

Carmarthenshire County Council

Community Infrastructure Levy Background Paper: Infrastructure Assessment

September 2016

Contents Page

1. Introduction	3
2. Infrastructure	4
• Physical Infrastructure	5
• Social and Community Infrastructure	9
• Green Infrastructure	13
3. Recommendations – Draft Regulation 123 List	15
Table 1: Draft Infrastructure Schemes	17

Introduction

1.1 In order to set an appropriate rate for the Community Infrastructure Levy (CIL) a charging authority needs to identify the infrastructure it wishes to fund from CIL and identify the cost and what sources of funding are available for its provision.

1.2 The provision of infrastructure will be a key factor in delivering the development necessary to meet the County's needs over the lifetime of the Carmarthenshire Local Development Plan (LDP).

1.3 In setting the CIL rate, the Council is required to use 'appropriate available evidence' to inform the preparation of a draft charging schedule. The LDP evidence base provides a foundation of information including the Infrastructure Background Paper (July 2013) which specifically discusses the infrastructure required in Carmarthenshire in order to facilitate the delivery of the LDP. This Paper was produced in 2013 and principally addresses the infrastructure needed to enable growth in the County and enabled the Council to consider possible mechanisms for delivering the infrastructure identified. The Paper primarily focussed on items of infrastructure which could potentially prevent development coming forward, those which are typically needed prior to development (e.g. highway / utility infrastructure).

1.4 Since adopting the LDP in 2014, the Council has decided to progress with considering the suitability of adopting a CIL in Carmarthenshire. It is not the intention of this infrastructure assessment to replicate the work that has previously been undertaken to inform the production of the LDP. This update paper is intended to supplement this information in order to update it where necessary. It is also needed to address a wider range of infrastructure types, including the infrastructure needed to support growth as well as to facilitate development. The Paper also identifies the infrastructure costs and potential sources of funding in order to demonstrate an aggregate funding gap across Carmarthenshire in order to support the implementation of CIL. This update does not repeat the contents of the LDP Infrastructure Background Paper and it should therefore be referred to for further detail.

1.5 This Paper is prepared in order to support the consultation on the Preliminary Draft Charging Schedule. It is likely that during the process of considering and progressing a CIL that the infrastructure schemes identified in this paper will advance and the funding arrangements could change. It is therefore considered that further updates will be required to this paper during this process and the recommendations made in this paper consequently changed. It should also be noted that amendments could potentially be made to the contents of this paper, including the draft Regulation 123 list of infrastructure projects, following consultation.

Infrastructure

2.1 The Planning Act 2008 provides a broad 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;
- Open spaces; and,
- Sporting and recreational facilities

2.2 This list is not exhaustive and provides flexibility. It allows the charging Authority to determine the types of infrastructure that will be funded through CIL and to prioritise infrastructure delivery. At present, CIL cannot be used to fund affordable housing and this will continue to be provided through Section 106 planning obligations. CIL cannot be used to remedy existing deficiencies unless those deficiencies would be made worse by new development.

2.3 Local Authorities are not obliged to introduce the CIL and could choose to continue to rely on Section 106 planning obligations to provide necessary infrastructure. However, as of April 2015 the ability to pool contributions from a number of different developments to fund strategic pieces of infrastructure have been limited and it is highly likely that a number of larger more expensive schemes will not be deliverable through Section 106 planning obligations in Carmarthenshire.

2.4 This assessment includes all types of infrastructure that would support the LDP objectives and covers three broad categories of development: physical; social and community; and, green. The table of schemes in this paper outline the schemes needed to support the delivery of the LDP, it includes those to potentially be funded through CIL and those which it is anticipated will or should be funded through other means.

2.5 This Paper provides an overview of the types of infrastructure that are needed to deliver future development of Carmarthenshire in accordance with the adopted LDP. It also identifies projects which could possibly fall within the remit of CIL and could therefore be funded in whole or in part through the Levy. There will continue to be a need for site specific planning obligations through Section 106 to work alongside CIL. It is recognised that there are a number of other potential funding sources to deliver necessary infrastructure. The opportunities for these funding streams will depend upon the nature of the infrastructure proposed, availability of funding and legislative and statutory obligations. This Paper recommends which categories of infrastructure should be included in the CIL Regulation 123 List. However, as noted above, these recommendations could potentially change as a result of consultation and as infrastructure schemes and funding arrangements evolve and progress.

Physical Infrastructure

Strategic Highway Improvements

2.6 Carmarthenshire County Council has worked collaboratively with 3 neighbouring authorities namely Neath Port Talbot County Borough Council, Pembrokeshire County Council and the City and County of Swansea to prepare a Regional Transport Plan (RTP) for the period of 2010-2015. Since then, the Swansea Bay City Region concept has evolved and the City Region Board now has a role in developing strategic transport priorities and prioritising transport schemes across the region. Local Authorities prepared and submitted Local Transport Plans (LTPs) to the Welsh Government (WG) at the end of January 2015. The RTP informed the LDP's Transport aims, objectives and policies and although the LTP has since replaced the earlier Regional Transport Plan it remains mostly relevant and has formed a solid foundation upon which to develop the LTP and LDP. The joint LTP provides a framework for improving connectivity to, from and within the south west region for the period of 2015-2020 and identifies and prioritises schemes within Carmarthenshire aimed at achieving this goal.

2.7 An integrated and sustainable transport system is fundamental to the delivery of the LDP's Strategy. The LDP recognises the continued importance of the highway network and a set of highway improvement schemes have been identified across the County at the local level to support the development proposals contained in the Plan.

2.8 The LDP highlights the need for highway improvement schemes which will enable the development of key strategic sites in Carmarthen and Cross Hands, namely the Carmarthen West Link Road and the Cross Hands Economic Link Road. In addition, the LDP recognises the need for regeneration led highway improvements such as the Ammanford distributor Road.

2.9 All these highway improvement schemes will be reliant on pooled section 106 contributions for their delivery. It will therefore be appropriate to consider funding these schemes fully or partly through CIL.

2.10 Section 106 obligations will continue to be used where local transport infrastructure provision is necessary to remove site-specific obstacles to planned developments.

Cycling and Walking

2.11 The Active Travel (Wales) Act 2013 places a requirement on local authorities to continuously improve facilities and routes for walkers and cyclists and to prepare maps identifying current and potential future routes for their use. The Act also requires new road schemes to consider the needs of pedestrians and cyclists at design stage.

2.12 Cycling and walking have a significant role to play in achieving the delivery of sustainable transportation and in delivering an integrated, safe and accessible transport network in Carmarthenshire, particularly with regard to improving access to employment, services and community facilities, including access to the wider transport network.

2.13 The Council's policy is to maximise the role of cycling as a means of transport, to be achieved in part through the continuing development of a convenient, safe and attractive cycle network by prioritising routes, adopting the use of a cycle audit and a review on highway schemes and developments, developing a maintenance scheme for all Council cycle routes, and ensuring cycling is fully integrated with public transport.

2.14 The LTP provides a programme of schemes for walking and cycling and the development of these strategic routes will be a key factor in promoting walking and cycling as alternative modes for making journeys.

2.15 The Authority's Walking and Cycling strategy 2016 references the importance of the cycling and walking network, along with the developmental work needed to promote both activities from participation through to elite performance. The cycling and walking network will need to link key sites and communities to promote regular use and ultimately improve health.

2.16 A number of key sites and facilities already exist, such as the Wales Coastal Path, the Sustrans National cycle routes, the Millennium Coastal Path, and Brechfa Mountain Biking Centre, however, further schemes are planned such as the upgrade of the velodrome in Carmarthen Park, the Tywi Valley walking and cycling link route, and a closed circuit, off road cycle track (location tbc). It is anticipated that the cycling and walking schemes identified in both the LTP and LDP will be eligible for CIL funding.

Public Transport

2.17 The LDP recognises the significant role which public transport can play in promoting sustainable travel across the County. Accessibility by public transport routes was taken into consideration in the identification of the settlement hierarchy since it is an important factor in the creation of sustainable places and communities. In turn, the LDP Strategy aims to facilitate and support future public transport provision and the creation of an integrated transport system.

2.18 The LDP, as well as the LTP, acknowledge the importance of ongoing improvements to main Bus Corridors within Carmarthenshire and identify this as a priority. Both also highlight the importance of providing public transport in the rural parts of Carmarthenshire. It is anticipated that public transport schemes will be eligible for CIL funding.

Economic Development, Regeneration and Public Realm

2.19 The LDP provides a significant range and choice of sites to meet the needs of a variety of potential employers. The LDP Infrastructure Background Paper (2013) addresses the physical infrastructure requirements such as highways and utilities required to deliver these sites.

2.20 Further work has been done by the Council in partnership with other organisations to develop a strategy to advance employment opportunities on a number of sites allocated for employment and mixed use developments. The Strategic Regeneration Plan for Carmarthenshire 2015-2030 identifies regeneration plans to facilitate the delivery of employment development as

well as plans to deliver public realm and town centre improvements in order to attract inward investment. Further information on these proposals is outlined in Table 1. It is anticipated that such schemes will be eligible for CIL funding.

Utilities

2.21 The LDP Infrastructure Background Paper addresses the need for utility improvements and upgrades to support the delivery of the LDP. As 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 need to be funded and provided by developers on a site-by-site basis.

Water and Waste Water

2.22 Historically, the public sewer system in Llanelli has been a combined foul and surface water system which, in recent years, has become hydrologically overloaded. Carmarthenshire County Council has worked in collaboration with Swansea City Council, Dŵr Cymru Welsh Water and Natural Resources Wales to address the issue. A Memorandum of Understanding (MoU) was produced which sets out a partnership approach to improve and safeguard the environmental quality of the Carmarthen Bay and Estuaries European Marine Site (CBEEMS), when taking decisions on planning applications which are critical to the regeneration of the area. A 'betterment' register maintains a record of all those instances where developments have been allowed to proceed on the basis of compensatory surface water removal.

2.23 This mitigation required is completed by the developer. However, in exceptional circumstances, where this cannot feasibly be achieved, the developer may be requested to provide a financial contribution in lieu of delivering the required mitigation which in turn will be spent on delivering betterment elsewhere. Considering that this mitigation is largely delivered by the developer and where necessary that site specific mitigation can suitably be secured through section 106 agreements, then it is unlikely that the delivery of this project would be reliant on CIL funding.

2.24 Dŵr Cymru Welsh Water (DCWW) is the statutory undertaker providing water supply and sewerage infrastructure for Carmarthenshire. DCWW's strategies are the Asset Management Plans (AMPs) which cover 5 year periods. In relation to surface water removal within the Llanelli wastewater treatment catchments DCWW are undertaking investment through the rainscape scheme with the purpose of removing and reducing surface water discharges from the treatment works. The funding for these works has been secured and will be funded by DCWW.

Flood Defences and Drainage

2.25 The production of the LDP was informed by the Welsh Government's Technical Advice Note 15 Development and Flood Risk and associated Development Advice Maps. The Council adopted a precautionary approach when considering sites for inclusion in the LDP and directed highly vulnerable development away from areas known to be susceptible to flooding. Where flood mitigation measures will be required in association with a particular development then these can be secured through Section 106 agreements. It is not expected that such provision will be funded through CIL. However, it is recognised that there may be a requirement for strategic flood defence infrastructure in the future and this could potentially be eligible for CIL funding.

2.26 Surface water drainage is an integral part of new development schemes and as such direct provision by the developer is required. Where off-site works are required which are necessary as a consequence of a new development, these should be secured through s.106 obligations. Where strategic improvements may be required to the drainage network as a result of the cumulative impact of numerous developments then it would be appropriate to consider funding these through CIL.

Waste Management

2.27 The Council is responsible for the disposal of municipal waste within the County.

2.28 Recyclable waste: The Council operates a kerbside collection scheme for the County. There are also five household waste recycling centres within the County for residents to bring and deposit their recyclable and non recyclable wastes.

2.29 Residual waste: (That which is not recycled or composted) goes to the Cwm Environmental landfill site at Nant-y-Caws. Some preliminary sorting of the recyclable waste takes place at Johnstown Industrial Estate, however this is likely to be replaced by sorting at a new Materials Recycling Facility (MRF) at Nant-y-Caws (recently completed).

2.30 The importance of the Nantycaws site is underlined in the LDP which identifies the site as the key waste facility for the County. Some uncertainty surrounds the site's future however as the contract for Carmarthenshire's waste expires in 2015 and therefore CWM's involvement, and indeed the future use of the site is unclear at the present time.

2.31 In terms of the procurement of waste treatment capacity, WG have a revenue funding package currently available through the Sustainable Waste Management Grant (SWMG). The Regional Capital Access Fund (RCAF) also provides support for waste management infrastructure procurement to local authorities. Currently, local authorities in Wales are working together in groups to procure residual waste treatment.

2.32 In terms of the South West Wales Region, Pembrokeshire County Council and Ceredigion have signed a contract, independent of the WG programme, under a procured framework to send waste to an energy from waste facility in Sweden. The remaining authorities are still deciding upon the best approach.

2.33 Food waste and green waste: Carmarthenshire's food waste and green waste also goes to Nant-y-Caws. In-vessel composting, followed by windrow composting, is used to break down the food and green waste resulting in good quality compost.

2.34 WG has created a capital and revenue financial support package for local authorities who wish to adopt Anaerobic Digestion (AD) technology. Currently, local authorities in Wales are in collaborative procurement hubs to jointly secure food waste treatment capacity.

2.35 In terms of the South West Region, Ceredigion and Pembrokeshire have decided to enter into a contract with Powys whereby their food waste and green waste is taken to a facility in Oxfordshire.

2.36 Swansea and Bridgend are also planning to enter into a contract to deal with their food and green waste at a new AD plant at Stormy Down, Bridgend. This could compete with the Nant-y-Caws facility.

2.37 Inert waste: There are several inert waste treatment facilities, but they are not very well used. The facility at Dafen, Llanelli can handle 20,000 tonnes and that at Capel Hendre 25,000 tonnes. Further facilities are planned.

2.38 Whilst there are a number of funding sources identified which can assist in delivering waste infrastructure for Carmarthenshire there is a considerable amount of uncertainty around the infrastructural improvements required and the funding available. It is therefore possible that improvements to waste management will be reliant upon CIL in the future.

Social and Community Infrastructure

Schools

2.39 Carmarthenshire County Council has a statutory duty as Local Education Authority to ensure that a sufficient number and variety of school places at primary and secondary level are available to meet the needs of the County, as well as continuing to meet the changing needs of the County. Education is provided within Carmarthenshire County through a network of 101 primary, 12 secondary and 2 special schools.

2.40 In 2005, the Council adopted its Modernising Education Programme (MEP). The aim of the MEP is to ensure that the network of schools serving Carmarthenshire meet current and future needs, and that it does so in a strategic and operationally effective way. In doing this, the MEP identifies future requirements for investment to ensure the delivery of suitable and sufficient provision of school places in Carmarthenshire and sets out its future investment plans in a coordinated and structured manner.

2.41 Schools within the County need to be in good condition and suitable for the delivery of 21st century education. In many cases, existing schools can be modernised, repaired, refurbished, and / or extended to meet the standards needed for contemporary teaching and learning. However, some

of the schools in Carmarthenshire are no longer strategically located or not conducive to modern teaching and learning.

2.42 The Council currently levies an Education Obligation on all new housing developments comprising 10 or more dwellings Individual developer contributions are at times insufficient to fund additional school accommodation and therefore contributions are pooled until such time as the provision of additional facilities is affordable. This is particularly pertinent to larger strategic schemes which would typically be identified within the MEP.

2.43 The Council received approval in 2010 of an outline funding allocation of £86.7m for the initial phase (Band A) of the 21st Century Schools Programme at a 50% grant intervention rate. Due to the availability of alternative funding mechanisms for the delivery of Band A schemes there is no need for CIL funding to be used. However, the next group of schemes to be implemented are identified in Band B.

2.44 It is anticipated that the cost of delivering the Band B schemes is calculated at approximately £150m. This demonstrates that there is a significant funding shortfall for the delivery of the MEP. There are no sources of funding secured to date. A portion of the funding will potentially be secured from Welsh Government and Carmarthenshire County Council, however, a funding gap currently exists. It is considered that CIL funding could contribute towards the costs of delivering Band B schemes as well as any associated works required to enable delivery of the schemes.

Health

2.45 Health Care in Carmarthenshire is provided by the Hywel Dda Health Board. The Health Board is responsible for providing a network of health facilities across the County to meet the future requirements of residents through a range of facilities including general and community hospitals, health centres, GPs and dentists amongst others.

2.46 In order to meet the future healthcare requirements of residents, the Hywel Dda Health Board will need to develop its existing facilities as well as consider the need for new facilities. Funding for these facilities is the responsibility of the Health Board and it is not expected that such provision will be funded through the CIL.

Emergency Services

2.47 Emergency service facilities are provided by the relevant ambulance, fire and police bodies. In terms of police services, there are plans for new facilities in Carmarthenshire however due to the delivery timescales and alternative available funding mechanisms, there is no need for CIL funding to be used for the provision of emergency services facilities.

Sports and Leisure

2.48 The Council is not under a statutory duty to provide sports and leisure centres, however, it chooses to do so, especially as schools are required to provide key stage 2 opportunities for children to learn to swim. In order to assist in the efficient delivery of these services the Leisure Division produces their Strategic Asset Management Plan. The Plan assists in determining and prioritising future leisure facility developments and refurbishments and assists to plan future capital and revenue expenditure.

2.49 The Local Authority provides a range of facilities within its portfolio and the type, quality and spatial distribution of the facilities is considered in determining future needs and priorities. The information utilised by the Local Authority in making this assessment is taken from the Sports Wales Strategic Facilities Planning Model, which will be replaced by a new leisure facilities plan for Wales 2016 called 'Fit for the Future'. These documents help identify areas of unmet demand in the County for such facilities, based upon current provision, population densities and acceptable drive times. This information indicates that there are currently no gaps for additional large strategic facilities in Carmarthenshire. There is a demand for certain facilities in particular areas of the County which are not being fully met, however, this demand is not currently sufficient to merit investment in developing a new facility.

2.50 There is however a significant need for upgrading, developing or replacing existing facilities in order to ensure that they are fit for purpose and are capable of meeting current and future demands of the County's population.

2.51 There are a number of areas identified for such improvements and these are outlined in Table 1. Given the strategic nature of such provision and the need to pool Section 106 contributions to realise these schemes, the Local Authority should consider using CIL contributions to facilitate the delivery of these schemes and also to contribute towards the improvement and upgrade of existing facilities to meet additional demand generated by new development. There will be a need for the Authority to consider these schemes and identify their priorities for investment.

Arts and Culture

2.52 The provision of facilities for the practice and presentation of performing arts across the County has been assessed and indicates that the spatial distribution of facilities across the County is uneven, that there is a short supply of medium sized venues and that the distribution of facilities which benefit from disabled access was uneven. The County has a large theatre in Carmarthen, a new theatre development in Llanelli (Y Ffwrnes) and there is a small theatre in shared premises in Ammanford. All three venues benefit from combined programming and marketing, managed as one service under the Theatrau Sir Gâr / Carmarthenshire theatres badge.

2.53 The County is further provided with a specialist regional craft gallery and education studio (Oriol Myrddin), a gallery and craft resource in St Clears. The Museum of the Welsh Woollen Industry and the Dylan Thomas Boathouse provide a National profile on Cultural heritage. In addition to this, the County benefits from the County Museum at Abergwili, the Industrial Museum

at Kidwelly, the Parc Howard Museum and the Museum of Speed at Pendine. There are also archives located at Parc Myrddin in Carmarthen.

2.54 There are proposals for improvements at Abergwili Museum, Carmarthen Archives, Oriol Myrddin and the Museum of Speed at Pendine which are outlined in Table 1. It is considered that CIL funding could be used to contribute towards the costs of delivering these schemes.

Libraries

2.55 The library service is delivered through 3 regional libraries, 15 community libraries and 4 mobiles libraries serving both rural and urban areas. The library facilities need to meet the growing and changing demands of its users which are increasing in numbers, both physically and virtually. The Leisure Strategic Asset Management Plan 2015-18 outlines the Local Authority's plans and priorities for investing in the County's libraries and notes that future investment is likely to be focussed on the provision of a better mobile service and co-locating of smaller community branch libraries. There are no specific proposals currently identified, however, it is possible that these could be eligible for CIL funding in the future.

Welsh Language

2.56 The Welsh language plays an important role in the social, cultural and economic life of Carmarthenshire's residents and visitors. With 78,048 Welsh speakers amongst its population, Carmarthenshire is the county with the highest number of Welsh speakers in Wales and has the fourth highest proportion of Welsh speakers at 43.9% (2011 Census data). However, during the period between the 1991 and 2011 Censuses, the percentage of Welsh speakers in Carmarthenshire has decreased from 54.9% to 43.9%.

2.57 It is generally considered and acknowledged by the Welsh Government that in order for Welsh to be an everyday language in community life a proportion of over 70% of Welsh speakers is required within a community's population. Carmarthenshire has seen a significant decline in the number of community wards which reached this 70 per cent threshold and by 2011 there were no longer any community wards in Carmarthenshire where 70% or more of the population were able to speak Welsh. This highlights a decline in the utilisation and application of the Welsh language and is an area of concern for the County.

2.58 Following the publication of the 2011 Census results and the decline in the number of Welsh speakers in Carmarthenshire, the Council resolved to establish a Task and Finish Group to research what may have led to the decline and establish how the Council may address these issues.

2.59 The Task and Finish Group commissioned two specific pieces of research. The first was a detailed statistical report on the state of the Welsh language in Carmarthenshire in order to assist the Working Group in their deliberations but also to provide an evidence base for the Council to utilise in planning the provision of services and activities aimed at promoting the

Welsh language in Carmarthenshire. The second was a piece of research relating to Planning and the Welsh Language which looked specifically at new housing developments in the County in order to identify any trends or linkages between development and the impact upon the language. Projects have been identified in Table 1 which are based upon the recommendations of the Working Group and CIL funding could be used to contribute towards their delivery.

Wi-Fi Overlay

2.60 The proposed Wi-Fi 'overlay' project coupled with the 'digital displays' town centre improvement project are aimed at improving digital connectivity and digital services to meet the future needs of Carmarthenshire.

2.61 The Wi-Fi overlay project is linked to the LEADER project which is designed to exploit digital technology and promote digital inclusion, creating a coherent and co-ordinated programme internally and across rural communities.

2.62 This programme was developed under the Local Development Strategy and recommendations made in the Carmarthenshire research into Rural Digital Inclusion (June 2015) and Carmarthenshire Rural Poverty Study findings (June 2015). It also meets the Swansea Bay City Region Strategy aims, in particular the creation of business growth and skills.

Green Infrastructure

2.63 The quality of the landscapes and natural environment of the County contributes significantly to the County's identity, character and distinctiveness. The protection and enhancement of these elements represent an important component of the LDP's Strategy. Projects are outlined in Table 1 which includes habitat creation and management and aim to mitigate the impact of development upon the natural environment. Of particular importance is the Caeau Mynydd Mawr Marsh Fritillary Butterfly Project.

2.64 This project was set up in 2013 to ensure, that in the Cross Hands Growth Area, the ecological impact of the development proposed in the LDP on the European protected marsh fritillary butterfly is offset. This is required in order to demonstrate that the Council's LDP (in its entirety) is compliant with EU Habitat Regulations. The project is funded by developer contributions, through S.106 agreements, linked to developments within the project area and will secure sufficient habitat to support the butterfly in this area through management agreements and land purchase.

2.65 Due to the project's scale there is a need to pool contributions and considering the need to comply with EU Habitat Regulations this project should be considered a priority for CIL funding.

2.66 As part of the preparation of the LDP, the Council has considered the need for new or improved formal leisure facilities to support the development of the area. The assessment of current and future provision of Open Spaces, including playspaces, is based on planning policy and the Greenspace Assessment undertaken in 2009-10 which provides an audit of provision across the

County. This provides a spatial appreciation of where there are potential deficiencies and surpluses in publicly accessible greenspace provision across the County.

2.67 In order to aid the delivery of accessible, sufficient and appropriate open space, the Local Authority requires that all new housing developments of 5 or more new dwellings be considered in line with the requirements of policy REC2 Open Space Provision and New Developments. The Policy requires that developers provide onsite provision of open space, but notes that under certain circumstances, it may be more appropriate to provide a financial contribution to facilitate the provision or upgrade of facilities elsewhere in the vicinity. Given the policy preference for the provision of onsite open space rather than a financial contribution then the provision of open space and parks are more suitably funded through Section 106 Agreement planning obligations rather than through CIL. The Council is currently preparing further guidance on the matter through SPG on Leisure and Open Space Requirements for New Developments.

2.68 However, in instances where larger or strategic schemes are planned it is likely that individual developer contributions may be insufficient to fund their delivery. These are likely to include facilities such as playing pitches and associated facilities such as changing rooms. Where there would be a need to pool contributions to deliver these strategic facilities, it may be appropriate for the Local Authority to consider the use of CIL as opposed to section 106 contributions in the future.

2.69 The Local Authority also plan for future investment in the provision of countryside facilities. These are addressed in the Rights of Way Improvement Plan and the Leisure Strategic Asset Management Plan. The Plans consider the rights of way network across the County and their inter-relationship with other countryside facilities such as the County's Country Parks, woodland parks, picnic sites etc. Specific schemes are outlined in Table 1. It is not anticipated that CIL would fund all of the schemes but a number of these schemes are potentially eligible to be funded in part by CIL.

Recommendations

3.1 It is subsequently recommended that the infrastructure categories below are eligible for CIL funding (wholly or partly) and included in the Draft Regulation 123 list which is published alongside the Preliminary Draft Charging Schedule.

Carmarthenshire Regulation 123 Draft Infrastructure List
Physical Infrastructure:
Transportation and Highway Projects: <ul style="list-style-type: none"> • Carmarthen West link road • Cross Hands economic link road • Ammanford economic regeneration infrastructure • Ammanford distributor road, phase 2 • A4138 access into Llanelli • Traffic modelling and addressing hotspots within the County • Road safety package Strategic bus services support • Bwcabus • Strengthening of bridges and highway structures at strategic locations
Cycling and Walking Projects: <ul style="list-style-type: none"> • Towy valley cycleway • Strategic active travel infrastructure
Public realm and town centre improvements
Development and associated infrastructure required to bring forward employment sites across the County
Social and Community Infrastructure:
Carmarthenshire Modernising Education Programme and associated enabling works
Strategic leisure and sports facilities Including leisure centres, playing pitches, country parks but excluding local areas of play, local equipped areas of play, neighbourhood areas of play and multi-use games areas.
Museums and galleries
Welsh language projects
Wi-Fi overlay project
Green Infrastructure:
Caeau Mynydd Mawr marsh fritillary habitat project This is necessary in order to comply with our responsibilities under Article 6(3) of the Habitats Directive (Council Directive 92/43/EEC)

Llanelli water vole habitat conservation and enhancement project
Conservation and enhancement of otter habitat around Carmarthen
Strategic green infrastructure and open spaces

Exclusions from the Draft Regulation 123 List

3.2 The following types of infrastructure will be excluded from the Draft Regulation 123 List and will be funded through Section 106 planning obligations where they meet the statutory tests set out in CIL Regulation 122:

- Affordable housing ;
- Open space and play provisions such as Local Areas of Play, Local Equipped Areas of Play, Neighbourhood Areas of Play and Multi-Use Games Areas;
- Site specific biodiversity mitigation and enhancement;
- Site specific highway requirements; and,
- Site specific infrastructure requirements necessary to overcome obstacles to the development of a site

3.3 This section provides an indicative list of infrastructure schemes, which potentially could be delivered within the Regulation 123 List categories which would support development in Carmarthenshire as proposed in the LDP. However, it should not be regarded as an exhaustive list.

3.4 The draft list provides a brief description of the scheme, the agents / organisations likely to take responsibility for its delivery, the delivery period, estimated costs, funding sources and the funding gap which remains.

3.5 It is not considered appropriate to identify which types of infrastructure should be prioritised for delivery (with the exception of the Caeau Mynydd Mawr marsh fritillary habitat project) at this early stage of the process. However, it is likely that prioritisation will be required but this will depend upon the availability of public and private sector funding sources and priorities.

3.6 The infrastructure included in the Regulation 123 List is dependent on the outcome of public consultation and circumstances at the time of examination. It is therefore possible that projects identified at this stage would not necessarily be included in the Council's adopted Regulation 123 List. Additionally, the Council has the ability to spend CIL funding on categories of infrastructure not identified at this stage, provided that they are subsequently added to the Regulation 123 list following a consultation process.

3.7 The infrastructure requirements set out are based on best available evidence and are as complete as possible. However, some gaps in the evidence remain where this has not been readily available and it is anticipated that the document will be updated and refined with more robust information. As noted above, it is likely that there will be changes to the draft Regulation 123 list and the infrastructure list as it continues to evolve until its examination.

Table 1: Draft Infrastructure Schemes

Scheme	Scheme Description	Agents	Delivery Period	Estimated Cost (£k)	Funding Secured / Anticipated	Estimated Funding Gap
Physical Infrastructure						
Highways and Transport						
Carmarthen West Link Road	New link road from A40 dual carriageway to College Road near Parc Dewi Sant and Trinity St. David’s University allowing access to education and employment sites as well as the site of the new S4C headquarters. Link Road will also allow the development of significant new residential areas in West Carmarthen (LDP ref. GA1/MU1) as detailed in the site Development Brief as well as relief of congestion at key junctions.	Carmarthenshire County Council	2015 - 2020	7,500	WG Developer Contributions	0
Cross Hands Economic Link Road	New highway of single carriageway from Black Lion Road to A476 NE of Gorslas with junctions at Black Lion Road and Penygroes Road / Norton Road (forming potential access to development site at Emlyn Brickworks (LDP Ref. GA3/MU2)). The next phase of the Economic Link Road from Black Lion Road to A476 north-east of Gorslas forming a direct access to Cross Hands East Strategic Employment Site (LDP ref. GA3/E7) from the north east and east. This will help facilitate the creation of circa 1,000 jobs.	Carmarthenshire County Council	2016 - 2021	15,000	CCC Capital WG Total - 6,000	9,000
Ammanford Economic Regeneration Infrastructure	New junction / gyratory arrangements to improve access to and from M4 and upper Amman Valley with reduced congestion at key junction (Wind Street / Tirydail Lane) in Ammanford which comprises part of the Ammanford /	Carmarthenshire County Council	2016 - 2019	3,500	CCC Capital WG Total - 2,225	1,275

Scheme	Scheme Description	Agents	Delivery Period	Estimated Cost (£k)	Funding Secured / Anticipated	Estimated Funding Gap
	Cross Hands growth Area in the LDP. Subject to Statutory Procedures including WG approvals for junction improvements and funding. Swansea Bay City Region Economic Strategy Strategic Aim 5 objectives would be met as well as Ammanford Town Centre Masterplan and Economic Development Business Plan.					
Ammanford Distributor Road Phase 2	Feasibility Study and route appraisal relating to development of phase 2 of the Ammanford Distributor Road (Park Street – Pantyffynnon – Penybanc / Tycroes) together with initial scoping studies relating to environmental / ecological and ground conditions. Selection of 'Preferred Route' (after Public Consultation) will subsequently lead to submission of planning application.	Carmarthenshire County Council	2018 - 2021	775	CCC Capital WG Total - 350	425
A4138 Access into Llanelli	Carmarthenshire has the 3 rd highest traffic volumes in the whole of Wales, the A4138 is a key strategic route to and from South West Wales' 2 nd largest urban settlement. Capacity issues and resulting congestion at peak times are barriers to fully unlocking the economic potential of Llanelli which is a Growth Area in the LDP and a key Growth Zone within the Swansea Bay City Region. Initial Feasibility Study relating to improving access and reducing journey times from the M4 motorway to Llanelli along the A4138 for example tidal flow arrangement, incorporating a parallel study indentifying potential site(s) for Park and Ride or Park and Share facilities in the wider Llanelli area. Further design and implementation of preferred options from 2019/20.	Carmarthenshire County Council	2016 - 2021	1,125	CCC Capital WG Total - 175	950

Scheme	Scheme Description	Agents	Delivery Period	Estimated Cost (£k)	Funding Secured / Anticipated	Estimated Funding Gap
Traffic modelling and addressing hotspots within the County	New developments in traffic modelling utilising mobile phone data analysis would allow for a County Wide Strategic Traffic model to be developed which would inform decision making regarding land use planning and the traffic/transport implications/opportunities associated with developments; further to this current and future models coupled with empirical evidence allows us to identify a number of strategic hot spots within the County where congestion levels are adversely impacting on the Economic viability of the County.	Carmarthenshire County Council	2016 - 2021	500	CCC Total - 250	250
Road Safety Package	This is a County wide programme recognising the fact that Carmarthenshire has the 3 rd highest traffic volumes in Wales and the need to address safety around schools, rural road safety, vulnerable / at risk road users.	Carmarthenshire County Council	2016 - 2021	2,000	CCC Total – 1,000	1,000
Strengthening of Bridges and Highway Structures at strategic locations	There are an increasing number of sub standard bridges and highway structures that are requiring either regular monitoring or the imposition of weight restrictions. A number of these structures could be on key routes affecting potential development.	Carmarthenshire County Council	2016 - 2021	10,000	CCC Total – 1,000	9,000
Highways and Transport Funding Gap £21,900,000						
Cycling and Walking						
Towy Valley Cycleway	Cycleway with links to key attractions including the market towns of Carmarthen and Llandeilo, Abergwili Museum, National Botanic Garden of Wales, Aberglasney, Dinefwr Park, Dryslwyn Castle, Gelli Aur and	Carmarthenshire County Council	2016 - 2021	5,750	CCC Total – 1,050	4,700

Scheme	Scheme Description	Agents	Delivery Period	Estimated Cost (£k)	Funding Secured / Anticipated	Estimated Funding Gap
	new secondary school at Ffairfach. Potential links to National Cycle Network, Brechfa Mountain Bike Centre and Gwili Railway. Improved access for cyclists and walkers to key tourism attractions and educational facilities along Lower Towy Valley (Llandeilo – Carmarthen) as well as creating a new visitor attraction and improving safe sustainable access between settlements along the route linking to Bus Corridor improvements. Phased approach to implementation.					
Strategic Active Travel Infrastructure	Carmarthenshire walking and cycling linkages, including: Llanelli linkages programme, Carmarthen branded routes, Ammanford linkage programme, Amman Valley Cycleway, Strategic Active Travel Routes Programme. The walking and cycling linkages will improve access to employment, education and other services as well as encourage tourism and healthy lifestyles. Statutory obligation relating to cycleways confirmed in WG Active Travel Act.	Carmarthenshire County Council	2016 - 2021	2,350	CCC WG Total – 1,050	1,300
Cycling and Walking Funding Gap £6,000,000						
Public Transport						
Strategic Bus Services Support	Continuation of ongoing improvements to main Bus Corridors within Carmarthenshire including new shelters, access to low floor buses (kerbing), and ICT based Passenger Information solutions thus assisting access to services and employment within main centres. Subject to funding improvements to Carmarthen – Swansea, Llandeilo – Ammanford – Swansea, Ammanford – Cross Hands (including new interchange at Cross Hands) and	Carmarthenshire County Council	2018 - 2021	3,500	0	3,500

Scheme	Scheme Description	Agents	Delivery Period	Estimated Cost (£k)	Funding Secured / Anticipated	Estimated Funding Gap
	Llanelli – Cross Hands Bus Corridors. ICT based solution only for Carmarthen – Swansea and Ammanford – Swansea Corridors initially. Also includes upgrades to station access and general enhancement works in vicinity of station environments. Operational services are not included. Upgrade to Llanelli Station providing improved access to rail services on Carmarthen – Swansea line the Heart of Wales Line for potential; employments sites within Swansea Bay City Region as part of wider Llanelli Growth Zone project.					
Bwcabus	Capital element of further tranche of Bwcabus concept relating to the infrastructure including stop upgrades, information systems etc.	Carmarthenshire County Council	2016 - 2020	850	0	850
Public Transport Funding Gap £4,350,000						
Public Realm and Town Centres						
Jackson's Lane Re-development	Creation of courtyard garden area, big screen, public realm improvements, starter units / business centre, kiosk outlets. Rural Community Development Fund funding expression of interest submitted for first phase £160k (RCDF, CCC).	Carmarthenshire County Council	2017 – 2030	1,500	160	1,340
King Street Pedestrianisation Project	Pedestrianisation of King Street encompassing time controlled barriers, delivery drop off area improvements, public realm enhancement, and digital shop front technology scheme. Funding secured for detail design.	Carmarthenshire County Council	2017 – 2030	1,500	40.879	1,459.121
Digital Displays	Digital notice boards for each strategic town centre (6). This links into county-wide development plans including	Carmarthenshire County Council	2018-20	85	LEADER potentially	50

Scheme	Scheme Description	Agents	Delivery Period	Estimated Cost (£k)	Funding Secured / Anticipated	Estimated Funding Gap
	the Carmarthen Town Masterplan, Cross Hands development and coastal regions enhancements projected over the next five years. Programmable to offer real time directions to promotions. The displays could enhance activity such as tourism trails, and link these across the County's towns and villages.				35	
Burry Port Harbour Coastal Protection and Regeneration Project	Stretching from Burry Port Harbour to Eastern Slipway and beyond towards MCP earth sculpture: to include development of a new dual purpose promenade scheme; and public realm scheme to compliment proposed mixed use harbour side regeneration scheme.	Carmarthenshire County Council	2017 – 2020	2,500	1,875	625
Public Realm and Town Centres Funding Gap £3,474,121						
Economic Development and Regeneration						
Pensarn Riverside & Gateway	Project to include creation of eco-marina, river walk and iconic gateway figure – costs to include land acquisition	Carmarthenshire County Council	2017 – 2030	5,000	TBC	5,000
Carmarthen Quayside Commercial Development	Project to include acquisition and disposal of key buildings for redevelopment for commercial, leisure and residential use. Shortfall for public realm element.	Carmarthenshire County Council	2017 – 2030	15,000	12,500	2,500
Pibwrlwyd	Digital Media & Technology Park – Land Acquisition & Employment Site Infrastructure including A48 – Pibwrlwyd Road Infrastructure Project (LDP ref. GA1/MU2).	Carmarthenshire County Council	2017 – 2030	15,000	TBC	15,000
Pendine	Development of international visitor attraction facility to	Carmarthenshire	2016 –	14,750	11,750	3,000

Scheme	Scheme Description	Agents	Delivery Period	Estimated Cost (£k)	Funding Secured / Anticipated	Estimated Funding Gap
International Visitor Attraction	include enhanced Museum of Speed. with Overnight Accommodation, Exhibition Space, Gallery, Classroom space, Museum Gardens, outdoor event space, eco hostel and overnight motor-home site, creation of sea front eco campsite, flood prevention scheme and enhanced car park.	County Council	2020			
Transformation Commercial Property Development Fund	A new third party grant fund that will enable the acquisition and development of key strategic buildings and sites to bring forward future commercial opportunities, where new jobs and economic growth result (also countywide). Funding secured to Mar 18. £3m required to extend to March 2020.	Carmarthenshire County Council	2016 – 2018	6,600	6,600	0
			2018 – 2020	6,600	3,600	3,000
Rural Enterprise Fund	A new third party £2million fund. The grant will provide assistance to owner occupiers, developers and business owners to develop new and improve existing premises. Funding secured to March 18. £2m required to extend to March 2020.	Carmarthenshire County Council	2016 – 2018	4,000	4,000	0
			2018 – 2020	4,000	2,000	2,000
Cross Hands: East (Phase 1 Strategic Employment Site – Plot 1)	Starter unit self build project providing mix of units – 15,000 sq ft.	Carmarthenshire County Council	2016 – 2019	2,000	1,000	1,000
Cross Hands East: Infrastructure Project (Phase 2)	Phase 2 infrastructure works to the newly formed strategic employment site will unlock a further 10 hectares of land including 3 large development plateaus. The site will provide the necessary infrastructure to	Carmarthenshire County Council	2016 – 2020	6,000	6,000	0

Scheme	Scheme Description	Agents	Delivery Period	Estimated Cost (£k)	Funding Secured / Anticipated	Estimated Funding Gap
	create a high quality commercial environment to deliver significant job opportunities.					
Delta Lakes Health & Well Being Academy & Life Science Park	To create a Health and Wellbeing Enterprise Zone incorporating developments and services meeting the aspirations of all three organisations. Proposals are highly significant in the context of the Swansea Bay City region and (following an initial scoping exercise undertaken by the key partners) will include such facilities and initiatives as - a health and wellbeing academy, leisure facility, business and enterprise, skills hub, hotel/health tourism, primary care provision and digital ICT.	Carmarthenshire County Council	2016 – 2022	80,000	42,000	38,000
Pembrey Peninsula Master-plan	The aim of this project is to create an all encompassing master plan for Pembrey Peninsula with a supporting delivery plan. Pembrey is a large area, which includes undeveloped land that is yet to realise its full potential. Subject to findings of master-plan/feasibility study - infrastructure works to accommodate/generate private sector interest and investment. Possible drainage infrastructure provisions including new pumping stations and associated works. Upgrade of existing treatment works. Highway upgrade and utility provision to increase existing capacity. Ground works and site preparation.	Carmarthenshire County Council	2017 – 2030	2,600	1,100	1,500
Economic Development and Regeneration Funding Gap £71,000,000						

Social and Community Infrastructure						
Schools						
Modernising Education Programme	The project's main purpose is to transform the network of nursery, primary and secondary schools serving the County into a strategically and operationally effective resource that meets current and future need for a school based and community focused education. The project aims to develop and improve buildings, infrastructure and spaces that are appropriately located, designed, constructed or adapted.	Carmarthenshire County Council	2019-2024	150,000	TBC	150,000
Schools Funding Gap £150,000,000						
Sport and Recreation						
Pembrey Country Park	Improvements to the infrastructure at Pembrey Country Park. This would include further enhancements to the visitor centre, improvements to the restaurant building and providing additional, permanent shower and toilet blocks for the caravan and camping site at the Park.	Carmarthenshire County Council	2016 - 2021	2,000	250 CCC	1,750
Llanelli Leisure Centre	New facility to replace the existing leisure centre facility in Llanelli. This will potentially be linked to the Delta Lakes health and wellbeing facility.	Carmarthenshire County Council	2016 - 2021	16,500	12,000 CCC	4,500
Amman Valley Leisure Centre	Create a new dance studio. The works are likely to entail an extension to the rear of the existing pool area linking to the fitness suite. Although no funding has been secured it is anticipated that the scheme could be part funded by development loan funding.	Carmarthenshire County Council	2016 - 2021	750	0	750
Carmarthen Park Velodrome	The project would entail totally resurfacing the park and install safety fencing. The Park is owned by the Local	Carmarthenshire County Council	2016 - 2021	582	296 Sports Wales	0

	Authority, managed by Carmarthen Town Council and is used extensively by the Tywi Riders Cycling Club which over the years has grown significantly in membership numbers. £296,000 has been identified from Olympic legacy funding via SportsWales. The bid is supported by Welsh Cycling who are keen to establish the track as a regional hub facility and the base for regional and national racing, which would bring a lot of additional visitation to the area.				286 CCC	
Closed circuit cycle track	An off-road, floodlit facility for training and competition purposes for road, mountain and BMX bikes. Location to be confirmed.	Carmarthenshire County Council	2016 – 2021	500	500 CCC	0
Burry Port Harbour	Regeneration of the Harbour to include sustainable dredging solution, impounding of East Dock to create a leisure lake and infrastructure investment for harbour users e.g. toilets / shower block; boat lifting equipment.	Carmarthenshire County Council	2016 – 2021	2,500	400 CCC	2,100
Carmarthen Leisure Centre	Phase 2 of refurbishment plans. As indicated in the original plans for the refurbishment the works would involve extending the existing sports hall to create a double hall. The scheme would also include refurbishing the old reception area within the existing facility and possibly developing an indoor Tennis Centre adjacent to or on the existing outdoor courts.	Carmarthenshire County Council	2016 - 2021	1,800	0	1,800
Sport and Recreation Funding Gap £11,300,000						
Community and Culture						
Abergwili Museum / Tywi Gateway	The scheme involves works to the Abergwili Museum grounds and Bishop's Pond. This scheme is already in the capital programme, however, additional works to fully restore the Museum building are required in order to	Carmarthenshire County Council	2016 - 2021	2,500	500 CCC	2,000

	complete the scheme.					
Carmarthen Archives	The current British Standard BS 5454, endorsed by The National Archives (TNA), specifies environmental conditions for documents held by public archives. A recent report by the TNA indicates that the present environment in the archives fails to achieve that standard. The proposed scheme intends to relocate the archives to the rear of Carmarthen Library.	Carmarthenshire County Council	2016 - 2021	2,000	2,000 (CCC)	0
Oriel Myrddin	Gallery redevelopment. Scheme looks to improve access and capacity to the Gallery, drawing down grant funding from the Arts Council Wales.	Carmarthenshire County Council	2016 - 2021	1,750	250 CCC Possibly ACW	1,500
Wi-Fi Overlay	This programme will add additional functions for the Wi-Fi networks projected for strategic market towns across Carmarthenshire, building on Welsh Government funding for Superfast Broadband and in line with Swansea Bay City Region planning.	Carmarthenshire County Council	2018-20	150	LEADER TBC	TBC
Community and Culture Facilities Funding Gap £3,500,000						
Welsh Language						
Welcome to Carmarthenshire Pack	A welcome pack to be made available to those who move to Carmarthenshire. The pack will provide information relating to Welsh language services, social opportunities and events.	The Mentrau Iaith in Carmarthenshire	2017-18	5	0	5
Raising Confidence Project	This is aimed at promoting confidence amongst those who can speak Welsh but generally do not have the confidence to use their skills.	Carmarthenshire County Council	2017-18	9.99	0	9.99
Welsh Language Projects Funding Gap £14,990						

Green Infrastructure						
Natural Environment						
Caeau Mynydd Mawr Marsh Fritillary Project	Secure and manage habitat in order to mitigate the impact of development upon the Marsh Fritillary Butterfly habitat in the Cross Hands LDP Growth Area. This is required in order to ensure compliance with EU Habitat Regulations.	CCC	2016-2021	660	0	660
Llanelli Water Vole Project	The project will seek to conserve and enhance the water vole population and the habitat that supports it in the Llanelli area.	CCC and Local Biodiversity Action Plan partners	2016-2021	30	0	30
Carmarthen Otter Project	The project will seek to conserve and enhance the riparian habitats in and around Carmarthen that are known to support otter - a feature of the Tywi Valley and Carmarthen Bay and Estuaries SACs - and a species protected by EU legislation.	CCC and Local Biodiversity Action Plan partners	2016-2021	35	0	35
Strategic Open Spaces	Site development and linkages.	Carmarthenshire County Council	2016 - 2021	800	400 CCC	400
Rights of Way Improvement Programme	Upgrades and improvements to the rights of way network. The improvement schemes generate significant tourism income to the local economy e.g. the Wales Coastal Path, and strategic walks and trails networks across the County	Carmarthenshire County Council	2016 - 2021	500	CCC Total - 250	250
Rights of Way Bridge Strengthening	Upgrades and improvements to the bridges across the rights of way network. Improvement schemes generate significant tourism income to the local economy e.g. Pont	Carmarthenshire County Council	2016 - 2019	900	CCC Total - 450	450

Programme	d'Agen; Lougher Cycle bridge; Kings bridge over the Tywi in Llandeilo; Bridges over Amman Valley cycle path.					
Natural Environment Funding Gap £1,425,000						
Total Estimated Funding Gap £272,964,111						