

## **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.

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**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: <ul style="list-style-type: none"><li>• S5 Community and Recreation Facilities</li></ul>
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**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.

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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

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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