



Torfaen County Borough Council
Local Development Plan

Community Infrastructure Levy

Infrastructure Assessment Report

August 2016

Contents	Page
1. Introduction	3
2. What is Infrastructure?	7
3. Local Policy Context - What Infrastructure is required?	8
4. Overview of CIL Eligible Infrastructure	12
5. Recommendations for Use of CIL	25
6. Conclusions	26
Tables	
Table 1: Overview of LDP Infrastructure	10
Table 2: Preliminary Draft Regulation 123 Infrastructure List	25
Appendices	
Appendix A: LDP Infrastructure Delivery Schedule up to 2021	27
Appendix B: S106 Agreements since 6 th April 2010	35

1. Introduction

- 1.1 The Community Infrastructure Levy (CIL) Regulations came into force in England and Wales on 6th April 2010. The CIL is a new levy that local authorities in England and Wales can choose to charge on new developments in their area.
- 1.2 CIL enables the Council to collect a financial contribution from relevant new development in Torfaen County Borough (excluding the area of the borough that lies within Brecon Beacons National Park) to support development of the area for the provision of infrastructure necessary to deliver the proposals in the Local Development Plan (LDP). This can include provision of transport improvements (new roads / cycle ways and transport facilities, schools, health facilities, flood defences and public open space / recreation facilities. CIL can only be charged where authorities can demonstrate that development will remain economically viable with a CIL charge and there is a deficit in the funding of infrastructure.
- 1.3 Investment in infrastructure is needed to assist in facilitating the proposed level of growth in the Local Development Plan. Infrastructure can be delivered through public sector investment (of which CIL can play a role), private sector and utility providers. A Regulation 123 Infrastructure List will identify the eligible infrastructure to be potentially funded (or part funded) through the Community Infrastructure Levy and those items that will be continue to be funded through S106 contributions.

Purpose of the Document

- 1.4 The purpose of this document is to consolidate and update where necessary the existing infrastructure planning evidence base for the LDP in order to support the Councils emerging Community Infrastructure Levy Charging Schedule. It is not the intention of this Infrastructure Assessment to replicate infrastructure assessment work that has previously been undertaken in the preparation of the LDP. The list of infrastructure required to support the development of the area over the plan period is outlined in Appendix A. In order to set an appropriate rate for the Community Infrastructure Levy (CIL) a charging authority, in this instance Torfaen County Borough Council, needs to identify the total cost of the infrastructure it wishes to fund from CIL and identify what sources of funding are available for its provision. This document has been produced therefore to support the CIL process in Torfaen to demonstrate the scale of the current funding gap.
- 1.5 Whilst infrastructure planning is not a requirement of the CIL process, it will assist the Council in terms of setting an appropriate CIL charge and is considered good practice. The evidence base developed as part of LDP formulation can be used to support the development of CIL, and is used as a basis for this report.
- 1.6 The infrastructure planning needed to support the CIL should be of a scale appropriate to demonstrate delivery of the future development of the County Borough in accordance with the adopted LDP. The report will provide information on:
 - Infrastructure needs (to deliver the aims and objectives of the LDP Strategy);
 - Infrastructure costs (where costs are unknown, indicative costs will be provided based on comparable projects, professional advice and assumptions);
 - Funding sources (where known or anticipated);
 - Responsibilities for delivery (where known);
 - Phasing of development and timescales for delivery (where known)

- 1.7 The starting point for preparing a CIL Charging Schedule is to demonstrate that there is a funding gap in the provision of infrastructure required to support new development. Welsh Government guidance recognises that there are difficulties in identifying other infrastructure funding sources particularly beyond the short term. The focus of the work should be providing evidence of an aggregate funding gap that demonstrates the need to levy a CIL.
- 1.8 Appendix A sets out the Infrastructure Delivery Schedule for those items of infrastructure identified as necessary to support delivery of the LDP with associated costs, existing funding and the overall funding gap.

Regulation 123 Infrastructure List

- 1.9 The Preliminary Draft Regulation 123 Infrastructure List of eligible infrastructure projects to be funded by CIL is identified in Section 5. The list is not prioritised but sets out the initial list of infrastructure projects that is recommended to be eligible for funding through CIL, noting that inclusion on the list is no guarantee of that project obtaining funding.

Spending of CIL Monies

- 1.10 In determining which pieces of infrastructure the CIL should fund it is important to recognise that the CIL is designed to supplement and not replace public funding. It is intended to contribute to any gaps that may exist between public funding and the costs of providing essential infrastructure. CIL can be used to fund the provision, improvement, replacement operation or maintenance of new and existing infrastructure. It cannot be used to remedy existing deficiencies unless those deficiencies would be made more severe by new development.

Town & Community Councils

- 1.11 The Charging Authority (TCBC) is required to provide 15% of CIL receipts to Town & Community Councils (within the area which development has taken place). Where chargeable development takes place within the local council area, up to £100 per existing council tax dwelling can be passed to the Community Council. This is expected to be managed by Community Councils. Where Community Councils or elected bodies do not exist or have the capacity to manage the receipts, the Council can retain and spend the CIL receipts through engagement with the Community Councils to agree how best to spend the funding. Indeed there is clear benefits for close engagement between the Council and Community Councils to agree spending priorities for the neighbourhood funds which can support the Councils strategic priorities for infrastructure.

Legislation and Guidance

- 1.12 Legislation and guidance in respect of the CIL process in England and Wales is provided by DCLG. The latest CIL Statutory Guidance is contained in the web based statutory guidance (June 2014) at:
http://www.pas.gov.uk/3-community-infrastructure-levy-cil/-/journal_content/56/332612/15149/ARTICLE

- 1.13 Section 2 of the guidance deals with evidence base and rate setting and in respect of Infrastructure Planning outlines the following guidance:-

“How does the levy charge relate to Infrastructure Planning?”

Charging authorities must identify the total cost of infrastructure they wish to fund wholly or partly through the levy. In doing so, they must consider what additional infrastructure is needed in their area to support development, and what other sources of funding are available, based on appropriate evidence.

Information on the charging authority area’s infrastructure needs should be drawn from the infrastructure assessment that was undertaken as part of preparing the relevant Plan (Local Development Plan in Wales). This is because the plan identifies the scale and type of infrastructure needed to deliver the area’s local development and growth needs....

In determining the size of its infrastructure funding gap, the charging authority should consider known and expected infrastructure costs and the other possible sources of funding to meet those costs. This process will help the charging authority to identify a levy funding target.

The Government recognises that there will be uncertainty in pinpointing other infrastructure funding sources, particularly beyond the short-term. Charging authorities should focus on providing evidence of an aggregate funding gap that demonstrates the need to put in place the levy.

The Community Infrastructure Levy examination should not re-open infrastructure planning issues that have already been considered in putting in place a sound relevant Plan.

What infrastructure planning evidence is required at examination?

At examination, the charging authority should set out a draft list of the projects or types of infrastructure that are to be funded in whole or in part by the levy. The charging authority should also set out any known site-specific matters for which section 106 contributions may continue to be sought. This is to provide transparency about what the charging authority intends to fund through the levy and where it may continue to seek section 106 contributions. The role of the list is to help provide evidence on the potential funding gap - it is not the purpose of the examination to challenge the list.

A charging authority may undertake additional infrastructure planning to identify its infrastructure funding gap, if it considers that the infrastructure planning underpinning its relevant Plan (...Local Development Plan in Wales...) is weak or does not reflect its latest priorities. This work may be limited to those projects requiring funding from the levy.

Where infrastructure planning work which was undertaken specifically for the levy setting process has not been tested as part of another examination, it will need to be tested at the levy examination. The examiner will need to test that the evidence is sufficient in order to confirm the aggregate infrastructure funding gap and the total target amount that the charging authority proposes to raise through the levy.

Other infrastructure planning work, which was submitted in support of a sound relevant Plan, should not be re-appraised.”

- 1.14 Paragraph 18 of the DCLG Statutory Guidance on “How do local authorities prepare their evidence to support a levy charge?” states: “... As background evidence, the

charging authority should also provide information about the amount of funding collected in recent years through section 106 agreements...” Appendix B of this document contain the background evidence on ‘S106 Agreements signed since 6th April 2010 involving new infrastructure’. In summary, Appendix B shows that:-

- On most residential sites, affordable housing, public open space and children’s play areas are normally provided on site; with off-site works / payments generally being made for adult recreation provision and children’s play areas (for older children) on smaller site, and for named projects in recent years;
- Similarly the majority of highway works and biodiversity mitigation measures relate to the site itself;
- There have been a limited number of ad hoc payments for primary schools, historical works, etc.; and
- Where there have been expensive highway and education requirements, the affordable housing provision has generally been reduced to pay for it.
- On commercial sites, payments or works are generally for low cost landscaping, ecological / recreation mitigation and footway works; with only larger sites or high value superstores being required to provide for more expensive public realm and highway works.

1.15 Also in 2011, the Welsh Government provided the “Community Infrastructure Levy (CIL): Preparation of a Charging Schedule Guidance for Wales” guidance, to sit alongside the previous DCLG Statutory Guidance and covers the devolved development plan system in Wales. However, this guidance has been considered with care as it has not been updated since to take account of four subsequent annual amendments to the CIL Regulations or the subsequent updates to the DCLG Statutory Guidance.

<http://gov.wales/topics/planning/policy/guidanceandleaflets/cil/?lang=en>

1.16 The report provides an overview of various infrastructure types, and what categories/types of infrastructure will potentially be considered to be eligible for funding through CIL, and what infrastructure will continue to be addressed through S106 Planning Obligations. The report recommends a Preliminary Draft Regulation 123 List of Infrastructure Projects to be funded wholly or partly through CIL.

1.17 The Regulation 123 List can be published or revised at any time after the Council has adopted CIL. If an infrastructure category / scheme is included in the Reg 123 List a S106 cannot be negotiated to contribute towards that infrastructure. If an infrastructure category is not included in the Reg 123 List, up to five S106 obligations entered into since April 2010 may be pooled to contribute to its cost. This is to ensure that double charging of developers for infrastructure through using both CIL and S106 is avoided. The Councils Reg 123 List will be published alongside the CIL Preliminary Draft Charging Schedule. It will also identify those site specific infrastructure categories that will continue to be sought through S106 in order to provide transparency on what infrastructure will in future be sought through CIL and also through S106.

2. What is Infrastructure?

- 2.1 The Planning Act 2008 provides a wide definition of the infrastructure that can be funded by the levy, *including roads and other transport facilities, flood defences, schools and other education facilities, medical facilities, sporting and recreational facilities, open space and other health and social care facilities*. This definition allows the levy to be used to fund a very broad range of facilities such as play areas, parks and green spaces, cultural and sports facilities, district heating schemes and police stations and other community safety facilities. This flexibility gives local authorities the opportunity to choose what infrastructure they need to deliver their relevant plan, in Wales the Local Development Plan. However, CIL cannot be used to fund affordable housing, which is provided via Section 106 Agreements in accordance with LDP Policy.
- 2.2 Local authorities must spend the levy on infrastructure needed to support the development of their area, and they will decide what infrastructure is needed within the local context. The levy is intended to focus on the provision of new infrastructure and should not be used to remedy pre-existing deficiencies in infrastructure provision unless those deficiencies will be made more severe by new development. CIL Regulation 59 (as amended) identify that CIL can be used for the provision, improvement, replacement, operation or maintenance of infrastructure or anything else that is concerned with addressing the demands development puts on an area. Therefore the levy can be used to increase the capacity of existing infrastructure or to repair failing existing infrastructure, if that is necessary to support development.
- 2.3 This section provides an overview of the types of infrastructure that fall within the remit of CIL and could therefore be funded in whole or in part through the Levy and those infrastructure types which will be funded through other funding sources, including S106 Planning Obligations. In addition to CIL and S106, it is recognised that there are many other mechanisms for the funding and provision of infrastructure. These include WG funds / grants, Local Transport Funds, prudential borrowing and community budgets. This section subsequently recommends which categories of infrastructure will be included in the Preliminary Draft CIL Regulation 123 List.

3. Local Policy Context - What Infrastructure is required?

3.1 The Local Planning policy context for the County Borough is set out in the Adopted Torfaen LDP. The LDP sets out the development strategy and detailed policies and proposals for the future development and use of land in the County Borough up to 2021. The land use framework is supported by a number of Supplementary Planning Guidance documents such as Planning Obligations.

Level of Growth in the LDP

3.2 The LDP provides for the construction of 4,700 new homes during 2006-2021, 40.3ha of land for employment and business purposes, 35ha for strategic regional employment uses, a 6,860sqm retail food store and a 450-500 bed Specialist Critical Care Centre. These uses will be partly delivered through the development of 7 key Strategic Action Areas:

SAA1 - Eastern Strip Central Strategic Action Area, Cwmbran

SAA2 - Canalside Strategic Action Area, Cwmbran

SAA3 - Llantarnam Strategic Action Area, Cwmbran

SAA4 - Mamhilad Strategic Action Area, Pontypool

SAA5 - The British Strategic Action Area, Pontypool

SAA6 - South Sebastopol Strategic Action Area, Cwmbran

SAA7 - Llanfrechfa Grange Strategic Action Area, Cwmbran

3.3 The development of these sites will result in the development of 2280 dwellings in the plan period, 21ha of allocated employment land, retail food store, hotel, provision of a canal basin and canalside uses (small scale cafes/retail/restaurants), 3 neighbourhood centres, re use of a 125,000m² Grade 2* Listed Building, community facilities, primary school/education provision and a significant amount of new open space/green space/children's play and adult recreation provision.

3.4 The Infrastructure needed will support delivery of the LDP Strategy and 18 LDP Objectives set out in Chapters 3 and 4 of the Adopted LDP.

What Infrastructure is required to support the growth?

3.5 In order to meet the growth requirements the LDP identified a range of infrastructure requirements. Other infrastructure may be necessary to support development of the area. Infrastructure for the purposes of this assessment is categorised under Physical, Social and Environmental as summarised below:

3.6 In the context of the LDP **Physical Infrastructure** includes:

- The safeguarding of land for the provision of major transport improvement schemes in Policy T1 (North Torfaen Highway Improvements and Cwmbran Town Centre Improvements and Llanfrechfa Grange Link Road. Further Highway infrastructure improvements, necessary to cater for the additional growth in traffic generated by new development as a result of new development of the housing and employment sites across the County Borough will be necessary at locations in Cwmbran and Pontypool.
- Safeguarding of land for provision of the Pontypool and New Inn Park and Ride/Share Facility (Policy T1)

- Safeguarding of land to facilitate reopening to navigation or regeneration of the Monmouthshire and Brecon Canal
- Safeguarding of land to facilitate improvements to 6 walking and cycling routes across the County Borough (3 now delivered).
- Delivery of Waste management infrastructure, principally in the context of the LDP a requirement for the provision of a 0.4ha Civic Amenity site in the County Borough as part of the Regional Waste Plan.

3.7 In the context of the LDP **Social Infrastructure** includes:

- The provision of new primary schools and education provision. Land is safeguarded for new primary schools in Blaenavon (now built) and Panteg (under construction) and a school will be provided as part of Mamhilad SAA. Education provision will be necessary from other housing sites to meet the need generated by new development. Education provision also includes supporting the Councils 21st Century School programme which will deliver new/refurbished primary schools, secondary schools and Post 16 Infrastructure as part of the long term strategic plan to transform how teaching and learning is provided across the County Borough, the demand for which will increase through delivery of the LDP and the need to update current substandard facilities to cater effectively and accommodate new growth.
- Provision of neighbourhood centres/community facilities/community halls at Mamhilad, Llantarnam and South Sebastopol Strategic Action Areas.
- Safeguarding of land for the provision of a Primary Care Resource Centre at Blaenavon (now built)
- Delivery of new children's play provision
- Renewable Energy Schemes

3.8 In the context of the LDP **Green Infrastructure** includes:

- Provision of new and improved open greenspace provision required as a result of new development;
- Provision of Adult Recreation facilities as part of new housing development;
- Provision of a new football pitch in Cwmyrnyscoy;
- Delivery of Allotments;
- Enhancement of the County Boroughs Biodiversity resources such as the management of Sites of Importance for Nature Conservation, wildlife reserves, parks, strategic ecological corridors, Community Woodlands etc.

3.9 Table 1 below summarises the above infrastructure requirements and provides an overview of the potential organisations responsible for the delivery of the infrastructure.

Table 1: Overview of LDP Infrastructure

Policy Ref	Infrastructure Sub Category	Details	Potential Provider*
PHYSICAL INFRASTRUCTURE			
S8 (d) T1 T3	Transport	Highway Improvements; Park and Ride Facility; Walking and Cycling Routes.	Welsh Government Torfaen CBC; Network Rail Cardiff City Deal
S8 (j, l) BW1 (D)	Utilities	Energy: Gas / Electric; Renewable Technology; Telecommunication; Water Resources.	Welsh Government; Wales and West Utilities Western Power; Mobile Operators Association; Private Telecommunications Companies; National Resources Wales; Dwr Cymru / Welsh Water.
S8 (m) / BW1	Flood Defence	Flood defences; Drainage.	National Resources Wales TCBC
S8 (h) W1	Waste Management	Waste Management Recovery Proposals	TCBC WG
SOCIAL INFRASTRUCTURE			
S8 (c) CF2 CF3	Education	Pre-school; Primary and secondary schools; Post 16 Education	TCBC; Coleg Gwent Welsh Government
S8 (f) SAA7 CF1	Community Facilities - Healthcare	Special Critical Care Centre; Primary Care Resource Centre;	Aneurin Bevan University Health Board Welsh Government
S8(f) SAA3 SAA4 SAA6 SAA7	Community Facilities - Community & Culture	Community Centres.	TCBC; Community & Town Councils; Local Communities.
S8 (k) SAA6 T2 (2)	Tourism	Improvements to the Monmouthshire and Brecon Canal	TCBC Private Enterprise Vibrant and Viable Places Funding Heritage Lottery Funding Canals and Rivers Trust
S3	Renewable Energy	Community Renewable Energy Schemes Renewable Energy as part of development Standalone Renewable Energy - Solar farms etc.	Development Industry TCBC Local Communities

GREEN INFRASTRUCTURE			
S8 (b) S3 SAA's H1/H2/H3 H5	Open Space and Green Infrastructure Networks	Open Space/Important Urban Open Space Parks and gardens; Natural Greenspaces; Green corridors; Informal Recreational Space Amenity Open Space; Allotments.	TCBC; Development Industry Natural Resources Wales Community Councils; Local Communities; Other Funding Sources
S8 (b) SAA's H1/H2/H3 H5 CF6	Sports, Leisure and Recreation	Provision for children and formal adult recreation young people (Play Areas); Sports Pitches; Outdoor sports facilities	TCBC; Development Industry Private Enterprise.

Note: Provider List is not exhaustive*

4. Overview of CIL Eligible Infrastructure

- 4.1 The following section provides an overview of the various infrastructure types, and what categories/types of infrastructure will potentially be considered to be eligible for funding through CIL, and what infrastructure will continue to be addressed through S106 Planning Obligations. The detailed table of infrastructure and costs is set out in Appendix A.

PHYSICAL INFRASTRUCTURE

Transport

- 4.2 The LDP Strategy aims to ensure a network of integrated communities and the need for the two key settlements of Cwmbran and Pontypool to function as service hubs for surrounding settlements. Development will be focussed along key transport routes and effective transport links will be forged to and from jobs and services not available locally. As part of formulating the strategy and allocations in the LDP all allocated sites were assessed to gauge the impact on the transport network. As a result with highway colleagues the LDP has made provision for new and improved facilities to improve the transportation network as a whole in order to progress to a more sustainable system over the plan period. The need for additional transport infrastructure was identified on a strategic and site by site level. Transport Proposals are provided at Appendix A along with an indication of how each scheme is potentially intended to be funded and delivered over the plan period.
- 4.3 The LDP has been prepared taking into account the South East Wales Regional Transport Plan prepared by the SEWTA published in March 2010 and the prioritised programme of works contained within that for Torfaen. The LDP has allocated/safeguarded land to allow implementation of the relevant schemes. The Council along with other East Wales authorities have produced a new South East Wales Valleys Local Transport Plan (January 2015) setting out the local authorities priorities for transport schemes in the 5 year period 2015 to 2020 and their medium and longer term aspirations up to 2030. Torfaen's 'Short Term Programme' (2015-2020) includes several schemes from the North Torfaen Highway Study (LDP Policy T1/1), Pontypool Park & Ride (Policy T1/2), several walking & cycling route (active travel) schemes (including ones listed under Policy T3), improvements to the B4248 from Blaenavon to Brynmawr and the Pontypridd-Blackwood-Pontypool Bus Rapid Transport Scheme.
- 4.4 Torfaen's 'Medium and Longer Term Aspirations' (2020-2030) includes Cwmbran Town Centre Improvements (Policy T1/3), Llanfrechfa Link Road (Policy T1/4), other North Torfaen Highway Study schemes Policy (T1/1), Pontypool Bus Station and several active travel schemes (including ones listed under Policy T3). Delivery of the 'Short Term Programme' and 'Medium and Longer Term Aspirations' include schemes allocated in the LDP; is expected via a mix of European, national, local and S106 / CIL sources.

Strategic Highway Improvements

- 4.5 The LDP identifies in Policy T1 key road improvement schemes to improve the functioning of the road network and to promote sustainable transport in Torfaen. Delivery of improvements to the road infrastructure serving the North of the Borough

is seen as a key priority of the LDP Strategy. Some are of general need and not necessarily relate directly to mitigating the impact of any individual site for development. Other emerging schemes submitted as part of City Deal could also in the future be considered for funding. Given the costs of implementation, pooled resources will be likely to deliver these schemes and as such potential for CIL funding should be explored. There are a number of other strategic highways improvements necessary to deliver the LDP Strategic Sites and these are mentioned in the respective policies.

- **It is considered that Strategic Highway Schemes will benefit from pooled contributions and will be eligible for CIL funding. However this will exclude highway works identified in a Traffic Impact Assessment necessary to make a site acceptable. Such works will continue to be sought through S106.**
- **S106 obligations will continue to be used, where local transport infrastructure improvement is necessary to remove site specific obstacles to development and make developments acceptable in planning terms alongside Section 278 Highways Agreements.**

Walking and Cycling Routes

- 4.6 The LDP safeguards land to facilitate 6 improvement schemes to the cycle route network in Torfaen. The South East Wales Local Transport Plan will be the main mechanism for bidding for Welsh Government, Cardiff Metro Cardiff City Deal and future funding sources as well as local government funding from capital, S106 or CIL sources. The development of the walking and cycle routes will assist in delivering safe and integrated transport infrastructure, which encourage a reduction in car use as sought by the LDP Objectives. Works have already been completed on 3 of the walking and cycling route schemes identified in the LDP. The National cycle route NCN Route 46 runs north/south through Torfaen (from Abergavenny to Newport, via Brynmawr, Blaenavon, Pontypool and Cwmbran), the majority of which is off road and improvement links to this network will be promoted.
- 4.7 Further, the Active Travel Wales Act 2013 requires local authorities in Wales to produce active travel maps and deliver year on year improvements in active travel routes and facilities. Active Travel' means walking and cycling as an alternative means to motorised transport for the purpose of making everyday journeys. An 'active travel journey' means a journey made to or from a workplace or educational establishment or in order to access health, leisure or other services or facilities. The Act makes it a legal requirement for local authorities in Wales to map and plan for suitable routes for active travel, and to build and improve their infrastructure for walking and cycling every year. The Act also creates new duties for highways authorities to consider the needs of walkers and cyclists and make better provision for them, and requires both the Welsh Government and local authorities to promote walking and cycling as a mode of transport. By connecting key sites such as workplaces, hospitals, schools and shopping areas with active travel routes, the Act will encourage people to rely less on their cars when making short journeys.
- 4.8 The first stage of the Act required local authorities to produce 'Existing Routes Maps' (ERM) that had to be submitted to the Welsh Government by January 2016. The Torfaen CBC, "**Existing Route Map Consultation 2015 - Response & Submission: Summary Report**" (January 2016) shows the results of the active travel survey and identifies existing routes that the Council consider suitable for active

travel; which has subsequently been approved by the Welsh Government. The next stage is to submit an '**Integrated Network Map**' (INM) to WG by September 2017, which will identify new active travel routes and facilities as well as improvements to existing routes and facilities, that are needed to develop or enhance an integrated active travel network.

4.9 Initially it was considered that walking and cycling routes could be suitable for CIL funding. However it is considered a number of cycle route improvements will be secured under S106, and with the introduction of the Active Travel Integrated Network Maps new development will be likely to contribute to links to this network through S106. Therefore inclusion on the CIL list will potentially pose problems for double dipping.

- **Currently it is considered improvements to Walking and Cycling routes should best be sought through S106.**

Public Transport

4.10 There are train stations on the 'Marches' main railway line (Newport to Shrewsbury, South to Mid Wales) at Cwmbran and Pontypool & New Inn in Torfaen. Train services from Cwmbran and Pontypool/New Inn are currently not completely clock face (at the same time past the hour all day), with more trains stopping at Cwmbran. Cwmbran Train station has recently undergone major improvements as a new Park and Ride facility (additional car parking, bus waiting and layover area, improved pedestrian & cycle routes and enhanced signage). There are no improvement schemes for rail identified in the LDP or in the recent SEWLTP short term programme (2015-2020) or medium and longer term aspirations (2020-2030). As such rail improvements are not proposed for CIL funding.

4.11 In terms of the Bus Service and network, the coverage and quality of the local bus network in Torfaen is good. No improvement schemes were identified in the LDP but the SEWLTP identifies in the Short Term programme the Pontypridd-Blackwood-Pontypool Bus Rapid Transport Scheme. Under medium term aspirations Pontypool is recognised as a bus interchange and future consideration could be given to the development of a bus station within the town. The need to discourage the reliance on the private car will be helped with improvements in the public transport system in Torfaen.

4.12 Delivering sustainable transport choices to the people of Torfaen through implementation of the Pontypool and New Inn Park and Ride Share Modal Interchange facility is an aim of the LDP Strategy. The LDP safeguards land in Policy T1 for a major new park and ride facility at Pontypool and New Inn Train station with direct access of the A4042. The Park and Ride facility is included in the SEWLTP Short term programme and it is considered that that the Pontypool Park and Ride is identified as a potential CIL project.

- **There is potential for CIL to be used to contribute to the funding of necessary public transport infrastructure improvements. The Pontypool Park and Ride facility in particular is proposed as a CIL project, excluding the Mamhilad (SAA4) development which will be expected to contribute to the scheme through S106 to make it acceptable in sustainability terms.**

Utilities

- 4.13 Utility companies have a duty to fund and provide strategic infrastructure to serve new development, the funding of any improvements to utilities will not be dependent on CIL funding. Local connections will be funded by developers on a site by site basis.

Gas

- 4.14 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 Torfaen. During the development of the LDP Wales and West were consulted on the LDP development sites and as a result no major infrastructure improvements have been identified in terms of gas supply and generally there is capacity in the existing gas supply network feeding Torfaen to supply the sites. No major infrastructure requirements have been identified in terms of gas supply in Torfaen. However it is likely that reinforcements will be required to service some of the larger Strategic Sites, the detail of these reinforcements will be determined as sites are developed and will be delivered as part of the development of sites.
- **It is not considered CIL would be required to fund improvements for Gas infrastructure**

Electricity

- 4.15 Torfaen's Distribution Network Operator is Western Power Distribution. In terms of additional electricity provision Western Power were consulted on the development of the LDP and identified that the LDP can be delivered from the existing local network and no major reinforcement would be required. Therefore it is not anticipated that any improvements to the network for electricity supply will be dependent on CIL funding.
- **It is not considered CIL would be required to fund improvements for Electricity infrastructure**

Mobile Operators Association

- 4.16 No requirements for additional infrastructure provision were outlined by the Mobile Operators Association as part of the LDP. However due to the nature of the technology it is not realistic to consider development on a strategic basis. The need for a new site would be driven by the need for further capacity in the area, this is identified through the MOA Annual Rollout Plans. The Annual Rollout provides a forecast of future network development activity in each area, although where capacity demands change, following submission of these plans, additional sites or variations to those shown may be submitted as necessary. This may involve the submission of updated rollout plans. The 2015 MOA Annual Rollout Plan indicates there is no intention identified within the roll-out plans to establish any new sites within Torfaen. Other than the replacement mast at Bunkers Hill Reservoir, Blaenavon, which received planning permission in 2015 all other works involve, the replacement of existing apparatus or minor additional equipment. The MOA would have a duty to fund and provide strategic infrastructure to serve sites. Local connections are funded by developers.

- **Provision for improvements to Mobile telecommunications infrastructure will not be dependant on funding raised through CIL.**

Superfast Broadband

- 4.17 Businesses and the economy as a whole will benefit from the availability of competitive, flexible digital infrastructure. The Welsh Government is working in partnership with BT on the 'Superfast Cymru' programme to develop a nationwide superfast broadband infrastructure to areas where it was previously commercially unviable to develop. Superfast Cymru has targeted bringing the appropriate infrastructure to 96% of homes and businesses in Wales by 2016. Superfast Cymru is set to transform the broadband landscape in Wales and to promote economic growth and sustainable jobs. Fibre broadband is already available in many parts of Cwmbran and Pontypool, with Blaenavon and Talywain able to get access from March 2015 and most of Torfaen should have been covered by Mid-2016. It is faster and more reliable than traditional broadband and allows faster web browsing, downloading and access to services on demand. Delivery of upgraded broadband infrastructure is expected to be provided by the service providers.
- 4.18 For employment there is a concern in respect of non-delivery of allocated employment land, and thus a key infrastructure requirement is the provision of new employment floorspace. Opportunities to stimulate interest in employment allocations potentially through funding of servicing infrastructure (broadband etc.) to encourage businesses to locate should be explored.
- **The funding of improvements to broadband infrastructure to residential homes will not be dependant on funding raised through CIL, however consideration could be given to the use of CIL to open up employment allocations through provision of servicing infrastructure such as broadband.**

Water Resources

- 4.19 Dwr Cymru Welsh Water (DCWW) is the statutory undertaker providing water supply and sewerage infrastructure for Torfaen. The company is overseen by OfWAT, the water regulatory body, and Natural Resources Wales who ensure waste water discharges meet strict guidelines. Utility companies have a duty to fund and provide strategic infrastructure to serve allocated sites. Local connections are funded by developers.
- 4.20 The Company's strategies are entitled AMP's Asset Management Programmes - which cover 5 year periods. With these, the company plans ahead for all future infrastructure improvements as far as possible, given the inherent unpredictability of supplying a natural resource. As the Statutory Undertaker and major provider of essential water and sewerage infrastructure to the Torfaen CBC area, Dwr Cymru were engaged in the preparation of the LDP and believed that the scale and location of development proposed by the Local Development Plan is acceptable. They are well placed to provide water and sewerage facilities to the county and there are no major issues with our infrastructure that could be considered as 'blockers' to development. Ponthir WwTW (which receives the foul flows from the whole of the County Borough) is performing adequately at present but will require upgrading to deliver all of the proposed LDP growth. These improvements have formed part of Dwr Cymru's AMP6 (2015-2020) submission to their industry Regulator OfWAT in November 2014. Welsh

Water are consulted as part of the Joint Housing Land Studies so that housing delivery rates can be monitored.

- 4.21 Where sites are developed in advance of regulatory improvement, developers will be required to contribute towards the cost of the required upgrade (either directly or through S106 planning obligations).
- **The funding of improvements to Water and Sewerage infrastructure is not considered to be dependent on funding raised through CIL**

Surface Water Drainage

- 4.22 The Flood and Water Management Act 2010 (Schedule 3) which has not been commenced, requires new developments to include SuDS features in all new housing and business development that comply with national standards. In future the design of surface water drainage will need to be consented by a new Sustainable Drainage Approval body prior to development commencing. The Welsh Government has published draft interim national standards on an advisory basis until such time as it determines the most effective way of embedding SuDS principles in new developments in the longer term. This will enable designers, property developers, local authorities and other interested parties to both demonstrate that they have taken account of the Welsh Government's planning advice on Development and Flood Risk and to pilot the standards, so that if necessary they can be revised before being placed on a statutory footing. Surface water drainage is an integral part of new development schemes and as such direct provision by the developer is required. Where off site drainage works are required which are necessary as a result of new development these will continue to be funded by S106 Obligations. Accordingly, it is not anticipated that work to the strategic drainage network will be funded through CIL
- **The funding of improvements to the strategic drainage network will not be dependant on funding raised through CIL.**

Flood Defence

- 4.23 Avoiding development on floodplains and reducing floodrisk was a key objective for the LDP. Whilst some existing development will be vulnerable to flooding particularly alongside the Afon Lwyd River, the LDP adopted a precautionary approach to development in respect of floodrisk and apart from 3 sites (The British, Usk Vale and the Eastern Strip, Cwmbran) all sites selected were outside identified Flood risk areas. A Broad Level Assessment of Flood Risk Paper (March 2011) was prepared to support the LDP. This identified the national policy context for flooding and how the precautionary principle advocated in national planning guidance to avoid development in the flood plain was embraced in the LDP site selection process. This identified the information the Council has on a site-specific basis identifying where the consequences of flooding can be managed as well as setting out the justification for the inclusion of the small number of sites (3) within flood risk areas. In terms of strategic flood defence infrastructure, no requirements were identified by the Environment Agency as part of the LDP, which remains the case.
- 4.24 Where sites are located in the flood risk areas suitable mitigation and resilience measures will be agreed with Natural Resources Wales to enable development to proceed. This will be undertaken as part of individual development schemes and will be the responsibility of the developer through S106 obligations.

- **It is not anticipated that flood risk management works will be funded through CIL.**

Waste Management

- 4.25 Residual Waste - The Council is responsible for the disposal of waste in the County Borough and has strict targets to meet in respect of recycling. As of April 1st 2016 the Council as part of the Tomorrow Valleys consortium of four local authorities entered into a 25 year contract (with an option for a 5 year extension) with Viridor which will see 95,000 tonnes of residual waste per annum being sent to the Trident Park Energy Recovery Facility in Cardiff Bay; and transformed into low carbon energy and recycled aggregates. This has been funded by core capital and Welsh Government funding.
- 4.26 Food Waste - In terms of waste streams that can be composted, Torfaen is working with two other local authorities namely Blaenau Gwent and Caerphilly to find a long term solution for the treatment and disposal of organic food waste. This is known as the Heads of the Valleys Organics Project. Funding for the new facility is to be provided by the three local authorities within the consortium with the aid of Welsh Government grant assistance.
- 4.27 There is a need for strategic waste sites to serve more than one local authority. Torfaen through the LDP met the requirement for in-building strategic waste facilities to be permitted in Torfaen. Further provision was required for open air waste facilities, with a requirement for an additional 0.4ha Civic Amenity Site. This has now been delivered through the extension of the existing Civic and amenity site at Panteg Way to create a separate and purpose built Household Waste Recycling Centre, operated by Viridor Waste Management. There are also 11 recycling bring bank sites across the County Borough.
- 4.28 The Council are currently investigating options for a new Bulking and Baling facility to deal with the dry recyclates. The cost of the new facility is estimated to be £3 million and is likely to be met by Welsh Government and TCBC Capital Program funding, and is likely to open before CIL is introduced.
- **Currently improvements to the waste infrastructure will not be dependent on funding for CIL.**

SOCIAL AND COMMUNITY INFRASTRUCTURE

Education

- 4.29 Education is provided within Torfaen County Borough through a network of primary and secondary schools, sixth form and Post 16 education through Coleg Gwent (Pontypool campus). Higher education facilities are located in Newport, Cardiff and Rhondda Cynon Taff. There are currently six secondary schools in Torfaen and one Coleg Gwent Further Education college at Pontypool. In addition, some Post 16 students, mainly from north Torfaen attend Coleg Gwent's Crosskeys FE campus outside Torfaen. There are two 11-16 (Abersychan and West Monmouth in Pontypool) and three 11-18 secondary schools, including one Roman Catholic School (St Albans in Pontypool) serving 2 local authorities and one medium secondary school (Ysgol Gyfun Gwynllyw in Pontypool) serving four local authorities.

Finally Crownbridge School (in Cwmbran) provides education for Special Educational Needs Learners, from 3-19 years old.

- 4.30 The 21st Century Schools Strategic Outline Programme for transformation of the education facilities through rationalisation of existing facilities, removing surplus places and provision of new facilities was submitted in November 2011. The £257 million programme split projects into 4 bands (Band A - 2014-2019, Band B 2020-2022, Band C 2023-2025 and Band D 2026-2028), a program developed by the Welsh Government across Wales, which is 50% funded by the WG. Most of the projects in Band A are either completed or in progress. Investment in the school estate will be in the region of £87 million by 2019. Many site proposals (both for new schools and school closures) were not able to be fully integrated into the LDP given WG rules on deliverability due to the uncertainties of both the finance to fund them and the legal and other processes for new build, remodelling or closure. However, in writing the LDP the Council were aware of the school proposals even if they couldn't be fully integrated into the plan. The new proposals support and deliver LDP objective 5 in relation to education.
- 4.31 Three new replacement primary schools are currently under construction at Ysgol Panteg (Pontypool); and Blenheim Road and Llantarnam, both in Cwmbran. Garnteg and Cwmffrwdoer Primary Schools, both in Pontypool, are programmed for remodelling in 2017/18. Negotiations continue with the landowner as regards to the allocated Primary School on the Mamhilad SAA; which is to be provided under a S106 Agreement to serve to site. Future plans, up to 2019, subject to the relevant statutory consultations / approvals, include a new Croesyceiliog Secondary School to be built on the site of the current school (subject to Post-16 proposals). As regards Post-16 proposals, the Welsh Government have recently purchased the residual 2.7ha of the permitted B1 employment / hotel site within the Cwmbran Eastern Strip SAA1, for a Post-16 Education Centre, to be run by Coleg Gwent.
- 4.32 The Council currently levies an Education Obligation on all new housing developments that generate a requirement for school places that cannot be met by existing schools. This occurs where including the projected demand from housing developments within the catchment area would exceed the capacity of the school. In general in accordance with the Adopted Planning Obligations (S106) SPG contributions are sought from development of 10 or more dwellings. Given the localised nature of school catchments the need for more than 5 planning obligations to be pooled to make provision for a specific piece of infrastructure has not been required.
- 4.33 For Primary schools, due to capacity issues in certain areas, then S106 will continue to be sought to cater for additional requirements as a result of development. Given the localised nature of catchments it is not considered that the pooling of 5 restriction will be reached. In respect of secondary whilst there are unlikely to be requirements for new school places in the short or medium term, there are infrastructure requirements for new and improved secondary facilities and a need to replace the existing building stock. New development will need to contribute to this program as will place additional demand on current facilities and will help support growth and the provision of improved facilities fit for purpose. It is proposed that secondary education and Post 16 are identified as potential CIL projects

- 4.34 Where a site is of sufficient size to generate the need for a new school, on site provision by the developer will be sought through S106. Only one such site exists in the LDP at Mamhilad Strategic Action Area which will require onsite provision of a 315/420 place primary school dependant on numbers.
- **The use of CIL to contribute to improvements in education provision is recommended to supplement partnership funding from WG 21st Century Schools particularly Secondary and Post 16**
 - **Where a site is of sufficient size to generate the need for an onsite new school, direct provision by the developer will be sought through a s106 agreement**

Health

- 4.35 Healthcare provision (Primary and acute services) in Torfaen are currently provided by the Aneurin Bevan Health Board. The Health Board is responsible for providing a network of health facilities across the authority, to meet the future requirements of residents. As part of the development of the LDP the ABHB outlined their infrastructure requirements to support development over the plan period. The most significant project is the Gwent Specialist and Critical Care Centre. This large (500+ bed), £241m regional hospital, which is expected to employ 2,000 people, will treat Gwent's sickest and most complex patients (including emergency admissions), is allocated as part of the Llanfrechfa Grange Strategic Action Area. As yet no formal decision has been made on the SCCC and the timescale for the opening of the facility (if approved) is therefore now expected to be delayed to 2020. The £241million project will be funded by the Welsh Government and will not be reliant on funding from CIL
- 4.36 The other facility safeguarded in the LDP was for the new Primary Care Resource Centre at Blaenavon. This £4.5million project has now been delivered and as such there is no requirement for CIL Funding
- **The funding of improvements to health infrastructure will not be dependent on funding raised through CIL**

Community Facilities

Libraries

- 4.37 There are currently 3 libraries in Torfaen in Blaenavon, Pontypool and Cwmbran. Pontypool Library underwent a major £300,000 refurbishment in 2011 funded by the Communities Learning Development fund grant from the Welsh Government. The Council recently approved the closure of Blaenavon library and this has relocated to the World Heritage Centre in a move which would secure a library service in Blaenavon in the face of cuts to Council budgets, which would equate to an annual revenue saving of £100000. Cwmbran Library was subject to an £80000 investment in 2014 with the creation of a new meeting room administered by the Welsh Government. It is not considered that there are future improvement schemes to the library provision which would necessitate funding from CIL
- **The funding of improvements to library infrastructure will not be dependent on funding raised through CIL**

Children's Play and Adult Recreation

- 4.38 The Council recognises the importance of ensuring a range of sporting and leisure facilities for the County Borough, however does not have a statutory requirement to provide them. As part of new developments the Council seeks provision in the form of financial contributions or onsite provision for Children's Play, Adult Recreation and Allotments. The recreation infrastructure requirements for all the LDP allocated sites are identified in Appendix A and this will be delivered as part of the individual developments as part of S106 to meet the demands of the development and to help address deficiencies in provision across the area. This estimated £11million is expected therefore be developer funded.
- 4.39 The LDP allocates land at Cwmynscoy for a replacement football pitch. Given the significant cost estimates for this facility, at £753k with the site being undermined, alternative options are being investigated. As such it is not considered necessary currently to identify this project for CIL funding.
- 4.40 Aside from the needs generated by development there are deficiencies in provision of children's play and recreation across the area. Evidence from the 2009 recreation study prepared to inform the Deposit LDP and a 2015 Update Assessment for Adult Recreation identifies a deficiency in provision equating to approximately £32.5million in respect of children's play and adult recreation against standards. Similarly in line with the 2009 study for allotments there is a need for 312 allotments up to 2021 equating to an infrastructure cost of £702,000.
- 4.41 On site provision for facilities will be sought through S106. For off-site contributions whilst acknowledging the opportunity for pooling contributions through CIL, it is currently considered that the funding of offsite recreation is better retained through S106 rather than CIL as this maximises the amount of revenue spent on this infrastructure (avoiding the loss of revenue through CIL Viability buffer and other deductions of income) but ensuring specific projects are specified in the S106 to avoid pooling restrictions.
- **On site and Off-site recreation provision to be retained in S106, and not therefore eligible for CIL**

Emergency Services

- 4.42 Emergency facilities are provided by the relevant emergency authorities (fire, police, and ambulance). No additional infrastructure requirements were identified as part of the LDP to support new development by the infrastructure providers and no land allocations thus made. Any future requirements would be likely to have alternative funding mechanisms and would not be reliant on CIL. There are no land use allocations for new police, fire or ambulance facilities during the plan period.
- **The funding of improvements to Emergency Services will not be dependent on funding raised through CIL**

Youth and Community Centres

4.43 Community Centres and Village Halls are important facilities to the settlements. Currently improvement schemes are potentially delivered by the Councils Capital budget. No additional Community Facilities were identified in the LDP aside from the requirement on site as part of Mamhilad (estimated at £2.4million) which will be delivered through S106. However funding for new Community Centres or upgrades to existing community and welfare halls could potentially be considered

- **CIL could potentially be considered for funding off-site Community Facilities**

Cemeteries

4.44 There are four cemeteries in Torfaen at Blaenavon, Panteg (closed to new burials in 2011 but still active for burials in existing graves), Cwmbran (closed to new burials but still active for burials in existing graves) and the more recent Llwyncelyn Cemetery opened in 2011. As this was delivered before adoption of the LDP it wasn't identified in the LDP and no further requirements were identified.

- **Consequently CIL is not required for this infrastructure.**

GREEN INFRASTRUCTURE

4.45 The LDP promotes the incorporation of new green infrastructure and enhancement of the strategic biodiversity network, through relevant policies. Green infrastructure is the term used to identify the networks of accessible green space, open space, ecological corridors, habitats located throughout Torfaen. This can include public parks, woodland, grasslands, allotments, informal open spaces, churchyards, cemeteries, canal corridors etc. Given the strategic nature of green infrastructure it is considered that CIL funding could be used to contribute to such provision.

4.46 Appendix A identifies a number of potential strategic green infrastructure projects that could be implemented and it is considered this could be eligible for CIL funding. These include:

- Investment in Torfaen's formal parks
- Enhancements to Important Urban Open Spaces
- Enhancements to Wildlife Reserves, SINC's, LNR's, ecological corridors and stepping stone habitats,
- Establishment of new Community Woodlands
- Sustainable Drainage projects pollution control and rewetting of habitats to retain water in the landscape to reduce flood risk

4.47 On site open space will still be required to be secured on site as part of any new development scheme to ensure good quality development. This will be secured under S106.

- **CIL could potentially be considered for funding Off-site strategic Green Infrastructure projects**

Renewable Energy

4.48 The LDP supports through Policy S3 renewable and low carbon energy projects. A Low Carbon and Renewable Energy Study was undertaken for Torfaen in 2013 and identified potential high level opportunities for Wind, solar and hydro in Torfaen, alongside detailed appraisal for a number of strategic sites.

- Aside from the LDP Sites a number of feasibility studies have been undertaken for small scale hydro schemes across the borough, a recent 2011 report identifying potential schemes that are potentially viable totalling £1.64 million. There is potential to explore the use of CIL for a range of Community Energy Projects for solar, geothermal or hydro if viable schemes are developed.

▪ **CIL could potentially considered for funding Off site Renewable Energy projects**

Funding Sources

4.49 Much of the funding for infrastructure comes from the budgets of the public and private sector responsible for the different infrastructure categories. The ability of the private sector to deliver the allocations in the LDP will be heavily influenced by external economic circumstances, including the UK and World Economic cycles.

4.50 It is expected that public sector budgets will be more constant but will also vary over time. There is also a great deal of uncertainty concerning the level of public funding that might be available in the future given the current economic climate and times of austerity that the public sectors face. It is a fact of life that budgets are reducing across the sector. In addition, most public sector capital programmes have relatively short, three or five year time horizons, so it is impossible to be precise about the implementation of much of the infrastructure required to be delivered over the plan period.

How much will the proposed infrastructure cost?

4.51 The LDP Infrastructure requirements table outlined in Appendix A provides details of each element of new infrastructure proposed in the LDP. Detailed costs for each of the scheme have been included where they are known

4.52 The costs of providing the required infrastructure identified in the LDP and through this further infrastructure assessment is in the region of **£536m**. It should be noted that the costs identified in Appendix A are estimated and are likely to vary over the life of the LDP.

What sources of funding are available?

4.53 Funding for the Infrastructure projects identified will be form a range of sources in the public and private sectors and charitable organisations. Public sector bodies include Welsh Government, Welsh European Funding Office, Torfaen Council, ABU Health Board, Dwr Cymru / Welsh Water. Charitable groups include those such as Sustrans. Private sector includes investment from house builders, landowners, retailers, commercial developers and investment companies.

- 4.54 Public sector funding is generally administered through an established implementation programmes such as transport grant, convergence and 21st Century Schools program and emerging City Deal for the Cardiff City Region.
- 4.55 The Council will also seek planning obligations under S106 of the Town and Country Planning Act for site specific infrastructure required as a result of the impact of new development. As part of the process the Council will review the Planning Obligations SPG (2011) to ensure there is clarity about what aspects of infrastructure will be funded through the levy and which will be funded through the levy and which will continue to funded through S106 such as Affordable Housing.

Infrastructure Delivery Schedule

- 4.56 The Infrastructure Delivery Schedule (Appendix A) identifies the individual elements of infrastructure contained in the plan, an estimated cost for each element, potential funding sources, the relevant delivery bodies and funding gap where possible. It is based on best available evidence at the time, but should not be read as an exhaustive list. Detailed infrastructure costs are not available for some schemes and therefore more detailed funding estimates will become available as delivery of schemes progress. The Council recognises that the funding of infrastructure in the current economic climate is challenging and likely to be subject to change over the life of the LDP.
- 4.57 The Infrastructure Delivery Schedule table identifies those elements of infrastructure to deliver the LDP and support development of the area which are not currently fully funded and thereby demonstrating that a funding gap exists which CIL potentially could contribute to alongside other existing funding sources. The Infrastructure Table is not a prioritised list, whilst the Council may wish to secure delivery of all infrastructure items, prioritisation may be required based on the availability of public/private funding and service priorities at the time. Priorities are likely to change over time as and when funding sources are available.

5. Recommendations for the use of CIL

- 5.1 The preceding sections have provided an assessment of the scale and type of infrastructure that will be required over the plan period in order to support the development of the county borough in line with the Council's Local Development Plan.
- 5.2 Consideration has also been given to the types of infrastructure that are likely to be funded through public and/or private sector budgets, those that are likely to fall within the remit of CIL, and those which should continue to be addressed through s.106 obligations.
- 5.3 In order to stimulate discussion and debate this report therefore recommends that the pieces of infrastructure identified below, should be funded through CIL in the future and should thus be included in the **Draft List of infrastructure** which will be published on the Council's website alongside the proposed Draft Charging Schedule.
- 5.4 The categories or types of infrastructure listed below will be eligible to be funded wholly, or in part through CIL. The list is not prioritised.

Table 2: Preliminary Draft Regulation 123 Infrastructure List

Torfaen CIL: Preliminary Draft Regulation 123 Infrastructure List (October 2016)	
Physical Infrastructure	
<ul style="list-style-type: none"> ▪ North Torfaen Highways Improvements (A4043 and B4246 corridors) * ▪ Pontypool Park and Ride Facility (excluding Mamhilad SAA4) ▪ Cwmbran Town Centre Highway Improvements * ▪ Off-site restoration of the Monmouthshire & Brecon Canal (excluding Canalside SAA2) ** ▪ Servicing off-site allocated Employment Sites 	
Social Infrastructure	
<ul style="list-style-type: none"> ▪ Secondary and Post 16 Education Provision ▪ Off-site Community Facilities ▪ Community Renewable Energy Projects 	
Green Infrastructure	
<ul style="list-style-type: none"> ▪ Off-site Strategic Green Infrastructure Projects *** 	

Notes:

* excluding highway works identified in a 'Traffic Impact Assessment' necessary to make a site acceptable.

** excluding works to the Canal to prevent potential flooding necessary to make a site acceptable.

*** excluding off-site biodiversity mitigation necessary to make a site acceptable.

- Mamhilad SAA4 has been excluded from the 'Pontypool Park and Ride Facility'; as the LDP expects the site to provide a sizeable S106 contribution to this project to help make it acceptable in sustainability terms.
- Canalside SAA2 has been excluded from the 'Restoration of the Monmouthshire & Brecon Canal' Project; as that is the LDP justification for the allocation and other S106 are to be reduced to allow S106 funds to be put into the project at that location.

Exclusions from the Preliminary Draft Regulation 123 Infrastructure List

5.5 In addition to the above exclusions, the following types of infrastructure are excluded from the Preliminary Draft Regulation 123 Infrastructure 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 Biodiversity Mitigation;
- On-site / off-site Open Space, Children's Play & Adult Recreation provision;
- On-site Allotments;
- On-site Community Facilities;
- On-site Canal works;
- On-site / off-site Primary Schools; and
- Site specific infrastructure requirements directly related to the site and necessary to mitigate the impact of development and make it acceptable in planning terms.

6. Conclusions

6.1 The Infrastructure table identifies a requirement for the delivery of £536m of infrastructure over the plan period. The table shows an Infrastructure funding gap of which the Council anticipates that funding for the delivery of £337m of infrastructure may potentially be secured from established funding programmes. The remaining £199m is currently unfunded. This aggregate funding gap is therefore the justification for setting a CIL. It should be noted that with the availability of public funding, the funding gap will change over time. The Council will therefore keep the funding gap under review.

6.2 It is forecasted that during the life of the implementation of the LDP sites and windfall development up to 2028, approximately £8.85million will be generated through CIL to fund infrastructure representing 4.4% of total funding gap.

Appendix A: LDP Infrastructure Delivery Schedule

Policy Ref (LDP)	Area	Infrastructure Description	Project Details	Total Cost Estimate (£)	Delivery/ Funding Source	Available Funding (£)	Funding Gap for CIL (£)	Time-scales
TRANSPORT								
City Deal	Pontypool	A4042 Trunk Road Improvements	Signal control roundabout at Heron RAB & New Inn RAB to increase the efficiency of the Highway Network to link from A4042 Jockey RAB to the Crown RAB including A472 link to Pontypool RAB to improve access to various sites including Craig Y Felin and Llanfrechfa Grange	£20,000,000	None secured. Potentially City Deal	£0	£20,000,000	
T1/1 City Deal	North Torfaen	A4043 Improvements A4043 Corridors - Signalisation of Union St / Broad St, Abersychan & Broad St / Lodge Road Talywain selected improvements	George St Improvement - £500k Union St - £400k Cleaves Terrace / Lodge Rd- £1m British SAA site link - £1m	£2,900,000	None secured. Potentially City Deal	£0	£2,900,000	
City Deal	North Torfaen	A465 Linkages	Blaenavon-Brynmawr - £2m OR Abersychan Bypass £17m OR Abersychan By Pass (St Luke's) - 22m	Max Total - £22,000,000	None secured. Potentially City Deal	£0	Max £22,000,000	
T3/1	North Torfaen - Blaenavon	National Cycle Route Network 492 Varteg Road Bridge to Blaenavon Town Centre	Extension of NCR 492 On road cycle facility	£8,000	None secured. Potentially Local Transport Fund (LTF) TCBC	£0	£8,000	
T3/2		National Cycle Route Network 492 to Abersychan Town Centre	Extension of NCR 492 on road cycle facility	£27,500	None secured. Potentially Local Transport Fund (LTF) TCBC / SUSTRANS	£0	£27,500	2015-2020

T3/4		Pontypool & New Inn Train Station to Pontypool Town Centre	Canalside cycle route to link Pontymoile Basin and New Inn Rail Station	£80,000	None secured. Local Transport Fund (LTF) TCBC	£0	£80,000	2015-2020
T3/5		Pontypool & New Inn Train Station to Mamhilad - Scheme to be agreed	1.Canalside cycle route to link New Inn Rail Station with Mon & Brecon Canal / Jockey pitch 2. Jockey pitch at New Inn boundary / to Mamhilad Park / TCBC / MCC border On-road Cycle route / footway improvement along local & Trunk roads. Scheme designed and in place with SEWTRA (halted in 2013)	£800,000	None secured. Potentially LTF S106 Mamhilad - £500,000 None secured. SEWTRA / S106 / TCBC	£500,000	£300,000 £800,000	2015-2020 2015-2020
T3/6		Jockey Pitch to Coed Y Gric Road), Griffithstown	Strategic Improvement. Envisaged as on or off road connections, signing and some carriageway markings	£68,000	None secured. TCBC	£0	£68,000	2015-2020
T1/3		Cwmbran Town Centre Improvements	Improvements to improve traffic circulation in and around Cwmbran Town Centre	£8,000,000 (2004 estimate to be updated) £2.5m est. for replacement bus station £250,000 to provide access road from St David's Rd to 2.7ha parcel on Eastern Strip	Private Sector - S106 City Deal Private Sector	£0	£8,000,000	
T1/4		Llanfrechfa Grange Link Road, Llanfrechfa	Provision of a bypass for Llanfrechfa, to divert traffic from existing B4246 supporting proposals for an SCCC and housing at the Llanfrechfa Grange site subject to TIA	£268,000	Cost to be met by developer through S106	£268,000	£0	

T1/2		Pontypool & New Inn Park and Ride / Share Facility	Provision of a new railway facility to serve the Pontypool settlement area. TCBC commitments met as far as design stages. Network Rail to develop work construction phases in due course	£5,300,000	No funding committed to scheme	Network Rail METRO funding Development Funding EU funding SEWTA funding has been received for design work		£5,300,000	
T21a		The NCN 49/493 former High Level rail line, Waunavon - British Strategic Action Area	Extension of the Pontypool and Blaenavon Railway line concurrent with the NCNR 492	£TBC	No funding committed - Significant financial constraints to delivery.	TCBC / Network Rail / P & B R		£TBC	
T21b		The Low Level railway line between Blaenavon and Pontypool	No schemes envisaged. Safeguarding land	£TBC	No funding for schemes envisaged at present	N/A		£TBC	
T2.		Monmouthshire and Brecon Canal	Safeguarding for reopening(North Cwmbrian to Canal Basin £14m and Cwmbrian Town to Newport Boundary £30m)	£44,000,000	VVP Funding (£630,000) WG Active Travel Section 106 Waterworks HLF Project - Volunteer Construction Skills, Lockgate Social Enterprise (Est 1m)	TCBC / Developers / Welsh Government	£3,324,250	£40,675,750	
		New sustainable active travel networks	New infrastructure to support active travel to include charging for electric bikes and scooters etc.	£280,000				£280,000	
TOTALS - TRANSPORT				£103,251,500			£4,092,250	£99,159,250	

EDUCATION									
SAA4		Mamhilad Strategic Action Area - 420 place school	New school - 420 place primary and 26 place nursery	£8,000,000m	S106 Funded	TCBC / Developers	£8,000,000	£0	2018-2021
-		Croesyceiliog School 11-16 Reconstruction	21 st Century Schools	30,000,000m	Council Capital Budget Welsh Government (50% funded)	TCBC	£15,000,000	£15,000,000	2014-2019
		Band A - Post 16 New Centre - Reconstruction	21 st Century School	£20,000,000m	Council Capital Budget - £2m allocated European / Private Sector - 4.3m Welsh Government - 50% match fund		£10,000,000	£10,000,000	2019-2020
-		Garnteg/Victoria Primary - Remodel/ Refurbish/ Extend Garnteg School - Increase from 249-420 school	21 st Century Schools	4,800,000m	Council Capital Budget Welsh Government (50% funded)	TCBC	£4,800,000	£0	2018
-		Penygarn/Pontnewynydd Primary Remodel	21 st Century Schools	£4,000,000	Council Capital Budget Welsh Government	TCBC	£2,000,000	£2,000,000	2014-2019
-		Cwmffrwdoer Primary School Remodelling to 315 place school	21 st Century Schools	£5,200,000	Council Capital Budget Welsh Government (50% funded)	TCBC	£5,200,000	£0	2018
-		Band B - Maendy Primary School - Reconstruction 234-420	21 st Century Schools	£10,500,000	Council Capital Budget Welsh Government	TCBC	£5,250,000	£5,250,000	2020-2022
-		Band B - Our Ladys/St Davids RC Primary New School	21 st Century Schools	£7,700,000	Council Capital Budget	TCBC	£3,850,000	£3,850,000	2020-2022

					Welsh Government				
		Band B - Ysgol Bryn Onnen - Remodelling	21 st Century Schools	£3,500,000	Council Capital Budget Welsh Government	TCBC	£1,750,000	£1,750,000	2020-2022
		Band B - Ysgol Gymraeg Cwmbran - Remodelling 330 place	21 st Century Schools	£3,400,000	Council Capital Budget Welsh Government	TCBC	£1,700,000	£1,700,000	2020-2022
		Band B - St Albans RC Secondary School 11-16	21 st Century School	£40,000,000	Council Capital Budget Welsh Government (50% match funded)	TCBC	£20,000,000	£20,000,000	2020-2022
TOTALS - EDUCATION				£137,100,000			£77,550,000	£59,550,000	
RECREATION - CHILDRENS PLAY, ADULT RECREATION ALLOTMENTS									
SAA2		Canalside SAA2	On site LAP/LEAP	£116,270	S106	Development - S106	£116,270	£0	
SAA3		Llantarnam	2 LAP/LEAP 2 LAPs	£280,332		Development - S106	£280,332	£0	
SAA6		Mamhilad SAA6 (Based on 1700 units)	Children's play - £508x1700 Estimated - On site Play Areas - LEAP/NEAP and 4 LAP's	£863,600	S106	Development - S106	£863,600	£0	
SAA6		Mamhilad SAA6	Adult Rec - £1136x1700 Estimated - 2 On site Football Pitch	£1,931,200	S106	Development - S106	£1,931,200	£0	
		Mamhilad	Allotments	£90,100			£90,100	£0	
SAA7		Llanfrechfa Grange SAA7	Estimated - 2 LAP/LEAP's and 2 LAP's	£280,332	S106	Development - S106	£280,332	£0	
SAA7		Llanfrechfa Grange SAA7	Football pitch	£369,500	S106	Development - S106	£369,500	£0	
H1/1		County Hall, and Police HQ, Llanyrafon	LAP/LEAP and one LEAP	£199,943	S106	Development - S106	£199,943	£0	
H1/2		Former Police College Phase 2 and 3	1 LAP/LEAP	£116,270	S106	Development - S106	£116,270	£0	

H2/2		Animal Pound and Adj Land, Wainfelin	1 LAP/LEAP	£116,270	S106		£116,270	£0	
H2/3		Pontypool College, Cwmynyscoy	1 LAP/LEAP	£116,270			£116,270	£0	
H3/4		Hillside School	1 LAP	£23,896			£23,896	£0	
CF6		Eastern Fields, Cwmynyscoy	Replacement Playing Field - Plus Land	£753,600	S106 Council Capital Budget Football Club funding	TCBC	£0	£753,600	
		Additional Children's Play Provision	2009 study (91086 population x 0.8ha = 72ha - (Currently have 3.12ha) so 68.9ha shortfall. 68.9x10,000/18.3x508	£19,126,338			£0	£19,126,338	
		Additional Recreation provision to address shortfall across area - 36ha.	2015 Study - 36ha deficiency - New study required however significant shortfall	£13,302,000			£0	£13,302,000	
		Allotments	312 Allotments to 2021 (2009 Study) Blaenavon - 28 North Pontypool - 89 South Pontypool - 75 Cwmbran - 96 Ponthir - 26	£702,000	S106 - Mamhilad (40) and South Sebastopol (25) £146,250		£146,250	£555,750	
TOTALS - RECREATION				£38,271,651			£4,533,963	£33,737,688	
HEALTH									
SAA7		Specialist Critical Care Centre - Llanfrechfa Grange	New SCCC hospital to serve Greater Gwent	£241m	WG Funded £36m provisionally allocated in the 2016/17 capital programme	TCBC		£0	
		Primary Care Resource Centre, Blaenavon		4.5m	Funded and constructed			£4.5m	
TOTALS - HEALTH				£245,500,000				£0m	

GREEN INFRASTRUCTURE									
		Investment in Torfaen's formal and informal parks		£500,000				£500,000	
		Enhancements to Important Urban Open Spaces		£1,500,000				£1,500,000	
		Enhancements to Wildlife Reserves, SINC's, LNR's ecological corridors and stepping stone connectivity		£750,000				£750,000	
		Establishment of new Community Woodlands		£50,000				£50,000	
BG1		Review and Management of Sites of Importance for Nature Conservation	Borough Wide	£20,000	Council Capital Budget?	TCBC Gwent Wildlife Trust		£20,000	
		Sustainable Drainage Project		£350,000				£350,000	
TOTALS - GREEN INFRASTRUCTURE				£3,170,000				£3,170,000	
WASTE									
W1		Extension to Open Air Civic Amenity Site - New Inn		DELIVERED				£0	
		New Bulking and Baling Facility - Ty Coch		£3,000,000	WG Council Capital Committed Funding and will be implemented before CIL			£0	
TOTALS - WASTE				£3,000,000				£3,000,000	
RENEWABLE ENERGY									
		Community Energy projects	Community Energy Projects	£1,604,510est				£1,604,510est	

			Hydro Scheme Feasibility Study						
TOTALS - RENEWABLE ENERGY				£1,604,510				£1,604,510	
COMMUNITY FACILITIES									
		Off-site Community Centres Upgrades / Enhancements		£1,500,000				£1,500,000	
		Neighbourhood Centre - Llantarnam		TBC	S106		£0	£0	
		Neighbourhood Centre - Mamhilad SAA4		TBC	S106		£0	£0	
		Community Hall - Mamhilad		£2,400,000			£2,400,000	£2,400,000	
TOTALS - COMMUNITY FACILITIES				£3,900,000			£2,400,000	£1,500,000	

Overview of Infrastructure Costs

Summary	Cost (£)	Available (£)	Potential Funding Gap (£)
Transport	£103,251,500	£4,092,250	£99,159,250
Education	£137,100,000	£77,550,000	£59,550,000
Children's Play and Recreation	£38,271,651	£4,533,963	£33,737,688
Health	£245,500,000	£245,500,000	£0
Strategic Green Infrastructure Projects	£3,170,000	£0	£3,170,000
Waste	£3,000,000	£3,000,000	£0
Renewable Energy/Community Energy	£1,604,510	£0	£1,604,510
Off Site Community Facilities	£3,900,000	£2,400,000	£1,500,000
Totals	£535,797,661	£337,076,213	£198,721,448

Total Cost of Outstanding Infrastructure	Potential Available Funding	Potential Funding Gap	Potential CIL Receipt
£536m	£337m	£199m	£8.85m

Funding gap of 37%. CIL could contribute approx. 4.4%

Appendix B: S106 Agreements since 6th April 2010

S106 Agreements or Deeds of Variation signed since 6th April 2010 involving new infrastructure															
Application No.	Description	Location	Date	Afford. Housing	POS	CPA	Adult Rec	Highways	Traffic Management	Biodiversity	Education	Historical	Waste	Canal	Allotments
09/P/00051(W)	3 dwellings, etc	Avesta Ph2, Griffithstown	21/01/2011	N/A	On-site	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
09/P/00169(W)	Store extension, petrol stn, car park, etc	Sainsbury's, Cwmbran	02/02/2011	N/A	N/A	N/A	N/A	£20,000	£5,000	N/A	N/A	N/A	N/A	N/A	N/A
08/P/00343(E)	?	Orchard Close/Farm Trevethin, Pontypool	04/04/2011	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	£16,000	N/A	N/A	N/A
?	?	Edwards Street, Pontypool	13/04/2011	N/A	N/A	On-site	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
08/P/00503(W)	3 industrial buildings totalling 10 units	Rear Lakeside House, Llantarnam	20/04/2011	N/A	N/A	N/A	N/A	N/A	N/A	£4,000	N/A	N/A	N/A	N/A	N/A
11/P/00037	1 dwelling, etc	Rear 1 Woodleigh Houses, Blaenavon	12/08/2011	N/A	N/A	N/A	N/A	S278	N/A	N/A	N/A	N/A	N/A	N/A	N/A
03/P/09048(W)	5 dwellings, etc	Carreg Fawr, Abyschan	22/08/2011	N/A	N/A	N/A	N/A	S278	N/A	N/A	N/A	N/A	N/A	N/A	N/A
08/P/00640(E)	3 dwellings, etc	Land adj New Rd Farm, Blaenavon	26/08/2011	N/A	N/A	N/A	N/A	S278	N/A	N/A	N/A	N/A	N/A	N/A	N/A
08/P/00510(E)	20 residential appartments, etc	Former Dancers Club, Pontypool	12/01/2012	£75,000	N/A	N/A	N/A	£25,000	N/A	N/A	N/A	N/A	N/A	N/A	N/A
09/P/00125(E)	link extension & barn conversion	New Rd Farm, Blaenavon	31/01/2012	N/A	N/A	N/A	N/A	S278	N/A	N/A	N/A	N/A	N/A	N/A	N/A
10/P/00271(W)	1 dwelling, etc	Claverton House, Caerleon Rd, Ponthir	09/02/2012	N/A	N/A	N/A	N/A	S278	N/A	N/A	N/A	N/A	N/A	N/A	N/A
11/P/00438	11 dwellings, etc	Orchard Close, Trevethin	05/03/2012	On-site	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
09/P/00524(W)	8 dwellings, etc	Station Rd, Griffithstown	24/04/2012	N/A	N/A	N/A	N/A	£5,000	N/A	N/A	N/A	N/A	N/A	N/A	N/A
11/P/00533	70 dwellings & 40 bed extra care, etc	Former Brookfield School, Cwmbran	30/04/2012	On-site	see AR	see AR	£268,421	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
05/P/11740(W)	9 industrial units & 1 office block	Woodside Way, Springvale IE, Cwmbran	11/06/2012	N/A	N/A	N/A	N/A	N/A	N/A	£10,000	N/A	N/A	N/A	N/A	N/A
10/P/00608	67 dwellings, etc	Newport Rd, New Inn (Redrow)	25/07/2012	On-site	On-site	On-site	N/A	N/A	N/A	N/A	£58,900	N/A	N/A	N/A	N/A
12/P/00014	74 dwellings, etc	Former Hollybush School, Cwmbran	29/08/2012	On-site	?	?	?	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
11/P/00101	Morrisons mixed use scheme	Arvin Meritor, Grange Rd, Cwmbran	21/09/2012	N/A	£100,000	N/A	N/A	?	?	N/A	N/A	N/A	N/A	N/A	N/A
12/P/00252	10 dwellings, etc	Land at The Walk, New Inn	04/03/2013	On-site	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
11/P/00461	residential, etc	Former Commodore Hotel, Llanyrafon	24/04/2013	On-site	On-site	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
12/P/00220	1 dwelling	1 Wentsland Rd, Tranch	17/05/2013	N/A	N/A	N/A	N/A	S278	N/A	N/A	N/A	N/A	N/A	N/A	N/A
10/P/00440(E)	3 dwellings	Maes y Glyn Farm, Coed Rd, Blaenavon	04/09/2013	£46,950	N/A	N/A	N/A	S278	N/A	N/A	N/A	N/A	N/A	N/A	N/A
11/P/00562	2 dwellings	Woodside House, Maendy Way, Cwmbran	11/11/2013	£?	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
12/P/00619	48 dwellings, etc	Former Cold Stores, Llantarnam	12/12/2013	On-site	On-site	N/A	N/A	N/A	£45,000	£10,000	N/A	N/A	N/A	N/A	N/A
13/P/00014	residential, etc	Former Trevethin Comprehensive School	20/12/2013	On-site	On-site	see AR	£220,000	?	£25,000	£25,000	N/A	£20,000	N/A	N/A	N/A
11/P/00464	32 dwellings, etc	Old Bakery site, Talywain	13/02/2014	N/A	N/A	£18,000	N/A	£10,000	N/A	N/A	N/A	N/A	N/A	N/A	N/A
13/P/00399	22 dwellings, etc	Former Crownbridge School, Sebastopol	20/02/2014	On-site	?	£11,176	£24,992	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
13/P/00425	54 dwellings, etc	Former Hillside School, Blaenavon	25/04/2014	On-site	On-site	£76,076	see CPA	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
11/P/00649	2 bungalows	Old Furnace, Crumlin Rd, Pontypool	14/07/2014	N/A	N/A	N/A	N/A	S278	N/A	N/A	N/A	N/A	N/A	N/A	N/A
13/P/00453	18 dwellings	Henllys Village Road, Henllys, Cwmbran	21/07/2014	On-site	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
11/P/00188	5 dwellings	Pentwyn Rd, Pentwyn	08/10/2014	£?	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
14/P/00133	B&M Bargains retail use	(former Homebase) Tudor Rd, Cwmbran	14/10/2014	N/A	N/A	N/A	N/A	S278	£5,000	N/A	N/A	N/A	N/A	N/A	N/A
14/P/00173	2 dwellings	Fmr St Johns Church, Stanley Rd, Garnd.	26/11/2014	£?	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
13/P/00310	industrial use	Former Uskvale Bowsls, Usk Rd, Mamhilad	03/12/2014	N/A	N/A	N/A	£12,000	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
14/P/00046	16 flats	Former Somerton House Hotel, Llantarnam	15/12/2014	On-site	N/A	£?	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
10/P/00571(E)	10 dwellings	Land off King Street, Blaenavon	15/12/2014	On-site	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
13/P/00260	8 flat conversions	The Play Station, Ty Rosser Gwyn, Garnd.	12/01/2015	On-site	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
14/P/00091	31 dwellings	Foundry Cottages, Griffithstown	26/02/2015	On-site	N/A	On-site	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
14/P/00362	1,200 dwellings, etc	South Sebastopol SAA	05/03/2015	On-site	On-site	On-site	On-site	S278	£175,000	On-site	£2,554,000	On-site	On-site	On-site	On-site
13/P/00299	7 flats	54 King Street, Blaenavon	17/03/2015	£27,974.39	On-site	£3,556	£7,952	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
14/P/00503	fencing & gates	Stagecoach Depot, Cwmbran	25/06/2015	N/A	£6,000	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
12/P/00288	Llantarnam SAA (ind, resid, pos, etc)	Llantarnam, Cwmbran	26/06/2015	On-site	On-site	On-site	N/A	£1,695,000	N/A	N/A	?	N/A	N/A	N/A	N/A
15/P/00218	access arrangements	Brookside Lodge, Cwmbran	02/12/2015	N/A	N/A	N/A	N/A	?	N/A	N/A	N/A	N/A	N/A	N/A	N/A
15/P/00153	219 dwellings & pos, etc.	Former Police Training College, Cwmbran	10/12/2015	On-site	On-site	On-site	£74,976	N/A	£77,000	£84,000	N/A	N/A	N/A	N/A	N/A
15/P/00756	local shop	One Stop Stores, Station Rd, Griffithstown	27/05/2016	N/A	N/A	N/A	N/A	N/A	£5,000	N/A	N/A	N/A	N/A	N/A	N/A
15/P/00726	104 car parking spaces & access road	The Pavilions, Llantarnam, Cwmbran	08/06/2016	N/A	N/A	N/A	N/A	?	N/A	N/A	N/A	N/A	N/A	N/A	N/A
15/P/00535	39 dwellings, children's play area & pos	Former Pontymoile Primary School	14/06/2016	On-site	On-site +	£7,112	£82,888	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
15/P/00434	solar farm	Cwrt Henllys Farm, Cwmbran	15/06/2016	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	£148,678	N/A	N/A	N/A

Note: The Excel file for this table, which contains the detailed comments can be supplied by the Council upon request