their intended use, recreation, public open space and play facilities in accordance with the Council's adopted standards. Such facilities will normally be provided on site, but if this is not possible or practicable, alternative provision related in scale and kind to the development proposed will be required to be made in the locality.'

**APPENDIX C Calculated Costs 2011/2012****1. Public Open Space (10,000m<sup>2</sup>)**

DESCRIPTION	QUANTITY	COST
Footpath	150m <sup>2</sup>	<b>£32365</b>
Boundary Fence: 1.2m high tanalised timber post and two rail	100m	
Standard Trees	40	
Grass Area	9,850m <sup>2</sup>	
Orchard Brambley Seat	2	
Earth Anchor Litter Bin	2	
DESCRIPTION	FREQUENCY	COST
Rotary grass cutting	14 per year	<b>£117092</b>
Tree inspection	Yearly	
Seat inspection	Yearly	
Empty litter bins	Weekly	
Seat painting	Every 5 years	
Overlay footpath	Every 10 years	
Fence painting	Every 10 years	

**2. Youth/Adult Outdoor Recreation Area (16,187m<sup>2</sup>)**

DESCRIPTION	QUANTITY	COST
Football Pitch	1	<b>£687153</b>
Multi-Sports Pitches	2	
Changing Rooms	1	
DESCRIPTION	FREQUENCY	COST
Building Maintenance	As required	<b>£325149</b>
Rotary grass cutting	14 per year	
Fertiliser	2 per year	
Sand top dressing	2 per year	
Renovation work	Yearly	
Take down/set up goal posts/nets	As required	
Over marking for multi-sports pitch	Yearly	
Over marking for grass pitches	Weekly	
Brushing for multi-sports pitch	Monthly	
Empty litter bin	Weekly	

**3. Local Area for Play LAP (400m<sup>2</sup>)**

DESCRIPTION	QUANTITY	COST
Grass Area	300m <sup>2</sup>	<b>£14637</b>
Shrub Planted Area	30m <sup>2</sup>	
Standard Trees	2	
Tarmac Footpath	50m <sup>2</sup>	
Powder Coated Galvanised Bow Top Fencing	50mts	
Self Closing Gate	1	
Play Equipment:		
- Kompan Criss Cross Unit	1	
- Kompan Crazy Hen Springer	1	
- Hopscotch Area	1	
Impact Absorbing Surface	19 m <sup>2</sup>	
Orchard Brambley Seat	1	
Earth Anchor Litter Bin	1	
DESCRIPTION	FREQUENCY	COST
Rotary grass cutting	14 per year	<b>£29019</b>
Tree/Shrub maintenance	4 per year	
Play equipment maintenance	Weekly	
Empty litter bin	Weekly	
Seat painting	Every 5 years	
Overlay footpath and replace safety surfacing	Every 10 years	
Fence painting	Every 10 years	

**4. Local Equipped Area for Play LEAP (3,600m<sup>2</sup>)**

DESCRIPTION	QUANTITY	COST
Grass Area	3300m <sup>2</sup>	<b>£49874</b>
Shrub Planted Area	50m <sup>2</sup>	
Standard Trees	40	
Tarmac Footpath	100m <sup>2</sup>	
Powder Coated Galvanised Bow Top Fencing	75 mts.	
Self Closing Gate	2	
Play Equipment:		
- Kompan SupaNova Roundabout	1	
- Record Midi Venturer Multiplay Unit	1	
- Proludic Pod Swing	1	
- Wicksteed Cobra Seesaw	1	
- Kompan Spica 1	1	
Impact Absorbing Surface	135m <sup>2</sup>	
Orchard Brambley Seat	2	
Earth Anchor Litter Bin	2	
DESCRIPTION	FREQUENCY	COST
Rotary grass cutting	14 per year	

Tree/Shrub maintenance	4 per year	<b>£74785</b>
Furniture maintenance	Yearly	
Play equipment maintenance	Weekly	
Empty litter bin	Weekly	
Seat painting	Every 5 years	
Overlay footpath	Every 10 years	
Replace impact absorbing surface	Every 10 years	
Fence painting	Every 10 years	

**5. Neighbourhood Equipped Area for Play NEAP (8,500m<sup>2</sup>)**

DESCRIPTION	QUANTITY	COST
Grass Area	8000m <sup>2</sup>	<b>£100289</b>
Shrub Planted Area	200m <sup>2</sup>	
Standard Trees	40	
Tarmac Footpath	100 <sup>2</sup>	
Powder Coated Galvanised Bow Top Fencing	100 mts	
Self Closing Gate	2	
Play Equipment:		
- Kompan Izar Unit	1	
- Proludic Pod Swing	1	
- Wicksteed Cobra See Saw	1	
- Kompan SupaNova Roundabout	1	
- Kompan Galaxy Spica 1	1	
- Kompan Algol Unit	1	
Impact Absorbing Surface	200m <sup>2</sup>	
Orchard Brambley Seat	2	
Earth Anchor Litter Bin	2	
Teenage Area: Either SMP Arena Meeting Point Shelter or Steel Youth Shelter	1	
Either Tarmac Hard Play Area with Basketball Hoop or SMP Indiana Goal Section	1	
DESCRIPTION	FREQUENCY	COST
Rotary grass cutting	14 per year	<b>£156481</b>
Tree/Shrub maintenance	4 per year	
Furniture maintenance	Yearly	
Play equipment maintenance	Weekly	
Empty litter bin	Weekly	
Seat painting	Every 5 years	
Overlay footpath	Every 10 years	
Replace impact absorbing surface	Every 10 years	
Fence painting	Every 10 years	

**Note:** Costs reflect the current rates of tendered contracts by Monmouthshire County Council. The costs are indicative and for costing purposes only.

## **Appendix 2**

**Monmouthshire County Council**

## **Monmouthshire Infrastructure Plan**

**March 2013**

**IP Version 2**

Monmouthshire Infrastructure Plan

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# 1 INTRODUCTION

## 1.1 Background

- 1.1.1 Monmouthshire County Council has prepared this report to support its planning policies on infrastructure and developer contributions. It has been assisted in this by Peter Brett Associates and Three Dragons.
- 1.1.2 The first stage, and the subject of this report, is the Infrastructure Plan (IP) which sets out requirements, phasing and costs and funding of infrastructure.
- 1.1.3 Good practice suggests that strategic planning documents such as the Monmouthshire Local Development Plan (LDP) should demonstrate the means of their implementation, with the policy position that they cannot be considered suitable unless this is the case. Identifying the means of delivering the infrastructure required is part of the process of demonstrating that the LDP is deliverable. This report will consider those items of infrastructure that are necessary to deliver the levels of growth and site allocations put forward in the LDP and also propose an initial list of general ‘place-making’ requirements for consideration for inclusion in the IP. Once the IP has been finalised then this will form the basis for establishing future requirements for general s106 contributions and for the Community Infrastructure Levy (CIL).
- 1.1.4 The IP has been widely consulted upon with infrastructure providers and where no infrastructure has been identified it means that it is not required in respect of the provision and targets set out in the LDP.
- 1.1.5 This version of the IP sets out the known infrastructure requirements at the time of publication. The Council will update these requirements on a regular basis reflecting any new and emerging infrastructure providers’ plans and funding opportunities and/or any changes to the Council’s priorities or policies.
- 1.1.6 The Council has also prepared an Interim Policy Guide setting out its approach to planning obligations in advance of the adoption of the LDP and production of Supplementary Planning Guidance (SPG) to explain how the policies of the adopted LDP will be implemented.

## 1.2 Objectives

- 1.2.1 Specifically, the Infrastructure Plan has sought to:
  - Highlight infrastructure capacity issues and existing capacity where possible, through the review of existing information and consultation with stakeholders.
  - Identify the infrastructure impacts of additional development in generic and specific terms for main settlements and on a district basis.
  - Illustrate the net infrastructure impact of new development and highlight significant issues.
  - Provide information on the indicative cost of infrastructure.
  - Identify public funding mechanisms and responsibility for delivery.

## Monmouthshire Infrastructure Plan

**1.2.2** The IP provides a focus for long term strategic financial decisions that will inevitably need to be refined and realigned as the process and time unfolds. In this context, there are a number of important points which should be borne in mind:

- The IP is not a policy document. Information included in the assessment does not override or amend agreed/adopted strategies, policies and commitments which the Council and other infrastructure providers currently have in place.
- Infrastructure providers will inevitably review their policies and plans over the life of the LDP and this can impact on the amount and type of infrastructure required. The IP sets out a broad framework for infrastructure delivery to 2021 but with more detail for the early part of the plan.
- This document reflects a “snapshot in time” of infrastructure requirements and these will be constantly changing to reflect funding arrangements and also changes in growth and priorities. Therefore the IP must be seen as a living document subject to constant change.

**1.2.3** The other role for the IP is to provide information on funding requirements for the Council if it adopts a Community Infrastructure Levy (CIL) to help fund strategic infrastructure. At the time of preparation of the IP, the Council is considering whether a CIL is appropriate for Monmouthshire. If the option is taken up the Council will need to follow the process for adopting a CIL set out in regulation.

**1.2.4** This report is structured so that each category of infrastructure is considered in turn in relation to its availability to enable implementation of the LDP and also in relation to potential for more general ‘place-making’ projects that meet the Council’s aspirations for creating sustainable communities. Annex 1 lists the infrastructure necessary for delivering the LDP strategic sites. Annex 2 lists potential ‘place-making’ and other infrastructure projects by settlement to enable initial discussion of the options that could be included in the IP, particularly if CIL funding is to become available. This list will be added to and revised as the IP is progressed.

## **1.3 Total Place Plans**

**1.3.1** The Council has acknowledged in its Corporate Improvement Plan a, “...clear need to develop a more co-ordinated and joined-up approach to regeneration.” and is developing total places plans for the County’s main settlements. The first of these, for Severnside, is currently going through the political reporting process.

**1.3.2** As the other total place plans are published, the Council will ensure that new infrastructure items identified in them are incorporated into the IP. The lists in Annex 2, therefore, provide an initial starting point but there is scope for the IP to be continually revised and updated, giving the opportunity to meet community aspirations as expressed through the total place plans.

## 2 INFRASTRUCTURE CATEGORIES

### 2.1 Introduction

2.1.1 The IP includes all types of infrastructure necessary to deliver the LDP objectives, taking into account requirements ranging from roads to flood mitigation to outdoor play space. Three broad categories of infrastructure are covered: physical, social and community and green.

Table 2.1: Infrastructure Categories

Physical Infrastructure	Social and Community Infrastructure	Green Infrastructure
Highways	Education (primary, secondary, tertiary and early childhood)	Public open space and green space (including woodlands)
Rail	Health – acute and primary	Parks
Buses and other public transport	Social care facilities	Play space
Cycle network	Ambulance	
Pedestrian movement	Police	
Public realm	Fire	
Water supply	Arts and cultural venues	
Energy supply	Sport and recreational facilities	
Waste management	Other community facilities	
Telecommunications (including broadband)		
Sewerage		
Flood alleviation		

2.1.2 Some infrastructure types are critical to enable development to proceed, while other infrastructure is necessary to ensure that communities are sustainable through quality of life and environmental reasons. Whilst it is possible to categorise the infrastructure, it is not considered appropriate to suggest that some items of infrastructure are more important than others as all are required to make the successful communities that the Council seeks.

2.1.3 However, the Council recognises that whilst it may wish to secure the delivery of all infrastructure items, prioritisation may be required depending on the availability of public and private sector funding sources and service priorities at that time. These priorities are likely to change over time as and when funding sources are available.

2.1.4 The IP has sought to distinguish between infrastructure:

- To cover existing deficiencies
- Related to new development
- Responding to the area’s aspirations

2.1.5 The IP builds upon work already undertaken by the Council to support the LDP. This has been supported by additional discussion with service providers. However, there remain weaknesses in the information where some service providers have been unable to provide detailed information on future requirements. As the date of delivery of the infrastructure comes nearer it is expected that plans will be refined and that the cost estimates will become more robust. The IP will need to be kept under review to ensure the information it contains is as accurate as possible.

### **3 PHYSICAL INFRASTRUCTURE**

#### **3.1 Transportation**

##### **Meeting LDP Objectives**

- 3.1.1** The LDP highlights the importance of minimising the need to travel, improving accessibility to jobs, services and community facilities and addressing climate change. The LDP aims to deliver a transport system in Monmouthshire that manages the use of the private car effectively and encourages the use of other transport modes – be it public transport or cycling or walking. The strategy emphasises provision for non-car transport while also highlighting a number of key highway schemes that are essential to alleviate existing deficiencies and deliver a network that will accommodate the overall level and direction of growth to 2021.
- 3.1.2** The LDP approach is consistent with the Regional Transport Plan (RTP) prepared by the South East Wales Transport Alliance (SEWTA) published in March 2010. The RTP aims to improve regional transport and help deliver the social, economic and environmental objectives of the Wales Spatial Plan and the Wales Transport Strategy, Wales National Transport Plan.

##### **Improved public transport**

- 3.1.3** Public transport in Monmouthshire is provided through the bus service and the railway network which includes four stations in Monmouthshire (Abergavenny, Caldicot, Chepstow and Severn Tunnel Junction) all of which are operated by Arriva Trains Wales. Services are provided by First Great Western, Arriva Cross Country and Arriva Trains Wales franchises.

##### Bus service and network

- 3.1.4** The bus service is mainly run by private companies operating from a number of stations and interchanges across the County, although Monmouthshire County Council does provide a number of school bus services and operates the demand responsive Grass Routes services across the County. While a number of bus services are run on a purely commercial basis the majority are subsidised by the Council to some extent in order to provide a service across the whole of Monmouthshire. During the LDP period, the Council will be working with SEWTA on the development of a Regional Bus Strategy which is likely to look at infrastructure and service improvements.

##### Rail service and network

- 3.1.5** Network Rail, Welsh Government and SEWTA have identified a range of infrastructure and service improvements which are set out in the Network Rail Wales Route Utilisation Strategy (2008), Wales National Transport Plan (2010) and the SEWTA Rail Strategy (2011). For Monmouthshire, these plans identify station improvements – namely increased parking and improved bus interchange facilities – at Severn Tunnel Junction, Abergavenny and Chepstow stations, as well as service improvements on the Abergavenny and Chepstow lines.

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Provision for cycling and pedestrians

**3.1.6** The Council's Public Rights of Way Improvement Plan (2007) identifies a number of deficiencies and opportunities to improve cycling, pedestrian and horse riding access across Monmouthshire. It acknowledges that:

- There is a shortage of off road countryside access provision for cyclists and horse riders.
- There are gaps in the provision of public rights of way where there are Ministry of Defence sites, in areas of private estates and around Llandegfedd Reservoir and on the coast.
- There is little information available for horse riders and cyclists and a need to improve information and signage to make it clear which routes carry vehicular status.
- There is a need to promote, identify and increase the percentages of paths in Monmouthshire which are available for those with mobility or visual impairments.
- Overgrowth, path obstructions, lack of signposting and promotional material limit or put people off using paths in Monmouthshire.

**3.1.7** In addition to the deficiencies and maintenance in the existing public rights of way infrastructure there will be other measures within new developments that will be needed to provide for pedestrians and cyclists. These measures will be agreed with the Council as part of the design and planning process on a scheme by scheme basis.

**3.1.8** Active Travel (Wales) Bill legislation is currently being scrutinised by the National Assembly and is likely to become statute during the LDP period. This new legislation will place a duty on the Council and other public bodies to map walking and cycling routes throughout the County and to set out proposals for improving walking and cycling provision. This will also be used to inform any measures needed in relation to new developments.

**Highways**

**3.1.9** There are a number of major highway schemes required to deliver the LDP. These are associated with the strategic development sites.

**3.1.10** There are also a number of measures identified to improve the functioning of the road network and to promote sustainable transport measures in Monmouthshire. The schemes are of general need and do not necessarily relate directly to mitigating the impact of any individual site for development. Schemes identified in the South East Wales Transport Alliance (SEWTA) Regional Transport Plan (RTP) are listed in LDP Strategic Policy S16, although none of these are firm proposals with funding in place. LDP Development Management Policy MV10 ensures that such schemes, together with a number of locally identified schemes, are safeguarded from development that would be likely to prejudice their implementation.

<p>Relevant LDP Policies:</p> <ul style="list-style-type: none"> <li>• S16 Transport</li> <li>• MV1 Proposed Developments and Highway Considerations</li> <li>• MV2 Sustainable Transport Access</li> <li>• MV3 Public Rights of Way</li> <li>• MV4 Cycling</li> <li>• MV5 Improvements to Public Transport Interchanges and Facilities</li> <li>• MV10 Transport Routes and Schemes</li> </ul>
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## 3.2 Utilities

### Meeting LDP Objectives

- 3.2.1** The LDP highlights the importance of creating sustainable communities. In terms of utility provision this objective includes ensuring that utilities are provided in a timely manner to meet the needs of the communities they serve. It also includes addressing both the cause and impacts of climate change and the need to minimise waste and pollution. This could be through contained systems which minimise environmental impact and through the use of renewable resources to meet energy needs.

### Surface water and flood risk mitigation

- 3.2.2** Local Authorities, developers and the Environment Agency (EA) have a role in assessing the flood implications of development. The developer has the main responsibility for flood defence, with the flood risk management requirements of individual sites borne privately by the developer. As part of any development agreement, a developer has a responsibility to ensure that the new development:

- Is properly defended from external flood risks to an adequate standard.
- Is properly drained, so ensuring that ground water and rainfall does not cause an unacceptable risk of on-site flood problems.
- Does not generate an unacceptable risk flooding on adjacent land as a result of changes to the drainage of their land, beyond what might be considered to be reasonable from a natural (undeveloped) area.

- 3.2.3** Various stakeholders have an involvement in approving arrangements for surface water disposal such as local authorities, the EA, internal drainage boards and sewerage companies. Because of concerns over increasing the risk of downstream flooding of watercourses, there is a general requirement to dispose of run-off as close to the source as possible by means of sustainable urban drainage systems (SUDS). Developers should engage with the relevant stakeholders at an early stage to ensure that adequate land is identified to install SUDS. This is particularly important with small developments and infill sites where increased densities may conflict with achieving SUDS.

- 3.2.4** In terms of strategic infrastructure the EA have indicated that there are no current requirements in Monmouthshire.

### Electricity

- 3.2.5** Monmouthshire's Distribution Network Operator (DNO) is Western Power Distribution. All electricity DNOs have a statutory duty under the Electricity Act 1989 to provide connections (i.e. extensions from its distribution system) upon request from persons seeking connections.

- 3.2.6** In terms of additional electricity provision in relation to new development consultation with Western Power Distribution has identified no further requirements in terms of upgrading of the network to support new development.

- 3.2.7** Although no specific additional provision has been identified, the LDP requires the undergrounding of a strategic 132,000 volt line, which currently runs overhead through the strategic site at Deri Farm, Abergavenny. This has not been approved by Western Power

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Distribution. However, the site's developer has indicated that it is technically feasible to achieve.

### Gas

**3.2.8** National Grid operates the national gas transmission system which supplies the 12 local distribution zones across the country. Wales and West Utilities are the distribution company for Monmouthshire.

**3.2.9** No major infrastructure requirements have been identified in terms of gas supply; however, it is likely that reinforcements will be required to ensure the correct operating pressure. The detail of these reinforcements will be determined as sites are developed, so it is not possible at this stage to identify any specific requirements or costs.

### Potable Water

**3.2.10** Currently there is adequate capacity in its existing network and the quality of water is good, consequently at a strategic level there is no immediate constraint on development. However, further growth at Monmouth may necessitate the need for an increased capacity as the existing reservoir at Hill Service may not be sufficient. This is not within the current Management Plan.

**3.2.11** Local network upgrades and reinforcements may be necessary to provide a water supply to a particular development. The requirement for these and the associated costs will need to be assessed by developers for individual development schemes.

### Sewage treatment

**3.2.12** Welsh Water is the owner of the wastewater sewerage network, and operator of the wastewater treatment works in the study area. Under the current (2010-2015) Business Plan Welsh Water is planning a programme of works in Monmouthshire.

**3.2.13** Developments in both the towns and the rural areas will require upgrades to treatment works, some of which are not in the current programme. Consultation with Welsh Water indicates that where development requires upgrades that are not in the current programme the developer will need to pay towards the cost of the required upgrade. Welsh Water is unable to provide any further information to include in the IP.

### Telecommunications

**3.2.14** The general principle with telecommunication, as with other utilities, is that telecommunication services are provided as required at their own cost with capital raised through private debt or equity capital as they see fit, and in return for the income generated from sales to domestic and commercial customers.

**3.2.15** The issues with regard to the utilities are not ones of funding per se, but of whether the regulatory structure for the industries concerned is adequate to ensure that investment takes place at the appropriate time to facilitate growth. This is considered in relation to the telecommunications below.

**3.2.16** British Telecom (BT) has a statutory obligation to supply capacity as and when required. When a new housing or employment development is built, infrastructure requirements will also be met by BT.

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**3.2.17** The main issue at present relates to broadband speeds required for uploading and downloading information. Increasing customer demand is requiring better performance. It must be noted that Broadband speed availability is very specific and determined primarily by the distance from the exchange and quality of cabling. Within Monmouthshire it has been reported that areas within the County, especially the rural parts, have relatively poor Broadband availability.

**3.2.18** In common with other utilities, BT puts forward cases internally to ensure revenue is available to fulfil future needs. Ultimately the provision of telecommunication services is generally self-financing and prioritised to those areas where either there is sufficient customer base to pay for the upgrade or public sector grant is available to subsidise the provision.

**3.2.19** As the customer base is relatively small in Monmouthshire it is unlikely that upgrades will happen without public sector subsidy. Projects have been commenced to facilitate improvement to connectivity in rural communities. A feasibility study has been completed and four communities selected to pilot connectivity projects with funding of £225,000 from Welsh Government.

**3.2.20** It has also been announced that Welsh Government have a new deal with BT which aims to deliver Next Generation Broadband to 96 per cent of homes and businesses in Wales by the end of 2015. However the impact on provision in Monmouthshire is unknown as details have yet to be published.

- Relevant LDP Policies:
- S12 Efficient Resource Use and Flood Risk
  - SD3 Flood Risk
  - SD4 Sustainable Drainage
  - EP2 Protection of Water Sources and Water Environment
  - EP4 Telecommunications
  - EP5 Foul Sewage Disposal

**3.2 Household waste and recycling**

**3.3.1** Monmouthshire County Council has traditionally managed its own recycling and waste services. Whilst reduction and recycling of waste remains the priority, the Council has recognised the need to look for the best environmental, cost effective and practical solution for disposal of the remaining waste.

**3.3.2** Monmouthshire has entered into partnership with Caerphilly County Borough Council, Cardiff Council, Newport City Council and Vale of Glamorgan Council to find a regional solution to waste disposal after reduction and recycling measures. The partnership authorities have set up Prosiect Gwyrdd (Project Green) to implement and manage the process to procure a long term regional solution. At the time of writing two preferred bidders had been shortlisted. The bidders are proposing a waste recovery facility and energy from waste facility respectively. No decision has been made as to the preferred bidder (or solution) but neither of the proposed sites is located in Monmouthshire.

- Relevant LDP Policy:
- S14 Waste

### **3.3 Public realm improvements**

- 3.3.1** Public realm improvements help provide the infrastructure necessary to ensure a quality urban environment and sustainable communities. The total place plans referred to earlier will provide a comprehensive set of measures for inclusion in the IP. Annex 2 sets out measures previously identified and measures that will be developed in the draft Severnside total place plan.
- 3.3.2** Public realm improvements in Abergavenny have been identified in connection with the redevelopment of the Cattle Market site and provision for funding has been made in the Section 106 Agreement for this development.
- 3.3.3** Chepstow town centre has benefited from a relatively recent regeneration scheme and no further measures are identified at the present time.
- 3.3.4** Monmouth town has a regeneration plan entitled 'Vision Monmouth'. Proposed schemes are listed in Annex 2.
- 3.3.5** In Severnside regeneration measures for the Caldicot town centre have been put forward in connection with the new supermarket at the Caldicot School site. Section 106 funding will be provided to fund these proposals. The scheme will be further described and developed in the Severnside total place plan.

## **4 SOCIAL AND COMMUNITY INFRASTRUCTURE**

### **4.1 Education**

#### **Meeting LDP Objectives**

- 4.1.1** The LDP seeks to build sustainable communities where people have good access to education provision. Where new development is promoted there should be either sufficient education provision or planned improvement to address any deficiency.

#### **Provision**

- 4.1.2** Monmouthshire County Council has statutory responsibility for the provision of children's services. It has a duty to ensure that there are sufficient school places in terms of quantity and quality to meet the needs of the population. Future housing developments that lead to an increase in educational age population and that result in a demand for additional school places for early years 0-5, primary schools and secondary schools, special schools and post 16, should make appropriate contributions to education provision.
- 4.1.3** However it is unlikely that there will be substantial requirements in the short to medium term for new school places as a result of new development. In general pupil numbers have been falling and as can be seen from the latest 2011 Census population release, school age persons (0-19) have slightly dropped over the period since the last census in 2001.
- 4.1.4** Whilst there are unlikely to be requirements for new school places in the short and medium term there are infrastructure requirements for new and improved schools as a result of demand for more Welsh Medium secondary schools and a need to replace the existing building stock as it becomes less fit for purpose. It is important that new development contributes to this refurbishment program as it will help support the growth in terms of providing facilities fit for purposes.
- 4.1.5** The Council has been pursuing a long-term programme of work in recent years in order to bring its schools up to a suitable standard and to balance the need for school places. This has resulted in approximately £50m being spent over the last few years in building new primary schools and altering and extending existing primary school buildings. The programme will continue into the foreseeable future with significant development at all of the County's four mainstream secondary schools, further work on the primary school estate and expenditure in providing additional places for Welsh Medium education at secondary level.
- 4.1.6** This development programme aligns with the 21st Century Schools' programme being developed by the Welsh Government across the whole of Wales and as a result, a £79.5m programme of work has currently been approved by them for 50% match funding.
- 4.1.7** The major planned new education provision is in Severnside with a new community campus proposed at Caldicot. The scheme is to establish a Community Campus in Caldicot on the existing school site which co-locates and integrates a range of educational and community facilities and services for the Severnside area. Start of construction is planned for 2014.
- 4.1.8** Part funding for the campus will be from the Welsh Government's 21st Century Schools programme (approximately £24m). The balance of £15 to £20m will be met from a number of other sources which could include additional contribution from the County Council's

Capital Programme, prudential borrowing by the Council and any opportunities to release value from surplus land at the site.

Relevant LDP Policy:

- S5 Community and Recreation Facilities

## 4.2 Health Care

### Meeting LDP Objectives

- 4.2.1** The LDP aims to reduce health inequalities and improve access to services and facilities. The focus is on creating the right environment to promote well-being by providing the means for a healthy lifestyle.

### Primary and Acute Care

- 4.2.2** Primary and acute health care services in Monmouthshire are currently delivered by the Aneurin Bevan Health Board (ABHB). Ambulance services are considered within the section on emergency services.

- 4.2.3** The provision of primary and acute care infrastructure is determined to a considerable extent by demographic change and new service delivery methods. As discussed below it is considered that although there are some requirements for new health care provision, where these arise they are not show stoppers to development and funding will not be required from development as it is sourced from other streams.

### Primary Care

- 4.2.4** ABHB has indicated that there should be approximately 1 GP for every 1,000 patients. However single practices are rare and new single handed practices would not be considered viable. Therefore, the critical mass for provision of a new doctor's surgery is about 3,000 – 6,000 people. ABHB would not commission a new surgery but would instead provide assistance to existing surgeries in the area by means of development or improvement grant if deemed appropriate.

- 4.2.5** The decision to replace a surgery would be dependent on many factors, including: prioritisation across ABHB, current and proposed practice capacity and patient list size and demographics, Local Authority Development Plan and proposed increase in residential units, whether practice premises conform to Welsh Health Circular schedule of accommodation, is compliant with statutory regulations including Disability discrimination Act, Data Confidentiality, Infection Control, Health & Safety including Fire regulations. As a result, there is very often no requirement to provide a new GP surgery for each new development. Where there is a small growth in population this may mean extending an existing practice premises or increasing capacity within a practice with an additional (perhaps part-time) GP, rather than building a new practice premises.

- 4.2.6** Where new-build provision is required but not a full surgery set up then “branch” surgeries are sometimes considered. ABHB would not open branch surgeries but would consider the option of providing an improvement grant which can be opened to treat a smaller, more local population. However, whilst branch provision might be a flexible way of addressing growth in

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an area in the short term, it is important to note that they may not be the best approach in the long term or best suited to address the needs of large housing developments.

- 4.2.7** The preferred option would be a new surgery or a replacement or extension of the existing surgery in the main growth areas. These would have the advantage of being able to:
- reduce A&E attendance by providing community services to the patient in their local area in line with Clinical Futures.
  - be more economically efficient and sustainable, with shared ancillary and support facilities.
- 4.2.8** ABHB regularly review primary care infrastructure based on changes to demographics and the location of future growth. These reviews and the resulting projects being identified that will create limited capacity will be able to meet some of the short term needs arising from growth. However, there are still capacity issues at some locations and it is anticipated that new or improved facilities will be required at the locations identified in Annex 2.
- 4.2.9** As these requirements have yet to gain approval from the Welsh Government to be developed and therefore are yet to be fully worked up in terms of planning and design, we have provided an estimated indicative cost based on past experience and case study.
- 4.2.10** The ABHB receives an annual budget from the WG/ NHS Wales for the General Medical Services rent and rates reimbursement and Global Sum revenue cost of providing all health services to the population of Monmouthshire and the other areas it covers. The ABHB is expected to manage their requirements within this and contracts with the local NHS providers to provide services.
- 4.2.11** ABHB has to apply to WG for approval for schemes and funding for any developments or improvement grants together with the increase in rent and rate revenue costs – therefore approval of such schemes is reliant on funding being available from WG. Facilities will need to be in place in advance of the full realisation of the population increase - therefore consultation is key between the health board and local planning authority to build this into the health board prioritisation schedules and funding bid applications to the WG.
- 4.2.12** Therefore a range of funding mechanisms is used to deliver new or improved health facilities. The main sources of funding for new and expanded health facilities are:
- third party development (rental reimbursement)
  - direct grant from WG
- 4.2.13** The ABHB and its predecessors have not traditionally sought payment from development to assist with the funding of new healthcare facilities. Consultation with ABHB suggests that this position will continue.

**Acute Care**

**4.2.14** The Nevill Hall Hospital (Abergavenny) is part of the ABHB and is the main provider of acute hospital services to the population of Monmouthshire. ABHB has advised that it is likely that its requirement for additional facilities to enable it to provide services to a growing population linked with local housing growth, will be offset to some extent by NHS plans to move some services away from acute hospitals and into primary care and community settings – in line with Clinical Futures.

**4.2.15** There are no current plans for any major redevelopment or provision of additional facilities.

Relevant LDP Policy:  

- S5 Community and Recreation Facilities

**4.3 Crematoria and Burial Grounds**

**4.3.1** The Council, as burial authority, has responsibility to regulate burials and cemetery use. In addition to these responsibilities Monmouthshire also runs four public cemeteries.

**4.3.2** Demand for burial plots has declined in favour of cremations, although the decline has levelled in recent years. Therefore whilst the population is ageing, which could potentially put pressure on existing facilities, the land requirements are not likely to be significant in Monmouthshire. There are no current requirements for expanded facilities or new sites.

Relevant LDP Policy:  

- S5 Community and Recreation Facilities

**4.4 Facilities for Faith Communities**

**4.4.1** The contribution that faith communities can make in developing and enriching new communities is widely recognised. However, there is very limited research about how facilities for faith communities are best provided. One recent research study provided guidance for new development in the Cambridge<sup>1</sup> sub-region.

**4.4.2** The study concluded that about 0.5 hectares of free land should be provided for every 3,000 dwellings. Actual provision could take a variety of forms including provision of land, provision of land and buildings or renovation of an existing building but whatever option is pursued, the monetary impact on the landowner would stay the same.

**4.4.3** The study gives further detailed guidance on how facilities for faith communities could be identified and the Council will make use of this (and other local consultations) in taking forward provision for faith communities.

Relevant LDP Policy:  

- S5 Community and Recreation Facilities

<sup>1</sup> Facilities for Faith Communities in New Developments in the Cambridge Sub Region, Cambridge Horizons, November 2008

### 4.5 Emergency Services

#### Ambulance

**4.5.1** Ambulance services in Monmouthshire are provided by the Welsh Ambulance Service NHS Trust. The requirement for ambulance services is set by national targets to respond to 65% of life-threatening incidents within eight minutes.

**4.5.2** It is now general practice to locate a network of vehicles stationed in strategic locations across the County. Whilst this reduces requirements for new ambulance stations there is a need to redevelop facilities in Monmouth. It is understood that facilities in Monmouth require a permanent replacement as they are currently using temporary buildings. However, whilst this facility is likely to be required within the plan period there are currently no firm plans or commitments from providers to bring forward a new site.

#### Police

**4.5.3** Policing in Monmouthshire is provided by the Gwent Constabulary. The constabulary has not identified any specific requirements or new facilities which are required as a result of the population and housing growth. Whilst nationally there has been advice that Police authorities should be seeking contributions from development, there is no evidence of Gwent following this approach.

**4.5.4** It is also important to note that population growth and an increase in housing numbers do not necessarily result in a need for additional single use police facilities. A number of factors need to be taken into consideration including existing criminality and current provision. Also, the Police place a greater emphasis on community policing through the Safer Neighbourhoods programme, where there is a drive to more effective joint working with other agencies. Whilst a presence in new communities is desirable it is more likely that multi-use communities building will be utilised rather than fully manned new police stations.

#### Fire and Rescue

**4.5.5** The South Wales Fire and Rescue Service consider that the proposed growth will not give rise to a need for additional provision. The current stations cover the main areas and have quick response times. Modern dwellings have hard-wired smoke alarms and may also include sprinkler systems in the future and pose relatively little danger, so the proposed growth will not add significantly to the demands on the Service in Monmouthshire. Because of this, and because the Service operates on a settlement-wide basis, there are no constraints on growth in individual areas arising from the level of provision of Fire and Rescue Services.

### 4.6 Sports and leisure

**4.6.1** Current Unitary Development Plan policy is that provision for additional play and outdoor recreational space is related to the number of new dwellings in accordance with the Council's adopted standards. The Council currently seeks 70m<sup>2</sup> per dwelling of recreation space.

**4.6.2** Where provision is not made on site, the Council has standard contribution payments it seeks. These are for the provision of the space and to provide maintenance. The requirements and offsite contributions were last reviewed in July 2011.

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- 4.6.3** While it is desirable that public open space and children's play areas are provided on site, this is generally not possible in relation to Adult Outdoor Recreation Space. The Council's general approach is operate a 'bidding' process whereby local recreational organisations and clubs put forward proposals for improving adult recreational facilities in their communities, utilising s106 monies raised in their areas. It is intended that this process will be carried out on a more strategic basis with schemes identified in advance in the IP and with recreational and community facilities considered in conjunction with other 'place making' projects, particularly if the Council adopts CIL.
- 4.6.4** When adopted, LDP Policy CRF2, which sets out the Council's recreation and open space standards, will also include a requirement for 0.25 hectares of allotment space per 1,000 population. There are currently no specific proposals for the provision of allotment sites. An average cost estimate is £58,000 per new allotment (20 plots). It is likely that such provision would be developer funded.

### Relevant LDP Policies:

- S5 Community and Recreation Facilities
- CRF2 Outdoor Recreation /Public Open Space and Allotment Standards and Provision

## 5 GREEN INFRASTRUCTURE

### Meeting LDP Objectives

**5.1.1** The LDP aims to ensure the provision of high quality open space, with networks of green infrastructure which protect existing features and promote both biodiversity and access. The creation and maintenance of high quality open space is critical to both the conservation objectives of the plan and the promotion of health and well-being by providing an accessible environment for new and existing development.

### Provision

**5.1.2** Growth will bring increased pressure on existing strategic green infrastructure assets and enhancement works will need to be undertaken in order to prepare these assets for greater visitor numbers. This green infrastructure outside the footprint of new development could also have a role to play in bringing together both existing and new communities through linking settlements and country parks, wildlife reserves, urban greenspaces, heritage sites and waterways. Local green spaces can be used for food production, contribute to urban drainage and flood management with Sustainable Urban Drainage systems, or provide local parks for informal recreation.

**5.1.3** The Council has published a Recreation and Open Space Study (2008), a Green Space Study (2010), a Priority Habitat Costing Study (2012) and a Landscape Costing Study (2012). These studies, along with individual management plans have helped identify the requirements and needs for green infrastructure. These requirements will be developed further in a Green Infrastructure Study and associated Supplementary Planning Guidance.

**5.1.4** A number of potential green infrastructure projects have been identified and these are set out in Annex 2 for further consideration. As Monmouthshire is generally already well provided for with respect to overall green space provision (as indicated in the Greenspace and Open Space studies) the main priorities relate to improving access, linkages and facilities.

Relevant LDP Policies:

- S13 Landscape, Green Infrastructure and the Natural Environment
- G11 Green Infrastructure

## **6 DELIVERY AND FUNDING**

### **6.1 Anticipated Sources of Funding**

**6.1.1** There are a small number of infrastructure items where public funding or operator/owner funding is relatively assured. These are for a very tightly defined type of provision (e.g. specified highway schemes, new GP surgeries and the school rebuilding programme) and the IP has identified these funding sources where relevant.

**6.1.2** It is not anticipated (at least in the short term to 2016) that there will be guaranteed general mainstream Central Government money to fund other infrastructure items nor that the Council will have capital budgets to fund provision themselves as they may have done in the past. Funding from WG for specific types of development will be on a project basis and may include:

- Regional Transport Plan (RTP) – Monmouthshire is part of the South East Wales Transport Alliance (SEWTA) which produces the RTP on behalf of the south east Wales regional area. The RTP sets out a range of transport related projects that is then used as a basis for bidding for funding from WG. The amount of funding available from WG varies and not all projects identified in the RTP will obtain funding
- Wales Infrastructure Investment Plan – WG announced a wide ranging infrastructure funding package centred on achieving 7 strategic priorities. For the period 2012-2013 funding of £44m was available to meet these priorities – it should be noted that these are Wales-wide priorities and only a small proportion of this funding will be available for infrastructure provision in Monmouthshire

In addition to the above, new national government funding programmes may become available during the LDP period.

**6.1.3** There will continue to be other specialised sources of funds (e.g. Lottery) for narrowly defined projects however, funding from these directions cannot be guaranteed. There is also opportunity for the Council to seek funding directly from development through either S106 or should the Council choose Community Infrastructure Levy (CIL).

## Annex 1

### Strategic Sites Infrastructure Requirements

Please note that this list will be reviewed on a regular basis; please check with the Council that you have the latest available information.

**Table 1: Site Specific Requirements Abergavenny/Llanfoist – Deri Farm**

Item	Timing / Phasing	Costs Total	Delivery
Junction and/or road alignment improvements	2015-2016	£0.25m	Developer funded
Undergrounding of 132,000 volt overhead line	2015-2016	£2m	Developer funded
Llanfoist Treatment Works improvement	2015	Not specified	Funded (Welsh Water), improvements anticipated to be delivered by April 2015
Recreation and open space	2016-2021	Number of dwelling * (£3,920 minus on-site provision) – subject to no change in current policy approach	Developer funded
Biodiversity mitigation and enhancement (subject to detail/future GI proposals)	2016-2021	Not specified	Developer funded
Affordable Housing	2016-2021	Not specified (35% provision subject to viability)	Developer funded
Sustainable Transport Contributions	2016-2021	Not specified	Developer funded

**Table 2: Site Specific Requirements Monmouth – Wonastow Road**

Item	Timing / Phasing	Costs Total	Delivery
Highway improvements – mitigation measures Wonastow Road/Rockfield Road and Portal Road/Cinderhill junctions	2014-2020	Not specified	Developer funded
Item	Timing / Phasing	Costs Total	Delivery
Monmouth Treatment Works improvement	2012	Not specified	Funded (Welsh Water), improvements delivered 2012
Off-site foul drainage works	2014-2020	£0.4m (Source: Wonastow Road, Monmouth : Preliminary Infrastructure Feasibility Study, Arup)	Developer funded
Hill Service Reservoir improved storage capacity	Welsh Water unable to provide date	Not specified	Developer funded, unless post 2015, whereby it may be included within next Welsh Water programme
Recreation and open space	2014-2020	Number of dwelling * (£3,920 minus on-site provision) – subject to no change in current policy approach	Developer funded
Biodiversity mitigation and enhancement (subject to detail/future GI proposals)	2016-2020	Not specified	Developer funded
Sustainable Transport Contributions (including improved bus services)	2014-2020	Not specified	Developer funded
Affordable Housing	2014-2020	Not specified (35% provision subject to viability)	Developer funded
6.5 hectares of serviced employment land	2014-2020	Not specified	Developer funded
Improved pedestrian access	2014-2020	Not specified	Developer funded

**Table 3: Site Specific Requirements Magor and Undy – Rockfield Farm**

Item	Timing / Phasing	Costs Total	Delivery
Roundabout improvements to create signalled junctions	2015-2017	£0.1m	Developer funded
Magor Sewage Pumping Station	2012	Not specified	Funded (Welsh Water), improvements delivered 2012
Recreation and open space	2016-2020	Number of dwelling * (£3,920 minus on-site provision) – subject to no change in current policy approach	Developer funded
Sustainable Transport Contributions	2016-2020	Not specified	Developer funded
Biodiversity mitigation and enhancement (subject to detail/future GI proposals)	2016-2020	Not specified	Developer funded
Enhanced contribution to community facilities	2015-2017	Not specified	Developer funded
Contribution to employment infrastructure	2015-2017	£0.2m	Developer funded
Affordable Housing	2016-2020	Not specified (25% provision subject to viability)	Developer funded

**Table 4: Site Specific Requirements Caldicot/Portskewett – Crick Road**

Item	Timing / Phasing	Costs Total	Delivery
Construction of pedestrian route along Crick Road and B4245	2015-2017	£0.12m (figure under review and may rise to £45k to take account of cost of providing footpath at railway bridge)	Developer funded
Contribution to employment infrastructure	2015-2017	£0.2m	Developer funded
Recreation and open space	2016-2021	Number of dwelling * (£3,920 minus on-site provision) – subject to no change in current policy approach	Developer funded
Sustainable Transport Contributions	2016-2021	Not specified	Developer funded
Biodiversity mitigation and enhancement (subject to detail/future GI proposals)	2016-2021	Not specified	Developer funded
Affordable Housing	2016-2021	Not specified (25% provision subject to viability)	Developer funded

**Table 5: Site Specific Requirements Chepstow – Fairfield Mabey**

Item	Timing / Phasing	Costs Total	Delivery
Lowering of road under railway bridge	2015	£1m	Developer funded
Realignment of the Station Road junction with the A48 trunk road	2015-2017	Not known	Part funding by developer. Part funding by MCC (land release?)
Sustainable Transport Measures (e.g. Railway Station parking)	2017-2021	Not specified	Part funding by developer. Part funding by MCC
High Beech roundabout improvements (Source: Consultation responses)	Not known	£1.69m	Part funding by developer. Part funding by MCC
Recreation and open space	2017-2021	Number of dwelling * (£3,920 minus on-site provision) – subject to no change in current policy approach	Developer funded
Biodiversity mitigation and enhancement (subject to detail/future GI proposals)	2016-2021	Not specified	Developer funded
Affordable Housing	2017-2021	Not specified (35% provision subject to viability)	Developer funded
3 hectares serviced employment land	2017-2021	Not specified	Developer funded
Provision of riverside walkway	2017-2021	Not specified (likely to be part of open space requirement as above)	Developer funded

## Annex 2

### Potential 'Place Making' and Other Infrastructure Requirements by Settlement

Please note that this list will be reviewed on a regular basis; please check with the Council that you have the latest available information.

**Table 1: Abergavenny**

Name (Town or village)	Item	Timing / Phasing	Costs Total	Delivery
<b>Transportation</b>				
Abergavenny/ Llanfoist	Abergavenny rail station interchange - includes bus stop and turning area, station improvements and new car park facilities and spaces (Source: Abergavenny-Newport Rail Corridor Option Development & Appraisal Final WeITAG Report - March 2011)	Likely to be subject of bid to SEWTA 2014-15	£2.8m	SEWTA RTP – funding not confirmed
Abergavenny/ Llanfoist	Abergavenny bus station improvement (Source: Visitor Transport Initiative Development Plan 2008)	Likely to be subject of bid to SEWTA 2014-15	£0.25m	SEWTA RTP – funding not confirmed
Abergavenny /Llanfoist	Llanfoist pedestrian and cycling river crossing (Source: MCC)	Likely to be subject of bid to SEWTA 2014-15. Subject to detailed feasibility study 2013-14	£1m (cost depending on where bridge can go).	SEWTA RTP – funding not confirmed
<b>Public Realm Improvements</b>				
Abergavenny	Improvements to Bailey Park (Source: Abergavenny Regeneration Action Plan v3 2008)	2014-2016	£10k	MCC with S106 funding from redevelopment of cattle market/new supermarket.

## Monmouthshire Infrastructure Plan

Name (Town or village)	Item	Timing / Phasing	Costs Total	Delivery
Abergavenny	Public realm improvements and enhancement of Lion Street and environs associated with commercial development scheme including retail uses	2014-2016	£310k (£10k towards public art/public realm improvements in vicinity of site; £300k towards improvements to Lion Street and town centre environs)	MCC with S106 funding from redevelopment of cattle market/new supermarket.
<b>Education</b>				
Abergavenny	Redevelopment/refurbishment of existing school to provide a Community Campus	Not confirmed	Not confirmed	Grant of £80m available from Welsh Government for schools refurbishment/redevelopment program throughout Monmouthshire – match funding to be provided by MCC. Potential funding from CIL to support growth
<b>Health</b>				
Abergavenny	New health care facility to incorporate existing practices and increase capacity	2012 - 2017	£1.5m - £2.5m	Primary Care
<b>Green Infrastructure</b>				
Abergavenny/ Llanfoist	Castle Meadows - extend the existing managed greenspace to Ysbytty Fields to improve linkage to Llanfoist (Source: Greenspace Study 2010)	2012 - 2021		MCC and potentially developer funded
Abergavenny	Castle Meadows, Abergavenny - river bank protection near Llanfoist bridge (Source: Greenspace Study 2010 and Management Plan)	2012 - 2021	£0.06m	MCC and potentially developer funded

**Table 2: Chepstow**

Name (Town or village)	Item	Timing / Phasing	Costs Total	Delivery
<b>Transportation</b>				
Chepstow	High Beech roundabout improvements (Source: Consultation responses)	Not known	£1.69m	Part funding by developer Part funding by MCC
Chepstow	Chepstow rail station and bus station interchange (Source: MCC)	Likely to be subject of bid to SEWTA 2014-15	£2m	SEWTA RTP – funding not confirmed
Chepstow	A48 Chepstow Outer By-pass (Source: LDP)	Not known	Not known	Not known
Chepstow	Chepstow Park and Ride	Not known	Not known	SEWTA RTP – funding not confirmed
<b>Education</b>				
Chepstow	Redevelopment/ refurbishment of existing school to provide a Community Campus	Not confirmed	Not confirmed	Grant of £80m available from Welsh Government for schools refurbishment/ redevelopment program throughout Monmouthshire – match funding to be provided by MCC. Potential funding from CIL to support growth

**Table 3: Monmouth**

Name (Town or village)	Item	Timing / Phasing	Costs Total	Delivery
<b>Transportation</b>				
Monmouth	Monmouth coach stop (Source: Vision Monmouth)	Not known	£0.06m	Likely to be in bid for SEWTA funding 2014/15.
Monmouth	Visitor parking (making better use of current provision and providing additional space) (Source: Vision Monmouth)		£0.085m	MCC
Monmouth	Monmouth park and ride (Source: Vision Monmouth)		£0.1m or £0.5m if pedestrian bridge included	SEWTA RTP – funding not confirmed
Monmouth	Monmouth bus station improvement (Source: MCC)		£0.1m	SEWTA RTP – funding not confirmed
Monmouth	Walking and cycling route improvements - Monmouth Link Connect (Source: Vision Monmouth)	2011 onwards - scheme has started but still requires significant funding to complete	£2.4m	SEWTA RTP, Sustrans, Big Lottery Scheme
Monmouth	A40/A466 Wyebridge Junction Improvement Scheme	MCC/WG to commission study into proposed capacity/ pedestrian improvement 2013	£1m	WG /SEWTA
<b>Utilities</b>				
Monmouth	Hill Service Reservoir improved storage capacity	Related to pace of development in Monmouth – Welsh Water unable to comment on timescale or cost	Not specified	Developer funded, unless post 2015, whereby it may be included within next Welsh Water programme
<b>Education</b>				
Monmouth	Redevelopment/ refurbishment of existing school to provide a Community Campus	Not confirmed	Not confirmed	Grant of £80m available from Welsh Government for schools refurbishment/ redevelopment program throughout Monmouthshire – match funding to be

## Monmouthshire Infrastructure Plan

Name (Town or village)	Item	Timing / Phasing	Costs Total	Delivery
				provided by MCC. Potential funding from CIL to support growth
<b>Health and Emergency Services</b>				
Monmouth	New GP surgery space required to increase capacity to meet demand	2012-2017	£1.5m - £2.5m	Primary Care
Monmouth	Replacement ambulance station	2011-2021	Cost of provision not known	Welsh Ambulance Service
<b>Public Realm Improvements</b>				
Monmouth	Monnow Street improvement to pedestrian environment and streetscape (Source: Vision Monmouth v2 2009)	Not known	Not known	Not known

**Table 4: Severnside**

Name (Town or village)	Item	Timing / Phasing	Costs Total	Delivery
<b>Transportation</b>				
Caldicot/Rogiet	B4245/M48 Link Road (Source: MCC)	Likely to be subject of a 2014-15 bid to SEWTA.	£17m	Likely to be subject of a 2014-15 bid to SEWTA.
Severn Tunnel	B4245 link/Severn Tunnel Junction Link Road, junction interchange and pedestrian and cycling access improvements (Source: MCC)	Likely to be subject of a 2014-15 bid to SEWTA.	£4m	Likely to be subject of a 2014-15 bid to SEWTA.
Magor/ Undy	B4245 Magor /Undy By-pass	Not known	Not known	Not known
Magor/ Undy	Possible New Rail Station at Magor	Not Known	Not Known	Not Known
<b>Health and Emergency Services</b>				
Caldicot	Extension of existing practice to increase capacity	2012 - 2017	£0.5m	Primary Care
Magor	New GP surgery space required to increase capacity to meet demand	2012-2017	£1.5m - £2.5m	Primary Care
<b>Public Realm Improvements</b>				
Caldicot	Regenerating the town centre including: i) better pedestrian linkages ii) new public space iii) environmental measures e.g. improved street furniture	2014-16	£705k (£200k towards public realm improvements; £200k towards Newport Road improvements; £225k towards Town Centre Partnership; £30k towards library and One Stop Shop; £50k towards walking and cycling facilities)	MCC with S106 funding from new supermarket
<b>Education</b>				
Caldicot	Redevelopment/ refurbishment of existing school to provide a Community Campus	2013-2016	Estimated at around £24m	Grant of £80m available from Welsh Government for schools refurbishment/ redevelopment program throughout Monmouthshire –

## Monmouthshire Infrastructure Plan

Name (Town or village)	Item	Timing / Phasing	Costs Total	Delivery
				match funding to be provided by MCC. Potential funding from CIL to support growth
<b>Green Infrastructure</b>				
Coastal areas - Severnside	Wales Coast Path improvements including links and circular paths and improvements to the Black Rock picnic site: (Source: The Plan for a Better Severnside)	Not known	Subject to an Action Plan	Awaiting Action Plan
Caldicot	Caldicot Castle and Country Park – major improvements anticipated. Management and action plan in production. (Source: Total Place Plan, Destination Management Plan and Greenspace Study 2010)	Not known	Subject to an Action Plan	Subject of a funding application to the Heritage Lottery Fund and CADW
Rogiet	Rogiet Countryside Park – improvements required	Not known	Not known	Not known
Portskewett	Black Rock Picnic Site – develop the visitor facilities to include catering outlet and toilets (Source: Greenspace Study 2010)	2012 – 2021		Public private partnership

**Table 5: Monmouthshire General**

Name (Town or village)	Item	Timing / Phasing	Costs Total	Delivery
<b>Transportation</b>				
Usk	A472 Usk By-pass	Not known	Not known	Not known
Monmouthshire	Sustainable transport improvements e.g. new /improved footways, provision of cycle lanes	Not Known	Not Known	Not Known
<b>Utilities</b>				
Cross Ash	Cross Ash Treatment Works improvement	Welsh Water unable to comment on timescale or cost	Not specified	Developer funded, unless post 2015, whereby it may be included within next Welsh Water programme
Devauden	Devauden Treatment Works improvement	Welsh Water unable to comment on timescale or cost	Not specified	As above
Trellech	Trellech Treatment Works improvement	Welsh Water unable to comment on timescale or cost	Not specified	As above
Monmouthshire	Upgrade/provision of broadband connectivity	2013 onwards	Various costs and funding opportunities	MCC, Welsh Government and private providers
<b>Education</b>				
Potentially Monmouthshire	New Welsh Medium School required in the south east Wales area – joint provision with Newport, Torfaen, Blaenau Gwent. Current school at Torfaen is nearing capacity.	Not confirmed	Not confirmed	Unclear as to whether there is WG funding for the construction. Other funding will be from the four local authorities, including Monmouthshire CC. Potential funding from CIL to support growth
Monmouthshire	Refurbishment/ redevelopment of the following primary schools: <ul style="list-style-type: none"> <li>Raglan Voluntary Controlled PS</li> <li>Castle Park</li> </ul>	Not confirmed	Not confirmed but the estimated cost for the schemes is £55m and includes the build, ICT and sustainable	Not confirmed

## Monmouthshire Infrastructure Plan

Name (Town or village)	Item	Timing / Phasing	Costs Total	Delivery
	PS(Caldicot) <ul style="list-style-type: none"> <li>Goytre Fawr PS (Penperlleni)</li> <li>Thornwell Primary School Phase II (Chepstow)</li> <li>Ysgol Gymraeg Y Ffin PS (Caldicot)</li> <li>Llanfair Kilgeddin Voluntary Aided PS</li> <li>Llanvihangel Crucorney PS</li> </ul>		energy solutions.	
<b>Sport and recreation</b>				
Monmouthshire	Allotments - Provision for 0.25 hectares per 1,000 population but no specific proposals		£0.058m per new allotment (20 pitches)	Developer funded
North of the County	3G artificial sports pitch (to complement provision in south of County)	Not known	c £0.5m	MCC
Monmouthshire	Improvement to the wider public rights of way network, which also includes green infrastructure improvements (Source: Rights of Way Improvement Plan)	2012 - 2021	£2.5m	MCC and potentially developer funded through S106/CIL if appropriate
<b>Green Infrastructure</b>				
Tintern	Old Station Tintern, Wire Works and Angiddy – A Management Plan is currently being developed for all three sites	Awaiting publication of plan	Awaiting publication of plan	Awaiting publication of plan
Usk	Usk Island – improve access in association with the possible use of the adjacent redundant railway track and ex railway bridge over the River Usk which has been identified by Sustrans as a potential multi-purpose route.	Not known	Not known	Not known



**Integrated Equality Impact Assessment Screening Form**  
**and**  
**Sustainable Development Checklist**

October 2011

**EQUALITY IMPACT ASSESSMENT SCREENING FORM / SUSTAINABLE DEVELOPMENT CHECKLIST**

<b>Name of Policy/Service: Monmouthshire Local Development Plan</b>			
<b>Assessor(s):</b>	<b>Directorate:</b>	<b>Department:</b>	<b>Date assessed:</b>
George Ashworth	Regeneration & Culture	Planning, Place & Enterprise	25/10/12
<b>Report Author</b>	<b>Date:</b>	<b>Council Date:</b>	
Martin Davies	25/10/12	22/11/12	

**EQUALITY IMPACT ASSESSMENT SCREENING**

**1 Purpose of Policy/Service:**

The Local Development Plan (LDP) sets out the Council’s vision and objectives for the development and use of land in Monmouthshire, together with the policies and proposals to implement them over the ten year period to 2021.

**2 Which groups of people is the policy/service likely to effect (either positive, negative or neutral)?**

	Positive	Negative	Neutral		Positive	Negative	Neutral
Age	X			Race	X		
Disability	X			Religion or Belief	X		
Gender reassignment	X			Sex	X		
Marriage or civil partnership	X			Sexual Orientation	X		
Pregnancy and maternity	X			Welsh Language			X

**Please explain the nature of the effect:**

The LDP should bring positive benefits to all members of Monmouthshire’s population through policies that seek to achieve the five main aims of the Welsh Spatial Plan, namely Building Sustainable Communities, Promoting a Sustainable Economy, Valuing our Environment, Achieving Sustainable Accessibility and Respecting Our Environment. All the policies of the plan have been subject to a Sustainability Appraisal that measures their performance against sustainability objectives, including such matters as providing equitable access to jobs, services and facilities, allowing all people to meet their housing needs, protecting people from health risk and providing opportunities for healthy lifestyles, supporting all members of the community and promoting community cohesion.

**3 Is there any evidence (actual or hypothetical) for a negative impact or discriminatory effect on any group(s)? Please describe adverse effects and tick relevant groups. If no negative impact please state evidence for this conclusion.**

Age		Race	
Disability		Religion or Belief	
Gender reassignment		Sex	
Marriage or civil partnership		Sexual Orientation	
Pregnancy and maternity		Welsh Language	

The Sustainability Appraisal of the LDP has not identified any potential negative impacts on specific groups. The LDP has attempted to achieve a balance between competing objectives. For instance, providing housing sites for people to live in rural communities could potentially result in difficulties for non-car owners in accessing services and facilities but at the same time people are being given choice and opportunity to obtain housing to remain in their communities. Extensive consultation has been carried out at each stage of the LDP preparation process, including with organisations representing specific groups listed above, as described in the LDP consultation report. No representations have been received suggesting negative or discriminatory effects. Objections have been received to Policy H8 relating to the provision of Gypsy, Traveller and Travelling Showpeople sites but these relate to differences in interpretation of national policy requirements on such matters rather than any suggestion of negative or discriminatory impacts.

**4 Is there any evidence (actual or hypothetical) for a negative impact or discriminatory effect on staff? Please describe adverse effects and tick relevant groups. If no negative impact please state evidence for this conclusion.**

Age		Race	
Disability		Religion or Belief	
Gender reassignment		Sex	
Marriage or civil partnership		Sexual Orientation	
Pregnancy and maternity		Welsh Language	

The LDP policies impact on the general population of Monmouthshire. There are no specific effects on staff.

**5 What data has been used for this assessment?**

The LDP itself, the Sustainability Appraisal/Strategic Environmental Assessment of the LDP and a substantial evidence base of topic studies etc.

**6 Please indicate below whether you consider this policy/service to have a high, medium or low risk as follows:**

	Risk of Inequality		
	High	Medium	Low
Are a large number of people affected?	3	2	1
Is the potential impact significant?	3	2	1
Is the scale/cost to the Authority significant?	3	2	1
<b>Score</b>	<b>3</b>		

**Scoring**

- 3     Minor     No significant impact     No further action required
- 4 - 6     Medium     Some impact     Further consultation to decide whether full impact assessment is necessary
- 7 - 9     High     Significant impact     Full impact assessment

**7 Is a full equality impact assessment required? A high rating in question 6 will require a full assessment. A medium rating will require, as a first stage, further consultation in order to determine whether a full impact assessment is required**

No

**PEOPLE IN MONMOUTHSHIRE BENEFIT FROM AN ENVIRONMENT THAT IS DIVERSE, VIBRANT AND SUSTAINABLE**

<b>Elements</b>	<b>Contribution</b>			<b>Evidence</b>	<b>Ideas for Improvement</b>
<b>What contribution does this make to:</b>	<b>-</b>	<b>0</b>	<b>+</b>		
Reduce, reuse and recycle waste and water			X	LDP Policies/SA Report	
Reduce carbon dioxide emissions by increasing energy efficiency or use of renewable energy			X	LDP Policies/SA Report	
Prevent or reduce pollution of the air, land and water			X	LDP Policies/SA Report	
Protect or enhance wildlife habitats (e.g. trees, hedgerows, open spaces)			X	LDP Policies/SA Report	
Protect or enhance visual appearance of environment			X	LDP Policies/SA Report	
Reduce car and road freight mileage, and encourage public transport, walking and cycling			X	LDP Policies/SA Report	
Have a positive impact on people and places in other countries		X			

**PEOPLE IN MONMOUTHSHIRE LIVE HEALTHY AND FULFILLED LIVES**

<b>Elements</b>	<b>Contribution</b>			<b>Evidence</b>	<b>Ideas for Improvement</b>
<b>What contribution does this make to:</b>	<b>-</b>	<b>0</b>	<b>+</b>		
Ensure that more people have access to healthy food		X			
Improve housing quality and provision			X	LDP Policies/SA Report	
Reduce ill health			X	LDP Policies/SA Report	
Improve facilities and choice of health care provision		X			
Encourage physical activity			X	LDP Policies/SA Report	
Promote independence		X			

**PEOPLE IN MONMOUTHSHIRE LIVE SAFELY AND ARE PROTECTED FROM HARM**

<b>Elements</b>	<b>Contribution</b>			<b>Evidence</b>	<b>Ideas for Improvement</b>
<b>What contribution does this make to:</b>	<b>-</b>	<b>0</b>	<b>+</b>		
Encourage community participation/action			X	LDP Consultation Report	
Targets socially excluded		X			
Help reduce crime and fear of crime		X			
Improve access to local facilities for all local people, regardless of age, gender, ability etc.			X	LDP Policies/SA Report	

**PEOPLE IN MONMOUTHSHIRE BENEFIT FROM EDUCATION, TRAINING AND SKILLS DEVELOPMENT**

<b>Elements</b>	<b>Contribution</b>			<b>Evidence</b>	<b>Ideas for Improvement</b>
<b>What contribution does this make to:</b>	<b>-</b>	<b>0</b>	<b>+</b>		
Improve access to education and training		X			
Value and support voluntary work		X			
Increase and improve access to leisure and recreation facilities			X	LDP Policies/SA Report	
Increase and improve access to cultural facilities		X			

**PEOPLE IN MONMOUTHSHIRE BENEFIT FROM AN ECONOMY WHICH IS PROSPEROUS AND SUPPORTS ENTERPRISE AND SUSTAINABLE GROWTH**

<b>Elements</b>	<b>Contribution</b>			<b>Evidence</b>	<b>Ideas for Improvement</b>
<b>What contribution does this make to:</b>	<b>-</b>	<b>0</b>	<b>+</b>		
Protect local shops and services			X	LDP Policies/SA Report	
Link local production with local consumption		X			
Improve environmental awareness of local businesses		X			
Increase employment for local people			X	LDP Policies/SA Report	
Preserve and enhance local identity and culture			X	LDP Policies/SA Report	
Consider ethical purchasing issues, such as Fairtrade, sustainable timber (FSC logo) etc		X			



