



Monmouthshire County Council

Community Infrastructure Levy

Draft Charging Schedule and

Draft Regulation 123 List

SECOND DRAFT

Planning Policy Service

November 2015

Draft Charging Schedule

1 Introduction

- 1.1 The purpose of this document is to set out Monmouthshire County Council's Draft Charging Schedule for the Community Infrastructure Levy (CIL) in its area. The finance generated from the CIL will be used to secure infrastructure required to support development in accordance with the Monmouthshire Local Development Plan. This charging schedule has been prepared in accordance with the requirements of the Community Infrastructure Levy Regulations 2010 (as amended).

2 Community Infrastructure Levy Rates

- 2.1 Monmouthshire County Council is the charging and collecting authority for the purposes of charging and collecting the Monmouthshire Community Infrastructure Levy respectively. The CIL charge will not apply to that part of Monmouthshire that lies within the Brecon Beacons National Park. The responsibility for setting and collecting the levy in this area will rest with the National Park Authority.
- 2.2 Reflecting the findings of the CIL viability studies¹, the Council intends to charge CIL at the rates, expressed as pounds per square metre, as set out in tables 1 and 2 below.

Residential Development Rates

- 2.3 The CIL rate for residential development will be charged at different rates across the County. Maps showing the location and boundaries of the areas in which differential rates will be charged are attached at Appendix 1 (maps 1-5).

¹ MCC CIL Viability Assessment – Viability Evidence for Development of a CIL Charging Schedule (Three Dragons with Peter Brett Associates, July 2014) ; Updated Viability Evidence for development of a CIL Charging Schedule (Three Dragons September 2015 Draft Report); Addendum – Update of Non-Residential Viability Assessment (Peter Brett, September 2015).

Table 1: Residential Development CIL Rates

Category	Geographical Area	CIL rate per square metre
(1)	Strategic LDP Sites* <ul style="list-style-type: none"> • Crick Road, Portskewett (SAH2) • Wonastow Road, Monmouth (SAH4) • Rockfield Road, Undy (SAH5) • Vinegar Hill, Undy (SAH6) • Sudbrook Paper Mill (SAH7) 	£80
(2)	Non-strategic sites in the Main Towns of Abergavenny, Chepstow and Monmouth and the Rural Rest of Monmouthshire** except for Category (6) & (7) sites.	£120
(3)	Non-strategic sites of 3 dwellings or more in Severnside settlements***	£80
(4)	Deri Farm, Abergavenny, Strategic Site (SAH1)	£60
(5)	Fairfield Mabey, Chepstow (SAH3)	£0
(6)	Sites in Main and Minor Villages, including those identified in Policy SAH11, that are required to provide above 35% affordable housing	£0
(7)	Sites of less than 3 dwellings	£0
(8)	Retirement Housing	£0

*This excludes the strategic site in Category (4): Deri Farm, Abergavenny (SAH1) and the strategic site in Category (5): Fairfield Mabey, Chepstow (SAH3)

**The 'Rural Rest of Monmouthshire' includes the Rural Secondary Settlements and the Main and Minor Villages identified in LDP Policy S1, together with all open countryside ('open countryside' being the area outside the named settlements in LDP Policy S1).

***Severnside Settlements are identified in LDP Policy S1 as Caerwent, Caldicot, Magor, Portskewett, Rogiet, Sudbrook and Undy

Commercial Development Rates

- 2.4 The CIL rate for A1 out-of-centre retail warehouses and in- and out-of-centre supermarkets will be charged at a single rate across the County as set out in Table 2. A zero CIL charge will apply to all other non-residential uses across Monmouthshire. Maps showing the County's Central Shopping Areas where a zero CIL charge will apply for retail (except for supermarkets) are attached at Appendix 1 (maps 6-12) - in areas outside the Central Shopping Areas a CIL rate of £200 per square metre will apply to out-of-centre retail warehouses and supermarkets.

Table 2: Commercial Development CIL Rates

Type of Development	CIL rate per square metre
A1 Out-of-Centre Retail Warehouse*	£200
A1 Supermarkets In- and Out-of-Centre**	£200
All other non-residential development	£0

* A retail store which is located outside the identified town centre boundaries, where over 50% of the net (sales) floor space is allocated for comparison goods.

** A retail store over 280 square metres where over 50% of the net (sales) floor space is allocated for convenience goods (e.g. food).

3 Spending CIL

- 3.1 In accordance with the CIL Regulations, the Council must apply CIL receipts to funding infrastructure to support the development of its area.
- 3.2 As part of the Local Development Plan process the Council considered the infrastructure requirements of the County which are set out in the Draft Infrastructure Plan (2013). The document set out the infrastructure necessary to deliver the LDP strategic sites, to be funded through S106 agreements, together with an initial list of potential 'place-making' and other infrastructure projects by settlement, to be funded through CIL. Information was provided in respect of the cost of infrastructure, funding sources and responsibility for delivery, where known. CIL is intended to fill the gaps between existing sources of funding (to the extent that they are known) and the costs of providing infrastructure. The Infrastructure Plan has been updated and revised in an Addendum to the 2013 Infrastructure Plan that accompanies this Draft Charging Schedule.
- 3.3 The Council's draft Regulation 123 List provided at Appendix 2 has been prepared in support of the Draft Charging Schedule and sets out the categories of infrastructure that will be eligible to be funded through CIL. The infrastructure listed cannot then be funded through planning obligations.
- 3.4 It is improbable that CIL could ever raise sufficient levels of funding to provide all of the infrastructure items that the Council would wish to see delivered.

Consequently, the inclusion of an infrastructure item on the Regulation 123 List will not constitute a commitment by the Council to fund that infrastructure through CIL. Decisions on what infrastructure will be delivered through CIL rests with the Council and will be influenced by its priorities and the amount of CIL funding available. Following adoption of the CIL, the Council will seek to review the list on a regular basis as part of the monitoring of the levy.

4 Next Steps in the CIL Process

- 4.1 The anticipated timetable for delivering the Monmouthshire Community Infrastructure Levy is set out in Table 3 below.

Table 3: Anticipated CIL Delivery Timetable

Stage	Timescale
Finalisation of Draft Charging Schedule	November/December 2015
Consultation on Draft Charging Schedule	January/February 2016
Submission for Examination	March 2016
Examination	May 2016
Examiner's Report	July 2016
Implementation of CIL	September 2016
Annual Monitoring Report	September 2017

APPENDIX ONE

CIL CHARGING ZONE MAPS

APPENDIX TWO

Draft Regulation 123 List

The categories of infrastructure listed below will be eligible to be funded, wholly or in part, through CIL.

Physical Infrastructure
<ul style="list-style-type: none">• Sustainable transport improvements (including sustainable transport, walking/cycling and strategic highway improvements)
<ul style="list-style-type: none">• Public realm / town centre enhancements
<ul style="list-style-type: none">• Strategic flood defences
<ul style="list-style-type: none">• Recycling and waste facility enhancements
Social Infrastructure
<ul style="list-style-type: none">• Education
<ul style="list-style-type: none">• Community facilities
<ul style="list-style-type: none">• Sports and recreation facilities
Green Infrastructure
<ul style="list-style-type: none">• Strategic green infrastructure

Exclusions from the Draft Regulation 123 List

The following types of infrastructure will be excluded from the Draft Reg. 123 List and will be funded through S106 planning obligations where they meet the statutory tests set out in CIL Regulation 122:

- Affordable housing
- On-site play provision
- Site specific biodiversity mitigation and enhancement
- Site specific green infrastructure
- Site specific infrastructure requirements necessary to overcome obstacles to the development of the LDP strategic sites, including the requirements set out in LDP site allocation policies SAH1 to SAH6.

APPENDIX THREE

MCC CIL Evidence Base

The following documents support the Preliminary Draft Charging Schedule and the Draft Regulation 123 List. The documents are available to view on the Council's website and at Planning Reception, County Hall, Rhadyr, Usk NP15 1GA.

- **Monmouthshire Local Development Plan 2011-2021**
This is the adopted development plan for Monmouthshire (excluding that part of the County within the Brecon Beacons National Park) which sets out the development framework for the County until 2021.
- **Monmouthshire County Council CIL Viability Assessment – Viability Evidence for Development of a Community Infrastructure Levy Charging Schedule (Three Dragons with Peter Brett Associates, July 2014)**
This is a comprehensive viability assessment which has provided the Council with evidence to inform the Preliminary Draft Charging Schedule.
- **Monmouthshire County Council CIL Viability Assessment - Updated Viability Evidence for Development of a Community Infrastructure Levy Charging Schedule (Three Dragons, September 2015, Draft Report).**
- **Monmouthshire County Council CIL Viability Assessment - Addendum – Update of Non-Residential Viability Assessment (Peter Brett, September 2015).**
- **Monmouthshire Draft Infrastructure Plan (March 2013)**
This sets out the requirements, phasing and costs and funding of infrastructure necessary to support the delivery of the LDP. It lists the infrastructure necessary for delivering the LDP strategic sites (annex 1) together with potential 'place-making' and other infrastructure projects by settlement (annex 2).
- **Monmouthshire Infrastructure Plan – Addendum November 2015**
This provides an updated indicative list of infrastructure schemes that fall within the Regulation 123 List categories, that are necessary to support development proposed in the Monmouthshire LDP and which could be funded, wholly or partly, through CIL.