

SUBJECT:	S106 CHURCH ROAD AND CRICK ROAD ALLOCATION OF S106 OFFSITE RECREATION FUNDING
MEETING:	CABINET
DATE:	21ST JANUARY 2026
DIVISION/WARDS AFFECTED:	CALDICOT, PORTSKEWETT, SEVERNSIDE

1. PURPOSE:

- 1.1 To seek Cabinet approval for the allocation of Section 106 offsite recreation funding received from the Church Road and Crick Road developments in Caldicot and Portskewett, towards projects identified as named beneficiaries within these agreements.

2. RECOMMENDATIONS:

- 2.1 That Cabinet approves the allocation of £144,000 from the Church Road S106 offsite recreation contribution to the Caldicot Greenway/Multi-User Route (MUR) project.
- 2.2 That Cabinet approves the allocation of £167,000 from the Crick Road S106 offsite recreation contribution to the Caldicot Greenway/MUR project, subject to receipt of funds.

3. KEY ISSUES:

S106 Background

- 3.1 The Church Road and Crick Road residential developments in Caldicot and Portskewett have each been subject to Section 106 agreements, which set out the financial contributions to be made by the developers to support local infrastructure, recreation, and community facilities.
- 3.2 The Section 106 agreement for Church Road (dated 17 April 2019 - see attached Appendix 1) required the developer to pay a range of contributions, including a specific off-site recreation facilities contribution. The agreement states the funding should be used for one or a combination of four named beneficiary projects which includes:

- 1) Caldicot Greenway Scheme,
- 2) Caldicot Castle Country Park,
- 3) Hall Park Open Space,
- 4) Caldicot Town Centre Regeneration Project.

The total off-site recreation contribution was calculated based on the final number of market dwellings delivered, with payments made in two instalments: one prior to occupation of 50% of the market dwellings, and the second prior to occupation of 80% of the market dwellings. The total off-site recreation funding received from Church Road was £170,336. At its meeting on 5th May 2024 (see attached Appendix 3) Cabinet decided:

- a) To allocate £25,880 towards the cost of upgrading the play area at Castroggi (also known as the Hall Park Open Space),
- b) To create a capital budget of £144,456 in 2024/25 (the remaining balance of the S106 offsite recreation contribution from Church Road) to fund works at one or more of three beneficiary sites, namely:
 - the Caldicot Greenway Scheme
 - Caldicot Castle Country Park
 - the Caldicot Town Centre Regeneration Scheme
- c) To delegate to the Chief Officer for Customer, Culture and Wellbeing in consultation with the Cabinet Member for Equalities and Engagement, a decision on how the remaining funding of £144,456 should be spent, to be taken following consultation with the local Caldicot county council members and Caldicot Town Council.

3.1 The Section 106 agreement for Crick Road (dated 29 March 2019 – see attached Appendix 2) required the developer to pay an “Adult Recreation Contribution” of £400,000 to Monmouthshire County Council. The agreement states the funding should be used for one or a combination of four named beneficiary projects which includes:

- 1) Developing the former MOD railway as a footway/cycle path (creating links from the property to Caldicot Country Park and the Cornfield Project),
- 2) improvements to Caldicot Castle Country Park,
- 3) the Caldicot Regeneration Scheme,
- 4) Cornfield Project.

The agreement stipulated that the contribution should be paid prior to completion or occupation (whichever was the soonest) of 50% of the dwellings. This sum is index-linked and ring-fenced for the specified projects, ensuring that the funding is used to deliver tangible benefits for the local community.

3.2 A decision now needs to be made to ensure that the significant Section 106 offsite recreation contributions from the Church Road and Crick Road developments are allocated in a way that delivers maximum benefit to the community, supports active

travel and recreation, and complies with the terms of the S106 agreements. The Council must make decisions that balance the needs of residents, the ambitions of the Council's strategic plans, and the requirements set out in the legal agreements with developers.

3.3 Proposed recipient: Caldicot Greenway and Multi-user route

3.4 The Caldicot Greenway/MUR is a transformative active travel corridor that links the former munitions railway line, now a dedicated path for walkers and cyclists between Portskewett and Caldicot, with the wider footpath network in Caldicot Castle Country Park, including a vital connection out onto Church Road (see Appendix 4 – Map and photo's). This strategic route forms part of the Severnside spinal network, designed to connect residents of Caldicot, Caerwent, Portskewett, Crick, Sudbrook, and the broader Severnside area, to local facilities, employment, education, and retail. In addition, the route acts as an important connection for key destinations such as Caldicot Castle and Country Park and for local users and visitors to access the Gwent Levels and the Wales Coast Path. By enabling safe, traffic-free access for journeys under three miles, the Caldicot Greenway/MUR supports the Council's ambition to create "20-minute neighbourhoods" and foster cohesive, sustainable communities where active travel is the preferred choice.

3.5 The significance of the MUR to the community is strongly evidenced by stakeholder and public feedback. A recent public consultation exercise in August/September this year (which reached over 460+ residents and businesses) generated significant public support indicating over 65% of respondents supporting the project and only 12% opposed (see Appendix 5 Stakeholder Highlights and Appendix 6 for the full report). Consultation responses show that the majority of residents intend to use the route for leisure, with many also seeing its value for commuting and school journeys. Accessibility is a key theme: respondents highlighted the need for a flat, even surface and seating options to support users with reduced mobility and welcomed the route's potential to remove barriers such as gates that currently limit access for wheelchair and mobility scooter users. The Caldicot Greenway/MUR is also valued for its natural setting, with requests for planting, seating, and clear signage to enhance both the visual appeal and inclusivity of the route. Stakeholders emphasised the importance of a bound surface suitable for all users, and the route's ability to provide safe, traffic-free access to local destinations such as Severn View residential park. Overall, the consultation demonstrated strong community support for the Caldicot Greenway/MUR, recognising its role in promoting health, wellbeing, and social inclusion for all.

3.6 To date the Caldicot Greenway/MUR was able to benefit from Active Travel (AT) grant funding. Last year the Welsh Government funding was reduced, and the criteria was changed. Caldicot Greenway/MUR has therefore sought alternative funding to complete the connection through the Castle and Country Park to Caldicot via a combination of Shared Prosperity Funding (SPF), Active travel core funding and S106 funding where it is a named beneficiary.

3.7 **Proposed S106 Church and Crick Road Offsite recreational funding allocation**

3.8 As stated above the Church Road S106 agreement has a remaining £144,456 of funding to be allocated and Crick Road S106 has £400,000 yet to be determined.

3.9 As a named beneficiary of both S106 offsite recreational allocations the Caldicot Greenway/MUR project represents a vital opportunity to complete the remaining access for all multi-user route, which aims to link the former munitions railway line, now a shared active travel path, with Caldicot Castle Country Park and the wider footpath network. This project will significantly improve connectivity and access for walkers and cyclists, supporting the Council's objectives for sustainable transport and healthy communities as set out above. The estimated cost of the Caldicot Greenway/MUR project is £650,000. To date, £190,000 from Active Travel core funding and £150,000 from the Shared Prosperity Fund have been secured, but a further £310,000 is required to enable the project to proceed.

3.10 The case for allocating the remaining £144,456 from Church Road and £167,000 from Crick Road S106 funds to the Caldicot Greenway/MUR project is strong and aligns with the requirements of the S106 legal agreements. These allocations will:

- Safeguard existing external funding – maximising value for money.
- Deliver benefits to two named recipients from the S106 agreements.
- Deliver on the councils' strategic priorities and commitments given in the Green Infrastructure Strategy to enhance connectivity and provide multifunctional green corridors linking communities and greenspaces with access to nature. ([Green-Infrastructure-Strategy-Volume-1](#) adopted 2024) and the Countryside Access Improvement Plan (2020-30) to connect communities to deliver high-quality accessible routes for walkers, cyclists and mobility users and support health and wellbeing.
- Deliver on public demands to provide a route that is accessible for all (following stakeholder and public consultation).
- Link existing communities in Caldicot and Portskewett providing shared access to employment, education, leisure and retail.
- [Provide the link to the development north of Crick Road proposed in the RLDP.](#)
- Act as a key link promoting access to destinations such as the Castle and Country Park, Gwent Levels and Wales Coast Path.
- Ensure delivery of the S106 legal agreement within a timely fashion towards a ready to go project.

3.11 The allocation of £167,000 will provide a contribution that would cover two named recipients of the S106 Crick Road agreement comprising 42% of the total allocation leaving 58 % £233,000 from the Crick Road S106 offsite contribution. During the

consultation session with the Severnside Forum on 8th December (Appendix 9) members provided alternative projects where the S106 funding could be utilised. Members made reference to projects to support the regeneration of the Caldicot Town Centre and the Cornfield Project both of which are beneficiaries of the Crick Road S106 agreements. Work is ongoing to establish costs and deliverability of projects including Skate Park improvements and redevelopment of the toilet block at Portskewett and Sudbrook Recreation Hall which were discussed at the Severnside Members consultation meeting (Appendix 9). Discussions with local members will continue to determine how the remaining £233,000 is allocated. Where funds are allocated to Caldicot Town Centre regeneration, priorities will be assessed by Placemaking Group of Caldicot councillors.

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

- 3.13 An Integrated Impact Assessment incorporating equalities, future generations, (Welsh language and socio-economic duty) is attached in Appendix 7. The evaluation has confirmed that the Caldicot Greenway/MUR will have a large range of positive effects, including making active travel more accessible for people of all ages and abilities, improving health and wellbeing, fostering social inclusion, and supporting economic regeneration in areas of deprivation. The scheme is designed to be inclusive, with no direct negative impacts identified for protected characteristics, and it actively promotes the Welsh language and culture. The main negative impacts relate to delays over funding confirmation and inability to deliver the full route, and potential increased costs together with possible environmental disruption during construction, but these are being addressed through careful planning, ecological surveys, and ongoing stakeholder engagement. Overall, the proposal is expected to deliver substantial benefits for the community, with mitigation measures in place to minimise any adverse effects.

4. **OPTIONS APPRAISAL**

Options	Benefits	Risks	Comments/mitigation
Do nothing	Detailed scheme design completed and consents in place. Existing secured funding will enable a small section from the end of existing Greenway to connect with the B4245 to be constructed, and compound restored (see Green Route Appendix 8).	<ul style="list-style-type: none"> • Unable to complete proposed project with current funding. • Not deliver on a publicly consulted scheme that has received significant community support. • Loss of public trust in delivering projects. • Poor value for money – opportunity to 	<ul style="list-style-type: none"> • Not recommended

		<p>utilise match funding to deliver a completed access for all connected scheme for residents. If further funding arose increased costs and Planning and SAB consent would need to be reapplied for to set up the compound for access and machinery.</p> <ul style="list-style-type: none"> • Higher construction costs due to reduced nature of scheme and stop/start clauses. • Extreme weather events delaying construction. • Planning and SAB delays. 	
Allocate reduced funding (limited ability to deliver beyond the Green Route under 'do nothing' due to engineering and project management costs)	As above - the jump to deliver beyond the Green Route due to engineering and project management costs makes additional incremental delivery difficult.	As above	Not recommended
Allocate full requested funding	<ul style="list-style-type: none"> • Completion of full scheme. • Deliver on a publicly consulted scheme that has received significant community support. • Gain public trust in delivering a scheme that has been included in council plans and priorities and consulted upon 	<ul style="list-style-type: none"> • Delays in decision making for allocation of funding. • Higher construction costs due to clause breaks and mitigation in tender contract to reduce impacts of funding shortfalls. • Extreme weather events delaying construction. 	Recommended

	<p>and where clear demand has been identified.</p> <ul style="list-style-type: none"> • Deliver on the council's equality requirements by providing a safe and accessible route for all. • Value for money by maximising our match funded secured grant allocations and removing the need for additional costs to reinvigorate planning and sab consents. • Costs capped to market levels due to funding certainty. 	<ul style="list-style-type: none"> • Planning and SAB delays. 	
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5. EVALUATION CRITERIA

- 5.1 Monitoring and Evaluation is ongoing and to be provided as part of the grant requirements together with a project programme for construction and delivery (see attached Appendix 8).

6. REASONS:

- 6.1 Approval of the Caldicot Greenway and Multi-User Route S106 funding allocation would enable the completion of the Caldicot Multi-user route to provide a transformative active travel corridor linking communities across Severnside from Caldicot to Portskewett connecting communities with key destinations such as Caldicot Castle, the Gwent Levels, and the Wales Coast Path.
- 6.2 Completion of the scheme will enable safe, traffic-free journeys under three miles, and will supports the Council's ambition for 20-minute neighbourhoods, promoting health and wellbeing opportunities for residents and visitors alike. Approval will deliver a publicly consulted scheme that has enjoyed clear community support and is embedded in council plans and priorities while demonstrating the Council's commitment to equality by creating a safe, accessible route for all users.

- 6.3 The scheme offers excellent value for money by leveraging secured match-funded grants which are essential to spend by the end of this financial year and avoiding additional costs that would arise from taking a phased approach.

7 RESOURCE IMPLICATIONS:

- 7.1 Approval of full S106 funding will maximise use of full currently secured grant funding enabling delivery of schemes, no additional resource implications other than officer's time to oversee delivery of scheme. Risks to scheme delivery have been highlighted above.

8 CONSULTEES:

- 8.1 A cabinet report was submitted on May 5th, 2024, in relation to the S106 Church Road allocation. Members were consulted on the allocation of the S106 Church Road offsite recreation funding. Section 3 Key Issues sets out the decision, leaving the remaining allocation of £144, 456 to be determined.
- 8.2 On 8th December 2025, Severnside members were consulted in a workshop on the allocate the remaining funding from the S106 Church Road (£144,456) and S106 Crick Road funding (£167,000). Details of the proposal are described in Section 3 of this report, Key Issues. Minutes of the meeting and presentation have been attached for transparency (see Appendix 9 and 10).
- 8.3 A comprehensive engagement strategy has been undertaken to determine support and appropriateness of the proposal:
- 1) Meetings and workshops with council staff in Planning and SAB, together with Ecology, PROW, Castle staff, and external organisations such as NRW and Cadw as part of a full and comprehensive series of engagement exercises.
 - 2) Full public consultation was carried out during August /September 2025 to understand local views prior to the scheme design being completed and submitted for Planning/SAB. Significant public support was received with over 65% of respondents supporting the project and only 12% opposed (see Appendix 5 and 6). The majority see the route as a valuable leisure and community asset.

Summary of contact:

- 460+ people reached through letters, emails and drop-in sessions and workshops
- 34 survey responses (online/paper)
- 2 public drop-in sessions (100+interactions)
- Letter drop to 300+ homes
- Emails to 46 local groups and businesses

8 BACKGROUND PAPERS:

Appendix 1 – S106 Church Road Agreement

Appendix 2 – S106 Crick Road Agreement

Appendix 3 – Cabinet Decision 5th May 2024

Appendix 4 – Map and Photo's

Appendix 5 – Stakeholder consultation highlights

Appendix 6 – Stakeholder consultation full report

Appendix 7 – Equality & Future Generations Evaluation (Integrated Impact assessment)

Appendix 8 – Green Route & Programme Delivery

Appendix 9 – Minutes of Severnside members meeting 8.12.25

Appendix 10 –Presentation Severnside members meeting 8.12.25

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