

# **Appendix C - Infrastructure Development Plan (IDP)**

## **INTRODUCTION**

Investment in the city's infrastructure is needed to cope with the proposed scale of growth identified in the Local Development Plan (LDP). This infrastructure can be delivered through public sector investment (including the Community Infrastructure Levy (CIL), private sector development and statutory undertakers. An Infrastructure List will identify the infrastructure to be funded (or part-funded) through the Community Infrastructure Levy (CIL) and those infrastructure items that will be funded by S106 planning obligations.

The IDP informs the identification and determination of investment priorities of the Council and its partners and the expenditure of Community Infrastructure Levy (CIL) receipts. The IDP will evolve over time to reflect changing circumstances. Updates will be made on an on-going basis, as and when necessary; in this respect, the IDP is a 'living' document. The most up-to-date version of the IDP will be published on the Planning pages of the City Council's website (see <http://www.newport.gov.uk>). The IDP will also be subject to a more comprehensive annual review.

NB: 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. Additionally, CIL cannot be used to remedy existing deficiencies, unless those deficiencies would be made more severe by new development.

### **What is Infrastructure?**

The Planning Act 2008 provides a wide (non-exhaustive) definition of the infrastructure that can be funded by the Levy. For example:

- Roads and other transport facilities;
- Flood defences;
- Schools and other education facilities;

- Medical facilities;
- Sporting and recreational facilities;
- Open space;
- Other health and social care facilities.

This non-exhaustive list gives local communities flexibility to choose what infrastructure they need to deliver their LDP

NB: Affordable housing will continue to be provided through s106 planning obligations.

### **What is the purpose of this document?**

There are two principal parts to this document:

- Firstly, a Strategic Overview exploring the infrastructure needs arising from the growth proposed in the LDP. This provides the framework from which detailed infrastructure projects can be identified;
- Secondly, a detailed list of Infrastructure Projects, identifying need, cost, funding sources, funding gaps, responsibility for delivery and phasing of development.

## **STRATEGIC OVERVIEW**

### **1. Local Development Plan (LDP)**

The IDP needs to be understood in the context of the LDP Spatial Strategy. Key elements are:

- to maximise the use of brownfield sites in the interests of sustainability, regeneration, community cohesion, and urban form;

- provide 10,350 new homes, including: 3,572 dwellings in the Eastern Expansion Area of the City; 1000 dwellings in the North West of the City, 975 dwellings in the South West of the city centre; and, various other sites including developments along the riverfront in the centre of City;
- to regenerate the retail core of the City Centre;
- to protect the landscape, including maintaining the statutory Green Belt on the Cardiff boundary;
- to conserve protected sites and species, and encourage biodiversity;
- to foster growth of the City in line with its role in the region, its locational advantages and its distinct sense of place;
- to build upon the success of Newport's national and international class sporting facilities.

## 2. Investment

Investment in the city's infrastructure is clearly needed to cope with the proposed scale of growth in the LDP. Although the IDP does not dictate the timing of when individual infrastructure projects should be delivered, it does prioritise the relative importance of the infrastructure:

- **First Priority**

This means that the delivery of the infrastructure is critical for one or more of the following reasons:

- The consequences of *not* providing the infrastructure in a short time frame are economically and/or socially unacceptable;
- The medium to long term costs of *not* providing the infrastructure outweigh the short term costs of providing it;
- The infrastructure in question provides for or unlocks significant development and growth that might not otherwise happen
- Growth is unlikely to happen in the timeframe envisaged unless the infrastructure in question is put in place 'up front';

- The early implementation of the infrastructure will create an environment or conditions in which the private sector can act to deliver projects which are fundamental to bringing about rapid change in the balance of the economy from the public to the private sector, or other significant beneficial economic change.

- **Second Priority**

Where infrastructure is necessary to satisfy the needs arising from development but is not needed 'up front' to unlock development and growth. In other words, the infrastructure can be implemented as development takes place, or over time as resources become available.

- **Third Priority**

Whilst the infrastructure would be desirable in helping the city to accommodate growth, the majority of the growth can take place without its implementation. Third priority schemes enhance the quality of life of people in the City. Population increase is a direct result of growth.

### **3. Neighbourhood Plans**

The Council is required to provide 15% of the CIL receipts to neighbourhoods (within which development has taken place). This is expected to be managed by community councils or other similar elected bodies. Where community councils or elected bodies do not exist or have the capacity to manage the receipts, the Council will retain and spend the CIL receipts. However, the Council are still required to engage with these bodies to agree how best to spend the funding.

#### 4. Overview of CIL eligible Infrastructure

The following section provides an overview of what infrastructure falls within the remit of CIL and that which will continue to be addressed through S106 Planning Obligations.

##### A. Transport

Newport occupies a strategic location on national road, rail and sea routes. The IDP can capitalise upon this, in order to benefit the economic and social well-being of the city and its sub-region.

The Newport City Wide Transport Strategy seeks to secure more integration in transport provision, providing people and businesses with more transport choices and enabling greater use of more sustainable transport modes

Newport also serves as an economic engine for the Gwent area, providing employment for many people living beyond the Newport boundary. In this context, the provision of rail services from the Ebbw Valley line into Newport is a priority; currently services only run into Cardiff. Provision of services into Newport would do much to remedy the situation. Newport has many railway routes running through it, but currently only three stations, (Newport central, Pye Corner and Rogerstone). Improved public transport, especially for commuter journeys, is seen as important for future prosperity.

- **Strategic Highway Improvements**

The Council currently maintains and improves the local highway network. A set of local highway improvement schemes have been identified to support the development proposals contained in the LDP, especially linkages running south of the City that can ease congestion at junctions 24 and junction 28 on the M4. These schemes are designed to improve capacity on critical parts of the strategic highway network. **It is anticipated that, in the future, such schemes will be eligible for CIL receipts.**

**S.106 obligations will continue to be used, where local transport infrastructure provision is necessary, to remove site-specific obstacles to planned development.**

- **Walking & Cycling**

The Local Transport Plan will be the main mechanism for obtaining funding from the Welsh Government (WG). The development of strategic routes will be a key factor in promoting walking and cycling, as alternative modes for shorter trips e.g. National Cycle Route 47 (Cwmcarn to Newport); National Cycle Route 4 (Caerphilly to Newport and Chepstow); National Cycle Route 88 (Caerleon to Newport and Cardiff).

Alongside the development of the LTP, Sustrans are also working in partnership with the Council to develop a network of walking and cycling routes. **It is anticipated that these routes will require CIL funding for delivery.**

- **Public Transport**

Newport has a relatively compact urban form. Additionally, it has radial routes running into the city centre that enables bus transportation. Consequently, in order to encourage greater use of public transport, the Council intends to seek additional park and ride facilities. Schemes identified in the LDP will continue to be funded through monies obtained from the WG and European Union funding. **As such, it is not expected that such provision will be funded through the CIL.**

- **Rail Network**

The LDP recognises the increasing importance of the railway network, in terms of delivering sustainable forms of development, carbon reduction, economic development and regional cohesion.

The re-opening of the Western Valley line between Ebbw Vale and Newport and the electrification of the London-South Wales mainline are seen as an important strategic links for commuters to the City. Along with this improvement has been the provision of a new station at Pye Corner (Bassaleg). Stations at Llanwern, Coedkernew and Caerleon are also proposed and will provide sustainable and integrated transport to serve areas of new development, as well as assisting effective bus services to new development

Stations at Llanwern and Coedkernew are located within major employment areas and are served by strategic highways (Queensway and the Duffryn Link). The stations, therefore, provide the opportunity for sustainable access to the employment areas, and for park and ride developments to serve the City and elsewhere.

Rail schemes identified in the LDP will continue to be funded through monies obtained from the WG and European Union funding. **It is not expected that such provision will be completely funded through the CIL. However, given the strategic nature of these facilities, it may be appropriate to consider the use of CIL as a component of the funding mechanisms, to enhance delivery of strategic public transport infrastructure.**

## **B. Utilities**

Utilities include energy, water, sewerage and telecommunications. Utilities costs from the CIL have been assumed to be zero, as utility companies have a duty to fund and provide strategic infrastructure to serve allocated sites. Local connections will be funded and provided by developers on a site-by-site basis.

- **Energy**

National Grid, as the holder of a licence to transmit electricity under the Electricity Act 1989, has a statutory duty to develop and maintain an efficient, co-ordinated and economical transmission system of electricity. However, National Grid does not distribute electricity to individual premises. Separate regional companies own and operate electricity distribution networks. It is the role of these local companies to distribute electricity.

National Grid also has a duty to develop and maintain an efficient, co-ordinated and economical transmission system for the conveyance of gas. It has to respond to requests for new gas supplies, in addition to new gas transmission infrastructure developments, which are periodically required to meet increases in demand and changes in patterns of supply. However, network developments to provide supplies to the local gas distribution network are often as a result of overall demand growth in a region, rather than site-specific developments.

The Energy White Paper (July 2011) makes it clear that the UK energy system will undergo significant change over the next 20 years. To meet the goals of the White Paper, it will be necessary to revise and update much of the UK's energy infrastructure during this period. There will be a requirement for:

- An expansion of national infrastructure (e.g. overhead power lines, underground cables, extending substations, new gas pipelines and associated installations);
- New forms of infrastructure (e.g. smaller scale distributed generation, gas storage sites).

The National Grid will continue to work closely with the Council in respect of the LDP and other policy initiatives in order to ensure that any future works are acceptable to the Council. **However, the funding for any improvements to the National Grid will not be dependent on funding raised through the CIL.**

- **Mobile Operators Association**

The Mobile Operators Association does not foresee any problems, in terms of infrastructure provision, given that telecommunications development for mobile phone base stations tends to be re-active, as opposed to pro-active. Due to the nature of 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, possibly as a result of new large scale residential, commercial or industrial development.

Utility companies have a duty to fund and provide strategic infrastructure to serve allocated sites. Local connections are funded by developers. **As such, the funding for any improvements to infrastructure will not be dependent on funding raised through the CIL.**

- **Superfast Broadband**

Businesses, and the economy as a whole, will benefit from the availability of competitive and flexible digital infrastructure. The WG are seeking to ensure that all residential premises and businesses in Wales will have access to high speed broadband by

2015, with the ambition that at least half have access to ultra-fast broadband services. The total value of the Next Generation Broadband investment is anticipated to be up to £400m, combining funding of around £57m from UK Government and £70m from European sources with Welsh Government funding, in order to leverage significant investment from the private sector. This investment will stimulate a thriving and competitive digital economy. It will support growth through wide-scale application, innovation, commercialisation and exploitation of digital technologies by Welsh businesses, and particularly the ICT and Creative Industries sectors.

The 'roll-out' of the project is likely to take place over a number of years and it is important that the Council continues to lobby the WG to ensure that the Authority is at the forefront of the project, and thus is one of the authorities that benefits from this project, as early as possible. It is worth noting that, increased dependence on technology means businesses will migrate to places where the technology is readily available. The provision of funding for businesses to access the relevant infrastructure to maximize the opportunities, afforded by superfast broadband, will ensure that Newport will have a competitive edge when business leaders are considering locations for investment decisions. **Whilst not currently identified for future funding, consideration should be given to the use of CIL (in terms of the delivery of measures identified) to enhance access to superfast broadband.**

- **Water resources**

Dwr Cymru Welsh Water (DCWW) is the statutory undertaker providing water supply and sewerage infrastructure for the Authority i.e. they operate, maintain and upgrade the network. 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

DCWW strategies (i.e. Asset Management Plans) are reviewed every 5 years. They plan ahead for all future infrastructure improvements, as far as possible, given the inherent unpredictability of supplying a natural resource. Whilst Nash has limited capacity, west of Newport has spare capacity.

DCWW are committed to providing the infrastructure necessary to service the requirements of allocations made in the Local Development Plan. Where any concerns have been raised by DCWW, these are highlighted within the LDP. Should any sites be

developed, in advance of any regulatory improvements, developers will be required to fund the essential improvements directly or through s.106 planning obligations. **Such provision will not be funded through the CIL.**

- **Drainage**

The Flood & Water Management Act 2010 requires the use of Sustainable Drainage Systems (SUDS) for surface water drainage in all new housing and business development. In future, the design of surface water drainage will need to be consented by a new Sustainable Drainage Approval Body, prior to development commencing. However, provision has been made in the Act for details of these schemes to be submitted, via the local planning authority, as part of the planning application process. **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 consequence of a new development schemes, these should continue to be funded by s.106 Obligations. **Work to the strategic drainage network will not be funded by CIL**

### **C. Flood Defence**

A significant amount of urban development in the Authority has taken place alongside rivers, within the river corridor, and often on the Flood Risk Zone. It is inevitable that some existing development will be vulnerable to flooding.

Where sites are located in the Flood Risk Zone, suitable mitigation and resilience measures have been agreed with Natural Resources Wales. Any such measures will be undertaken as an integral part of individual development schemes and any off-site works will be provided directly via in-kind contributions, or through s106 obligations. **As such, work to flood defences will not be funded by CIL**

### **D. Waste Management**

Newport has strict EU waste related targets to meet. Newport is aiming to meet these targets through a combination of approaches that adhere to the proximity principle (i.e. dealing with waste as close to where it was generated as possible), and,

to the waste hierarchy of: reduce; re-use; recovery; and, disposal. At present, Newport's municipal waste is dealt with through the following methods:

- recycling initiatives and collections carried out in partnership with Wastesavers (a community 'not-for-profit' recycling group);
- Food collections in partnership with Rhondda Cynon Taff and Merthyr Tydfil Councils to procure an anaerobic digestion facility;
- green/card waste collections through a tender agreement with a private company. The Council's Docks Way Waste Disposal Site also accepts green/card waste; and
- Landfill of residual waste at Docksway Waste Disposal site, which also accommodates a number of waste management facilities in addition to its landfill element. Facilities include household waste recycling centre, open window composting facility, landfill gas engines and a waste transfer station. The landfill element of the site currently has 16 years capacity remaining.

It is possible that improvements to this infrastructure will be required if the Authority experiences a large increase in household numbers. **No specific schemes have been identified at this stage, but if an expansion were required as a result of growth, CIL funds could be used to provide this facility.**

- **Project Gwyrdd (PG)**

To continue to reduce the amount of waste being sent to landfill and meet the EU and Welsh Government waste targets, Newport City Council is working in a partnership of five local authorities in S E Wales – Newport, Cardiff, Monmouthshire, Caerphilly and The Vale of Glamorgan, known as Prosiect Gwyrdd (Project Green). Following a period of detailed tender evaluation, the Viridor proposal at Trident Park, Cardiff has been chosen as the preferred facility to provide a waste management solution for the Member Authorities. The Cardiff facility will dispose of the residual municipal waste of the five Councils, which cannot be recycled or composted. The facility is expected to be functioning by 2015/16. **Funding for the new facility is to be provided by the five local authorities within the consortium with the aid of Welsh Government grant assistance and will not be reliant on CIL funding.**

## E. Education

The Schools Improvement Programme will involve some rationalisation of site usage, releasing surplus parts of the sites for development to help fund the rebuilding. Other surplus educational land may also be released to assist school building or remodelling.

Planning permission has been given for the redevelopment of the former Llanwern Steelworks as a new community, to be known as Glan Llyn. The masterplan includes two new primary schools to serve the approximate 4,000 households to be accommodated there. In a similar way, the planning consent for the development of 1,100 dwellings in the Llanwern Village area includes a new primary school.

Other major developments will also need to address the issue of school provision. Usually this will mean on-site provision, either because of insufficient spare capacity in existing local schools, and/or because those schools are too far away. The Whiteheads/Monmouthshire Bank regeneration site is one such example, where a new school will be required for any significant housing development.

The number of Welsh medium primary schools in Newport has recently increased from one to two, reflecting a growing preference for Welsh medium education. As this trend is likely to continue, a comprehensive school in Duffryn has also been identified.

The Council currently levies an Education Obligation, on all new housing developments (of 5 units and above) that generate a requirement for school places that cannot be met by existing schools. In administering this process, the Council recognises that individual developer contributions may be insufficient to fund additional school accommodation and, therefore, such contributions are 'pooled' until such time as the provision of additional accommodation is affordable. The need for 'pooling' of more than 5 planning obligations, to make provision for a specific piece of infrastructure, is likely to be required. **Consequently, the use of CIL to make such provision is recommended, alongside partnership funding from WG 21st Century Schools Programme**

**Where a site is of a sufficient size to generate the need for an on-site new school, direct provision by the developer will be sought through a Section 106 agreement**

#### **F. Community Health**

Health Care in the Authority is provided by the Aneurin Bevan Health Board, which was launched on 1st October 2009 through the merger of the Blaenau, Caerphilly, Monmouthshire, Newport and Torfaen Local Health Boards and the Gwent Healthcare NHS Trust. The Health Board is responsible for providing a network of health facilities across the Authority, to meet the future requirements of residents. **It is not expected that such provision will be funded through the CIL.**

#### **G. Community Facilities**

- **Youth and Community Centres**

Community halls and centres, including those for youth use, are important facilities in towns and villages. To date, these facilities have been provided through the Council's capital budget. **However, an opportunity now exists to consider whether or not revenue, achieved through CIL, should be used to contribute toward the provision of these facilities in the future.**

- **Cemeteries**

Whilst it is not under a statutory requirement to do so, the Council chooses to provide municipal cemeteries. At present, there are three cemeteries owned and managed by the Council within the local authority area i.e. St Woolos, Christchurch and Caerleon. Future burial requirements are likely to be satisfied by an extension to the Christchurch cemetery.

Green burial is an environmentally friendly alternative to traditional styles of burial and is catered for in St Woolos, with plans to provide the service also at Christchurch cemetery. Green burials are becoming more popular and it is anticipated that demand for this type of burial will increase.

Capital funding will be required over the plan period for the purchase and/or infrastructure development. **However, an opportunity now exists to consider whether or not revenue, achieved through CIL, should be used to contribute toward the provision of these facilities in the future.**

## **H. Recreation & Sport**

The Council is not under a statutory requirement to provide sports and leisure facilities. **However, given the strategic nature of such provision and the need to ‘pool’ any contributions, the Council should consider using CIL contributions to facilitate new provision, as well as improve existing facilities, to meet additional demand generated by new development.**

## **I. Emergency Services**

There are no land use allocations for new police, fire or ambulance facilities, during the Plan period.

## **J. Green Infrastructure**

Green infrastructure is the term used to identify the networks of accessible green spaces and semi-natural habitats located within and connecting towns and villages.

In urban areas, green infrastructure and open space assets include public parks, woodland, civic spaces, allotments, informal open spaces, churchyards and cemeteries. Outside urban areas green infrastructure and open space broadly comprises natural and semi-natural green spaces, such as woodlands, wetlands and grasslands. River and canal corridors, footpaths, bridleways and cycle ways provide links, which thread through our towns and villages and connect into the countryside beyond. Formal leisure facilities, such as recreation grounds, playing fields and children’s play spaces, are also important components of our green infrastructure. **Given the strategic nature of such provision, the Council should consider using CIL toward such provision.**

The need to provide a contribution toward formal facilities off-site does not, however, negate the need for adequate open space to be provided on-site as an integral part of any new development scheme. **This element of direct provision should continue to be provided by the developer, as an integral part of the requirement to provide good quality development schemes.**

## **RECOMMENDATIONS**

The preceding sections have provided an assessment of the scale and type of infrastructure that will be required to support development in the Local Development Plan. Consideration has also been given to the types of infrastructure likely to be funded by public and/or private sector budgets, CIL or S.106 planning obligations.

This Plan recommends that the infrastructure identified below, should be funded through CIL and included in the **Draft 123 List**, which will be published on the Council's website, alongside the proposed Draft Charging Schedule.

Infrastructure projects are likely to include:

- Transport infrastructure investment is important for facilitating growth and creating a high quality transport system;
- Expanded and new schools to cater for the increase in population;
- Investment in green infrastructure is necessary to mitigate the potential impacts of growth;
- Population growth will generate significant requirements for new sport and recreation facilities;

## **Conclusion**

The total estimated Infrastructure Funding Deficit (excluding CIL eligible projects funded by third parties) currently stands at £348,035,000 (please see Draft Infrastructure List below). This is a considerable sum and exceeds the value of the CIL revenue expected to be generated during the Plan period (i.e. £8,382,780). However, it is anticipated that this total deficit value will reduce as more detailed scheme information becomes available and potential funding sources are confirmed.

Developing the IDP is a 'step change' in the Council's approach to infrastructure investment. The engagement we have undertaken to date is just the start of an on-going annual review process. The Council will need to develop and refine the infrastructure list and should identify priorities for scheme delivery to ensure the needs of facilitating future growth are effectively balanced against future CIL revenue.

**Draft Infrastructure List**

No.	Infrastructure Description	Infrastructure Type	Total Cost Estimate	Available Funding Sources	Available Funding (£)	Funding Gap for CIL (£)	Review Process				
							Existing Evidence Base	Required to Facilitate Growth?	Delivery Responsibility	Timescales/Priorities for Delivery Identified?	Infrastructure Priority List
1	Caerleon to Newport to Cardiff Cycleway	Transport	£400,000	NCC, WG/NRW	£0	£400,000	Infrastructure Assessment (dated Nov 2015) - Newport Active Travel Network Assessment	In part	NCC	2013-2018	SECOND PRIORITY: Required but not needed 'up front' to unlock development
2	Usk Valley and Sirhowy Valley Walks	Transport	£50,000	NCC, WG/NRW	£0	£50,000	Infrastructure Assessment (dated Nov 2015) - Newport Active Travel Network Assessment	In part	NCC	2013-2018	SECOND PRIORITY: Required but not needed 'up front' to unlock development
3	Wales Coastal Path	Transport	£100,000	NCC, WG/NRW	£0	£100,000	Infrastructure Assessment (dated Nov 2015) - Newport Active Travel Network Assessment	In part	NCC	2013 - 2023	THIRD PRIORITY: Beneficial but growth can take place without its implementation.
4	Bridleway Creation	Transport	£40,000	NCC, WG/NRW	£0	£40,000	Infrastructure Assessment (dated Nov 2015) - Newport Active Travel Network Assessment	In part	NCC	2018 - 2023	THIRD PRIORITY: Beneficial but growth can take place without its implementation.
5	Cardiff - Newport Corridor Bus Priority	Transport	£500,000	NCC	£0	£500,000	Infrastructure Assessment (dated Nov 2015)	In part	NCC	2013-2018	SECOND PRIORITY: Required but not needed 'up front' to unlock development
6	Secondary access to M4 to serve major development	Transport	£1,000,000	Developer, WG	£0	£1,000,000	Infrastructure Assessment (dated Nov 2015)	Yes	Developer	In line with development	NO CIL FUNDING: Expected to be fully funded without CIL; Assumed to be developer and WG funded and delivered
7	Improvement to Roads adjacent to Pirelli development in Ilwenny	Transport	£1,000,000	Developer, WG	£0	£1,000,000	Infrastructure Assessment (dated Nov 2015)	Yes	Developer	In line with development	NO CIL FUNDING: Expected to be fully funded without CIL; Assumed to be developer and WG funded and delivered
8	Old Green Roundabout	Transport	£10,000,000	SEWTA	£0	£10,000,000	Infrastructure Assessment (dated Nov 2015)	Yes	NCC	2023 - 2028	THIRD PRIORITY: Economic benefits; Unlocks development and growth
9	Malpas Road Bus Priority Measure	Transport	£650,000	NCC, WG	£0	£650,000	Infrastructure Assessment (dated Nov 2015)	Yes	NCC	2013 - 2018	FIRST PRIORITY: Economic benefits; Unlocks development and growth
10	Caerleon Road Bus Priority Measures	Transport	£500,000	NCC, WG	£445,000	£55,000	Infrastructure Assessment (dated Nov 2015)	Yes	NCC	2013 - 2018	FIRST PRIORITY: Economic benefits; Unlocks development and growth
11	Chepstow Road Bus Priority Measures	Transport	£500,000	NCC, WG	£0	£500,000	Infrastructure Assessment (dated Nov 2015)	Yes	NCC	2013 - 2018	FIRST PRIORITY: Economic benefits; Unlocks development and growth
12	Corporation Road Bus Priority Measures	Transport	£500,000	NCC, WG	£0	£500,000	Infrastructure Assessment (dated Nov 2015)	Yes	NCC	2013 - 2018	FIRST PRIORITY: Economic benefits; Unlocks development and growth
13	Pedestrian and Cycle Routes Missing Links	Transport	£1,000,000	NCC, WG	£0	£1,000,000	Infrastructure Assessment (dated Nov 2015)	Yes	NCC	2013 - 2018	FIRST PRIORITY: Economic benefits; Unlocks development and growth
14	District Pedestrian Priority Measures	Transport	£1,000,000	NCC	£0	£1,000,000	Infrastructure Assessment (dated Nov 2015)	Yes	NCC	2013 - 2018	FIRST PRIORITY: Economic benefits; Unlocks development and growth
15	City Centre Cycle Hub	Transport	TBC	NCC	£0	TBC	Infrastructure Assessment (dated Nov 2015)	Yes	NCC	2013 - 2018	NO CIL FUNDING: Expected to be fully funded without CIL; Further details required: 1) Any available funding? 2) Is this scheme required to facilitate growth?
16	Llanwern Regeneration site Rail Halt and park & Ride	Transport	£5,000,000	NCC, WG	£0	£5,000,000	Infrastructure Assessment (dated Nov 2015)	Yes	NCC	2018 - 2023	SECOND PRIORITY: Economic benefits; Unlocks development and growth
18	Caerleon Rail Halt	Transport	£2,000,000	NCC & WG	£0	£2,000,000	Infrastructure Assessment (dated Nov 2015)	Yes	NCC	2018 - 2023	FIRST PRIORITY: Economic benefits; Unlocks development and growth
19	Coedkernew/Duffryn Link Road	Transport	£15,000,000	NCC	£0	£15,000,000	Infrastructure Assessment (dated Nov 2015)	Yes	NCC	2018 - 2023	SECOND PRIORITY: Economic benefits; Unlocks development and growth
22	Market Square Bus Terminal	Transport	£1,600,000	SEWTA	£1,600,000	£0	Infrastructure Assessment (dated Nov 2015)	Yes	NCC	2013 - 2018	NO CIL FUNDING: FUNDED BY SEWTA
23	Friar Walk Bus Station (Part of City Centre Redevelopment)	Transport	£2,300,000	SEWTA	£1,640,000	£660,000	Infrastructure Assessment (dated Nov 2015)	Yes	NCC/SEWTA	2013 - 2018	FIRST PRIORITY: Economic benefits; Unlocks development and growth
24	Flood Defence Improvements at Sluce Farm	Flood Defence	£2,500,000	NRW/EA/Developer Contributions	£0	£2,500,000	Infrastructure Assessment (dated Nov 2015)	In part	NRW (EA)	2013 - 2018	NO CIL FUNDING: Expected to be fully funded without CIL; NRW/EA/Developer Contributions
25	Strategic Flood Defences	Flood Defence	TBC	NRW/EA/Developer Contributions	£0	TBC	Infrastructure Assessment (dated Nov 2015)	In part	EA	TBC	NO CIL FUNDING: Expected to be fully funded without CIL; NRW/EA/Developer Contributions; No cost or date information provided.
26	Cemetery Provision - Extension to existing cemeteries	Community Facilities	£500,000	NCC, WG/NRW	£0	£500,000	Infrastructure Assessment (dated Nov 2015)	In part	NCC	2013 - 2028	SECOND PRIORITY: Required but not needed 'up front' to unlock development
27	Cemetery Provision - Green burial provision (at least 600 plots)	Community Facilities	£200,000	NCC, WG/NRW	£0	£200,000	Infrastructure Assessment (dated Nov 2015)	In part	NCC	2013 - 2028	SECOND PRIORITY: Required but not needed 'up front' to unlock development
28	Capacity Building - 7 Schools	Education	£7,000,000	WG/NCC	£7,000,000	£0	Infrastructure Assessment (dated Nov 2015) - 21st Century Schools Strategy, Children & Young People Plan 2011-2014, Education Service Strategy, Community Strategy, Education Service Plan 2013-14	Yes	NCC	2018 - 2023	NO CIL FUNDING: Expected to be fully funded without CIL
29	School Reorganisation Proposals - 4 Schools	Education	£5,000,000	WG/NCC	£5,000,000	£0	Infrastructure Assessment (dated Nov 2015) - 21st Century Schools Strategy, Children & Young People Plan 2011-2014, Education Service Strategy, Community Strategy, Education Service Plan 2013-14	In part	NCC	2018 - 2023	NO CIL FUNDING: Expected to be fully funded without CIL
30	School Reorganisation Proposals - 2 Schools	Education	TBC	WG/NCC	£0	TBC	Infrastructure Assessment (dated Nov 2015) - 21st Century Schools Strategy, Children & Young People Plan 2011-2014, Education Service Strategy, Community Strategy, Education Service Plan 2013-14	In part	NCC	2018 - 2023	SECOND PRIORITY: Required but not needed 'up front' to unlock development; No cost information provided.
31	Nursery Education Provision - 10 Schools	Education	£1,000,000	WG/NCC	£1,000,000	£0	Infrastructure Assessment (dated Nov 2015) - 21st Century Schools Strategy, Children & Young People Plan 2011-2014, Education Service Strategy, Community Strategy, Education Service Plan 2013-14	In part	NCC	2018 - 2023	NO CIL FUNDING: Expected to be fully funded without CIL
32	Additional Nursery/Childcare Provision	Education	£4,000,000	WG/NCC	£0	£4,000,000	Infrastructure Assessment (dated Nov 2015) - 21st Century Schools Strategy, Children & Young People Plan 2011-2014, Education Service Strategy, Community Strategy, Education Service Plan 2013-14, Childcare Sufficiency Assessment	In part	NCC	2018 - 2023	SECOND PRIORITY: Required but not needed 'up front' to unlock development; No cost information provided.
33	Welsh Medium Primary Provision	Education	£1,000,000	WG/NCC	£1,000,000	£0	Infrastructure Assessment (dated Nov 2015) - 21st Century Schools Strategy, Children & Young People Plan 2011-2014, Education Service Strategy, Community Strategy, Education Service Plan 2013-14	In part	NCC	2018 - 2023	NO CIL FUNDING: Expected to be fully funded without CIL
34	Autistic Spectrum Disorder Facilities	Education	£1,000,000	WG/NCC	£1,000,000	£0	Infrastructure Assessment (dated Nov 2015) - 21st Century Schools Strategy, Children & Young People Plan 2011-2014, Education Service Strategy, Community Strategy, Education Service Plan 2013-14	In part	NCC	2018 - 2023	NO CIL FUNDING: Expected to be fully funded without CIL
35	New Primary School (Gallaghers Legal Agreement)	Education	£4,900,000	Developer	£4,900,000	£0	Infrastructure Assessment (dated Nov 2015)	Yes	Developer	2013 - 2023	NO CIL FUNDING: Expected to be fully funded without CIL; Assumed to be developer funded and delivered
36	New Primary School (Walters Legal Agreement)	Education	In Kind	Developer	In Kind	£0	Infrastructure Assessment (dated Nov 2015)	Yes	Developer	2013 - 2023	NO CIL FUNDING: Expected to be fully funded without CIL; Assumed to be developer funded and delivered
37	2 New Primary Schools (St Modwen Legal Agreement)	Education	In Kind	Developer	In Kind	£0	Infrastructure Assessment (dated Nov 2015)	Yes	Developer	2018 - 2028	NO CIL FUNDING: Expected to be fully funded without CIL; Assumed to be developer funded and delivered
38	Home to School Transport following expansion of city population	Education	TBC	Developer	£0	£0	Infrastructure Assessment (dated Nov 2015)	In part	NCC	2013 - 2023	NO CIL FUNDING: Expected to be fully funded without CIL; Assumed to be developer funded and delivered
39	Secondary school redevelopment programme including Welsh medium secondary	Education	£220,000,000	NCC	£0	£220,000,000	Infrastructure Assessment (dated Nov 2015) - 21st Century Schools Strategy, Children & Young People Plan, Education Service Strategy, Community Strategy	In part	NCC	2013 - 2028	SECOND PRIORITY: Required but not needed 'up front' to unlock development
40	Primary school redevelopment programme	Education	£50,000,000	NCC	£0	£50,000,000	Infrastructure Assessment (dated Nov 2015) - 21st Century Schools Strategy, Children & Young People Plan, Education Service Strategy, Community Strategy	In part	NCC	2013 - 2028	SECOND PRIORITY: Required but not needed 'up front' to unlock development
41	Special School redevelopment programme	Education	£30,000,000	NCC	£0	£30,000,000	Infrastructure Assessment (dated Nov 2015) - 21st Century Schools Strategy, Children & Young People Plan, Education Service Strategy, Community Strategy	In part	NCC	2023 - 2028	THIRD PRIORITY: Required but not needed 'up front' to unlock development
42	Management of SINCS Sites	Green	£100,000	NCC, WG, NRW	£0	£100,000	Infrastructure Assessment (dated Nov 2015)	In part	NCC	2013 - 2028	THIRD PRIORITY: Beneficial but growth can take place without its implementation.
43	Newport Riverside Park	Green	£400,000	NCC, WG, SEWTA	£0	£400,000	Infrastructure Assessment (dated Nov 2015)	In part	NCC	2013 - 2023	THIRD PRIORITY: Beneficial but growth can take place without its implementation.
44	Green Lung	Green	£150,000	NCC, WG, NRW	£50,000	£100,000	Infrastructure Assessment (dated Nov 2015), Cabinet Report on 'Green Lung creation'	In part	NCC	2013 - 2018	THIRD PRIORITY: Beneficial but growth can take place without its implementation.
45	Designation of LNRS	Green	£20,000	NCC, WG, NRW	£0	£20,000	Infrastructure Assessment (dated Nov 2015)	In part	NCC	2013 - 2023	THIRD PRIORITY: Beneficial but growth can take place without its implementation.
46	Management of LNRS	Green	£60,000	NCC, WG, NRW	£0	£60,000	Infrastructure Assessment (dated Nov 2015)	In part	NCC	2013 - 2028	THIRD PRIORITY: Beneficial but growth can take place without its implementation.
47	Annual Survey and Management of SINCS	Green	£50,000	NCC, WG, NRW	£0	£50,000	Infrastructure Assessment (dated Nov 2015)	In part	NCC	2013 - 2028	THIRD PRIORITY: Beneficial but growth can take place without its implementation.
48	Accessible Natural Greenspace - Enhance and manage existing green space	Green	£200,000	NCC, WG, NRW	£0	£200,000	Infrastructure Assessment (dated Nov 2015)	In part	NCC	2013 - 2028	THIRD PRIORITY: Beneficial but growth can take place without its implementation.
49	Accessible Natural Greenspace - Increase public access and naturalisation of site, Links in NCC green infrastructure	Green	£50,000	NCC, WG, NRW	£0	£50,000	Infrastructure Assessment (dated Nov 2015)	In part	NCC	2013 - 2023	THIRD PRIORITY: Beneficial but growth can take place without its implementation.
50	Newport Corridors and Gateways	Green	£400,000	NCC, WG, NRW	£0	£400,000	Infrastructure Assessment (dated Nov 2015)	In part	NCC	2013 - 2028	THIRD PRIORITY: Beneficial but growth can take place without its implementation.
51	Improving connectivity by maintaining wildlife corridors	Green	TBC	NCC	£0	TBC	Infrastructure Assessment (dated Nov 2015)	In part	NCC	TBC	THIRD PRIORITY: Beneficial but growth can take place without its implementation. - no cost or timescale information provided.
52	Increasing access to existing natural resources by improving footpaths or providing interpretation	Green	TBC	NCC	£0	TBC	Infrastructure Assessment (dated Nov 2015)	In part	NCC	TBC	THIRD PRIORITY: Beneficial but growth can take place without its implementation. - no cost or timescale information provided.
53	Enhancement of existing Green Infrastructure resource (e.g. planting wildflower seed in local parks)	Green	TBC	NCC	£0	TBC	Infrastructure Assessment (dated Nov 2015)	In part	NCC	TBC	THIRD PRIORITY: Beneficial but growth can take place without its implementation. - no cost or timescale information provided.
54	Delivery of LBAP objectives (e.g. restoring habitats)	Green	TBC	NCC	£0	TBC	Infrastructure Assessment (dated Nov 2015)	In part	NCC	TBC	THIRD PRIORITY: Beneficial but growth can take place without its implementation. - no cost or timescale information provided.
			<b>£371,670,000</b>		<b>£23,635,000</b>	<b>£348,035,000</b>					

- Notes:**  
 1. NCC = Newport City Council  
 2. WG = Welsh Government  
 3. SEWTA = South East Wales Transport Alliance  
 4. NRW = National Resources Wales

	Cost (£)	Available (£)	Funding Gap (£)
Transport	£43,140,000	£3,885,000	£39,255,000
Education	£223,900,000	£19,900,000	£204,000,000
Community Facilities	£700,000	£0	£700,000
Flood Defence	£2,500,000	£0	£2,500,000
Utilities	£0	£0	£0
Green	£1,430,000	£50,000	£1,380,000
	<b>£371,670,000</b>	<b>£23,635,000</b>	<b>£348,035,000</b>

Priority	Cost (£)
FIRST PRIORITY - CRITICAL	£1,000,000
SECOND PRIORITY - NECESSARY	£1,000,000
THIRD PRIORITY - DESIRABLE	£1,000,000
NO CIL FUNDING	£1,000,000
Missing Information	£1,000,000