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For all enquiries relating to this agenda please contact Emma Sullivan  
(Tel: 01443 864420 Email: [sullie@caerphilly.gov.uk](mailto:sullie@caerphilly.gov.uk))

**Date: 11th July 2018**

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Dear Sir/Madam,

A meeting of **Council** will be held in the **Council Chamber, Penallta House, Tredomen, Ystrad Mynach** on **Tuesday, 17th July, 2018** at **5.00 pm** to consider the matters contained in the following agenda.

Yours faithfully,

A handwritten signature in black ink, appearing to read 'CHarrhy'.

**Christina Harrhy**  
INTERIM CHIEF EXECUTIVE

## AGENDA

Pages

- 1 To receive apologies for absence.

A greener place Man gwyrddach



2 Mayor's Announcements.

3 Presentation of Awards.

4 Declarations of Interest.

Councillors and Officers are reminded of their personal responsibility to declare any personal and/or prejudicial interest(s) in respect of any item of business on this agenda in accordance with the Local Government Act 2000, the Council's Constitution and the Code of Conduct for both Councillors and Officers.

To approve and sign the following minutes: -

5 Annual Meeting of Council held on 10th May 2018. 1 - 14

To receive and consider the following reports: -

6 Notice of Motion - The Potential of Hydrogen in the Decarbonisation of Transport in Wales. 15 - 50

7 Notice of Motion - Royal British Legion 'Thank You' and 'Every One Remembered' Campaigns. 51 - 56

8 Appointment of Cadet Representatives. 57 - 60

9 Cardiff Capital Region City Deal - Joint Overview and Scrutiny Committee. 61 - 78

10 To Reaffirm Council Tax Determinations To Disapply Discount In Respect Of Unoccupied Dwellings. 79 - 88

11 Caerphilly County Borough Draft Regeneration Strategy - A Foundation For Success 2018-2023 Supplemented By The Draft Caerphilly Basin Masterplan. 89 - 444

12 To receive and to answer questions received under Rule of Procedure 10(2). 445 - 446

**Circulation:**

All Members And Appropriate Officers



## ANNUAL COUNCIL

### MINUTES OF THE MEETING HELD AT PENALLTA HOUSE, YSTRAD MYNACH ON THURSDAY 10TH MAY 2018 AT 6.00PM

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#### PRESENT:

Councillor J. Bevan - Mayor  
Councillor M. Adams - Deputy Mayor

#### Councillors:

Mrs E. Aldworth, C. Andrews, C. Bezzina, L. Binding, A. Collis, S. Cook, D. Cushing, C. Cuss, W. David, M. Davies, D.T. Davies, K. Dawson, K. Etheridge, M. Evans, A. Farina-Childs, Mrs C. Forehead, A. Gair, Ms J. Gale, N. George, C. Gordon, R.W. Gough, D.T. Hardacre, L. Harding, D. Havard, A. Higgs, A. Hussey, M. James, V. James, G. Johnston, Mrs B. Jones, G. Kirby, Mrs A. Leonard, Ms P. Leonard, C.P. Mann, B. Miles, S. Morgan, B. Owen, T. Parry, D.V. Poole, D.W.R. Preece, Mrs D. Price, J. Pritchard, J. Ridgewell, J.E. Roberts, Mrs M.E. Sargent, G. Simmonds, J. Simmonds, S. Skivens, Ms E. Stenner, J. Taylor, C. Thomas, A. Whitcombe, R. Whiting, L.G. Whittle, T. Williams, W. Williams, B. Zaplatynski.

#### Together with:

C. Harrhy (Interim Chief Executive), D. Street (Corporate Director of Social Services), M.S. Williams (Acting Corporate Director Communities), L. Lane (Interim Monitoring Officer), R. Hartshorn (Head of Public Protection), C. Forbes-Thompson (Interim Head of Democratic Services), D. Marr (Cardiff City Council) and E. Sullivan (Senior Committee Services Officer).

#### 1. **WEB-CASTING FILMING AND VOTING ARRANGEMENTS**

The Interim Chief Executive reminded those present that the meeting was being filmed and would be made publically available in live and archive form via the Council's website. She advised that decisions would be made by show of hands.

#### 2. **APOLOGIES FOR ABSENCE**

Apologies for absence were received from Councillors A. Angel, P.J. Bevan, N. Dix, C. Elsbury, Ms E. Forehead, J.E. Fussell, D. Harse, L. Jeremiah, S. Kent, Mrs P. Marsden, Mrs G. Oliver, Mrs L. Phipps, R. Saralis and J. Scriven.

#### 3. **RETIRING MAYOR'S REMARKS**

The retiring Mayor, Councillor J. Bevan welcomed all those present to the Annual Meeting of Council and thanked fellow Members for their support and the spoke of the privilege it had been meeting the truly inspirational residents and talented young people of the borough during his mayoral year. Councillor Bevan thanked his daughter Beverly for acting as his

consort, Councillor Mike Adams and his wife for acting as his deputy and for their support over the last twelve months. Particular thanks were paid to the Civic Office Team for their patience and hard work. In concluding his address Councillor Bevan thanks all those who supported his charity appeal for Cancer Research Wales and CRY in memory of Jack Thomas which had raised £7,000 to date.

**4. DECLARATIONS OF INTEREST**

There were no declarations of interest made at the commencement or during the meeting.

**5. TO ELECT A MAYOR OF THE COUNCIL UNTIL THE ANNUAL MEETING IN MAY 2019 AND MAKE A CIVIC SALARY PAYMENT**

It was moved and seconded that Councillor M. Adams be elected as Mayor of Caerphilly County Borough Council. By a show of hands this was unanimously agreed.

RESOLVED that Councillor M. Adams be elected Mayor of Caerphilly County Borough Council until the appointment of a successor at the Annual Meeting in May 2019.

Councillor M. Adams thanked his fellow Members for the honour bestowed upon him and signed the Declaration of Acceptance of Office in the presence of the Interim Chief Executive. He advised that his consort would be his wife, Gloria Adams.

**6. TO APPOINT A DEPUTY MAYOR OF THE COUNCIL UNTIL THE ANNUAL MEETING IN MAY 2019 AND MAKE A CIVIC SALARY PAYMENT**

It was moved and seconded that Councillor J. Simmonds be elected as Deputy Mayor of Caerphilly County Borough Council. By a show of hands this was unanimously agreed.

RESOLVED that Councillor J. Simmonds be elected Deputy Mayor of Caerphilly County Borough until the appointment of a successor at the Annual Meeting in May 2019.

Councillor J. Simmonds thanked his fellow Members for the honour bestowed upon him and signed the Declaration of Acceptance of Office in the presence of the Interim Chief Executive. He advised that his consort would be his wife, Karen Simmonds.

**7. MAYOR'S ANNOUNCEMENT**

The Mayor, Councillor M. Adams, announced that during his term of office his chosen charity would be the Matthew Walkin's "Make a Smile Foundation". He thanked Councillor Bevan for the opportunity to undertake a wide range of duties as deputy and looked forward to an interesting, enjoyable and busy year ahead.

**8. TO NOTE THAT COUNCILLOR D.V. POOLE WILL RECEIVE A SENIOR SALARY PAYMENT AS LEADER OF COUNCIL**

It was moved and seconded that Councillor D.V. Poole be appointed as Leader of Caerphilly County Borough Council and receive a senior salary payment. By show of hands this was unanimously agreed.

RESOLVED that the appointment of Councillor D.V. Poole as Leader of Caerphilly County Borough Council and his receipt of a senior salary payment be noted.

**9. TO NOTE THE APPOINTMENT OF DEPUTY LEADER(S) AND MAKE A SENIOR SALARY PAYMENT**

RESOLVED that the appointments of Councillors Mrs B. Jones and S. Morgan as Deputy Leaders of Caerphilly County Borough Council and their receipt of a senior salary payment be noted.

**10. MEMBERSHIP OF CABINET**

RESOLVED that the appointments by the Leader of Council as to the membership of the Cabinet and their receipt of a senior salary payment be noted: -

Finance, Performance and Governance	Councillor Barbara Jones
Economy, Infrastructure and Sustainability	
Well Being and Future Generations Champion	Councillor Sean Morgan
Corporate Services	Councillor Colin Gordon
Environment and Public Protection	Councillor Eluned Stenner
Neighbourhood Services	Councillor Nigel George
Education and Achievement	Councillor Philippa Marsden
Social Care and Well Being	Councillor Carl Cuss
Homes and Places	Councillor Lisa Phipps

**11. LEADER OF THE MAIN OPPOSITION GROUP – COUNCILLOR C.P. MANN**

It was noted that Councillor C.P. Mann will receive a senior salary payment as Leader of the main opposition group.

**12. LEADER'S STATEMENT**

Councillor D.V. Poole as part of his statement presented a video montage which outlined some of the 600 plus services that this Council delivers, every hour of every day.

He paid tribute to the scale and variety of services delivered to residents in the face of significant budget cuts, increasing demands and expectations upon limited resources. The positive impact that had been made over the past 12 months making our communities better places to live, work and visit was acknowledged and he placed on record his thanks to the hard working staff of Caerphilly County Borough.

Councillor Poole referenced the Corporate Plan recently approved by Council and the key priorities set out within that document. These priorities would be underpinned by a suite of Cabinet Commitments and the Medium Term Financial Plan principles in order to achieve a resilient and sustainable Council going forward. The challenges of austerity and the tough financial times ahead were referenced and assurances given on the commitment of Cabinet to drive this agenda forward and turn these principles into actions.

This commitment included engagement events such as the recent staff roadshows delivered by the Interim Chief Executive. These roadshows gave staff the opportunity to find out more about future plans and the pivotal role each and every staff member has in shaping them. Councillor Poole referred to recent key senior management appointments and emphasised the importance that they would play in ensuring the continued provision of high quality public services for the future. In recognising future provision he recognised the need to rethink the way in which services will be delivered and to this end a programme of conversations with communities would be undertaken in the next year.

Educational attainment was confirmed as one of the key priorities over the next twelve months. Therefore a Board would be set up over the next few months to provide additional pace and focus on the improvement that is needed. The 21st Century Schools Band B proposals would see a further £110m of investment in schools over the next 7 years delivering huge benefits across the county borough. He pledged his commitment to securing greater equity of quality of life across the county, closing the gap between poverty and prosperity.

Regional working would also be a priority and Members were advised that the Cardiff Capital Region City Deal continues to make good progress and assured them that he would continue to ensure that Caerphilly's voice is heard in the discussions between the 10 partner authorities. Housing and the WHQS programme would continue to be a focus and it was noted that to date over 75% of internal works and over 40% of external works have been completed and the 2020 target for completion remains fully achievable.

In relation to sports and leisure the Leader reference the ambitious Sport and Activity Strategy which would set out an integrated approach to promoting wellbeing and physical activity across all communities over the next ten years. In terms of Waste Management it was noted that a review of waste collection services would also be undertaken in order to assure recycling performance and value for money are achieved and sustainable.

Social Services priorities would be to continue to secure positive outcomes for service users maintaining the of care and support provided day in day out as demand increases and funding decreases. Opportunities for collaboration and the implications of new legislation would also be explored in more detail over the next year.

Members were advised that underpinning this ambition programme of change is the Business Improvement Programme focusing on leadership and management, engagement and communication and strategic project development is already making good progress.

In relation to Local Government reorganisation and the new green paper Councillor Poole reaffirmed his commitment to this authority and the message that Caerphilly is a big enough, strong enough and resilient enough to stand on its own and this would very much be the impetus for his discussion the Welsh Government.

In conclusion Councillor Poole accepted that there were challenging but also exciting times ahead for Caerphilly but there would also be difficult decision to make but firmly believed that this authority was well prepared for them.

### **13. CONSTITUTION MATTERS**

Consideration was given to the report which outlined matters in accordance with the Council Procedural Rules and provided an update on changes to Part 3 of the Scheme of Delegation, the Report Template and sought delegate authority for the Interim Monitoring Officer to make the necessary changes to the Council's Constitution.

Members were advised that the Council's Procedural Rules require the Annual Meeting to appoint at least one Overview and Scrutiny Committee, a Standards Committee and such other Committees; the Council consider appropriate to deal with matter which are neither reserved to the Council nor are executive functions. It was noted that there are no proposed changes to be made to the current Committee structure, including the number of Members allocated to each Committee; the current arrangements reflect a fair political balance and Members were therefore asked to note existing arrangements. Members were also asked to note that there were no changes to the terms of reference for committees and there has been no change to the political balance of the Authority and therefore committee allocations remain as present.

In terms of the scheme of delegation Members were advised that following consultation with all Heads of Service, minor changes have been attached as at Appendix 1 of the Officer's report and are identified in bold and italics. The changes represent updates regarding legislation together with changes to job titles and responsibility of relevant functions.

In relation to changes to the report template as attached at Appendix 2 of the Officer's report, Members were referred to paragraph 3 of the report entitled Links to Strategy which will now include reference to the Corporate Plan. In conjunction with this proposed change, Officers will develop guidance to sit alongside the new paragraph and will trial the new template for a period of three months prior to full implementation. In addition a conclusion paragraph will be incorporated into the template.

It was moved and seconded that the recommendations in the report be approved. By a show of hands this was unanimously agreed.

RESOLVED that for the reasons contained in the report: -

- (i) the information contained in the report be noted;
- (ii) the recommendations set out at paragraphs 5.2, 6.1, 7.3, 8.2 and 9.2 be approved.

#### **14. ELECTRONIC VOTING AT FULL COUNCIL**

Consideration was given to the report which sought the endorsement of Council to reintroduce the electronic voting system.

The report had previously been considered by the Democratic Services Committee and Members comments were noted. Mrs Forbes-Thompson (Interim Head of Democratic Services) referred Members to section 1.3 of the report and the procedures contained therein.

In terms of re-introduction of the system the Officer referred to recommendation 2.2 of the report and give consideration to implementing a transition period whereby electronic voting would be introduced incrementally over 4 meetings.

Members welcomed the re-introduction of the system and clarification was sought in relation to which items on the agenda would be subject to electronic voting during the transition period. The Officer confirmed that the last item on the next Council agenda would taken by electronic voting and from then the last two items and so on, after 4 meetings all decision making would be taken using the system.

It was moved and seconded that the recommendation contained in the report be approved. By a show of hands and in noting there was 1 against this was agreed by the majority present.

RESOLVED that for the reasons contained in the report: -

- (i) all meetings of Full Council should utilise the electronic voting system for all votes taken be approved;
- (ii) the procedure agreed by Council on 7th October as detailed within the Officer's report be reinstated;
- (iii) a transition period, whereby the electronic voting is introduced incrementally over 4 meetings be approved.

## **15. PROPOSED DISSOLUTION OF THE BRYN COMPOST LIAISON GROUP**

Consideration was given to the report which sought Council approval to dissolve the Bryn Compost Liaison Group.

The Bryn Compost Liaison Group was established by Council in March 2010 in order to address complaints of odour associated with the In Vessel Composting (IVC) process. The IVC has now been decommissioned and replaced with an Anaerobic Digestion Plant (AD) at the site which eliminated the source of the food waste composting odours. Consequently there is no need to continue with meetings of the Liaison Group.

As a result of consultation with Local Ward Members the report proposes that an informal group be established for a period of twelve months in order to address other concerns raised by local residents. It was noted that the group would be comprised of St Cattwg Ward Members, the Cabinet Member for Neighbourhood Services and relevant Officers.

The Local Ward Members for St. Cattwg welcomed the dissolution of the Liaison Group and cited the improvements made since the introduction of the AD Plant and expressed his hope that issues would finally been resolved. In this regard he was of the opinion that progress could not be achieved without input from the site operator and owner and asked Members to consider an amendment to recommendation 10.2 to invite the operator to attend group meetings.

The Local Ward Member from Nelson supported the recommendations but expressed concern with regard to the impact of the high volumes of traffic and pollution generated by the truck and lorry movements associated with the sites operations which passed through the centre of the village. It was explained that this 'B' road was the main corridor road from the site to the A472 and A470. The Member asked that for the sake of the wellbeing of local residents that the impact on the highway system be taken into consideration for any future expansion or developments.

The Cabinet Member for Economy, Infrastructure and Sustainability shared the concerns raised by the Member and provided assurance that safety measures were being looked at and invited the Member to attend a forthcoming meeting with highways engineering in order to discuss heavy traffic movements.

It was moved and seconded that the recommendations at 10.1 and 10.2 of the report be approved subject to the addition of the site operator/owner to the group's membership and by a show of hands this was unanimously agreed.

RESOLVED that for the reasons given in the Officer's report: -

- (i) the Bryn Compost Liaison Group be dissolved;
- (ii) an informal discussion group be established comprising the St Cattwg ward members, the Cabinet Member for Neighbourhood Services and representative from Bryn Compost and relevant officers for a period of twelve months.

## **16. TO APPOINT THE CHAIR AND VICE CHAIR OF OVERVIEW AND SCRUTINY COMMITTEES FOR THE ENSUING YEAR AND MAKE A SENIOR SALARY PAYMENT**

It was moved and seconded that Members be appointment as Chair and Vice-Chair of the following scrutiny committees for the ensuing year in accordance with the names presented at the meeting. By a show of hands this was unanimously agreed.

RESOLVED that the following Members be appointed as Chair and Vice Chair of the following scrutiny committees for the ensuing year and the Chair receive a senior salary payment.



**Education for Life Scrutiny Committee**

Chair Councillor D. Havard

Vice-Chair Councillor Mrs C. Andrews

**Health, Social Care and Wellbeing Scrutiny Committee**

Chair Councillor L. Binding

Vice Chair Councillor J. Bevan

**Policy and Resources Scrutiny Committee/Partnerships Scrutiny Committee**

Chair Councillor J. Pritchard

Vice Chair Councillor G. Kirby

**Regeneration and Environment Scrutiny Committee**

Chair Councillor D.T. Davies

Vice Chair Councillor Mrs C. Forehead

**17. TO APPOINT THE MEMBERSHIP ON OVERVIEW AND SCRUTINY COMMITTEES**

It was proposed that sixteen Members be appointment to serve on the following scrutiny committees in accordance with the names supplied to the Interim Chief Executive by the respective groups. By a show of hands this was unanimously agreed.

RESOLVED that sixteen Members be appointed to serve on the following scrutiny committees in accordance with the names supplied to Democratic Services by the respective groups.

Education for Life Scrutiny Committee  
Health, Social Care and Wellbeing Scrutiny Committee  
Policy and Resources Scrutiny Committee/Partnerships Committee  
Regeneration and Environment Scrutiny Committee

**18. TO APPOINT THE CHAIRS AND VICE-CHAIRS TO COMMITTEES**

It was proposed that Members be appointed as Chair and/or Vice Chair of the undermentioned committees for the ensuing year in accordance with the names presented at the meeting and that the payment of senior salary be made where appropriate. By a show of hands this was unanimously agreed.

RESOLVED that the following Members be appointed as Chair and Vice-Chair of the under mentioned committees for the ensuing year and the payment of a senior salary where appropriate be noted: -

**Appeals Panel (Disciplinary/Grievance)**

Chair Councillor W. David

Vice-Chair Councillor Mrs C. Forehead

**Appointments Committee**

Chair Councillor Mrs E. M. Aldworth

Vice-Chair Councillor Mrs C. Forehead

**Democratic Services Committee**

Chair Councillor C. P. Mann

Vice-Chair Councillor G. Kirby

**Investigating and Disciplinary Committee**

To be appointed by the Committee

**Licensing Committee**

Chair Councillor D. W. R. Preece

Vice-Chair Councillor J. Simmonds

**Planning Committee**

Chair Councillor M. Adams

Vice-Chair Councillor W. David

**19. APPOINTMENT OF CHAIR AND VICE-CHAIR TO THE AUDIT COMMITTEE**

It was noted that the Chair and Vice-Chair of the Audit Committee will be appointed at the first meeting of the Audit Committee following the Annual Meeting of Council and that a senior salary payment will be made to the Chair.

**20. TO APPOINT MEMBERS TO SERVE ON COMMITTEES FOR THE ENSUING YEAR**

It was proposed that subject to the inclusion of Councillor M. Adams to the Membership of the Democratic Services Committee, Members be appointed to serve on the listed committees in accordance with the names supplied to Democratic Services by respective groups. By a show and hands this was unanimously agreed.

RESOLVED that subject to the foregoing, Members be appointed to serve on the following in accordance with the names supplied to Democratic Services by the respective groups:-

Appeals Panel (Disciplinary/Grievance)(3 Members/3 substitutes)  
Appointments Committee (7 Members plus relevant Cabinet Member)  
Audit Committee (12 Members)  
Democratic Services Committee (16 Members)  
Investigating and Disciplinary Committee (7 Members)  
Licensing Committee (15 Members)  
Planning Committee (20 Members)  
Standards Committee (2 Members/2 substitutes)  
Rights of Way Cabinet Committee (5 Cabinet Members)

**21. TO CONSTITUTE SUB-COMMITTEES/WORKING PARTIES/PANELS AND BOARDS**

It was proposed that Members be appointed to serve on the following sub-committees/working parties/panels and boards in accordance with the names supplied to Democratic Services by the respective groups. By a show of hands this was unanimously agreed.

RESOLVED that Members be appointed to serve on the following sub-committees/working parties/panels and boards in accordance with the names supplied to Democratic Services by the respective groups: -

Advisory Panel for the Appointment and Removal of Local Authority Governors (8 members)  
Bargoed Town Centre Management Group (6 local Members and Cabinet Member)  
Blackwood Town Centre Management Group (5 local Members and Cabinet Member)  
Caerphilly Community Safety Delivery Strategy Group (1 Member)  
Caerphilly Homes Task Group (Welsh Housing Quality Standard)(7 Members)  
Caerphilly Local Access Forum (Cabinet Member)  
Caerphilly Town Centre Management Group (9 ward Members and Cabinet Member)  
Community Council Liaison Sub-Committee (16 Members)  
Corporate Health and Safety Committee (7 Members)  
Corporate Joint Consultative Committee (all Cabinet Members)  
Education Achievement Service Board (1 Member)  
Education Achievement Service Audit/Risk Assurance Committee (2 Members)  
Future Generations Advisory Panel (11 Members)  
Grants to the Voluntary Sector Panel (15 Members)  
Monmouthshire and Brecon Canal - Crumlin Arm Working Group (ward Members and Cabinet Member)  
Pensions/Compensation Committee (8 Members)  
Prosiect Gwyrdd Joint Scrutiny Panel (2 Members)

Risca Town Centre Management Group (5 local Members and Cabinet Member)  
River Rhydney Task Group (3 Members)  
Scrutiny Leadership Group (Chair/Vice - Scrutiny Committees/Democratic Services Committee and Audit Committee)  
Standing Advisory Council for Religious Education (6 Members)  
View Point Panel (relevant Cabinet Members)  
Voluntary Sector Liaison Committee (15 Members)  
Ystrad Mynach Town Centre Management Group (4 local Members and Cabinet Member)

## **22. TO APPOINT/NOMINATE REPRESENTATIVES TO SERVE ON OUTSIDE BODIES**

It was proposed that subject to the replacement of Councillor Mrs J. Gale with Councillor J. Simmonds on the Caerphilly Foster Panel and the renaming of the Gwent Frailty Board as the Gwent Regional Partnership Board that the following represent Council on associations and outside bodies. By show of hands this was unanimously agreed.

RESOLVED that Council be represented on associations and outside bodies by the following Members and/or officers: -

**Aneurin Bevan Community Health Council**  
Councillors D. Price, Mrs T. Parry, J. Simmonds

**Anti-Poverty Champion**  
Cabinet Member for Finance, Performance and Governance -  
Councillor Mrs B.A. Jones

**Army Benevolent Fund - Gwent**  
Councillor A. Whitcombe

**Armed Forces Community Covenant Champion**  
Councillor A. Whitcombe

**Association of Public Services Excellence (APSE) Welsh Regional Committee**  
Cabinet Members for Corporate Service, Homes and Places, Economy, Infrastructure and Sustainability - Councillors C.J. Gordon, Mrs L. Phipps and S. Morgan

**Caerphilly Foster Panel**  
Councillor J. Simmonds

**Carbon Reduction Group**  
Cabinet Member for Economy, Infrastructure and Sustainability – Councillor S. Morgan

**Cardiff Capital Region Joint Committee (Regional Cabinet)**  
Leader of Council - Councillor D.V. Poole and Cabinet Member for Economy, Infrastructure and Sustainability - Councillor S. Morgan

**Care and Repair - Caerphilly**  
Cabinet Member for Homes and Places - Councillor Mrs L. Phipps and Private Sector Housing Manager

**Child Poverty Champion**  
Cabinet Member for Social Care and Well Being - Councillor C.J. Cuss

**Citizens Advice Bureau Trustee Board**  
Cabinet Member for Corporate Services - Councillor C.J. Gordon

**Coleg Gwent Further Education Corporation (Crosskeys Community Partnership)**

Councillor D.T. Hardacre

**Coleg Harlech WEA North**

Cabinet Member for Education and Achievement - Councillor Mrs P. Marsden

**Coleg Y Cymoedd Corporation (formerly Ystrad Mynach College Board of Governors)**

Sian Farquharson, Challenge Advisor EAS

**Consortium of Local Authorities Wales (CLAW)**

Leader of Council and Cabinet Member for Homes and Places - Councillors D.V. Poole and Mrs L. Phipps

**Corporate Parenting Group**

Cabinet Members for Social Care and Well Being and Education and Achievement  
Councillors C.J. Cuss and Mrs P. Marsden, Councillors L. Binding, D. Cushing,  
Ms J. Gale (Foster Panel Member)

**Corporate Safeguarding Group**

Cabinet Members for Social Care and Well Being and Education and Achievement  
Councillors C.J. Cuss, Mrs P. Marsden and Councillor D. Cushing, 1 Independent

**Dementia Friend Champion**

Councillor Mrs C. Andrews

**Domestic Abuse Champions**

Cabinet Members for Corporate Services and Neighbourhood Services - Councillors  
C.J. Gordon and N. George

**Equalities Champion**

Councillor J. Pritchard

**Fields in Trust (formerly National Playing Fields Association)**

Cabinet Member for Neighbourhood Services - Councillor N. George

**Future Generations Champion**

Cabinet Member for Economy, Infrastructure and Sustainability - Councillor S. Morgan

**Glamorgan Archives Joint Committee**

Councillor Mrs B.A. Jones and A.G Higgs

**Greater Gwent Cremation Joint Committee**

Councillor J. Simmonds and J. Taylor

**Groundwork Wales**

Councillor D. Havard

**Gwent Association of Voluntary Organisations**

Relevant Officer and Councillor A. Higgs

**Gwent Regional Partnership Board**

Cabinet Member for Social Care and Well Being - Councillor C.J. Cuss

**Gwent Archives Joint Committee**

Councillors Mrs B.A. Jones and A.G. Higgs

**Gwent Police and Crime Panel - politically balanced across Gwent**

Councillors Mrs C. Forehead, G. Kirby and C.P. Mann

**Homeless Person Champion**

Cabinet Member for Homes and Places - Councillor Mrs L. Phipps

**Industrial Communities Alliance (formerly Coalfield Communities Campaign)**

Cabinet Member for Economy, Infrastructure and Sustainability - Councillor S. Morgan

**Islwyn Indoor Bowls Club Management Board**

Councillor M. Adams and Cabinet Member for Neighbourhood Services - Councillor N. George

**Joint Council for Wales**

Cabinet Members for Corporate Services and Homes and Places - Councillors C.J. Gordon and Mrs L. Phipps

**The Learning Centre (Pupil Referral Unit)**

Councillor M. Evans

**Local Authority Action for Southern Africa (LAACTSA)**

Councillor R. Saralis

**Local Government Association**

Leader of the Council - Councillor D.V. Poole and Cabinet Members for Finance, Performance and Governance, Economy, Infrastructure and Sustainability and Neighbourhood Services - Councillors Mrs B.A. Jones, S. Morgan and N. George

**Monmouthshire and Brecon Canal Joint Steering Group** (Formally Monmouthshire and Brecon Canal Regeneration Partnership)

Cabinet Members for Neighbourhood Services and Environment and Public Protection, - Councillors N. George and Mrs E. Stenner (substitute Councillor C. Thomas)

**Monmouthshire Farm School Endowment Trust**

Councillor D. Havard

**Older Persons Champion**

Councillor Mrs B.A. Jones

**Pen Bryn Oer Wind Farm Community Benefit Panel**

Member for Twyn Carno Ward - Councillor C. Cuss

**PFI Liaison Committee**

Cabinet Member for Education and Achievement - Councillor Mrs P. Marsden

**Prosiect Gwyrdd Joint Committee**

Cabinet Members for Neighbourhood Services and Corporate Services - Councillors N. George and C.J. Gordon

**Regional Technical Statement (Aggregates)**

Cabinet Member for Economy, Infrastructure and Sustainability - Councillor S. Morgan

**Regional Transport Authority**

Cabinet Member for Economy, Infrastructure and Sustainability - Councillor S. Morgan

**Reserve Forces and Cadets Association for Wales**

Councillor A. Whitcombe

**Safer Caerphilly Community Safety Partnership**

Cabinet Member for Environment and Public Protection - Councillor Mrs E. Stenner

**Schools Admission Forum**

Cabinet Member for Education and Achievement - Councillor Mrs P. Marsden

**Schools Budget Forum**

Cabinet Members for Education and Achievement and Finance, Performance and Governance - Councillors Mrs P. Marsden and Mrs B.A. Jones

**South East Area Environment Group**

Cabinet Member for Environment and Public Protection - Councillor Mrs E. Stenner

**South East Wales Strategic Planning Group**

Cabinet Member for Environment and Public Protection - Councillor Mrs E. Stenner

**South Wales Fire and Rescue Authority**

Councillors D.T. Davies, A. Hussey, C. Elsbury

**South Wales Regional Aggregates Working Party**

Cabinet Member for Economy, Infrastructure and Sustainability - Councillor S. Morgan

**Sportlot Community Chest Panel**

Councillors A. Gair, C. Thomas and W. Williams

**St. Johns Cymru Wales**

Councillor Mrs C. Andrews

**Urban Commission (Local Government Association)**

Councillor S. Morgan

**Wales and National Nuclear Free Zone Forum**

Councillor Mrs C. Forehead

**Wales Council for Deaf People**

Councillor A. Gair

**Welsh Books Council (3 years) and Wales Book Council Executive Committee (1 year)**

Councillor J. Simmonds

**Welsh Centre for International Affairs**

Councillor D. Havard

**Welsh Church Fund**

Cabinet Member for Corporate Services - Councillor C. Gordon, Substitute - Cabinet Member for Finance, Performance and Governance - Councillor Mrs B.A. Jones

**Welsh Local Government Association**

Leader of the Council - Councillor D.V. Poole and Cabinet Members for Finance, Performance and Governance, Economy, Infrastructure and Sustainability and Neighbourhood Services - Councillors Mrs B.A. Jones, S. Morgan and N. George

**Welsh Local Government Association - Executive Board**

Leader of the Council - Councillor D.V. Poole

**Welsh Purchasing Consortium - to be disbanded in due course**

Cabinet Member for Corporate Services - Councillor C. Gordon

**White Ribbon Campaign**  
Councillor N. George

**WJEC**  
Cabinet Member for Education and Achievement - Councillor Mrs P. Marsden

**Workers Education Association - South Wales District Committee**  
Councillor Mrs C. Forehead

**Youth Champion (appointed by Youth Forum)**  
Councillor M. Evans

**Youth Forum**  
Councillors C.J. Cuss and J. Pritchard plus Cabinet Member for Education and Achievement - Councillor Mrs P. Marsden and the Youth Champion

The meeting closed at 7.00pm

Approved as a correct record and subject to any amendments or corrections agreed and recorded in the minutes of the meeting held on 17th July 2018 they were signed by the Mayor.

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MAYOR

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## COUNCIL – 17TH JULY 2018

**SUBJECT: NOTICE OF MOTION – THE POTENTIAL OF HYDROGEN IN THE DECARBONISATION OF TRANSPORT IN WALES**

**REPORT BY: CORPORATE DIRECTOR FOR SOCIAL SERVICES AND HOUSING**

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### **1. PURPOSE OF REPORT**

- 1.1 Council is asked to consider the Notice of Motion as set out in Paragraph 4.1 of the report, and make an appropriate recommendation. In accordance with Rule 11 (3) of the Constitution, the Mayor has agreed to allow the motion to be dealt with at Council, without being first discussed at an overview and scrutiny committee.

### **2. SUMMARY**

- 2.1 A Notice of Motion has been received from Councillor P. Bevan and is supported by Councillor C. Mann
- 2.2 The Notice of Motion meets the criteria set out in the Council's Constitution and in accordance with the Council's Rules of Procedure is now referred to Council for consideration.

### **3. LINKS TO STRATEGY**

- 3.1 The procedural rules regarding a Notice of Motion are contained within Council's Constitution as adopted in May 2002. The Council's Constitution sets out the framework for the decision making roles and responsibilities which will impact on future generations.

### **4. REPORT**

- 4.1 Councillor P. Bevan requests in his Notice of Motion that Council:-
- (i) Notes the report, 'The Potential of Hydrogen in the Decarbonisation of Transport in Wales', which was published by Simon Thomas AM.
  - (ii) Notes the Welsh Government's stated intention to build on existing skills and expertise to lead in the UK in hydrogen research and development and investment.
  - (iii) Calls on the Welsh Government to hold discussions with local authorities, businesses, researchers and bodies about holding a key event to convey Wales's ambition in relation to the hydrogen economy to a worldwide audience and to trigger the development of a comprehensive hydrogen economy strategy.
- 4.2 The following information is provided by the Member in support of his notice of motion.

The potential of hydrogen to help solve some of the biggest problems facing Wales now and in the future in terms of air pollution, climate change and the need for clean, renewable energy as well as great economic potential needs to be fully explored. Due to its versatility, abundance and practical benefits, hydrogen offers one of the main pathways to decarbonisation.

There has been very little research conducted on the use of hydrogen for these purposes in Wales to date and there needs to be discussion on how to develop a hydrogen strategy and drive forward expertise and interest in the technology.

### **Reasons for the Motion**

4.3 The potential benefits to Wales and therefore Caerphilly County Borough Council.

## **5. WELL-BEING OF FUTURE GENERATIONS**

5.1 The Notice of Motion is consistent with the five ways of working as defined within the act as it complies with the rules and regulations of the Council's Constitution which sets out a clear framework for how the Council operates in particular decision making responsibilities which will consider the positive and negative impacts on future generations, long term resilience, economic, environmental and social capital.

## **6. EQUALITIES IMPLICATIONS**

6.1 There are no specific equalities implications that directly affect the Council arising from the report.

## **7. FINANCIAL IMPLICATIONS**

7.1 There are no financial implications associated with this report.

## **8. PERSONNEL IMPLICATIONS**

8.1 There are no personnel implications associated with this report.

## **9. CONSULTATIONS**

9.1 There has been no consultation undertaken.

## **10. RECOMMENDATIONS**

10.1 Council is asked to consider the Notice of Motion outlined in paragraph 4.1 above and make an appropriate recommendation.

## **11. REASONS FOR THE RECOMMENDATION**

11.1 In accordance with the Council's Constitution.

Author: Emma Sullivan, Senior Committee Services Officer

Appendix 1 Signed copy of Notice of Motion  
Appendix 2 'The Potential of Hydrogen in the Decarbonisation of Transport in Wales'

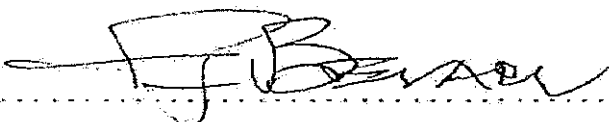
## Notice of Motion

To consider the under-mentioned Notice of Motion standing in the name of County Borough Councillor Phil Bevan supported by Councillor Colin Mann.

We the undersigned request that Caerphilly County Borough Council: -

1. Notes the report, 'The Potential of Hydrogen in the Decarbonisation of Transport in Wales', which was published by Simon Thomas AM.
2. Notes the Welsh Government's stated intention to build on existing skills and expertise to lead in the UK in hydrogen research and development and investment.
3. Writes to Welsh Government and calls on them to hold discussions with local authorities, businesses, researchers and bodies about holding a key event to convey Wales's ambition in relation to the hydrogen economy to a worldwide audience and to trigger the development of a comprehensive hydrogen economy strategy.

Councillor Phil Bevan



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Councillor Colin Mann



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# The Potential of Hydrogen in the Decarbonisation of Transport in Wales

Research project for Simon Thomas AM



# The Potential of Hydrogen in the Decarbonisation of Transport in Wales

Research project for Simon Thomas AM

## Foreword – Simon Thomas AM

I commissioned this paper to explore the potential of hydrogen to help solve some of the biggest problems facing Wales now and in the future - air pollution, climate change and the need for clean, renewable energy.

Very little research has been conducted on the use of hydrogen for these purposes in Wales to date and I hope this paper will help initiate a discussion that will lead to action being taken to develop a hydrogen economy in Wales. I would like to thank Guto Owen and Ynni Glan for this research.

Hydrogen presents an opportunity to make a valuable contribution to decarbonisation and the fight against air pollution. It also has great economic potential.

Currently, in Wales, the hydrogen sector is in its infancy with no overall strategy in place and few concrete examples. However, there is great potential in terms of: resources such as water; industry such as companies with expertise and interest in the technology; interest from various stakeholders ranging from environment, to public health, to science sectors; regulatory frameworks such as the Clean Air Act and the Well-being of Future Generations Act already being in place; and funding opportunities.

One of the barriers to building a hydrogen economy in Wales is its significant cost due to the market being at a relatively early stage and the ensuing risk aversion.

The potential uses of hydrogen for decarbonisation are vast and, for this reason, this paper focuses on its potential use in the transport sector.

Electric vehicles are currently taking off and Plaid Cymru have already demonstrated our support for this sector in the fight against air pollution and in the decarbonisation of transport through securing funding for electric vehicle charging points throughout Wales. We have also announced our commitment to phase out the sales of diesel and petrol-only vehicles in Wales by 2030. It is important to keep our options open to different technologies in order to fulfill this target.

In my opinion, the more immediate potential for the use of hydrogen is to power our trains and buses and heavy-duty freight. In the absence of a commitment by the Conservatives in London to electrify our railway, we should take a step further in Wales, following Germany, Austria, Ontario and China and develop hydrogen-powered trains. The new Wales & Borders Rail Franchise and proposed Metros for Cardiff and the Valleys, Swansea Bay and North East Wales present timely opportunities to make the business case for the introduction of hydrogen trains and buses in Wales.

On a smaller scale, there is potential for pilot projects that would have a visual impact in towns and cities with illegal levels of air pollution, such as hydrogen school buses.

One role of government in the development of a hydrogen economy is to signal its support for the use of the technology by industry through developing a hydrogen strategy and enabling and facilitating its use.

We need to use all the tools available in the fight against air pollution and climate change and, if we start now, there is potential for Wales to take a leading role in the emerging hydrogen economy.

## 1 Introduction

Hydrogen, by weight, is by far the most energy dense of fuels at 142 MJ/kg. By comparison, petrol holds 46.4 MJ/kg and Lithium Ion batteries 0.58 MJ/kg. (By volume petrol is the winner.) But although hydrogen is the most abundant element in the universe, it does not exist in its natural molecular state on Earth, except in harsh environments such as hydrothermal vents. Hydrogen prefers to form compounds with other elements - such as oxygen (H<sub>2</sub>O, water), carbon (CH<sub>4</sub>, methane) and nitrogen (NH<sub>3</sub>, ammonia).

Hydrogen is already used on a vast scale in industry and, while its current dominant production method steam methane reforming (SMR) is unsustainable without carbon capture, its handling characteristics are well-understood. This will support the introduction of sustainable and scalable methods of production, chiefly in the form of electrolysis - which splits water using electricity.

Due to its versatility, abundance and practical benefits, hydrogen offers one of the main pathways to decarbonisation - at scale and across all sectors, including transport. As a clean fuel, it is also being promoted as one of a select few zero emission technologies for reducing air pollution

Air pollution has been classified as the largest environmental risk to public health in the UK and has been described by the World Health Organisation as “a public health emergency”. Air pollution is estimated to cause 1,300 early deaths each year in Wales and 40,000 in the UK. Overall air pollution is estimated to cost the UK economy £20 billion a year<sup>1</sup>.

Hydrogen technologies make the cleanest and most efficient use of fossil fuels; and release the full potential of renewables. Many large-scale and community renewable projects (wind, solar and marine) are currently held back in Wales due to the constraints of the electricity grid. To release this potential, renewable electricity can be utilised to produce hydrogen instead via electricity (power-to-gas). And the hydrogen can be stored; injected into the gas grid; used to balance the electricity grid; used to synthesise other chemicals sustainably (methane, ammonia fertiliser, methanol); and be a mainstay fuel for transport which is the main area of focus for this report. The reach of the hydrogen economy therefore extends far beyond transport.

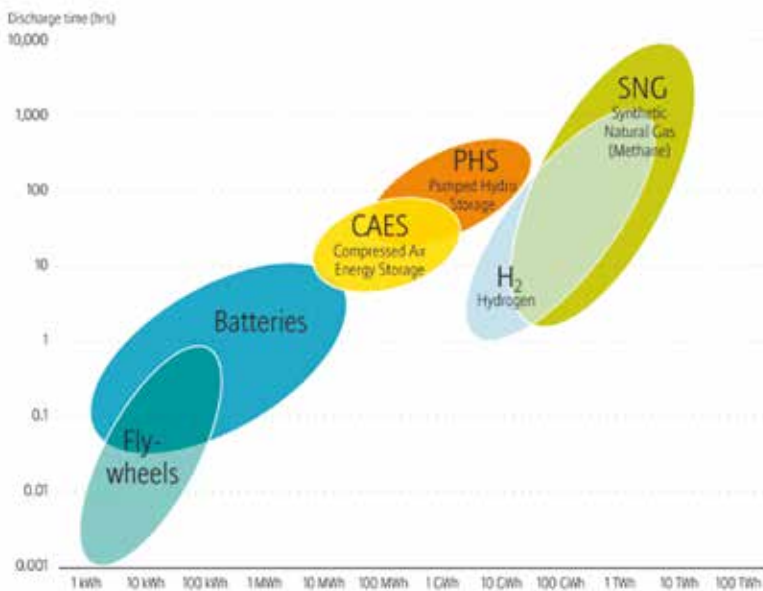
The report provides a survey of current hydrogen transport activities in Wales; details examples from the rapidly growing number of global hydrogen transport activities; highlights funding and regulatory mechanisms which are being used at EU level and elsewhere to accelerate their adoption and provides an associated cost-benefit analysis; assesses the Welsh Government’s level of commitment to promoting the hydrogen economy and the feasibility of using hydrogen to decarbonise different aspects of the transport sector in Wales; and provides a set of recommendations and priorities for the Welsh Government on hydrogen - including both regulatory and funding mechanisms.

Throughout the report, an attempt is made to set out and communicate the emerging, strategic and global case for hydrogen in helping to meet not only the urgent and difficult challenge of decarbonisation but in also reducing air pollution and in providing energy storage at scale and seasonally, (see Figure 1).

1 <https://publications.parliament.uk/pa/cm201719/cmselect/cmenvfru/433/433.pdf>



## Overview storage capacity of different energy storage systems



Renewables Global Futures Report Great debates towards 100% renewable energy



### Figure 1 - Energy Storage

Hydrogen and SNG (produced from H<sub>2</sub> + CO<sub>2</sub>) provide by far the greatest energy storage potential by both capacity and duration (season to season). Not shown are other derivatives of hydrogen namely ammonia (NH<sub>3</sub>) and methanol (CH<sub>3</sub>OH) which also offer huge storage potential. Note that the graph is on a logarithmic scale which greatly reduces the apparent scale of the hydrogen & SNG bubbles.

## 2 A survey mapping out the current use of hydrogen in the transport sector in Wales

There are currently few uses of hydrogen in the transport sector in Wales. Despite several initiatives, including the Welsh Government's 2010 Hydrogen Highway announcement<sup>2</sup>, the scale of deployment has been limited and piecemeal.

A survey of current activities has been undertaken and these are listed below, to include the very few working examples of hydrogen in current use, aspirational projects and wider transport initiatives which could embrace hydrogen.

### 2.1 Working Examples

#### 2.1.1 Riversimple set to trial their Hydrogen Car in Wales

Llandrindod Wells-based Riversimple<sup>3</sup> is about to run a 12-month trial of 10 of their hand-built hydrogen cell cars in Monmouthshire<sup>4</sup>. The trial will inform the full commercialisation of the revolutionary car, expected from 2019 onwards. A self-service mobile refuelling point will be installed in one of the council car parks, in Abergavenny or Monmouth.

Riversimple were awarded £2m of funding from the Welsh Government in 2015 and in January 2018 joined a trade delegation to China with the UK Prime Minister, which included a visit to Wuhan a city of 11 million people and which set to become a Hydrogen City (see 3.4.3).

<sup>2</sup> <http://news.bbc.co.uk/1/hi/wales/8511319.stm>

<sup>3</sup> <http://www.riversimple.com>

<sup>4</sup> <http://www.bbc.co.uk/news/uk-wales-mid-wales-42876575>

## 2.1.2 Wales' First 700 bar Green Hydrogen Filling Station

Wales' first public hydrogen filling station is at the University of South Wales' (USW) Hydrogen Centre in Baglan, Port Talbot<sup>5</sup>. The station will be developed by Pure Energy Centre as part of the UK H2 Mobility scheme<sup>6</sup>, backed by the UK Government, to boost and fund the installation of hydrogen stations and the uptake of fuel cell vehicles in the UK.

The USW's hydrogen filling station in relation to the emerging UK network is shown in Figure 2 below.

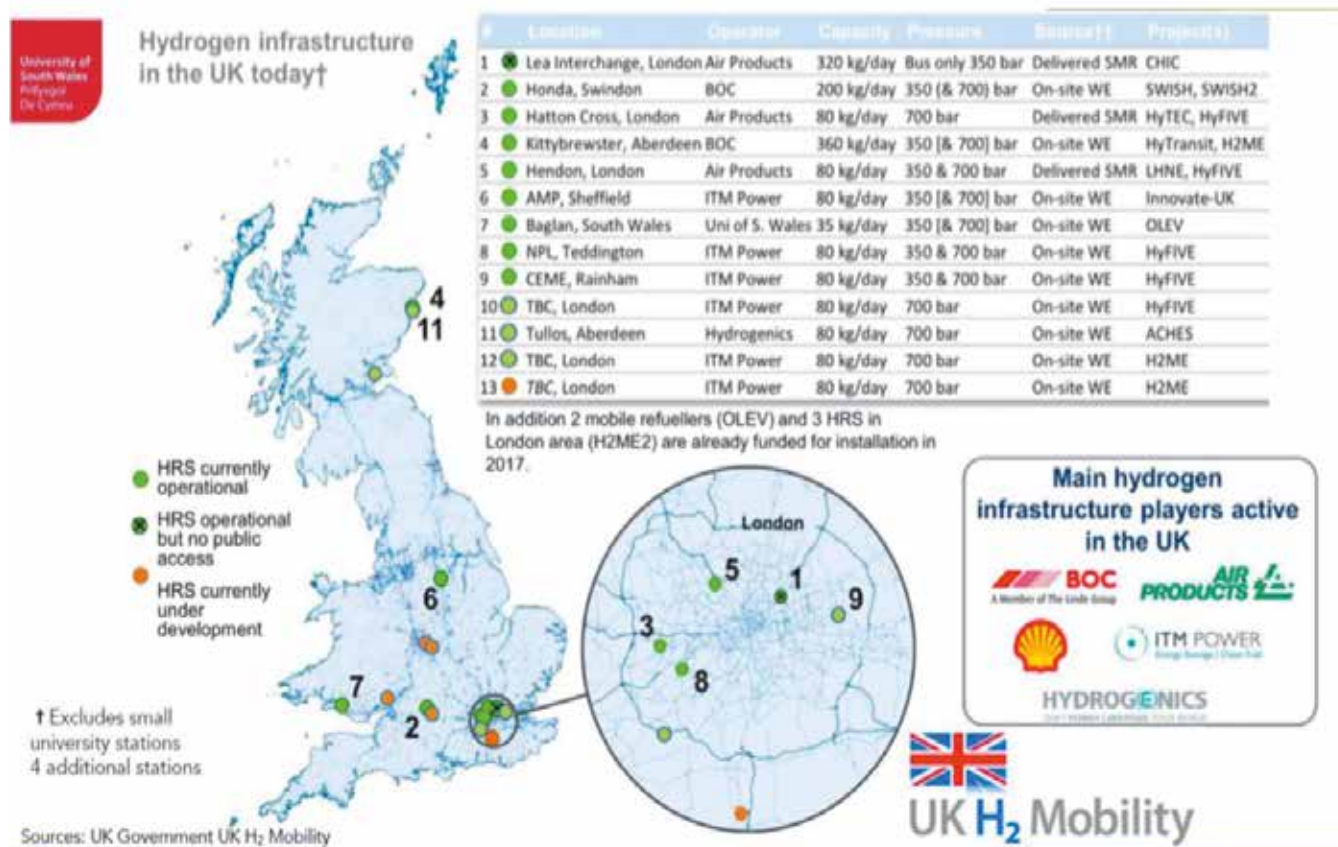


Figure 2 UK Hydrogen Infrastructure

## 2.1.3 Hydrogen Fuel Cell Cars at Mid & West Wales Fire Service and Swansea University

Mid & West Wales Fire Service (MWWFS) and Swansea University have added, respectively, two and one hydrogen cars to their fleets<sup>7,8</sup>. All are Hyundai models and will be making use of the hydrogen filling station at the University of South Wales' Hydrogen Centre.

Providing range and the convenience of short filling time, the adoption of these hydrogen cars should go some way to promoting the technology to others in the public sector and beyond in Wales and, in the case of MWWFS, help dispel some of the safety concerns on hydrogen.

5 <http://pureenergycentre.com/pure-energy-centre-wins-wales-first-700-bar-green-hydrogen-filling-station/>

6 <http://www.ukh2mobility.co.uk>

7 <https://www.walesonline.co.uk/news/wales-news/fire-vehicles-powered-hydrogen-soon-12890226>

8 <http://www.swansea.ac.uk/media-centre/news-archive/2018/swanseauniversityaddsnewhydrogenfuelcellvehiclefcvttoitszero-emissionfleet.php>

## 2.2 Aspirational Projects

The following aspirational list of projects on hydrogen transport in Wales include proposals which either did not receive funding and those which are currently at various stages of consideration. Notably, most projects are located within areas of severe air pollution in Wales.

Knowledge of hydrogen transport is increasing in Wales, especially amongst fleet managers who are faced with limited options in decarbonising their fleet; in reducing air pollution; and in adhering to the Wellbeing of Future Generations Act. But while interest is growing, as evidenced by a *Zero Emission Range Extender* workshop in Baglan in May 2015 and at the *European Hydrogen Road Tour*<sup>9</sup> event in Cardiff in October 2012, the number of concrete initiatives has been very limited to date.

### 2.2.1 Cardiff Council

In 2015, Cardiff Council were engaged in discussions involving a 3-city bid with Birmingham and London for European and UK Government funding for hydrogen buses and infrastructure. Cardiff withdrew its participation due, it is understood, to match-funding issues. However, the bid proved successful and Birmingham's 22 new hydrogen buses will be brought into service from March 2019, see 3.2.2. London is also expanding its hydrogen bus fleet, see 3.2.3.

In May 2017, Cardiff Council organised a workshop on Sustainable Fuels to inform its corporate transport plans involving compliance with urgent air pollution legislation in the city and the phase out of its polluting diesel bus fleet. Strong references were made at the workshop to the proposed Clean Air Zone in Cardiff and the on-going UK High Court cases on air pollution brought against the UK Government and the Welsh Government by Client Earth<sup>10</sup>.

In January 2018, the Welsh Government admitted to the Court that its current stance on air pollution was unlawful and promised to deliver measures to address the issue later in 2018<sup>11</sup>.

Amongst the notable presentations at the Cardiff Council Sustainable Fuels Workshop was that from Dundee Council, who have introduced widespread EV charging to the city and are also intent on developing hydrogen infrastructure to connect with other Scottish cities, notably Aberdeen (see 3.2.1).

To address the issue, Cardiff Council committed to produce and publish a Clean Air Strategy in 2018<sup>12</sup> and has published a Transport and Clean Air Green Paper<sup>13</sup> which is out to consultation until 1 July 2018.

In agreement with the Welsh Government, the Clean Air Strategy will outline the baseline situation in Cardiff with regards to key pollutants, set out proposed measures to improve air quality, and present an appraisal of these measures in terms of their air quality impacts, cost and timescale for implementation in an Action Plan. One significant measure that the Clean Air Strategy will discuss in detail is whether the Council considers the introduction of a Clean Air Zone.

9 <http://www.scandinavianhydrogen.org/h2moves-scandinavia/road-tour/>

10 [www.clientearth.org](http://www.clientearth.org)

11 <https://www.businessgreen.com/bg/news/3025296/welsh-government-admits-lacking-plan-to-clean-up-air-pollution>

12 <https://cardiff.moderngov.co.uk/documents/s18272/Air%20Quality%20APR.pdf>

13 <https://www.cardiff.gov.uk/ENG/resident/Parking-roads-and-travel/transport-and-clean-air-green-paper/Pages/default.aspx>

## **The draft review is also recommending an increase in the number of charging points for electric and hydrogen vehicles in the city.**

It is worth noting the recent written evidence submitted in November 2017 by the City of Cardiff Council<sup>14</sup> (alone from Wales) to the unprecedented and scathing UK Parliament Environment, Food and Rural Affairs, Environmental Audit, Health and Social Care, and Transport Committees joint report on improving air quality, published in March 2018<sup>15</sup>, and specifically the following comments by the Council:

“CCC has limited scope to effect significant change in the composition of the vehicle fleet.”

“The Welsh Government anticipates a Clean Air Zone, with vehicle access restrictions, could be implemented in Cardiff during 2021, or earlier if possible.”

“The UK Plan sets out a clear understanding for the next steps those highlighted LAs in England must take. The plan draws upon available funding to help aid those LAs to improve air quality;”

“The government will set up a £255m Implementation Fund to support local authorities to prepare their plans and deliver targeted action to improve air quality. This funding will support the immediate work to conduct feasibility studies and develop and deliver local plans. Further details will be announced later in the year. However, £40 million will be made available immediately to support local authorities to take action to improve air quality as quickly as possible. The plan does not detail whether this funding is being made available to Welsh LAs and clarification has been sought on this from Welsh Government.”

While it is recognised that Cardiff Council is reviewing all low/zero emission transport options open to them including batteries, biomethane and hydrogen, it is perhaps worth noting the following comments<sup>16</sup> from a senior official at the 8 March 2018 Environmental Scrutiny Committee meeting:

“Cardiff has absolutely no hydrogen infrastructure. There are three fuelling stations in Wales. Without more infrastructure the hydrogen market won’t grow.”

### **2.2.2 Neath Port Talbot & Swansea Council**

In February 2015, Neath Port Talbot County Borough Council and Swansea Council led the submission of a Swansea Bay City Region bid to the UK Government’s Go Ultra Low City Scheme - a £35m competition to deliver a step-change in the uptake of Ultra Low Emission Vehicles (ULEVs) in those cities and administered by the Office of Low Emission Vehicles (OLEV)<sup>17</sup>. The bid included a strong emphasis on both hydrogen and electric vehicle infrastructure. Hydrogen bus operators were engaged in its preparation.

Although unsuccessful, the bid resulted in a follow-up visit from then UK Transport Minister, Baroness Kramer, who encouraged the bidding team to maintain contact with OLEV in advance of future opportunities. Many elements of the bid remain viable and perhaps even more relevant in 2018 given the proposals for a Swansea Bay Metro and the growing concerns on the limitations of the electricity grid in delivering charging infrastructure for battery electric vehicles BEVs.

14 <http://www.parliament.uk/business/committees/committees-a-z/commons-select/environment-food-and-rural-affairs-committee/news-parliament-2017/joint-improving-air-quality-report-publication-17-19/>

15 <http://data.parliament.uk/WrittenEvidence/CommitteeEvidence.svc/EvidenceDocument/Environment,%20Food%20and%20Rural%20Affairs/Joint%20inquiry%20into%20improving%20air%20quality/written/73391.pdf>

16 <https://www.walesonline.co.uk/news/wales-news/ideas-being-put-forward-clean-14388139>

17 <https://www.gov.uk/government/organisations/office-for-low-emission-vehicles>

### 2.2.3 Western Power Distribution, WPD

As part of a Welsh Government Smart Living<sup>18</sup> project at their Church Village depot near Pontypridd, Western Power Distribution aimed to host the development of an electrolyser to produce hydrogen for use as a vehicle fuel and associated heating scheme. Small fleets of commercial hydrogen vehicles were set to be deployed as part of the project.

A core aim of the work for WPD was to gain an understanding into the conversion of peak renewable electricity production to hydrogen (peak lopping) to enable the installation of further renewable generation without incurring the infrastructure cost of grid strengthening.

### 2.2.4 Hydrogen Trains

The emergence of hydrogen trains as a viable zero emissions alternative to conventional electrification has received much global attention in the last 12 months (see 3.1). The new Wales & Borders Rail Franchise and proposed Metros for Cardiff and the Valleys, Swansea Bay and North East Wales present excellent opportunities for the business case to be made for the introduction of hydrogen trains - and buses - in Wales.

There have been no specific government announcements on hydrogen trains in Wales. The Welsh Government appears to be maintaining a technology-neutral stance on sources of traction power for the Wales & Borders Rail Franchise for the time-being. Public comments and discussions have been limited to Plenary sessions, the Economy Infrastructure and Skills Committees and a special evidence session on hydrogen for the Climate Change, Rural Affairs and Environment Committee in 2017.

This contrasts with UK Government announcements and also from overseas which have been far more specific in encouraging and enabling projects (see 3.1).

In its evidence to the National Assembly for Wales' Economy, Infrastructure & Skills Committee's Rail & Metro Consultation in February 2017, Ynni Glan calculated that the entire Wales rail network could run on hydrogen produce from an achievable 117MW of wind capacity, see 5.1.

Industry looks to government for signals. Perhaps the new train manufacturing facility in Newport can provide a springboard for discussions with hydrogen train manufacturers on the development and manufacture of hydrogen trains in Wales for domestic and UK markets.

## 2.3 Wales' Manufacturers

Riversimple is in good company. Toyota, perhaps the leading global brand in the development of hydrogen cars, has an engine plant in Deeside. The plant could be re-aligned for the 2020s for the manufacture or local assembly of the anticipated new wave of hydrogen vehicles which Toyota will be introducing in Japan and global markets.

Wales has a strong automotive industry but concerns over BREXIT and the demise of petrol and diesel engines (sales of new diesel and petrol engines are to be banned in the UK from 2040) presents huge challenges in maintaining the industry's presence. In March 2018, the UNITE union called on the Welsh Government to help support the re-alignment of the Welsh car industry - including the Ford engine plant in Bridgend - towards the brave new world of low/zero emission vehicles<sup>19</sup>.

Details of the Welsh Government's £100m automotive innovation park in Ebbw Vale remain sketchy but one of its core missions could be to nurture, develop and provide on-going support for the development of hydrogen vehicles.

18 <http://gov.wales/topics/businessandconomy/creating-a-sustainable-economy/smart-living/?lang=en>

19 <http://www.bbc.co.uk/news/business-43363539>

## **2.4 Welsh Initiatives - Hydrogen Highway, Low Carbon Vehicle Expert Steering Group & European Hydrogen Road Tour**

The new wave of interest in hydrogen is welcome although it should be noted that initiatives have ebbed and flowed on this matter in Wales for almost a decade.

The Welsh Government announced the Hydrogen Highway in 2010; and in 2014 established the Low Carbon Expert Steering Group, which included hydrogen in its brief and which reported with recommendations to the Welsh Government in September 2015<sup>20</sup>. But no resultant policy initiatives have been detected.

In this context, it is worth noting the speech of the First Minister in welcoming a Welsh and international audience to Cardiff for the European Hydrogen Road Tour in October 2012<sup>21</sup>.

The Welsh Government has a recent track-record on the awareness of hydrogen for transport, which provides a platform for the rapid development of policy to address clean air and decarbonisation goals and to seize economic opportunities.

20 <http://gov.wales/topics/businessandconomy/creating-a-sustainable-economy/low-carbon-vehicle-expert-steering-group/?lang=en>  
21 <https://www.youtube.com/watch?v=vKstC08S3hg&feature=youtu.be>

## 3 UK and International examples of the use of Hydrogen in Transport

### 3.1 Rail

In addressing the urgent air pollution health crisis from toxic diesel fumes and in meeting decarbonisation goals, hydrogen for rail applications has witnessed a surge of interest in the last 12 months. This is largely as a result of the spiralling costs of conventional (overhead) rail electrification but also due to the limited operational performance of battery trains. Examples of recent international activity in the rail sector are provided in this section, as well as a commentary on recent UK Government announcements. The UK section (3.1.6) also refers to heat and industry applications which can be pursued in parallel to transport, so demonstrating hydrogen's versatility.

#### 3.1.1 Germany



Lower Saxony is the pioneer regional Lander in Germany which is introducing a fleet of hydrogen trains to its regional rail network over the next few years<sup>22</sup>. 14 hydrogen trains will be in service by 2021 in Lower Saxony, which specified hydrogen trains as the preferred technology option for the network. Alstom's hydrogen train can reach 140 kmh, with a range of 600 to 800 km and accommodate up to 300 passengers

#### 3.1.2 Austria



Austria's Zillertal Railway has opted for hydrogen trains on a 32km narrow-gauge line. Previous electrification plans were estimated to cost €156m including track upgrades and rolling stock but the hydrogen option is expected to cost €80m, including new rolling stock and hydrogen fuelling and production facilities which will use energy from local hydroelectric power stations. A specific tender to deliver the hydrogen trains was issued in March 2018 and won by Stadler in May 2018. The trains are scheduled for service from 2020.

22 <http://www.alstom.com/press-centre/2017/11/14-coradia-ilint-in-salzgitter-for-lnvg/>

### 3.1.3 Ontario

The Ontario Government recently commissioned a Hydrogen Rail (Hydrail) Feasibility Study<sup>23</sup> which found that it would be feasible to build and operate electrified rail service using hydrogen-powered trains at a cost comparable to conventional electrification using overhead wires.

Ontario is now engaging with train manufacturers Alstom and Siemens to produce concept designs that incorporate hydrogen fuel cells into bi-level trains; and an additional request for proposals for designs for a hydrogen fuel cell-powered locomotive.

*"The potential benefit of hydrogen fuel cells compared to overhead wires makes exploring hydrogen rail technology worthwhile."*

Kathryn McGarry, Ontario Minister of Transportation, February 18 2018

### 3.1.4 China



Tangshan Railway Vehicle Company (TRC) is trialling hydrogen trams on a new 14km line in Tangshan City, which is located in China's Hebei Province.

The TRC low floor tram consists of three cars with a total capacity for 336 passengers, a top speed of 70kmh and a range of 40km on a single 12kg tank of hydrogen.

### 3.1.5 Costa Rica

At his Inauguration in May 2018, the new Costa Rica President declared that the country would prepare for full decarbonisation of the economy and in support of this goal that a hydrogen plan to include rail would be produced within 6 months<sup>24</sup>. To underline this commitment, the President arrived at the Inauguration in a hydrogen bus accompanied by a cavalcade of bicycles.

23 <https://news.ontario.ca/mto/en/2018/02/ontario-taking-next-steps-in-testing-hydrogen-powered-train-technology.html>

24 <https://www.independent.co.uk/environment/costa-rica-fossil-fuels-ban-president-carlos-alvarado-climate-change-global-warming-a8344541.html>



### 3.1.6 UK

In recent months, the UK Government has made very positive comments in Parliament and through the media on hydrogen trains, urging a swift uptake of the technology in the UK. For example:

*"Roll on hydrogen trains in the U.K."*

*"Hydrogen train to be tested in the UK by 2020."*

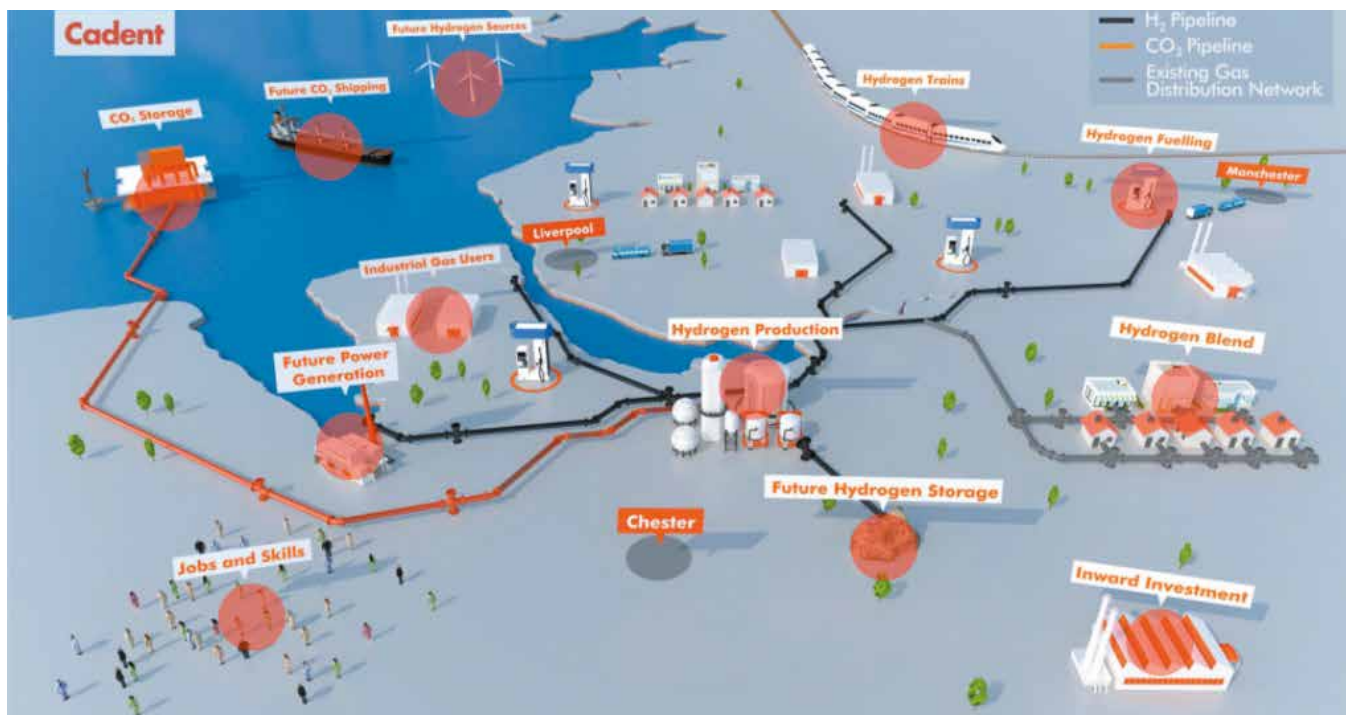
Tweets by Jo Johnson, UK Government Transport Minister, February 18

French train manufacturer, Alstom, announced in May 2018 that it is developing specific hydrogen trains for the UK market at their factory in Widnes, to be ready by 2021. This builds on Alstom's introduction of hydrogen trains to Germany.

However, Alstom is not alone. Siemens is also developing hydrogen trains in a joint-venture with Canadian fuel cell manufacturer, Ballard<sup>25</sup>; and Stadler has won the tender for Austria's Zillertal Railway<sup>26</sup>.

Further, clear signals towards a hydrogen economy emerged in May 2018 when the UK Government announced a £20m funding competition to investigate the development of low cost, low carbon hydrogen for industry, buildings and transport<sup>27</sup>. In the words of Energy and Clean Growth Minister, Claire Perry: "Clean, green and safe, hydrogen has an exciting role to play in powering the UK."

In the same week, Cadent, the gas utility for much of the Midlands and North of England presented details of the HyNet project<sup>28</sup>, a £900m proposal involving hydrogen and Carbon Capture, Usage and Storage (CCUS) to reduce carbon emissions from industry, homes and transport and to support economic growth in the North West of England. Based around the Liverpool - Manchester area, transport (including trains and buses) forms an integral part of the project and, as the map below illustrates, the project extends to north east Wales.



25 [https://www.siemens.com/press/en/pressrelease/?press=/en/pressrelease/2018/mobility/pr2018020172moen.htm&content\[\]=MO](https://www.siemens.com/press/en/pressrelease/?press=/en/pressrelease/2018/mobility/pr2018020172moen.htm&content[]=MO)

26 <http://www.railjournal.com/index.php/rolling-stock/zillertalbahn-orders-stadler-hydrogen-powered-trains.html>

27 <https://www.gov.uk/government/news/20-million-boost-for-business-innovators-powering-the-uks-hydrogen-economy>

28 <https://hynet.co.uk>

Similarly, Northern Gas Networks, with support from Wales & West Utilities, is leading the H21 Leeds project to assess the transformation of the gas network at the Leeds city-scale from natural gas to hydrogen<sup>29</sup>.

Hydrogen, whether on its own or as the feedstock for Synthetic Natural Gas (SNG), has obvious attractions for gas utilities as a pathway for decarbonising heat and extending to transport. But its merits for storing renewable energy and its cost advantages when compared with full-scale electrification and heat networks have also recently been highlighted in studies by the Institute of Mechanical Engineers, Energy from Gas: Taking a Whole System Approach<sup>30</sup>; and by E4Tech, Cost analysis of future heat infrastructure<sup>31</sup>, for the UK's National Infrastructure Commission.

Expanding on the huge potential for industry, steelworks in Sweden<sup>32</sup> and Austria are developing pilot projects which will produce hydrogen from renewables instead of fossil fuels for their operations. Such developments open-up the prospect for another large-scale and global market for hydrogen.

## 3.2 Buses

A growing number of European cities are introducing hydrogen buses to their fleets in response to tougher air pollution regulations. Aberdeen, Birmingham and London are the leading UK cities with multiple hydrogen buses either deployed or ordered.

### 3.2.1 Aberdeen

Aberdeen anticipates major economic as well as environmental benefits of being a fast-mover in the development of a hydrogen economy, as part of a long-term strategy to re-skill the local economy's expertise from declining oil and gas.



In March 2017, Aberdeen City Council was awarded £3m of funding from the Scottish Government towards the deployment of an additional 10 hydrogen buses, taking the city's fleet to 20 (the largest in Europe)<sup>33</sup>. The Council also invested its own money and secured funding from FCH JU's JIVE programme (see 4.1.1) towards the costs.

And in 2018, using Aberdeen as the launchpad, the Scottish Cities Alliance

- a partnership between the Scottish Government and all seven of Scotland's cities - is to focus on developing hydrogen technology in the North-east during 2018 with Dundee, for example, looking to deploy its own hydrogen buses<sup>34</sup>.

29 <https://www.northerngasnetworks.co.uk/wp-content/uploads/2017/04/H21-Report-Interactive-PDF-July-2016.compressed.pdf>

30 <http://www.imeche.org/news/news-article/uk-should-store-excess-renewable-energy-storage-in-hydrogen>

31 <http://www.e4tech.com/e4tech-and-element-co-author-study-for-the-national-infrastructure-commission-assessing-the-cost-of-decarbonising-uk-heat/>

32 <https://www.euractiv.com/section/energy/interview/hybrit-ceo-our-pilot-steel-plant-will-only-emit-water-vapour/>

33 <https://www.eveningexpress.co.uk/fp/news/local/green-bus-fleet-to-double-as-government-pledges-3m/>

34 <https://www.insider.co.uk/news/scottish-cities-alliance-smart-cities-11763737>

### 3.2.2 Birmingham

Birmingham City Council has won significant funding towards the £13.4m cost of introducing 20 hydrogen buses and new fuelling infrastructure to its fleet from late 2018 onwards<sup>35</sup>. Funding sources include the UK Government's Office for Low Emission Vehicles (£1,474,000), the EU's Fuel Cells and Hydrogen Joint Undertaking (£4,080,800), the Greater Birmingham and Solihull Local Enterprise Partnership (£2,156,000) and a lease agreement with the bus operator. Each bus currently costs approx £500,000.

### 3.2.3 London

London has the oldest hydrogen bus fleet in Europe. To facilitate deployment in the city and for other cities, Transport for London (TfL) has established a protocol which invites potential suppliers of fuel cell buses to join a framework for the supply of single and double-decker vehicles to cities across the UK and potentially abroad. This bulk procurement of buses is intended to significantly increase order volumes in Europe and reduce costs for widespread commercialisation.

The procurement activity is part of the EU JIVE (Joint Initiative for Hydrogen Vehicles across Europe) project, which aims to deploy 142 hydrogen buses across 9 participating European cities.

### 3.2.4 Global Emergence

Several other European cities have introduced hydrogen buses to their fleets and further deployment is taking place in India (including Tata Motors), China and USA. Notably, after previously trialling 2 buses, the German cities of Cologne and Wuppertal have order 40 hydrogen buses to be operational from 2019<sup>36</sup>. This is the largest European order to date but such orders may soon be dwarfed by developments in China whose "blue skies" initiative seeks to aggressively tackle air pollution. A new manufacturing facility for fuel cell stacks in Guangdong Province<sup>37</sup> serves as a statement of intent towards an accelerated deployment programme in China. More details of international developments are provided in the following sections.

35 [https://www.birmingham.gov.uk/news/article/178/cleaner\\_hydrogen\\_buses\\_to\\_be\\_given\\_green\\_light](https://www.birmingham.gov.uk/news/article/178/cleaner_hydrogen_buses_to_be_given_green_light)

36 <https://uk.reuters.com/article/us-autos-renewables-buses/belgiums-van-hool-bags-large-german-order-for-hydrogen-buses-idUKKCN1GC1GV>

37 <http://ballard.com/about-ballard/newsroom/news-releases/2017/09/06/ceremonial-opening-of-ballard-s-china-stack-joint-venture-production-facility>

### 3.3 Cars, Vans and other Vehicles - including Bikes

#### 3.3.1 France - Zero Emission Valley and H2Mobilite France



ZEV is a flagship initiative for the French region of Auvergne-Rhône-Alpes which aims to create a bankable investment environment for hydrogen infrastructure investors by building stations for the captive fleet of this local cluster.

ZEV will deploy 20 stations, out of which 15 will be supplied by onsite electrolyzers. It will also procure and lease 1,000 fuel cell vehicles.

The project also forms part of the Mobilité Hydrogène France programme, which aims to deploy 600 hydrogen refuelling stations in the country by 2030.

On 1 June 2018, the French Government launched a comprehensive hydrogen plan for transport and other applications.

#### 3.3.2 Germany and Central Europe



Germany has 50 hydrogen filling stations in a network which will expand into the hundreds, co-ordinated by the Clean Energy Partnership of government and industry<sup>38</sup>.

Denmark has the first countrywide hydrogen station network in the world which will expand in the coming years to ensure that 50% of the Danish population is within 15 km of a station<sup>39</sup>.

In the Netherlands, government investment of €15 million in the transport sector will go towards introducing hydrogen fuel-cell buses, lorries and vans and building seven hydrogen filling stations in 2018<sup>40</sup>.

38 <https://cleanenergypartnership.de/en/home/>

39 <http://h2logic.com/products-services/track-record/>

40 <https://www.government.nl/latest/news/2018/03/09/government-to-invest-€300-million-in-climate-measures>

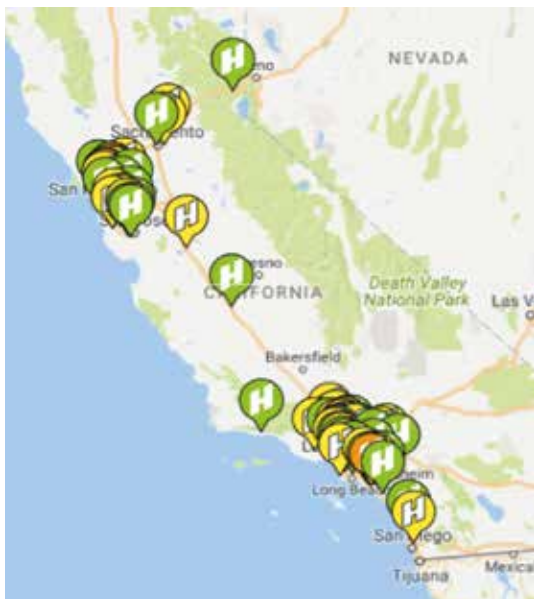
## HYDROGEN CAR WINS OVER ELECTRIC CAR

13 FEBRUARY 2018



In February 2018, the Jülich Research Centre in Germany released a study<sup>41</sup> which assessed battery and hydrogen infrastructure costs. The study concluded that up to a fleet size of 100,000 vehicles, the scheduled costs for hydrogen mobility (FCEV) amount to around €450 million. For battery electric vehicles (BEV), the costs are around €310 million. However, once 1 million vehicles are on the road, the cost of H<sub>2</sub> infrastructure totals ~€1.9 billion while battery charging infrastructure totals ~€2.8 billion.

### 3.3.3 USA



California's Hydrogen Highway is expanding<sup>42</sup> and spurring commercial hydrogen innovations. North America's largest power to gas project is being developed in Palm Springs. The 2.5MW plant will deploy highly efficient and responsive electrolyzers to convert wind and solar energy into 1,000kg of renewable hydrogen per day - enough to supply hundreds of cars and fleets of hydrogen buses and trains. The plant is modular and can be increased in size as demand grows.



Start-up Nikola Motor<sup>43</sup> is developing a long-range articulated hydrogen fuel cell lorry for the US/Canadian market by 2020 with European markets to follow.

Nikola's plans include the development of complementary and continent-wide hydrogen infrastructure to fuel the lorries and a \$1bn manufacturing facility in Arizona.

41 <http://h2-mobility.de/en/news-and-infos/battery-and-hydrogen-h2-juelich-research-center-and-h2-mobility-publish-comparative-analysis-of-infrastructure-costs/>

42 <https://cafcp.org>

43 <https://nikolamotor.com>

### 3.3.4 Hydrogen Bikes



But perhaps the most appealing form of hydrogen transport will turn out to be the hydrogen bike - in reducing the waste, cost and pollution of car congestion and in promoting active travel.

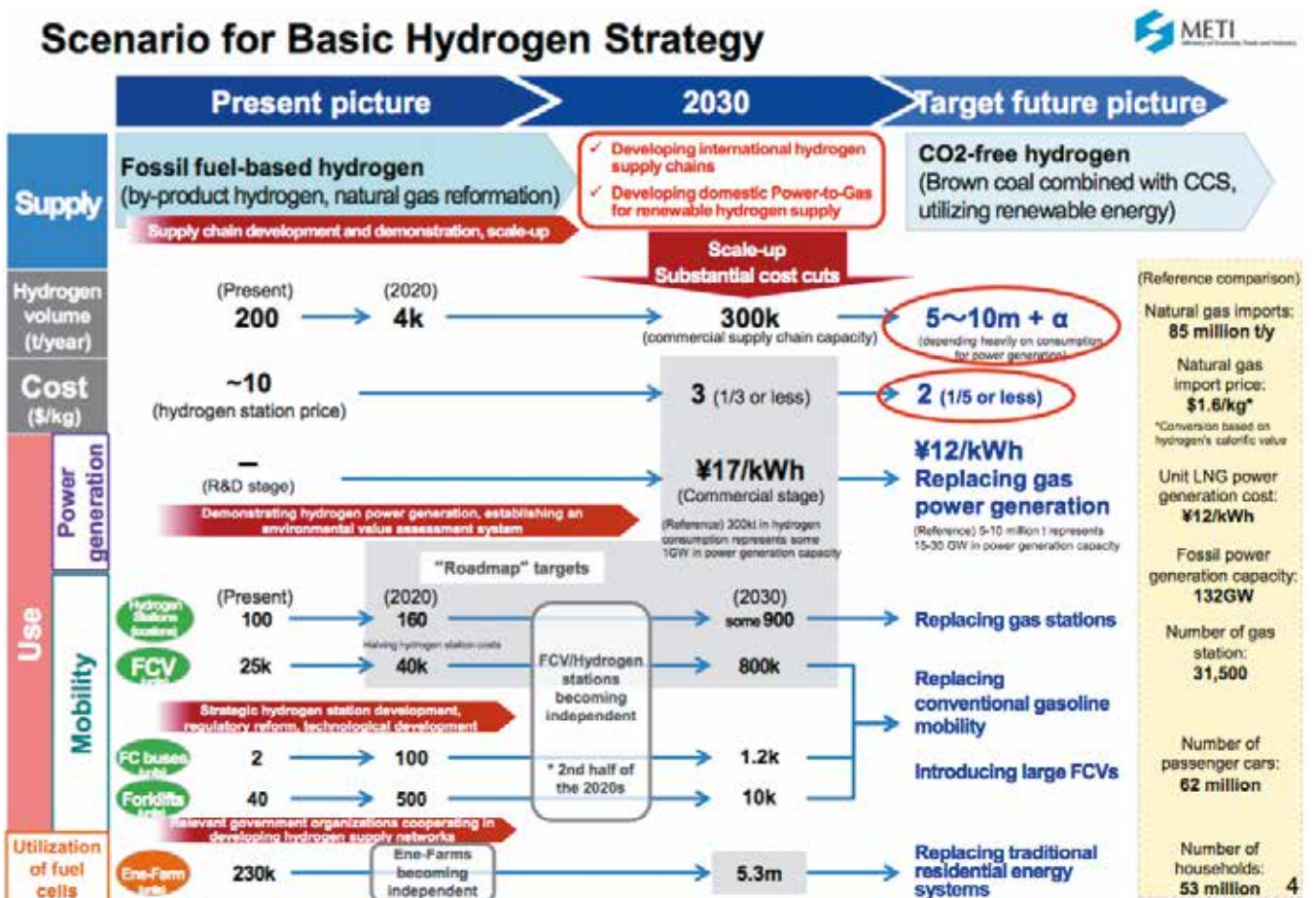
Municipalities in France are trialling the hydrogen bike.

### 3.4 Asia & Australia

East Asian countries have been amongst the earliest advocates and adopters of hydrogen for transport and building applications. Australia is also now in play.

#### 3.4.1 Japan

Japan is perhaps the pioneer country for developing a hydrogen economy, in response to the Fukushima disaster and being heavily reliant on imported fossil fuels. In March 2018, the Japanese Government updated its hydrogen strategy<sup>44</sup> which is being led by the Ministry of Economy, Trade & Industry. Across all sectors, the strategy envisions “massive amounts of hydrogen” and an exponential increase in the deployment of vehicles, filling stations and power systems through the 2020s. Notably, Japan is nurturing an international supply chain in liquefied hydrogen involving supertankers as an evolution from LNG.



Japan will use the 2020 Tokyo Olympics as a global platform to showcase hydrogen and fuel cells.

44 [http://www.meti.go.jp/english/press/2017/1226\\_003.html](http://www.meti.go.jp/english/press/2017/1226_003.html)

### 3.4.2 South Korea

With a strong domestic car manufacturing base, South Korea is amongst the global leaders in the adoption of hydrogen-powered fuel cell vehicles, alongside Germany, Japan, and California. In February 2018, the South Korean Government announced plans to deploy 310 hydrogen stations across the country by 2022 in a public-private partnership<sup>45</sup>.

In February 2018, South Korea hosted a meeting of the Hydrogen Council<sup>46</sup>, which is a global initiative of leading energy, transport and industry companies with a united vision and long-term ambition for hydrogen. The Hydrogen Council was active at the recent Clean Energy Ministerial meeting in Sweden and at COP23 in Berlin in November 2017. It operates at the highest level in promoting hydrogen across the world.

### 3.4.3 China

In February 2018, China convened a National Alliance of Hydrogen and Fuel Cells with the aims of supporting China's hydrogen and fuel cell technologies to reach market maturity and international competitiveness. The Alliance is set to accelerate developments towards China's hydrogen society.

Wuhan, capital city of central China's Hubei province, is scheduled to become a world hydrogen city by 2025<sup>47</sup>, with 3 to 5 world leading hydrogen enterprises and 30 to 100 hydrogen fuelling stations. A hydrogen energy industrial park is expected to be built in the city, gathering more than 100 fuel cell automakers and related enterprises. In a rapid scale-up, the city will initially build up to 20 hydrogen fuelling stations from 2018 to 2020 to support the running of about 3,000 hydrogen fuel cell-powered vehicles. The annual production value of hydrogen fuel cells in Wuhan alone is expected to exceed 100 billion yuan (~£11 billion).

Should China's pursuit of hydrogen mirror the incredible global rise of its solar PV industry, Great Wall Motors, SAIC and other Chinese car brands may become familiar on the roads of Wales in the near future.

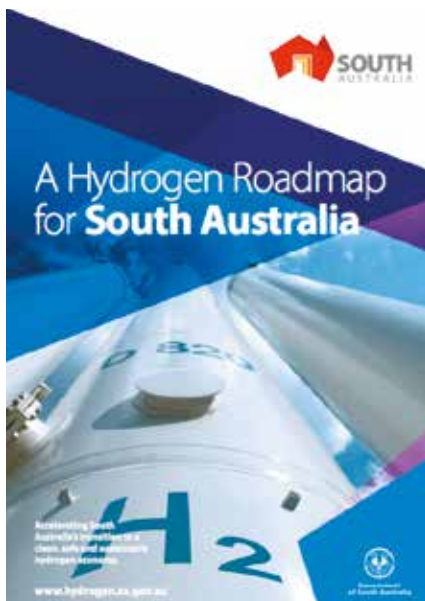
45 <https://energies.airliquide.com/korean-government-announces-deployment-310-hydrogen-stations-2022>

46 <http://hydrogencouncil.com>

47 <http://www.chinadaily.com.cn/a/201801/22/WS5a65538ba3106e7dcc135b88.html3>.

## 4.4 Australia

Australia has abundant natural resources including coal which still dominates power generation. But vast renewable plants are now being deployed together with a surge of interest in hydrogen to bridge fossil fuels and renewables at state and federal level.



In September 2017, the South Australia Government published A Hydrogen Roadmap<sup>48</sup> with specific aims for hydrogen: to be exported as vehicle fuel; to release the full potential of renewables; to provide grid stability; and for renewable fertiliser production.

A call for proposals for hydrogen infrastructure projects under South Australia's \$150M Renewable Technology Fund was also released. Projects include at least six hydrogen fuel cell buses for use by Adelaide Metro, as well as the supporting hydrogen production and refuelling infrastructure.

South Australia - "We're going to be the hydrogen capital of the world!" - realises that its huge renewables potential needs to be coupled with hydrogen production in order for energy to be stored at scale and over seasonal periods.

In 2016, Australia Capital Territories' Minister for the Environment and Climate Change outlined that international businesses will invest A\$180 million to bring hydrogen energy storage and infrastructure to ACT<sup>49</sup>, requiring them to make contributions to the government's vision as an internationally recognised centre for renewable energy innovation and investment. To underline its commitment, the ACT Government issued a mandate in April 2018 for all newly leased government vehicles to be zero emissions from 2021<sup>50</sup>. This means battery or hydrogen for all cars, vans and bikes.

Meanwhile, the central Australian Government views coal as having a major future in the production of hydrogen and is backing a coal-to-liquid hydrogen conversion trial in partnership with Kawasaki Heavy Industries, with a view to establishing a new, large-scale hydrogen export industry to Japan<sup>51</sup>.

48 <http://ourenergyplan.sa.gov.au/hydrogen>

49 <http://www.govnews.com.au/act-invests-hydrogen-technology/>

50 <https://reneweconomy.com.au/act-takes-lead-on-evs-all-new-government-cars-to-be-zero-emissions-78922/>

51 <https://www.reuters.com/article/us-japan-hydrogen-australia/australias-agl-to-host-coal-to-liquid-hydrogen-export-trial-for-japans-kawasaki-heavy-idUSKBN1HJ0ET>



## 4 EU initiatives; any other mechanisms and sources of funding

Relevant sources of hydrogen funding from the EU and the UK Government are provided below. Applying for these sources of funding can be a major undertaking as well as the on-going project administration. However, the rewards can be substantial. Consideration should be given towards establishing a dedicated and co-ordinated team of bid writers and project managers (e.g. from amongst Wales universities and local authorities) who could pool resources in supporting project development including partner searches and in sourcing such funding.

It should be noted that additional funding - beyond those listed below - has been made towards the projects listed in Section 2 in response to specific project proposals put forward or the project - to include Aberdeen's hydrogen buses, Riversimple's hydrogen car, Germany and Austria's hydrogen trains and others.

There are no known dedicated sources of funding towards hydrogen transport schemes in Wales, although the Low Carbon Vehicle Expert Steering Group did recommend such funding in its September 2017 report to the Welsh Government. However, the new Wales & Borders Rail Franchise and the proposed Metros for Cardiff and the Valleys, Swansea Bay and North East Wales - together with the City Regions deals - may present opportunities to fund hydrogen transport. This could result in overall cost savings when compared to conventional rail electrification and by establishing hydrogen hubs for multiple transport users to reach economies of scale.

### 4.1 EU

#### 4.1.1 FCH JU

The EU dedicates funding towards fuel cells and hydrogen technologies through the Fuel Cells and Hydrogen Joint Undertaking<sup>52</sup> (FCH JU) under the EU Horizon 2020 Framework Programme. The current phase (2014-20), has a total budget of €1.33 billion and targets a wide-range of aims including R&D, demonstration projects and commercialisation of technology.

FCH JU operates annual calls for proposals under which large scale consortium projects such as JIVE<sup>53</sup> (for the roll-out of hydrogen buses across European cities, see 3.2) are put forward.

FCH JU is the dedicated funding source for a hydrogen in the EU. But hydrogen projects have been funded and sources are available elsewhere within EU funding programmes.

#### 4.1.2 Ireland Wales Programme

The updated Cross Cutting Themes Matrix for the Ireland Wales Cooperation Programme 2014 - 2020 was published in January 2017<sup>54</sup>. Listed within the Generic Actions across all Priorities is the following topic and detail:

*Develop innovative technologies to promote sustainable transport.*

*Research into, and the application of, new technologies to promote more sustainable transport (such as hydrogen fuel cells or biogas/biodiesel systems), would provide environmental benefits as well as potentially significant future economic benefits.*

52 <http://www.fch.europa.eu>

53 <http://www.fch.europa.eu/project/joint-initiative-hydrogen-vehicles-across-europe>

54 <http://www.irelandwales.eu/sites/default/files/2017-05/CCTIrelandWalesGuidanceeEnglishMatrix%20-%20VERSION%20CONTROL%20DEC%202016%20-%20RP-B%20NC.pdf>

### 4.1.3 INTERREG NWEurope

INTERREG NWEurope has funded two specific hydrogen projects.

H2-SHare<sup>55</sup> is a €3.52m project involving partners in Belgium, the Netherlands and Germany to reduce emissions from heavy-duty transport in NWE through hydrogen solutions.

GENCOMM<sup>56</sup> - Led by Belfast Metropolitan College, the €5.63m GENERating energy secure COMMunities through Smart Renewable Hydrogen project includes assessment of transport as an end-use application for hydrogen.

### 4.1.4 Connecting Europe Facility

In 2013, the Connecting Europe Facility (CEF) was adopted as a successor to the former TEN-T Programme (2007-2013)<sup>57</sup>. The main objective of the CEF Transport Programme, as set out by the TEN-T Guidelines, is to help complete the Core Network and its nine TEN-T Core Network Corridors by 2030. To achieve this objective, a total budget of €24 billion has been made available for TEN-T projects for the 2014-2020 period.

CEF has funded €10,131,800 towards the overall €50,659,000 project costs of France's Zero Emission Valley project from 2018 to 2024, see 3.3.1.

## 4.2 UK Government, OLEV

The main focus of funding attention for low/zero emission vehicles - at UK and Welsh Government level - is currently battery vehicles. However, the following dedicated funding is being made available from OLEV towards hydrogen transport.

### 4.2.1 Hydrogen for Transport Program

In support of the UK H2 Mobility industry-government partnership, the UK Government's OLEV has established Hydrogen for Transport Programme (HTP) in order to develop the UK hydrogen vehicle market<sup>58</sup>. It is providing up to £23m of new grant funding until 2020 to support the growth of refuelling infrastructure alongside the deployment of new vehicles.

USW were amongst the projects to win funding under Stage 1 while Stage 2, which is scheduled to begin in December 2018, will commit up to £14m to fund up to ten hydrogen filling stations plus captive fleets.

## 4.3 Regulatory Mechanisms

Air Pollution and clean air zones are explored elsewhere in this report but there is new legislation and emerging regulatory mechanisms which are either directed at or can influence hydrogen transport.

55 <http://www.nweurope.eu/projects/project-search/h2share-hydrogen-solutions-for-heavy-duty-transport/>

56 <http://www.nweurope.eu/projects/project-search/gencomm-generating-energy-secure-communities/>

57 [https://ec.europa.eu/inea/sites/inea/files/cef\\_blending\\_call\\_brochure\\_alltogether\\_20171205\\_final\\_web.pdf](https://ec.europa.eu/inea/sites/inea/files/cef_blending_call_brochure_alltogether_20171205_final_web.pdf)

58 <https://ee.ricardo.com/htpgrants>

### 4.3.1 Modern Transport Bill

The UK Government is preparing proposals<sup>59</sup> to force service stations to offer hydrogen for sale at dedicated filling stations under the Modern Transport Bill.

### 4.3.2 Renewable Transport Fuel Obligation Order (RTFO)

This 2016 consultation<sup>60</sup> sought views on the proposed changes to the RTFO including increases to the use of advanced renewable fuels, such as hydrogen. The proposals are intended to increase the supply and sustainability of renewable transport fuels in order to meet national and international climate change commitments.

### 4.3.3 Green Gas Certificates

Green Gas Certificates<sup>61</sup> track green gas through the supply chain, providing certainty for consumers who buy it and an incentive for gas producers to inject green gas into the grid instead of using it to generate electricity. Green Gas Certificates can be accounted for at a zero carbon emissions rate and applied to gas combusted or used in a non-combustion fuel cell by a reporting company.

Green Gas Certificates can be used to report Scope 1 emissions under the international Greenhouse Gas (GHG) Protocol<sup>62</sup> and Renewable Heat Incentive sustainability rules mean that Scope 3 emissions can also be accounted for under the GHG Protocol.

59 <https://www.gov.uk/government/consultations/proposed-ulev-measures-for-inclusion-in-the-modern-transport-bill>

60 <https://www.gov.uk/government/consultations/renewable-transport-fuel-obligation-proposed-changes-for-2017>

61 <http://www.greengas.org.uk>

62 <http://www.ghgprotocol.org>5The cost and benefit of using hydrogen to decarbonise the transport sector, for example, the financial cost of hydrogen and the clean air and carbon impact

## 5 The cost and benefit of using hydrogen to decarbonise the transport sector, for example, the financial cost of hydrogen and the clean air and carbon impact

Two of the main arguments put forward against using hydrogen for transport are:

- i) the inherent inefficiencies in production, storage and use, especially when compared with Battery Electric Vehicles; and
- ii) the additional carbon emissions if the hydrogen is produced via Steam Methane Reformation - so called brown hydrogen.

However important, efficiency is just one of the metrics which should be taken into account when promoting zero emission transport - for both decarbonisation and air pollution goals. Other metrics include: customer acceptance; range; charging/filling time; weight/performance ratios; infrastructure costs and upheaval (see Julich Report 3.3.2); the impact on the electricity grid; practical application (especially in crowded cities); resource implications (e.g. lithium and cobalt); and the use/waste of toxic materials. For the complete picture and for a circular economy, all metrics should be taken into account.

And assuming that electrified transportation is the way forward to meet zero emission goals, this essentially narrows the field to 3 available options based on current available technology:

- a) Battery Electric Vehicles (BEV) - trains also.
- b) Fuel Cell Electric Vehicles (FCEV) - trains also.
- c) Overhead Electrification (for trains, trams, large transportation)

There are not many tools in the box. Therefore, it would be wise to keep all options open and not to dismiss any (of only three options) on the grounds of efficiency alone. Besides some of the other above metrics may ultimately prove far more decisive. And, by definition, in a renewable world is efficiency of prime importance?

Moreover, the efficiency argument is being challenged by some in the FCEV industry such as Riversimple who argue that a complete understanding of efficiency is required in order to avoid making false comparisons<sup>63</sup>.

And if both BEVs and FCEVs have a role to play, their development is perhaps best served by making comparisons with petrol and diesel engines. A US Department of Energy study concluded that hydrogen fuel cell bus fuel economy was 1.4 times higher than diesel<sup>64</sup>. And after over 100 years of domination, almost every last drop of efficiency has been squeezed out of engines; whereas fuel cells and hydrogen technologies' are only in their infancy meaning efficiencies will improve.

In Germany, steam methane reformation (SMR) is currently the main predicted source of hydrogen for their transport applications (vehicles and trains) in the short term due its lower cost and its availability, for example, as a by-product of industry. However, Germany's aim is to source increasing volumes of hydrogen from renewables via electrolysis (green hydrogen). The Austrian Zillertal railway has already made this commitment to source green hydrogen from the very beginning of its operation, see 3.1.2.

Brown hydrogen (from SMR) can therefore be viewed as a transition to green hydrogen (from electrolysis) and a European standards and certification process is being established under the Green Hydrogen Certificates system.

63 <https://www.riversimple.com/batteries-hydrogen-wrong-question/>

64 <https://www.energy.gov/eere/fuelcells/articles/doe-fuel-cell-bus-analysis-finds-fuel-economy-be-14-times-higher-diesel>

## 5.1 Cost of Hydrogen - Kick-started by Large Users?

The market for hydrogen in transport is at the very early stage and there is, therefore, no settled and competitive market price. As hydrogen infrastructure technologies are also relatively new, there is still a premium on their capital costs until economies of scale bring down prices.

However, in the UK a figure of £10/kg has been applied as the typical, nominal price for hydrogen at the dispenser in the few existing filling stations in operation.

Using this figure, it is possible to apply a nominal cost for the supply of green hydrogen to fuel a fleet of hydrogen trains to cover the entire Wales & West Rail network, as illustrated in Table 1.

**Table 1 Hydrogen to Fuel the Entire Wales Rail Network**

Measure	Value	Unit	Notes
Hydrogen	1	kg	
Hydrogen Train Capacity	188	kg/H2	
Electricity required to produce hydrogen for train	11,280	kWh	Assumes 60kWh of renewable electricity to produce 1 kg of H2 via electrolysis
Train Range	800	km	
Total Wales Rail Network	24,000,000	km	
Hydrogen required for Wales Network	5,640,000	kg/H2	
Annual cost of Hydrogen for Wales Network	50,640,000	£	Assumes £10/kg
Electricity required for Wales Network	338,400,000	kWh	
Equivalent Wind Capacity required for Wales Network*	117	MW	Assumes 33% capacity factor
*In practice, a combination of wind and solar could be developed in clusters across Wales to spread the wealth, according to the practical challenges of installation and the strategic benefits.			

The above may be a hypothetical scenario but serves to illustrate that a relatively modest increase in renewable energy capacity could fuel the entire rail network (equivalent to approximately 50% of the Pen y Cymoedd windfarm).

The cost of hydrogen at over £50m per annum is high but is based on today's nominal unit price of £10/kg - and the price will fall with economies of scale. (To put £50m in context, this is the order of annual revenue which a large windfarm developer can currently expect from selling to the grid.) And this price factors-in a cost for electricity, whereas at times of maximum renewable generation - a windy, sunny day in Summer - the cost of electricity can be negative (and large constraint payments are paid to developers to curtail generation to avoid impact on the electricity grid). Flexible hydrogen production from electrolyzers can deliver very useful fuel and provide grid-balancing services, so reducing the cost burden on the electricity grid.

Importantly, the local production and supply of hydrogen presents significant economic opportunities for Wales' communities. The £50m cost now turns into a revenue benefit and keeps this wealth in Wales. The cost of producing hydrogen is largely sunk into capital assets for production, storage and transportation, delivering a payback and an economic opportunity; as opposed to paying for external electricity/diesel over which there is less or no control and which may also be less resilient due to power supply issues or weather-related incidents.

Such economic opportunities can help spread the wealth of the Rail Franchise and Metro by sourcing hydrogen from, for example, rural areas which have plentiful wind or solar resource, especially when involving community energy enterprises.

The local production of hydrogen could extend to other applications including: injection into and decarbonisation of the gas grid; dedicated hydrogen grids for communities; electricity grid-balancing services; the sustainable production of ammonia (NH<sub>3</sub>) for agriculture; and for use in industry (chemicals, refineries, steel etc). The Rail Franchise & Metro opportunity could provide the kick-start and at the scale which is required to propel such complementary hydrogen-based innovations to sustainably grow the Welsh the economy.

The high and difficult to predict costs of conventional electrification should serve as a caution to the electrification aims of the Rail Franchise and the Metro; especially given the many tunnel, bridge and topography challenges of laying-down electrification infrastructure within Wales' towns and cities, in rural areas and in the Valleys. Some lines on the rail and Metro network may be better suited to hydrogen trains or trams than conventional electrification on the grounds of infrastructure costs, civil engineering upheavals, appearance and power-supply constraints. The same zero emission goals are reached but with on-board generation of electricity rather than external supply. Germany, Austria and Ontario are reaching the same conclusions, see 3.1.

Hydrogen trains may have a cost premium when compared with conventional electric trains but these costs could be more than compensated for by avoiding expensive electrification infrastructure. i.e taking a whole-systems look at costs.

Additionally, social, health and environmental factors should be costed-in to public transport decisions to provide the full-cost picture and to cover the cost to society of air pollution, carbon emissions and noise pollution; all of which can be mitigated by hydrogen trains and vehicles.

Kick-starting the hydrogen economy may be best served in Wales by focusing on large transport such as trains and buses - by matching and sharing large supply with large captive demand - in order to facilitate more widespread adoption amongst car and van users. Large users of hydrogen can reach economies of scale more quickly and drive down infrastructure and equipment costs for others.

And large public and private sector organisations could and should play a significant role by decarbonising their fleets and establishing and sharing refuelling infrastructure at their depots and core locations. These fuelling stations could also be shared with bus operators and made open to personal users, where appropriate.

One of the great benefits of hydrogen is its simplicity and its "one-grade only" nature as a fuel. The hydrogen grade which would fuel a train is the same as that which would fuel a bike.

Research into a multi-modal approach for the rail industry is now being commissioned by Shift2Rail & FCHJU<sup>65</sup>. Shift2Rail is the EU funded European rail initiative to seek focused research and innovation and market-driven solutions by accelerating the integration of new and advanced technologies into innovative rail product solutions. The research will prepare the business case and case studies for up to nine different rail applications, including 'shunting locomotives, freight/last mile locomotives and regional trains', looking at both the concept design and potential opportunities.

65 <https://shift2rail.org/5.2>

## 5.2 Water

Producing green hydrogen via electrolysis requires renewable electricity and water. In plentiful supply in Wales, it is worth assessing the value of water in the production of green hydrogen if the market increases in lines with the predictions and global initiatives presented in this report.

Consider using the water in the Elan Valley reservoir system and under the control of Dŵr Cymru for the production of hydrogen. Elan Valley holds nearly 100,000,000m<sup>3</sup> of water and should all this be converted to hydrogen at £10/kg, its value would be in the order of £100,000,000,000 (£100bn).

Such thought experiments may be fun and it may be far-fetched to use all of the Elan Valley system's H<sub>2</sub>O for H<sub>2</sub> production. But there are serious plans to develop hydrogen production, distribution and transportation facilities at vast and continental scale in the North Sea, Australia, Japan and the US, for example.

The value of hydrogen in water far exceeds the value of water on its own. And Elan Valley lies in the heart of mid-Wales' constrained wind country.

We may need to develop more on-shore wind and solar at scale (as well off-shore wind) in Wales to meet our targets and these developments will have landscape implications. But the hydrogen route now provides a viable alternative to the default option of using huge electricity transmission lines to move renewable energy from production sites to end-use, which comes with vast cost, visual impact and inefficiencies.

And moving a gas is cheaper than moving electricity. According to TenneT, the leading European electricity transmission system operator based in The Netherlands and partners in the giant, hydrogen-included North Sea Wind Power Hub<sup>66</sup>. "The costs of energy transmission and long-term storage in gas form are considerably lower per unit of energy than if the energy is transmitted and stored in the form of electricity."

Given the vast hydrogen production facilities being proposed globally, Elan Valley's contribution may one day be viewed as merely a drop in the ocean.

## 5.3 Power to Gas Costs

A research paper published by University College Cork (UCC) in February 2018 assessed the cost of producing hydrogen from renewables<sup>67</sup>, so called power to gas (P2G).

UCC found that the levelised cost of energy (LCOE) for P2G to ranges from €124/MWh in 2020, €105/MWh in 2030, and €93/MWh in 2040.

Electricity is by far the largest contributor to the LCOE of the system and reductions over time take into account the falling cost of renewable electricity (which is as low as c1 per kWh in Mexico) and reductions in the capital cost of electrolysers through economies of scale

This compares with diesel currently retailing at €105/MWh in Ireland excluding value added tax (VAT).

However, Ireland does not produce any of its diesel or primary oil and, except for the filling stations, the vast majority of the value in diesel and oil flows out of the country. By contrast, the value and wealth generation potential of producing and using hydrogen could all stay in Ireland - or Wales.

Neither do the figures take into account the health and social costs of air pollution from diesel. The March 2018 UK MPs report on air pollution (see 1) has served to underline the staggering health and social costs of our reliance on diesel and other dirty fuels. These costs can be avoided by a large-scale shift to available zero emission technologies.

66 <https://www.tennet.eu/news/detail/gasunie-to-join-north-sea-wind-power-hub-consortium/>  
67 [https://www.researchgate.net/publication/323276987\\_Modelling\\_of\\_a\\_power-to-gas\\_system\\_to\\_predict\\_the\\_levelised\\_cost\\_of\\_energy\\_of\\_an\\_advanced\\_renewable\\_gaseous\\_transport\\_fue](https://www.researchgate.net/publication/323276987_Modelling_of_a_power-to-gas_system_to_predict_the_levelised_cost_of_energy_of_an_advanced_renewable_gaseous_transport_fue)

## 6 What is the Welsh Government currently doing to assist the hydrogen economy; what are the barriers; what more could be done?

There is no Welsh Government strategy on the hydrogen economy. Projects are supported on individual merit such as Riversimple (see 2.1.1), or via FLEXIS and Smart Living (see 2.2.3) but there does not appear to be a coherent, single/multi-sector strategy of the kind which other countries and regions have adopted.

There is recent history of strategic announcements and policy work either directly from or sponsored by the Welsh Government - e.g. H2 Wales, H2 Highway, Low Carbon Vehicle Steering Group (see 2.4) - but these have lacked continuity and/or further development and do not reflect the new, global interest in hydrogen and the major role it has to play in decarbonisation goals across a vast swathe of the economy and in tackling urgent air pollution.

### New Dawn

This stop-start nature of past developments may serve as a barrier to new impetus; set-against a backdrop of previous false dawns on the hydrogen economy. And hydrogen may still be wrongly perceived as a novel, future technology which sits most easily in the R&D mindset.

But with global demonstration, deployment and commercialisation accelerating (China needs to be watched closely in this regard); with many of the world's largest companies re-aligning their business models to take account of hydrogen; and governments - UK Ministers included - making bold announcements, there is clearly new momentum behind hydrogen.

Hydrogen has physical, versatility and practical application benefits which in themselves are highly useful. But when the failings of other energy technologies and the limitations of existing infrastructure are taken into account, this usefulness is magnified. It is also difficult to think ahead to any damaging, unintended consequences of pursuing hydrogen - compare this with the resource availability and pollution implications of biomass and lithium/cobalt mining, for example - especially when the green hydrogen route is pursued.

### Cost

Cost is perhaps the greatest barrier to progress. In keeping with all new technologies, there is a premium on the cost of hydrogen technologies at this early market stage. But their cost profiles are falling and expected to follow those of solar and wind as economies of scale are reached. The cost premium predominantly applies to capital costs since operational costs can be lower than those of engines, for example, as there are no moving parts or oil changes required in hydrogen technologies.

Hydrogen technologies would stand a better chance if whole-life costs were assessed in financial decisions, instead of procurement exercises which are weighted towards the lowest capital cost option. Better still if whole-system costs are considered, as detailed for hydrogen trains in 3.1.

In issuing tenders, proposed comparisons should therefore include all costs to include: vehicle + complete charging/refueling infrastructure + fuel + civil engineering infrastructure + grid upgrades.

And if value for money is the main determining factor in procurement, then social and health impacts and costs should be accounted for in any true value for money exercise.



## Innovation

The perceived novelty factor of the technologies is a barrier to rapid progress. Although there are plentiful and commercially mature projects elsewhere in the world, this does not necessarily translate into sufficient evidence in order to promote projects in Wales. Seeing closer to home is believing.

Business as usual is a difficult nut to crack when introducing new technologies to the market. Long-established practices and project gatekeepers rely on tried and tested templates which dictate the development of a project to a client. Despite the benefits of new technologies, including hydrogen, the perceived risks of introducing a new technology outweigh the known downsides of incumbent technologies.

Everyone seems to be in favour of innovation - but not necessarily in terms of deployment in their back yard.

## Regulations

There are no regulatory barriers to introducing hydrogen buses and cars in the UK and the rail industry is working with the UK Government towards standards for hydrogen trains. There are regulations which must be adhered to in developing hydrogen infrastructure including filling stations - and these may be onerous but they do not form a barrier.

From a different perspective, regulations could be strengthened against polluting technologies in order to accelerate the deployment of cleaner technologies. The Clean Air Act in California has been the main policy instrument - with supporting incentives - towards the growth in both BEV and FCEV. It has also been instrumental in reducing or avoiding pollution from other sources, including ports and industry. And while the WBFG Act is welcome, it is perhaps difficult to define in practice and avoids the specific and strict limits and definitions of, for example, California's air regulations.

However, although there is no strategic focus in Wales to date; there is an existing body of work to use as a platform; there is a growing knowledge base amongst companies, government and universities; but perhaps most importantly we can learn from and adapt the strategic work of other countries and regions (e.g. Denmark, California, South Australia) and adapt them to our own circumstances.

## 7 The feasibility of using hydrogen to decarbonise different aspects of the transport sector, for example, buses, trains and freight

Previous sections have illustrated not only the feasibility but the widespread adoption of hydrogen in the rail and road transport sector, gaining traction amongst both large users such as Alstom's hydrogen trains and cascading down to the small-scale such as the 2-seater Riversimple hydrogen car and the hydrogen bike.

But attention is also being directed towards shipping and aviation whose carbon and pollution impact is equally concerning and can be severely concentrated at ports and airports. Shipping currently accounts for 2-3% of global greenhouse gas emissions and a single cruise liner can emit as much particulate matter in a day as a million cars<sup>68</sup>.

As ships sail close to land and reach ports, the air pollution can be acute and legislation will be introduced in the EU. Vehicle movements exacerbate the problem and the Port of Los Angeles is addressing the issue by introducing zero emission technologies including hydrogen.

Meanwhile, Norway is piloting the use of hydrogen in ships<sup>69</sup>.

And then Kawasaki heavy industries in Japan is building a hydrogen supertanker to ship hydrogen from Australia to energy hungry markets at home<sup>70</sup>. Could we one day see Wales exporting hydrogen in such ships from reconfigured terminals in Milford Haven?

Aviation presents its own unique safety challenges but Airbus, with a base in Broughton, views hydrogen as playing a role in the aircraft of the future. In the short term in the form of fuelling Auxiliary Power Units (APUs), which can alleviate pollution at airports while aircraft are standing or taxiing, but in the longer term as a fuel for propulsion itself<sup>71</sup>.

An insight into UK-scale thinking has been provided by National Grid<sup>72</sup> who are assessing how to reconfigure the gas transmission and distribution network to carry hydrogen in order to decarbonise heating and to supply hydrogen as a transport fuel.

The implications of these comments by National Grid extend to Wales & West Utilities as the local gas network operator in Wales and whose pipelines - and others' - could be refashioned to carry hydrogen to not only decarbonise heat (see 3.1.6) but to distribute hydrogen as a transport fuel. WWU is a licensed carrier of gases - not limited to natural gas but to also include hydrogen.

68 <https://www.euractiv.com/section/air-pollution/news/daily-emissions-of-cruise-ships-same-as-one-million-cars/>

69 <https://www.sdir.no/en/news/news-from-the-nma/norway-may-get-the-worlds-first-hydrogen-powered-cruise-ship/>

70 <http://global.kawasaki.com/en/hydrogen/>

71 <https://apex.aero/2018/02/05/fuel-cell-systems-power-commercial-aircraft-cabin-parts...>

72 <https://about.bnef.com/blog/national-grid-eyes-decarbonizing-gas-using-hydrogen-qa/.8Recommendations>

## 8 Recommendations

Wales can take a leading, strategic role in the emerging hydrogen economy, which, as this report illustrates, is accelerating quickly across the world.

There is a growing body of evidence from research, industry and governments across the world which can guide policy initiatives in Wales; and swiftly lead to the replicating and tailoring of best-practice from other countries to suit Wales' circumstances.

The Welsh Government should provide leadership in creating the appropriate project support mechanisms and governance to help overcome barriers and to accelerate developments across Wales.

The global hydrogen community is still relatively small and well-connected. By joining the fast-lane of those countries and regions which are rolling-out the technologies, Wales has the opportunity to make rapid progress towards environmental, social and economic goals.

Specifically:

1. The Welsh Government should consider opportunities for supporting the local production and supply of hydrogen.
2. The Welsh Government should provide a dedicated source of funding towards hydrogen transport schemes in Wales.
3. The Welsh Government should use the opportunity presented by the new Wales & Borders Rail Franchise and proposed Metros for Cardiff and the Valleys, Swansea Bay and North East Wales to make the business case for the introduction of hydrogen trains - and buses - in Wales.
4. The Welsh Government should consider establishing a dedicated and co-ordinated team of bid writers and project managers (e.g. from amongst Wales universities and local authorities) to pool resources in supporting project development including partner searches and sourcing funding.
5. The Welsh Government should encourage and enable large public and private sector organisations to decarbonise their fleets and establish and share refuelling infrastructure at their depots and core locations and for public use.
6. The Welsh Government should monitor predictions and global initiatives to assess the value of water in the production of green hydrogen as the market increases.
7. The Welsh Government should develop a coherent, multi-sector strategy on the hydrogen economy.
8. In considering the business case for transport and other infrastructure projects, whole-life costs or whole-system costs, along with social and health impacts and/or benefits, should be assessed, rather than weighting decisions towards the lowest capital cost option.
9. The Welsh Government should make use of strengthened regulations against polluting technologies in order to accelerate the deployment of cleaner technologies including hydrogen.
10. The Welsh Government should reach out to the Hydrogen Council and co-organise a major event in Wales which communicates Wales' ambition on the hydrogen economy to a global audience. Such an event should also celebrate the life of William Grove of Swansea, who invented the hydrogen fuel cell in 1842.





## COUNCIL – 17TH JULY 2018

**SUBJECT: NOTICE OF MOTION – ROYAL BRITISH LEGION ‘THANK YOU’ AND ‘EVERY ONE REMEMBERED’ CAMPAIGNS**

**REPORT BY: CORPORATE DIRECTOR FOR EDUCATION AND CORPORATE SERVICES**

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### 1. PURPOSE OF REPORT

- 1.1 Council is asked to consider the Notice of Motion as set out in Paragraph 4.1 of the report, and make an appropriate recommendation. In accordance with Rule 11 (3) of the Constitution, the Mayor has agreed to allow the motion to be dealt with at Council, without being first discussed at an overview and scrutiny committee.

### 2. SUMMARY

- 2.1 A Notice of Motion has been received from Councillor A. Whitcombe (Armed Forces Champion) and is supported by Councillor J. Bevan and Councillor J. Simmonds.
- 2.2 The Notice of Motion meets the criteria set out in the Council’s Constitution and in accordance with the Council’s Rules of Procedure is now referred to Council for consideration.

### 3. LINKS TO STRATEGY

- 3.1 The procedural rules regarding a Notice of Motion are contained within the Council’s Constitution as adopted in May 2002. The Council’s Constitution sets out the framework for the decision making roles and responsibilities which will impact on future generations.

### 4. REPORT

- 4.1 Councillor A. Whitcombe requests in his Notice of Motion that:-

Caerphilly County Borough Council confirm their support for the Royal British Legion Thank You Campaign in remembrance of the 1.1 million Service men and women who gave their lives in World War 1 by highlighting the ‘Every One Remembered’ initiative to commemorate every one of them by the end of 2018.

#### 4.2 Background Information

The Royal British Legion is marking the centenary of the First World War (2014 to 2018) with commemorations in the UK and Republic of Ireland with a focus on Remembrance, education and legacy. <https://www.britishlegion.org.uk/remembrance/ww1-centenary/>

The Royal British Legion is inviting the British public to say 'Thank You' to the First World War generation who served, sacrificed and changed the world. Between 8th August and 11th November 2018, the Legion will be asking the nation to say 'Thank You' in their own way, whether it be through family, community, place of work, or simply as an individual. The Royal British Legion are encouraging everyone to explore the First World War heritage where they live and find reasons for giving thanks.

Further details of the campaign, together with the latest news, how to get involved, resources available, and events taking place can be found at

<https://www.britishlegion.org.uk/remembrance/ww1-centenary/thank-you/>

The Royal British Legion, in partnership with the Commonwealth War Graves Commission, have also developed Every One Remembered, a project to individually commemorate over 1 million Commonwealth Service men and women who were killed during the First World War.

The losses were felt in almost every town and village in the UK and throughout this borough. The Royal British Legion would like to see each and every one of these men and women individually commemorated throughout the WW1 centenary years. Every One Remembered is an opportunity for the public to be part of a great collective act of Remembrance.

Commemorations can be made at [www.everyoneremembered.org](http://www.everyoneremembered.org) and visitors to the website can choose to commemorate someone they know - a relative or person on a local war memorial - or commemorate someone randomly selected for them.

### **Reasons for the Motion**

- 4.3 To highlight the Royal British Legion 'Thank You' and 'Every One Remembered' campaigns, reaffirm the Council's commitment to support the Armed Forces community, and remember those that served and fell.
- 4.4 The Council has pledged its support to the Armed Forces Community Covenant, and through its Champion the motion seeks to encourage the recognition and remembrance of the sacrifices made by members of the Armed Forces.

## **5. WELL-BEING OF FUTURE GENERATIONS**

- 5.1 The Notice of Motion is consistent with the five ways of working as defined within the act as it complies with the rules and regulations of the Council's Constitution which sets out a clear framework for how the Council operates in particular decision making responsibilities which will consider the positive and negative impacts on future generations, long term resilience, economic, environmental and social capital.

## **6. EQUALITIES IMPLICATIONS**

- 6.1 There are no specific equalities implications that directly affect the Council arising from the report.

## **7. FINANCIAL IMPLICATIONS**

- 7.1 There are no financial implications associated with this report.

**8. PERSONNEL IMPLICATIONS**

8.1 There are no personnel implications associated with this report.

**9. CONSULTATIONS**

9.1 There has been no consultation undertaken.

**10. RECOMMENDATIONS**

10.1 Council is asked to consider the Notice of Motion outlined in paragraph 4.1 above and make an appropriate recommendation.

**11. REASONS FOR THE RECOMMENDATION**

11.1 In accordance with the Council's Constitution.

**12. STATUTORY POWER**

12.1 Local Government Act 1972.

Author: Emma Sullivan, Senior Committee Services Officer.

Appendix 1 Signed copy of Notice of Motion

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**Notice of Motion**

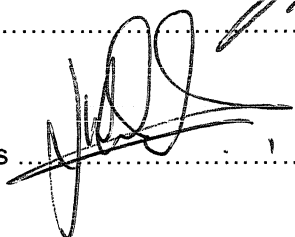
To consider the under-mentioned Notice of Motion standing in the name of County Borough Councillor A. Whitcombe – Armed Forces Champion and supported by Councillor J. Bevan and J. Simmonds

We the undersigned request that Caerphilly County Borough Council: -

Confirm their support for the Royal British Legion Thank You Campaign in remembrance of the 1.1 million Service men and women who gave their lives WWI by highlighting the 'Everyone Remembered' initiative to commemorate everyone of them by the end of 2018.

Councillor A. Whitcombe ..... 

Councillor J. Bevan ..... 

Councillor J. Simmonds ..... 

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## COUNCIL – 17TH JULY 2018

**SUBJECT: APPOINTMENT OF CADET REPRESENTATIVES**

**REPORT BY: INTERIM CHIEF EXECUTIVE**

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### **1. PURPOSE OF REPORT**

- 1.1 To allow Council to consider the appointment of three Cadet Representatives, one from each of the Army Cadet Force, Royal Air Force Air Cadets, and Royal Navy Sea Cadets, for the remainder of the 2018 calendar year.
- 1.2 The appointment of Cadet Representatives will recognise the historic centenaries occurring this year; the RAF100 celebrations, commemorating 100 year since the inception of the RAF, and 100 years since the end of conflict in the First World War.

### **2. SUMMARY**

- 2.1 This report proposes recognition of the contribution the armed forces make to the security of the county borough, now and historically, and the involvement of young people in our communities and society.
- 2.2 2018 is an historic year in armed forces history with two notable centenaries during the calendar year. The RAF100 celebrations are extending over the whole year. The centenary of the Armistice remembers the sacrifice of the 1.1 million service men and women who gave their lives in the First World War.
- 2.3 The appointment of a cadet from each of the forces will demonstrate to our armed forces community, both serving and veterans; armed forces families; young people involved in the cadet forces; and our communities that the County Borough Council recognises the contributions made.
- 2.4 In liaison with the cadet forces it is proposed that three cadets be appointed for the remainder of the calendar year and that they take a particular role in the remembrance services and Christmas carol concert.

### **3. LINKS TO STRATEGY**

- 3.1 Recognising the contribution made to the county borough contributes to the well-being goals for Wales, in particular a Wales of cohesive communities. Caerphilly County Borough Council signed the Armed Forces Community Covenant in 2013; the covenant is a voluntary statement of mutual support between a civilian community and the Armed Forces community in the area.

#### **4. THE REPORT**

- 4.1 This calendar year is an historic centenary of two major events in the history of the United Kingdom. On the 1<sup>st</sup> of April 1918 the Royal Air Force was formed through the amalgamation of the Royal Flying Corps and the Royal Naval Air Service. To commemorate this RAF100 celebrations are spanning the year. The Armistice of the 11<sup>th</sup> of November 1918 ended fighting on land, sea and air in the First World War. Commemorative events are occurring throughout the year, the remembrance services that take place across the county borough are an important part of this.
- 4.2 The armed forces cadet services engage the county borough's young people in focussed activity, training and voluntary and community support initiatives that help build character and discipline while at the same time giving an insight into life in the UK armed forces. Engagement in cadet services can help young people access employment and further training or education. The Army Cadet Force and Royal Air Force Air Cadets have detachments and a squadron in the county borough area. The Royal Navy Sea Cadets have units in neighbouring authorities.
- 4.3 It is proposed that the cadet forces be asked to nominate three young people to be the Council's Cadet Representatives for the remainder of the calendar year, to time with the 2018 centenary celebrations. Cadet Representatives will be invited to attend events at the request of the Mayor, who will be supported by the Armed Forces Champion. Cadet Representatives will be asked to attend in the company of a parent/guardian or adult volunteer representative of the relevant cadet force for safeguarding purposes. Cadet Representatives will be provided with braids or badges as appropriate to their branch of the services. The Gwent Armed Forces Liaison Officer will assist with liaison with the cadet forces in the selection process. The Mayor's Office will assist with invitation to relevant events.

#### **5. WELL-BEING OF FUTURE GENERATIONS**

- 5.1 The sustainable development principle of the Well-being of Future Generations (Wales) Act 2015 states that public bodies should involve people who represent the full diversity of the county borough in its decisions and activities. Many people living within the county borough have a connection the armed forces either having served directly or being a family member of a person who has served.
- 5.2 Volunteering within the community of widely held as being beneficial to the well-being of the volunteer. The engagement of young people in volunteering can help with accessing future employment and training, supporting a Wales of Cohesive Communities and a Prosperous Wales.

#### **6. EQUALITIES IMPLICATIONS**

- 6.1 An EIA screening has been completed in accordance with the Council's Strategic Equality Plan and supplementary guidance. No potential for unlawful discrimination and/or low level or minor negative impact has been identified; therefore a full EIA has not been carried out.

#### **7. FINANCIAL IMPLICATIONS**

- 7.1 Braids or badges for Cadet Representatives will be funded through Corporate Policy Unit budgets. Transport costs will be met by the parent/guardian, or the cadet force.

## **8. PERSONNEL IMPLICATIONS**

- 8.1 There are no personnel implications in this report. Attendance at events by Cadet Representatives would be in the company of parents/guardians or senior officers from each cadet force.

## **9. CONSULTATIONS**

- 9.1 This report has been sent to the Consultees listed below and all comments received are reflected in the body of this report.

## **10. RECOMMENDATIONS**

- 10.1 That Council endorses the appointment of three Cadet Representatives one from each of the Army Cadet Force, Royal Air Force Air Cadets, and Royal Navy Sea Cadets as nominated by their respective force for the remainder of the calendar year, to time with the 2018 centenary celebrations on the following basis
- a) Cadet Representatives will be invited to attend events at the request of the Mayor, who will be supported by the Armed Forces Champion.
  - b) Cadet Representatives will be asked to attend in the company of a parent/guardian or adult volunteer representative of the relevant cadet force for safeguarding purposes.
  - c) Cadet Representatives will be provided with braids or badges as appropriate to their branch of the services.
  - d) The Gwent Armed Forces Liaison Officer will assist with liaison with the cadet forces in the selection process.
  - e) The Mayor's Office will assist with invitation to relevant events.

## **11. REASONS FOR THE RECOMMENDATIONS**

- 11.1 To allow Caerphilly County Borough Council to recognise the contributions made by the armed forces, and young people, to community life in the county borough.

## **12. STATUTORY POWER**

- 12.1 No relevant statutory power.

Author: Kathryn Peters, Corporate Policy Manager, [peterk@caerphilly.gov.uk](mailto:peterk@caerphilly.gov.uk)  
Consultees: Christina Harray, Interim Chief Executive  
Cllr David Poole, Leader of the Council  
Cllr Mike Adams, Mayor of Caerphilly County Borough Council  
Cllr Colin Mann, Group Leader, Plaid Cymru  
Cllr Kevin Etheridge, Group Leader, Independent  
Cllr Andrew Whitcombe, Armed Forces Champion  
Cath Forbes-Thompson, Scrutiny Manager  
Lisa Lane, Interim Monitoring Officer  
Anwen Cullinane, Senior Policy Officer (Equalities and Welsh Language)

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## COUNCIL – 17TH JULY 2018

**SUBJECT: CARDIFF CAPITAL REGION CITY DEAL – JOINT OVERVIEW AND SCRUTINY COMMITTEE**

**REPORT BY: CORPORATE DIRECTOR FOR EDUCATION AND CORPORATE SERVICES**

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- 1.1 The attached report, which was presented to the Regeneration and Environment Scrutiny Committee on 26th June 2018, outlined proposals to establish a Joint Overview and Scrutiny Committee (JOSC) for the Cardiff Capital Region City Deal (CCRCD), and sought the views of Members prior to its presentation to full Council.
- 1.2 Members were advised that the CCRCD Joint Cabinet recently agreed draft terms of reference for the Joint Overview and Scrutiny Committee and equal representation from all 10 local authorities, with one member plus a substitute from each authority. It was also agreed that Bridgend Council would host the JOSC. Details of the proposals for establishing the Joint Scrutiny Committee, together with details of the draft terms of reference, were appended to the report.
- 1.3 The Scrutiny Committee noted that there is no requirement for political balance on joint overview and scrutiny committees and were referred to the consultation responses contained within the report. Members were also asked to consider whether to award a salary payment to the nominee should they be appointed to chair the Joint Scrutiny Committee. Officers explained that the Independent Remuneration Panel allows local authorities to award a salary payment to chairs of joint scrutiny committees, as detailed in Section 7.2 of the report. It was noted that the Council have made some enquiries amongst the other ten local authorities and to date, none are proposing to make a salary payment.
- 1.4 Members were therefore asked to consider the report and make the following recommendations to Council:-
  - (a) to recommend the establishment of the Joint Overview and Scrutiny Committee for the Cardiff Capital Region City Deal;
  - (b) to recommend a non-executive Member and substitute Member to represent the Authority on the CCRCD JOSC;
  - (c) to consider if a senior salary should be applied if the nominated Member were to be appointed as Chair of the JOSC and make an appropriate recommendation to Council;
  - (d) that Council note that it will be a decision for each of the ten authorities if it wishes to establish the proposed JOSC.
- 1.5 Having discussed the contents of the report and each of the recommendations in turn, the Regeneration and Environment Scrutiny Committee unanimously recommended to Council that for the reasons contained therein:-

- (i) the proposal to establish a Joint Overview and Scrutiny Committee for the Cardiff Capital Region City Deal be supported;
- (ii) Councillor J. Ridgewell be nominated as the non-executive Member to represent the Authority on the Joint Overview and Scrutiny Committee for the Cardiff Capital Region City Deal, and that either Councillor C. Elsbury or Councillor T.J. Williams be nominated as the substitute Member;
- (iii) that a senior salary payment be applied if the nominated member is appointed as Chair of the Joint Overview and Scrutiny Committee;
- (iv) that it be noted that it will be a decision for each of the ten authorities if it wishes to establish the proposed Joint Overview and Scrutiny Committee.

1.6 Council are asked to consider the recommendations set out in paragraph 1.5 (i) to (iv) above.

Author: R. Barrett, Committee Services Officer, Ext. 4245

Appendices:-

Appendix 1 Report to Regeneration and Environment Scrutiny Committee on 26th June 2018 – Agenda Item 8





## REGENERATION AND ENVIRONMENT SCRUTINY COMMITTEE – 26TH JUNE 2018

**SUBJECT:       CARDIFF CAPITAL REGION CITY DEAL – JOINT OVERVIEW AND  
SCRUTINY COMMITTEE**

**REPORT BY:   CORPORATE DIRECTOR - SOCIAL SERVICES AND HOUSING**

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### 1.       **PURPOSE OF REPORT**

- 1.1       The purpose of the report is to present the Committee with the proposal to establish a Joint Overview and Scrutiny Committee for the Cardiff Capital Region City Deal (CCRCD). The report is seeking the views of Members prior to its presentation to Full Council.

### 2.       **SUMMARY**

- 2.1       This report sets out proposals to establish a Joint Overview and Scrutiny Committee for the Cardiff Capital Region City Deal (CCRCD). The CCRCD Joint Cabinet considered a report detailing proposals setting out draft terms of reference, including membership and seeking a nomination from each of the ten local authorities. It was agreed that Bridgend Council will host the JOSOC and Members are asked to consider if a senior salary will be awarded should the nominated member be appointed as Chair of the JOSOC.

### 3.       **LINKS TO STRATEGY**

- 3.1       The establishment of a Joint Overview and Scrutiny Committee for the Cardiff Capital Region City Deal (CCRCD) contributes to the following Well-being Goals within the Well-being of Future Generations Act (Wales) 2015:

- A prosperous Wales
- A resilient Wales
- A healthier Wales
- A more equal Wales
- A Wales of cohesive communities
- A Wales of vibrant culture and thriving Welsh language
- A globally responsible Wales

- 3.2       The CCR City Deal seeks significant investment built around the following purposes and themes:

- Improve productivity and economic performance in the region.
- Tackle worklessness which currently costs the UK Government £4bn in welfare payments for South East Wales.
- Build on the foundations of innovation we have across the region.
- Investment in physical and digital infrastructure.
- Provide effective support for business.
- Improve skills.
- Ensure the economic benefit is felt across the region.
- Working together to deliver more.

- 3.3 The CCR City Deal aims to make a significant contribution to delivering the wellbeing goals referred to earlier and to delivering the Council's priorities of economic development and regeneration. The Joint Overview and Scrutiny Committee's role is to provide additional oversight and scrutiny to the project.

## **4. THE REPORT**

### **Background**

- 4.1 Attached at Appendix A is a briefing paper that provides background information on the origins of the proposal for a JOSC and how it would be established over the first year. The Regional Joint Cabinet report and draft TOR for the Joint Scrutiny Committee are also attached as Appendix B for information.
- 4.2 At its meeting held on the 20 November 2017, the CCRCD Joint Cabinet considered the report detailing proposals for the establishment of a Joint Overview and Scrutiny Committee (JOSC) to consider the CCRCD. The terms of reference of the Joint Overview and Scrutiny Committee focus on an oversight of the delivery of the Cardiff Capital Region City Deal at a regional level, Regeneration and Environment Scrutiny Committee may still scrutinise Caerphilly borough issues.
- 4.3 The CCRCD Joint Cabinet report proposed that one of the ten authorities host the CCRCD Joint Overview and Scrutiny Committee and provides such dedicated support and advisers. It was subsequently determined by the Joint Cabinet that Bridgend County Borough Council would carry out the role of Host Authority.
- 4.4 In line with Statutory Guidance issued under the Local Government (Wales) Measure 2011, when establishing a Joint Overview and Scrutiny Committee, a report containing details of the proposal should be considered by each of the participating authorities' appropriate scrutiny committees (or sub-committees) before being endorsed by full Council. This report is therefore being presented to the Regeneration and Environment Scrutiny Committee prior to being considered by Full Council.
- 4.5 The draft terms of reference states that there will be one non-executive Member per local authority and it is a matter for each appointing Authority to nominate, or terminate the appointment. The length of the appointment is also a matter for each local authority. The appointed member should possess the appropriate skills and expertise to represent the Council and should be able to fully commit to the role, as it is likely that meeting will be held during the daytime, and it is expected that there will be 2 to 4 meetings held per annum. The nominated Member does not necessarily have to be a Member of the Regeneration and Environment Scrutiny Committee.
- 4.6 In accordance with Section 5 (3) of the Local Authorities (Joint Overview and Scrutiny Committee) (Wales) Regulations 2013, a joint Overview and Scrutiny Committee is not to be regarded as a body to which section 15 of the Local Government and Housing Act 1989(1) (duty to allocate seats to political groups) applies. Therefore there will be no political balance applied to the JOSC overall. Each appointing authority must ensure that, as far as practicable, the members of a joint overview and scrutiny committee reflect the balance of political groups for the time being prevailing among the members of the appointing authority.
- 4.7 The draft terms of reference allow for a substitute (deputy) member to be appointed who can attend, in the absence of the nominated member.
- 4.8 Regeneration and Environment Scrutiny Committee are asked to consider the proposal to establish the CCRCD Joint Overview and Scrutiny Committee and make recommendations to Full Council.

## **5. WELL-BEING OF FUTURE GENERATIONS**

- 5.1 The Act provides the basis for driving a different kind of public service in Wales, with 5 ways of working to guide how public services should work to deliver for people. The following is a summary to show how the 5 ways of working to achieve the well-being goals have been used to formulate the recommendations within this report:

Long-term - The approval of this report will assist in the establishment of a JOSC to monitor the CCRCD business plan

Prevention - The JOSC Panel will monitor the CCRCD's business plans, objectives and priorities

Integration - The report supports all the wellbeing objectives

Collaboration - Consultation on the establishment of the Joint Overview and Scrutiny Committee has taken place with the 10 local authorities in the CCRCD programme.

Involvement - The Joint Overview and Scrutiny Committee will maintain a relationship with other local authorities involved in the CCRCD and with through effective partnership working and act as a critical friend to the CCRCD Joint Cabinet.

## **6. EQUALITIES IMPLICATIONS**

- 6.1 An EqIA screening has been completed in accordance with the Council's Strategic Equality Plan and supplementary guidance and no potential for unlawful discrimination and/or low level or minor negative impact have been identified, therefore a full EqIA has not been carried out.

## **7. FINANCIAL IMPLICATIONS**

- 7.1 There will be no financial contribution from Caerphilly County Borough Council to run the JOSC. As the Joint Cabinet report states, 'the 2017/18 Joint Cabinet Budget contains a contingency budget in the sum of £69,500, an element of which has been set aside to meet the cost developing the Joint Scrutiny Committee arrangements. Initial estimations for the first year resulted in an agreed amount of £25,000 would be allocated to the host authority to carry out the Joint Scrutiny role. Future budget requirements will be clearer once the JOSC have developed their work programme during the first year and workloads agreed.'
- 7.2 Caerphilly County Borough Council would however be responsible for the payment of any applicable allowances and expenses for the nominated Member. The Independent Remuneration Panel (IRP) states it is a matter for constituent councils to decide if a salary will be paid to chairs of JOSCs (or a sub-committee of JOSCs). If a senior salary is to be paid it is the responsibility of the respective local authority, therefore the Authority must determine if it wishes to award a senior salary, if the nominated member from Caerphilly County Borough Council were to be appointed as Chair of the JOSC. The salary would not count towards the cap for senior salaries of 18 and could be met from existing budgets. The salary to be paid is set out by the (IRP), as follows:
- Determination 9: The chair of a Joint Overview and Scrutiny Committee is eligible for an additional payment of £6,700.
  - Determination 10: In cases where the chair is already in receipt of a senior salary for a Band 3, 4 or 5 role the additional payment will be £3,350.
  - Determination 11: The chair of a sub-committee of a JOSC is eligible for an additional payment of £1,675.
  - Determination 12: In cases where the chair of the sub-committee is already in receipt of a senior salary for a Band 3, 4 or 5 role the additional payment will be £837.

## **8. PERSONNEL IMPLICATIONS**

8.1 There are no personnel implications within this report.

## **9. CONSULTATIONS**

9.1 Councillor R Gough a consultee to this report has stated that he considers as this is one of the largest projects this region has seen political balance should be applied to the joint scrutiny committee. This would ensure commitment and buy-in from all political groups.

9.2 As outlined in 4.6 Joint Overview and Scrutiny Committees are not required to have political balance and in that there is only one seat available on the JOSCS, the seat would be available to the group with the largest number of seats in the first instance.

9.3 The Joint Cabinet have already agreed that there will be equality amongst all ten local authorities regardless of size, and have therefore agreed there will be ten members on the JOSCS. If there were a proposal to increase membership to allow more seats, perhaps to reflect the size of local authorities, this would need to be agreed by all ten local authorities.

## **10. RECOMMENDATIONS**

10.1 Consider and recommend to Full Council, the following recommendations:

10.2 Consider the report and appendices and recommend to Council the establishment of a JOSCS for the CCRCD.

10.3 Identify and recommend to Council a non - executive Member to be nominated and a substitute Member to represent this Authority on the CCRCD JOSCS, taking into consideration paragraph 2.3 of Appendix A.

10.4 Consider if a senior salary should be applied if the nominated member should be appointed as Chair of the JOSCS.

10.5 Note that it will be a decision for each of the ten authorities if it wishes to establish the JOSCS proposed.

## **11. REASONS FOR THE RECOMMENDATIONS**

11.1 To support the overview and scrutiny of the Cardiff Capital Region City Deal in accordance with the joint working agreement.

## **12. STATUTORY POWER**

12.1 The Local Government (Wales) Measure 2011.

12.2 The Local Authorities (Joint Overview and Scrutiny Committee) (Wales) Regulations 2013.

Author: Catherine Forbes-Thompson, Interim Head of Democratic Services  
Consultees: Cllr David Poole, Leader of Council  
Cllr Barbara Jones, Deputy Leader and Cabinet Member Finance, Performance and Governance  
Cllr Sean Morgan, Deputy Leader and Cabinet Member Economy, Infrastructure Sustainability and Wellbeing of Future Generations  
Cllr Eluned Stenner, Cabinet Member for Environment & Public Protection

Cllr Colin Mann, Chair Democratic Services Committee  
Cllr D. Tudor Davies, Chair Regeneration and Environment Scrutiny Committee  
Cllr Christine Forehead Vice Chair Regeneration and Environment Scrutiny  
Committee  
Cllr Rob Gough, Regeneration Board Member  
Cllr Brenda Miles, Regeneration Board Member  
Cllr Kevin Etheridge, Regeneration Board Member  
Christina HARRY, Interim Chief Executive  
David Street, Corporate Director Social Services and Housing  
Mark S Williams, Interim Director Communities  
Lynne Donovan, Head of People Services  
Nicole Scammell, Head of Corporate Finance and Section 151 Officer  
Steve Harris, Interim Head of Corporate Finance and Section 151 Officer  
Lisa Lane, Interim Monitoring Officer

Appendices:

Appendix A	Cardiff Capital Region (CCR) City Deal Joint Overview and Scrutiny Committee Proposal and Draft Terms of Reference
Appendix B & B2	Cardiff Capital Region Joint Cabinet Joint Cabinet Meeting 20 November 2017

## **Cardiff Capital Region (CCR) City Deal Joint Overview and Scrutiny Committee Proposal and Draft Terms of Reference**

### **1. Background**

- 1.1 The Cardiff Capital Region (CCR) Joint Working Agreement (JWA) states in paragraph 10.19.2 that “The Councils shall work together to create and agree terms of reference for, to the extent permissible by law, a Joint Audit Committee and a Joint Overview and Scrutiny Committee (JOSC) and how the same will be resourced and funded”.
- 1.2 At the meeting of the CCR Joint Cabinet on 20 November 2017, it was proposed that the Regional Cabinet consider the establishment and governance arrangements for the CCR City Deal JOSC.
- 1.3 The purpose of the JOSC is to enable Members to be kept up to date with Cardiff Capital Region (CCR) City Deal developments. The draft Terms of Reference (TOR) (attached to the Joint Cabinet report as Appendix B2) expands upon this outlining that one of its main functions would be to perform the overview and scrutiny function for the CCR City Deal on behalf of the ten local authorities whilst not excluding a local authority’s right to carry out its own individual scrutiny of any decision of the Regional Cabinet or City Deal.
- 1.4 Subsequent to this meeting, it was agreed by the CCR Joint Cabinet that Bridgend County Borough Council would host the Joint Overview and Scrutiny Committee providing such dedicated support and advisers within a pre-determined sum to be funded out of the annual budget of the Regional Cabinet.
- 1.5 The 2017/18 Joint Cabinet Budget contains a contingency budget in the sum of £69,500, an element of which has been set aside to meet the cost of developing the Joint Scrutiny Committee arrangements. Based on initial estimations provided for the first year, it was agreed that an amount of £25,000 would be allocated to the Host Authority to carry out the Joint Scrutiny role. From 2018/19 the budget headings will be realigned to separately identify the pre-determined sum from the remaining contingency budget. It is essential that the JOSC use the first year to develop a detailed and informed Forward Work Programme (FWP) which will not only focus their work but also assist greatly in determining the workload and needs for the future including the number of meetings and future budget required.

### **First Year of the JOSC**

- 1.6 During the first year of the JOSC there will be a need for Members and Scrutiny Officers to attend training and briefing sessions prior to them undertaking scrutiny of the City Deal. This will help ensure that all Members have the same knowledge base and understanding from which to start from, however this may result in a limited amount of scrutiny work being undertaken in the first year.
- 1.7 It is proposed that two meetings are held within the first year so that the JOSC can amend and finalise the TOR and officially adopt and take ownership of them. The final version of the TOR will be forwarded to each of the ten local authorities for formal approval but this should not necessarily delay the work of the JOSC. Initial discussions will also be held at the first meeting regarding the Forward Work

Programme (FWP) with Members developing in detail their FWP and future focus at the second meeting following their training.

- 1.8 In addition to monitoring the City Deal Business Plan and/or Programme Plan, the draft TOR will also enable any member of the JOSC to refer to the Committee any matter which is relevant to its functions provided it is not a local crime and disorder matter as defined in section 19 of the Police and Justice Act 2006, and subject to a number of conditions and provisos. Therefore, as stated above, it will be the FWP development determined by the JOSC Members that will indicate the needs and growth of the Committee.
- 1.9 It is anticipated that the second meeting will also allow for the JOSC to begin to undertake annual monitoring of the City Deal Business Plan and/or Programme Plan.
- 1.10 The JOSC has the power to make any reports and recommendations to the Regional Cabinet and/or to any of the Appointing Authorities and to any of their Executives in respect of any function that has been delegated to the Regional Cabinet pursuant to the Joint Working Agreement.

## **2. Establishing a Joint Overview and Scrutiny Committee**

- 2.1 It is a decision for each authority if it wishes to establish a Joint Overview and Scrutiny Committee for the CCR City Deal. Statutory guidance issued under Section 58 of the 2011 Measure states at paragraph 3.1 *“that in establishing a JOSC which is additional to a Council’s existing scrutiny committee(s) a report setting out its role, responsibilities, terms of reference and intended outcomes to be generated by the joint exercise should be considered by each of the participating authorities’ appropriate scrutiny committees (or sub-committees) before being endorsed by full Council”*.
- 2.2 The TOR state that the membership of the JOSC shall consist of one non-executive Member from each Appointing Authority. Whilst the draft TOR states that the length of appointment is a matter for each Appointing Authority, it is proposed that consideration be given to the membership (as far as possible) being for the length of term the nominated Member is in office. This will help ensure continuity and with possibly only two to four meetings per year, consistency of knowledge is important.
- 2.3 It is also proposed that in deliberations over nominations to sit on the JOSC, consideration is given to potential skill sets of Members including any prior knowledge and experience of joint working or professional knowledge that relates to the City Deal itself which could potentially be of great value and assistance to the JOSC. Joint Scrutiny is often focused on decisions taken at a more strategic/ regional level and also necessitates considerable learning on the job as Members explore new and complex policy areas.
- 2.4 In 2013 in a supplementary report of the Independent Remuneration Panel for Wales in accordance with section 147 of the Local Government (Wales) 2011, it was determined that the remuneration of chairs of JOSCs (or a sub-committee of JOSCs) is not prescribed and is a matter for the constituent councils to decide whether such a post will be paid. However, if a senior salary is paid, it must be at the level set out within the IRP report. Each council will therefore need to determine whether they would agree to pay the salary required under this legislation should their nominated Member be put forward as Chair of the JOSC.

### **3 Proposal**

- 3.1 It is proposed that this paper, along with the draft Terms of Reference be presented to the relevant Overview and Scrutiny Committee for each local authority prior to it being submitted to each Council, both for endorsement and for the nomination of a non-executive Member to sit on the CCR City Deal JOSC.



# CARDIFF CAPITAL REGION JOINT CABINET

APPENDIX B

## JOINT CABINET MEETING 20 NOVEMBER 2017

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### GOVERNANCE ARRANGEMENTS FOR CARDIFF CAPITAL REGION JOINT SCRUTINY COMMITTEE

#### REPORT OF CARDIFF CAPITAL REGION PROGRAMME DIRECTOR

#### AGENDA ITEM: 8

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#### 1. PURPOSE OF REPORT

- 1.1 To make recommendations to Regional Cabinet to consider the establishment of, and governance arrangements for, the Joint Scrutiny Committee which, if acceptable, be referred to each of the ten Councils for formal approval.

#### 2. SUMMARY

- 2.1 The Joint Working Agreement (JWA) in paragraph 10.19.2 states that “The Councils shall work together to create and agree terms of reference for, to the extent permissible by law, a Joint Audit Committee and a Joint Scrutiny Committee and how the same will be resourced and funded”.

#### 3. ROLE & PURPOSE

- 3.1 In accordance with the terms agreed in the JWA (as above), Regional Cabinet recognise and value the need for a Joint Scrutiny Committee being established with clear terms of reference which will assist in defining its role and limitations. Draft Terms of Reference have been developed by Officers for Members’ consideration and this is attached at Appendix 1.
- 3.2 It is important that Members of the Joint Scrutiny Committee are kept up to date with Cardiff Capital Region (CCR) City Deal developments. The key discussions and decisions are recorded in the minutes of the Joint Cabinet which are publically available and could be offered for inclusion on the Joint Scrutiny Committee agenda for information.
- 3.3 Whilst the minutes of the Regional Cabinet will be helpful in ensuring the Scrutiny Committee are informed, it is suggested that the Chair of the Regional Cabinet, or another representative, offer to attend meetings of the Scrutiny Committee to give a verbal update on the current position of the City Deal and a view forward to some of the issues anticipated in the coming months ahead.

3.4 The Governance Lead Officer for CCR City Deal (Gareth Chapman, Chief Executive Merthyr Tydfil County Borough Council) has advised that dedicated support and advisers to the Joint Scrutiny Committee would be beneficial. This involvement would enable Members to have continuity of advice during meetings and ensure that Scrutiny Officers have a single point of contact to seek advice when preparing reports. It is proposed that one of the ten authorities hosts the CCRCJ Joint Scrutiny Committee and provide such dedicated support and advisers, within a pre-determined sum to be funded out of the annual budget of the Regional Cabinet. Regional Cabinet are invited to consider and recommend to the Councils for approval which authority should act as the host for the CCRCJ Joint Scrutiny Committee. Whilst one Authority may act as host authority to support the CCRCJ Joint Scrutiny Committee, the venue for the scrutiny committee meetings could rotate amongst the ten authorities.

#### **4. FINANCIAL IMPLICATIONS**

4.1 The attached report sets out proposals in respect of arrangements for a Joint Scrutiny Committee. It is proposed that one of the ten City Deal partnering authorities undertake the role of 'host authority', and in doing so, provide the Joint Scrutiny Committee with dedicated support and continuity of advice.

4.2 It is understood that a pre-determined sum will be agreed, which will form the basis of the budget from which the host authority will deliver this service in full, including all associated and ancillary costs. Depending on the timescales for implementing these arrangements, it is envisaged that a part-year sum may be required in 2017/18.

4.3 The PMO element of the 2017/18 Joint Cabinet Budget contains a contingency budget in the sum of £69,500, an element of which has been set aside to meet the cost developing the Joint Scrutiny Committee arrangements. The pre-determined sum will need to be met from within this budget allocation in 2017/18. From 2018/19 the budget headings will be re-aligned to separately identify the pre-determined sum from the remaining contingency budget to provide transparency and to assist with budget accountability.

#### **5. LEGAL IMPLICATIONS (INCLUDING EQUALITY IMPACT ASSESSMENT WHERE APPROPRIATE)**

5.1 The statutory power to establish a joint overview and scrutiny committee is set out in Section 58 of the Local Government (Wales) Measure 2011("the Measure") and Regulations made thereunder.

5.2 Section 58 of the Measure providing that Welsh Ministers may by regulations make provision under which any two or more local authorities may appoint a Joint Overview and Scrutiny Committee ('JOSC'). Regulations have been

made, namely the Local Authorities (Joint Overview and Scrutiny Committees) (Wales) Regulations 2013 ('2013 Regulations').

- 5.3 It will be a decision for each authority if it wishes to establish the Joint Scrutiny Committee proposed. Statutory guidance has been issued under Section 58 of the 2011 Measure, to which regard must be had. Paragraph 3.1 of the guidance providing *“that in establishing a JOSOC which is additional to a Council’s existing scrutiny committee(s) a report setting out its role, responsibilities, terms of reference and intended outcomes to be generated by the joint exercise should be considered by each of the participating authorities’ appropriate scrutiny committees (or sub-committees) before being endorsed by full Council”*.
- 5.4 Where two or more authorities appoint a JOSOC the 2013 Regulations prescribe that they must enter into an agreement, which addresses a number of prescribed matters. The draft terms of reference, set out in Appendix 1 to the report, have been prepared having regard to these requirements and more generally the provisions of the 2013 Regulations and Statutory Guidance issued. The terms of reference are important because a JOSOC is only able to exercise functions in relation to matters which are identified by the appointing authorities. It is therefore important that the local authorities participating in the joint scrutiny committee (referred to as the appointing authorities) are clear from the outset about the role, responsibilities and terms of reference of the joint scrutiny committee.
- 5.5 The proposed membership of the Joint scrutiny committee is set out in the attached terms of reference and the proposal (1 non executive member each authority) reflects the following paragraph of the Statutory Guidance of the Measure:-
- 3.5 In order to ensure JOSOCs represent fairly the interests of each appointing local authority, it is recommended that an equal number of Committee seats be allocated to each of the participating Councils. Although that would mean larger authorities agreeing to have the same membership as smaller ones, this would appear to be in the best interests of effective partnership.*
- 3.6 The 2013 Regulations provide that a JOSOC is not to be regarded as a body to which section 15 of the Local Government and Housing Act 1989 (duty to allocate seats to political groups) applies.
- 3.7 The terms of reference, at paragraph 15, set out the provisions as regards referring matters to the JOSOC. The JOSOC may make a report or recommendation in relation to any matter referred to it, to any of the appointing authorities, their executives or the Regional Cabinet.

3.8 The joint scrutiny committee will require appropriate resource and the body of the report sets out the proposals in this regard, including the financial implications.

#### General advice

In considering this matter regard should be had, amongst other matters, to:

(i) The Councils' duties under the Well-being of Future Generations (Wales) Act 2015 and;

(ii) Public sector duties under the Equalities Act 2010 (including specific Welsh public sector duties). Pursuant to these legal duties Councils must in making decisions have due regard to the need to (1) eliminate unlawful discrimination, (2) advance equality of opportunity and (3) foster good relations on the basis of protected characteristics. Protected characteristics are: a. Age; b. Gender reassignment; c. Sex; d. Race – including ethnic or national origin, colour or nationality; e. Disability; f. Pregnancy and maternity; g. Marriage and civil partnership; h. Sexual orientation; i. Religion or belief – including lack of belief

## **6. RECOMMENDATIONS**

6.1 That the Joint Committee (Regional Cabinet) consider the draft Terms of Reference attached at Appendix 1 and if content, submit to each constituent Council for approval.

6.2 That it be suggested to the Joint Scrutiny Committee that the Regional Cabinet minutes are included on the future Joint Scrutiny Committee agendas for information.

6.3 That the Chair of the Regional Cabinet, or another Member representative, offers to attend future meetings of Joint Scrutiny to give a verbal update on the progress of the CCR City Deal.

6.4 That Regional Cabinet:

(i) considers and recommends to the Councils for approval, which constituent Council should host the Joint Scrutiny Committee and provide the requisite support services and advice (subject also to that Council's formal agreement) and

(ii) subject to each of the ten Councils determining to establish the Joint Scrutiny Committee proposed and agreeing which Council shall host the Joint Scrutiny Committee, delegate authority to the Regional Programme Director to agree with the Host Council the level of funding required in 2017/18 to fund such Joint Scrutiny Committee hosting arrangements

(provided such level of funding is within Regional Cabinet's 2017/18 approved budget), with future funding arrangements being considered as part of Regional Cabinet's annual budget setting process.

**Sheila Davies**  
**Cardiff Capital Region City Deal Programme Director**  
**14<sup>th</sup> November 2017**

*The following Appendix is attached:*

Appendix 1 – Draft Terms of Reference

## **TERMS OF REFERENCE: CARDIFF CAPITAL REGION CITY DEAL JOINT SCRUTINY COMMITTEE**

### **Introduction**

1. Cardiff Capital Region (CCR) City Deal is a Joint Committee of all ten local Authorities of South East Wales. Paragraph 10.1 of the Joint Working Agreement states that 'The Councils shall form the joint committee ("Joint Committee") for the purpose of overseeing and co-ordinating the discharge of the Councils' obligations in relation to the City Deal and to carry out the functions set out in Schedule 2 (Joint Committee Terms of Reference) and the Joint Committee shall be known as the "Cardiff Capital Region Joint Cabinet", "Joint Cabinet" or "Regional Cabinet" (as the context requires)'.

For the purposes of these terms of reference;

The Joint Working Agreement means the agreement (as may be amended from time to time) concluded on 1.3.17 between; Blaenau Gwent CBC, Bridgend CBC, Cardiff Council, Caerphilly CBC, Merthyr Tydfil CBC, Monmouthshire CC, Newport CC, Rhondda Cynon Taff CBC, Torfaen CBC and the Vale of Glamorgan Council. The 'Appointing Authorities' are the parties to the Joint Working Agreement the 'Host Authority' means \*\*\* or such other authority as the Appointing Authorities may agree from time to time.

2. CCR City Deal is resourced by the ten Appointing Authorities and is supported by a Programme Management Office (PMO), full time officers, a Programme Board made up of senior Officers representing each of the partner Councils and a Joint Cabinet of the Leader (or Deputy) from each Authority. In addition. Legal, technical and financial external advisers have been appointed to provide expert technical advice.

3. Each Council agreed to work together to create a Joint Scrutiny Committee as stated in Paragraph 10.19.2 of the Joint Working Agreement; 'The Councils shall work together to create and agree terms of reference for, to the extent permissible by law, a Joint Audit Committee and a Joint Scrutiny Committee and how the same will be resourced and funded'.

### **Membership of the Joint Scrutiny Committee**

4. The Joint Scrutiny Committee shall consist of one non-executive Member from each Appointing Authority.

5. It is a matter for each Appointing Authority, from time to time, to nominate, or terminate the appointment of its nominated Member serving on the Joint Scrutiny Committee. Each Appointing Authority shall be entitled, from time to time, to appoint a deputy for its Member representative to the Joint Scrutiny Committee but such deputy shall only be entitled to speak and vote at meetings of the Joint Scrutiny Committee in the absence of his or her corresponding principal

6. The length of appointment is a matter for each Appointing Authority.

### **Quorum**

7. The quorum necessary for a meeting of the joint scrutiny committee is at least 7 out of the 10 Joint Scrutiny Committee Members, present at the relevant time.

### **Election of a Chair**

8. The Joint Scrutiny Committee shall elect a Chair and Vice Chair, which appointments will rotate annually between the Appointing Authorities, in alphabetical order

9. The procedure rules will be those of the Host Authority for its Scrutiny Committees,

### **Members' Conduct**

10. Members of the Joint Scrutiny Committee will be bound by their Council's Code of Conduct.

### **Declarations of Interest**

11. Members of the Joint Scrutiny Committee must declare any interest either before or during the meetings of the Joint Scrutiny Committee (and withdraw from that meeting if necessary) in accordance with their Council's Code of Conduct or as required by law.

### **Confidential and Exempt Information / Access to Information**

12. The Host Authority's Access to Information Procedure rules shall apply subject to the provisions of the Local Government Act 1972 :

### **Openness and Transparency**

13. All meetings of the Joint Scrutiny Committee will be open to the public unless it is necessary to exclude the public in accordance with Section 100A (4) of the Local Government Act 1972.

14. All agendas, reports and minutes of the Joint Scrutiny Committee will be made publically available, unless deemed exempt or confidential in accordance with the above Act.

### **Functions to be exercised by the Joint Scrutiny Committee**

15. The Joint Scrutiny Committee shall be responsible for exercising the following functions:

- a. To perform the Overview and Scrutiny function for CCR City Deal (which City Deal is more particularly specified in the Joint Working Agreement) on behalf of the ten local Authorities.
- b. To develop a forward work programme reflecting its functions under paragraph (a) above.
- c. To seek reassurance and consider if the CCR City Deal is operating in accordance with the Joint Working Agreement, its Annual Business Plan, timetable and / or is being managed effectively.
- d. To monitor any CCRC project's progress against its Programme plan.
- e. To make any reports and recommendations to the Regional Cabinet and or to any of the Appointing Authorities and to any of their executives in respect of any function that has been delegated to the Regional Cabinet pursuant to the Joint Working Agreement.

Any member of a Joint Overview and Scrutiny Committee may refer to the committee any matter which is relevant to its functions provided it is not a local crime and disorder matter as defined in section 19 of the Police and Justice Act 2006

Any member of any of the Appointing Authorities may refer to the Joint Overview and Scrutiny Committee any local Government matter which is relevant to the functions of the Joint Scrutiny Committee, subject to the following conditions and provisos.

The conditions for a reference by a member of an Appointing Authority to the Joint Scrutiny Committee are that:

- (i) The matter relates to one of the functions of the authority and is relevant to the functions of the Joint scrutiny committee,
- (ii) It effects the electoral area of the member or it effects any person who lives or works there; and
- (iii) It is not a local crime and disorder matter as defined in section 19 of the Police and Justice Act 2006.

### **Provisos**

When considering whether to refer a matter to the Joint Scrutiny Committee a member should first consider if it falls within the remit of a single overview and scrutiny committee within the member's local authority, and if that is the case the member should raise the matter there. Members should only refer a matter to a Joint scrutiny committee if it falls clearly within the responsibilities and terms of reference of the Joint Scrutiny Committee and if there is no scrutiny of the issue in the local authority to which the member belongs.

It is acknowledged that the establishment of the CCRCDC Joint Scrutiny Committee shall not serve to exclude a local authority's right to carry out its own individual Scrutiny of any decision of the Regional Cabinet or City Deal matter

**Duration of Joint Scrutiny**

16. To be co-terminus with the duration of Joint Cabinet or if earlier the decision of the ten authorities to end the Joint Scrutiny arrangements.

**Withdrawal**

17. Any of the ten local Authorities may withdraw from participating in the Joint Scrutiny arrangements upon three months' notice to each of the other Authorities.

18. The Joint Scrutiny Committee in carrying out its functions must have regard to guidance relating to section 62 of the Measure, which places a requirement on local authorities to engage with the public

**Foot notes**

1. No provision has been made for sub committees given the scrutiny committee comprises only 10 members and that Regulations (SI 2013/1051) require a Sub- Committee to comprise an equal number of members of the Appointing Authorities.





## COUNCIL – 17TH JULY 2018

**SUBJECT: TO REAFFIRM COUNCIL TAX DETERMINATIONS TO DISAPPLY DISCOUNT IN RESPECT OF UNOCCUPIED DWELLINGS**

**REPORT BY: CORPORATE DIRECTOR FOR EDUCATION AND CORPORATE SERVICES**

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### 1. PURPOSE OF REPORT

- 1.1. To seek full Council approval to reaffirm two council tax determinations in respect of unoccupied dwellings: one made by the Council's Finance Committee on 7th April 1998, and the other made by Cabinet on 18th May 2004. The determinations made were in respect of a discretionary power provided by Section 12 of The Local Government Finance Act (LGFA) 1992; this power enables local authorities to remove the statutory default 50% discount on the amount of council tax payable that would otherwise apply to unoccupied dwellings which are not exempt, i.e. to charge 100% rather than 50% of the standard amount.

### 2. SUMMARY

- 2.1 Section 12 determinations were made by the Council's Finance Committee in 1998 and subsequently Cabinet in 2004. This resulted in 100% (rather than 50%) of the standard council tax amount for each dwelling being charged in respect of unoccupied and furnished dwellings from 1<sup>st</sup> April 1998, and 100% also being charged in respect of unoccupied and unfurnished dwellings from 1<sup>st</sup> April 2005 onwards.
- 2.2 Correspondence has been received from a council tax payer which led to officers reviewing the decision-making processes undertaken in 1998 and 2004. Officers sought clarification in respect of the determinations made. External legal advice has been received which notes that the determinations were not made by full Council and, in order to remove any ambiguity, recommends that full Council should reaffirm the decisions. As a result of that advice, Council is asked to reaffirm the determinations as detailed in this report.

### 3. LINKS TO STRATEGY

- 3.1. Council tax provides significant resources which assist the Council in achieving a balanced budget, providing significant funding for essential services.
- 3.2 The proposal to reaffirm the determinations in respect of unoccupied dwellings that are not exempt maintains the income raised from such dwellings, contributing to the following Well-being Goals within the Well-being of Future Generations Act (Wales) 2015:-
- A prosperous Wales – council tax funds essential services
  - A resilient Wales – council tax income supports a greater range of services
  - A healthier Wales – council tax income helps fund health and well-being initiatives
  - A more equal Wales – The Council Tax Reduction Scheme assists low income households

- A Wales of cohesive communities – charging 100% rather than 50% council tax on certain types of unoccupied dwellings may encourage council tax payers to sell or let these dwellings
- A Wales of vibrant culture and thriving Welsh language – council tax demand and adjustment notices are bilingual
- A globally responsible Wales – reaffirming the determinations within this report should help maximise use of available housing within the county borough

#### 4. THE REPORT

- 4.1. This report relates to Section 12 determinations made by the Council's Finance Committee in 1998 and subsequently Cabinet in 2004. An extract of the minute of each meeting is in the appendices to this report. These resulted in 100% (rather than 50%) of the standard council tax amount for each dwelling being charged in respect of unoccupied and furnished dwellings from 1st April 1998, and 100% also being charged in respect of unoccupied and unfurnished dwellings from 1st April 2005 onwards.
- 4.2. An enquiry has recently been received from a council tax payer who is liable for two dwellings within the County Borough. The council tax payer resides in one dwelling and is the bill payer for a second dwelling which is currently unoccupied and unfurnished.
- 4.3. Officers have looked into the enquiry raised by the council tax payer which ultimately led to a review of the determinations made in 1998 and 2004 respectively. Officers sought clarification from external legal advisors in respect of the two determinations which notes that the determinations were not made by full Council and, in order to remove any ambiguity, recommends that full Council should reaffirm the decisions.
- 4.4. The original determinations resulted in 100% (rather than 50%) of the standard council tax amount for each dwelling being charged in respect of:
- unoccupied and furnished dwellings (commonly referred to as 'second homes', although they are not always holiday homes) from 1<sup>st</sup> April 1998; and
  - unoccupied and unfurnished dwellings (commonly known as long-term empty dwellings) from 1<sup>st</sup> April 2005.
- 4.5. In order to regularise the position, determinations are required to be reaffirmed by the full Council to allow a nil discount to continue to be applied in respect of each of the prescribed classes of unoccupied dwellings set out below. These determinations apply to those council tax payers liable for such dwellings. The details of the classes of dwellings are contained within The Council Tax (Prescribed Classes of Dwellings) (Wales) Regulations 1998 (as amended) as follows:

**Class A**, which comprises every dwelling –

- of which there is no resident;
- which is substantially furnished; and
- the occupation of which is prohibited by law for a continuous period of at least 28 days in the relevant year.

**Class B**, which comprises every dwelling –

- of which there is no resident;
- which is substantially furnished; and
- the occupation of which is **not** prohibited by law for a continuous period of at least 28 days in the relevant year.

Classes A and B do not include:

- (a) any dwelling which consists of a pitch occupied by a caravan or a mooring occupied by a boat;
- (b) in relation to which a person is a qualifying person (liable for council tax) in his capacity as a personal representative if –
  - i. no person is a qualifying person in any other capacity, and
  - ii. either no grant of probate or letters of administration has been made, or less than 12 months have elapsed since such a grant was made; and
- (c) where a qualifying person in relation to that dwelling is a qualifying person in relation to another dwelling which is, for him, job-related.

**Class C**, which comprises every chargeable dwelling –

- (a) which is unoccupied; and
- (b) which is substantially unfurnished.

4.6 Members should note that the determination at point 4.5 above in respect of Class C will continue to be administered taking into account certain classes of exemption which may apply prior to an unoccupied property charge commencing. There are currently 3 exemption classes that may apply before a charge on an unoccupied and unfurnished dwelling commences. Each exemption can apply for a certain period of time for which a nil charge is applicable. The maximum time period that an exemption can apply may differ depending on the exemption class involved, as follows:

- Exemption Class A – applies where a dwelling is substantially unfurnished and unoccupied requiring or undergoing structural repair/alteration to make it habitable, and for up to 6 months after such work is substantially completed. The maximum period of exemption allowable is 12 months.
- Exemption Class B – applies for up to 6 months where a substantially unfurnished and unoccupied dwelling is owned by a charity and was last used for charitable purposes.
- Exemption Class C - applies for up to 6 months when a dwelling becomes substantially unfurnished and unoccupied.

4.7 There is one exemption class that may apply to any of the 3 classes of dwellings set out in point 4.5, namely:

- Exemption Class F - applies where the sole owner of a dwelling dies and the dwelling becomes unoccupied, i.e. no-one else lives there. This exemption applies until probate or letters of administration is granted; it can also apply for up to 6 months after probate or letters of administration is granted, provided the dwelling remains unoccupied during that time. If a sole tenant dies and the dwelling becomes unoccupied, this exemption applies until the tenancy is ended.

## 5. WELL-BEING OF FUTURE GENERATIONS

5.1. Effective financial planning is a key element in ensuring that the Well-being Goals within the Well-being of Future Generations Act (Wales) 2015 are met. The report specifically meets the sustainable duty in the following ways: -

Council tax provides significant resources which assist the Council in achieving a balanced budget, providing significant funding for essential services. As this report is purely seeking to reaffirm the existing position, there will be no negative or positive impact on council tax payers liable for unoccupied dwellings if the recommendation in paragraph 10.1 of this report is approved. The level of council tax income will be maintained in order to support essential services.

## 6. EQUALITIES IMPLICATIONS

- 6.1. There are no potential equalities implications of this report and its recommendations on groups or individuals who fall under the categories identified in Section 6 of the Council's Strategic Equality Plan, therefore a full Equalities Impact Assessment has not been carried out.
- 6.2. We will monitor any impact on particular groups through customer feedback and complaints received and use that information to improve policies and procedures.

## 7. FINANCIAL IMPLICATIONS

- 7.1. There are no financial implications on the basis that full Council reaffirms the determinations as set out in the recommendation at paragraph 10.1 of the report.

## 8. PERSONNEL IMPLICATIONS

- 8.1 There are no personnel implications arising from this report.

## 9. CONSULTATIONS

- 9.1. The report has been circulated to the consultees listed below and responses received have been reflected in the report.

## 10. RECOMMENDATIONS

- 10.1 It is recommended that Council reaffirms the determinations to allow a nil discount to continue to be applied in respect of each of the prescribed classes of dwellings contained within The Council Tax (Prescribed Classes of Dwellings) (Wales) Regulations 1998 (as amended), namely:

**Class A**, which comprises every dwelling –

- (a) of which there is no resident;
- (b) which is substantially furnished; and
- (c) the occupation of which is prohibited by law for a continuous period of at least 28 days in the relevant year.

**Class B**, which comprises every dwelling –

- (a) of which there is no resident;
- (b) which is substantially furnished; and
- (c) the occupation of which is **not** prohibited by law for a continuous period of at least 28 days in the relevant year.

Classes A and B do not include:

- (a) any dwelling which consists of a pitch occupied by a caravan or a mooring occupied by a boat;
- (b) in relation to which a person is a qualifying person (liable for council tax) in his capacity as a personal representative if –
  - i. no person is a qualifying person in any other capacity, and
  - ii. either no grant of probate or letters of administration has been made, or less than 12 months have elapsed since such a grant was made; and

- (c) where a qualifying person in relation to that dwelling is a qualifying person in relation to another dwelling which is, for him, job-related.

**Class C**, which comprises every chargeable dwelling –

- (a) which is unoccupied; and  
(b) which is substantially unfurnished.

## **11. REASONS FOR THE RECOMMENDATIONS**

- 11.1. To enable the Council to remove any ambiguity in respect of the determinations made in 1998 and 2004.

## **12. STATUTORY POWER**

- 12.1. Section 12 of the Local Government Finance Act 1992 and regulations made under the Act.

- 12.2 The Council Tax (Prescribed Classes of Dwellings) (Wales) Regulations 1998, The Council Tax (Prescribed Classes of Dwellings) (Wales) (Amendment) Regulations 2004, The Council Tax (Prescribed Classes of Dwellings) (Wales) (Amendment) Regulations 2010 and The Council Tax (Prescribed Classes of Dwellings) (Wales) (Amendment) Regulations 2017.

Author: John Carpenter, Council Tax and NNDR Manager  
Tel: 01443 863421 E-mail: carpewj@caerphilly.gov.uk

Consultees: Cllr David Poole, Leader  
Cllr Barbara Jones, Deputy Leader & Cabinet Member for Finance, Performance and Governance  
Christina Harrhy, Interim Chief Executive  
Dave Street, Corporate Director of Social Services and Housing  
Mark S. Williams, Interim Corporate Director – Communities  
Richard Edmunds, Corporate Director for Education and Corporate Services  
Nicole Scammell, Head of Corporate Finance & Section 151 Officer  
Stephen Harris, Deputy Section 151 Officer  
Lisa Lane, Interim Monitoring Officer  
Anwen Cullinane, Senior Policy Officer (Equalities & Welsh Language)  
Ros Roberts, Performance Manager

Appendices:

Appendix 1 Extract of the Minute of the Finance Committee 7th April 1998

Appendix 2 Extract of the Minute of Cabinet 18<sup>th</sup> May 2004

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## EXTRACT OF MINUTE

Finance - 7.4.98

respect of pre-reorganisation highway schemes.

**2140 Revenue Budget 1998/99**

RESOLVED that:-

- (i) the action taken on the Education budget by the Director of Resources in consultation with the Chairman and Vice-Chairman be noted;
- (ii) the contents of the report and the attached financial information be approved;
- (iii) the service committee budgets be reported to each committee for consideration.

**2141 Local Government Association (LGA) Subscription**

RESOLVED that a subscription of £75,217 be paid to the Local Government Association for 1998-99.

**2142 Housing Benefit/Council Tax Benefit Fraud Initiatives 1998/99**

RESOLVED that:-

- (i) another visiting officer be appointed on Scale 4 for a period of 12 months, the costs being financed by a grant from the Department of Social Security;
- (ii) the report be referred to the Personnel Committee for confirmation.

**2143 Rent Arrears - Write Offs**

RESOLVED that rent arrears to the value of £55,231.33 be written off.

**2144 Sundry Debtors - Write Offs**

RESOLVED that sundry debts to the value of £11,682.37 be written off.

**2145 Works in Default**

RESOLVED that where the Council is to undertake work in default:-

- (i) for works to a value of £10,000 the Director of Environmental Services be able to authorise such works as are considered necessary;
- (ii) for works greater than £10,000 the approval of the Public Protection Committee be sought.

2146

**Council Tax Discounts for Second Homes in Wales**

RESOLVED that:-

- (i) with effect from 1st April 1998 both classes of unoccupied and furnished dwellings referred to in "The Council Tax" (Prescribed Classes of Dwellings)

(Wales) Regulations 1998 be awarded a nil discount;

- (ii) Council Tax be levied with effect from the first day that a property falls into either class.

**2147 Cashier Staff - Essential User Allowance**

RESOLVED that:-

- (i) two existing cashier posts be designated as Peripatetic Cashier posts and these posts be awarded Essential User Car Allowance;
- (ii) the report be referred to the Personnel Committee.

**2148 Appointment of an Energy and Water Officer**

It was reported that the bid of £70,000 to the New Initiatives Fund from Environmental Services would now be funded from a different source.

RESOLVED that:-

- (i) a further £22,000 for a replacement boiler at Tredomen be allocated from the New Initiatives Fund;
- (ii) the bid of £30,000 from the New Initiatives Fund to fund the appointment of an Energy and Water Officer be agreed.

**2149 Best Value - Performance Plans**

RESOLVED that:-

- (i) the Performance Plans be endorsed as:-
  - (a) a basis for service delivery in 1998/99;
  - (b) a valid contribution to the Caerphilly Programme and the Wales Evaluation Study;
  - (c) a sound basis for further development;

**2150 Items for Information**

The following items were reported and noted:-

- (a) Treasury Management - Monitoring Report;
- (b) Local Land Charges Enquiries Fees;
- (c) Procurement Services - Recent Developments. It was agreed that the Director of Resources, in consultation with the Chairman and Vice Chairman of the Finance Committee, be authorised to purchase a new computer system for Procurement Services.



## EXTRACT OF MINUTE

Cabinet - 18.05.04

**2095 EMERGENCY PLANNING**

The report advised members of current changes in the management arrangements for Emergency Planning in the Gwent area, and sought approval to establish a small Emergency Planning Unit within the authority in line with those new arrangements. The county-wide joint arrangement for Emergency Planning in Gwent, which had been in operation since 1996, was in the process of being wound up to give each local authority more control and responsibility for their local arrangements. Each Authority was required to put in place arrangements to supersede this joint arrangement, and also to prepare for the added responsibilities likely to be imposed by the Civil Contingencies Bill.

The report outlined proposals to put in place the necessary local arrangements. Because of the nature of central government funding towards these arrangements, these proposals are likely to be cost neutral and can be accommodated within current budgets.

RESOLVED that for the reasons contained in the report a small Emergency Planning Unit be established, comprising a senior post graded PO 5-8 and an assistant post graded SO1.

2096

**COUNCIL TAX- FURNISHED AND UNFURNISHED PROPERTIES**

The Cabinet were aware that empty and unfurnished properties benefited from a reduction in council tax liability. For the first 6 months there was no charge and subsequently a 50% charge applied. On balance it was considered beneficial to the county borough to remove the 50% discount and levy the full charge. There was a need to prepare occupiers for such a change in the Council's approach and it was proposed the 100% charge be introduced from 1st April 2005. Subject to Cabinet agreement owners of properties currently subject to the 50% charge will be advised now of the charging arrangements to be introduced in April 2005.

RESOLVED that for the reasons contained in the report all unoccupied and substantially unfurnished properties which have been empty for more than 6 months will be liable to the full council tax charge and receive no discount from 1st April 2005.

**MATTERS WHICH REQUIRE A RECOMMENDATION TO COUNCIL****2097 ADOPTION OF SCHOOL ORGANISATION PLAN 2004 – 2009**

In December 2003, Cabinet approved the draft School Organisation Plan 2004-2009 which was then widely distributed as part of the required consultative process, which ended in March 2004.

The Authority is now required at the end of the consultative period and after consideration of any comments received, to decide whether or not to adopt the School Organisation Plan. The National Assembly of Wales have made suggested minor amendments to the draft plan and these have been incorporated into the plan. Other minor amendments have also been taken into consideration.

The Cabinet recommended to the Council that for the reasons contained in the report the School Organisation Plan 2004-2009 be adopted.

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## COUNCIL – 17TH JULY 2018

**SUBJECT: CAERPHILLY COUNTY BOROUGH DRAFT REGENERATION STRATEGY – A FOUNDATION FOR SUCCESS 2018-2023 SUPPLEMENTED BY THE DRAFT CAERPHILLY BASIN MASTERPLAN**

**REPORT BY: INTERIM CORPORATE DIRECTOR OF COMMUNITIES**

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### 1. PURPOSE OF REPORT

- 1.1 To advise members on the main issues identified by respondents during the public consultation exercise carried out between 26th March and 9th May 2018 on the Draft Regeneration Strategy entitled 'A Foundation for Success' and the Draft Caerphilly Basin Masterplan.
- 1.2 To seek approval by Council of 'A Foundation for Success' as the Regeneration Strategy for the County Borough for the period 2018 to 2023.
- 1.3 To approve the Caerphilly Basin Masterplan, as Supplementary Planning Guidance to the Adopted Caerphilly County Borough Local Development Plan Up To 2021 and as a tool for guiding regeneration activity in the wider Caerphilly Basin area.
- 1.4 To agree the governance arrangement for the prioritisation of regeneration proposals.
- 1.5 To agree the Project Assessment Toolkit as the method for considering regeneration proposals and assigning relative priority for recommendation to Regeneration & Environment Scrutiny Committee and Cabinet.

### 2. SUMMARY

- 2.1 On 14 March 2018, Cabinet resolved to approve that draft version of 'A Foundation for Success' and the Draft Caerphilly Basin Masterplan for the purposes of a formal six-week public consultation process. This consultation period began on 26<sup>th</sup> March 2018 and ended on 9th May 2018.
- 2.2 In total 22 representations were received on the 'A Foundation for Success' and 422 representations were received on the Draft Caerphilly Basin Masterplan. The Combined Report of Consultation, which addresses the responses and issues raised in respect of both documents, has been prepared. The Combined Report of Consultation identifies and considers the issues raised, providing officer responses and recommendations for change where appropriate. The Combined Report of Consultation is included as Appendix 1 to this report. *(Please note that, due to the size of the documents, copies of all appendices have been placed in the Members' Group Rooms and Members' Library for their information and the electronic version of these documents can be viewed via the following link:-* <http://www.democracy.caerphilly.gov.uk/ieListDocuments.aspx?CId=127&MId=11346>)
- 2.3 The majority of representations that have been submitted on 'A Foundation for Success' were representations in respect of:

- The blanket protection of all green land
  - In-principle objections to any road building
  - Specific objection to the Caerphilly South Eastern Bypass
  - There is no assessment of past failures from which to learn and this gives no confidence things will be any better in the future.
  - Stop building in the Caerphilly Basin and build in the north of the county borough instead.
- 2.4 Only 2 textual changes are proposed to be made to ‘A Foundation for Success’ as a result of the issues raised, whilst minor typographical and updating changes are also included in the amended document that is appended to the report as Appendix 2.
- 2.5 The majority of the representations on the Draft Masterplan are related to the inclusion of the safeguarded route for the Caerphilly South East Bypass (341 responses). There was also substantial opposition to the level of new housing on greenfield sites within the Caerphilly Basin.
- 2.6 Representations have also been made on the Vision, Strategic Objectives, Development and site specific proposals. These have been addressed in detail within the Combined Report of Consultation and a number of changes are proposed to be made to the document to include additional proposals and improve clarity.
- 2.7 A Project Prioritisation Assessment Toolkit has been prepared that identifies 15 “Strategic Framework Objectives” (SFO), which have been grouped under the 4 themes of the Regeneration Strategy. The SFO have been derived from the assessment framework for City Deal, Welsh Government’s Targeted Regeneration Investment Programme and Valleys Task Force initiatives to ensure an appropriate strategic fit of future projects.
- 2.8 The newly created Regeneration Project Board has recently held its first meeting and has agreed to projects using the Toolkit and to make recommendations on prioritisation of projects for consideration by the Regeneration and Environment Scrutiny Committee and final approval by Cabinet.
- 2.9 Due to the size of the documents, copies of all appendices to this report have been placed in the Members’ Group Rooms and Members’ Library and the electronic version of these documents can be viewed via the following link:-  
<http://www.democracy.caerphilly.gov.uk/ieListDocuments.aspx?CId=127&MId=11346>

### **3. LINKS TO STRATEGY**

- 3.1 The Well-being of Future Generations Act (Wales) 2015 comprises seven well being goals as follows:
- A prosperous Wales
  - A resilient Wales
  - A healthier Wales
  - A more equal Wales
  - A Wales of cohesive communities
  - A Wales of vibrant culture and thriving Welsh language
  - A globally responsible Wales
- 3.2 ‘A Foundation for Success’ is informed by a robust evidence base which includes the ‘Assessment of Local Well-Being’. It was produced in tandem with, and informed by, the Local Well-being Strategy and the Council’s Well Being Objectives, which are incorporated into the Caerphilly County Borough Council Corporate Plan 2018-2023, that was approved by Cabinet on 11 April 2018 and endorsed by the Council on 17 April 2018.

- 3.3 'A Foundation for Success' will complement other Council Strategies and Plans, for example the Local Transport Plan and Anti-Poverty Strategy, and will assist in delivering the regeneration priorities of the county borough; making it more prosperous, resilient, healthier, more equal, cohesive and vibrant, whilst enabling the county borough to benefit from transformative change that is in the interests of all.
- 3.4 The Draft Caerphilly Basin Masterplan has had regard to the seven well-being goals for Wales in its preparation and has been prepared within the context of the adopted Caerphilly County Borough Local Development Plan, which sets out the Council's land-use objectives for the County Borough up to 2021. The Draft Masterplan itself is derived from, and supplements, 'A Foundation for Success' and will serve to contribute to the delivery of Objective SQL1 through active place-making within the wider Caerphilly Basin. 'A Foundation for Success', and the evidence base behind it, has considered not only Council-produced strategies but also the regional and national strategies that impact upon this work.

## **4. THE REPORT**

### **Background**

- 4.1 "People, Business, Places" is the current Regeneration Strategy for the County Borough. This is supported by an action plan that expired in 2013. As such the Strategy and Action Plan are outdated and the projects and actions contained within them have either been implemented in many instances or no longer remain relevant. The economic challenges faced by the County Borough and the wider region in the intervening period remain significant, varied and challenging. The Council is facing ever reducing resources which is in stark contrast to the need and demand for dynamic and progressive community and regeneration action to help communities and businesses prosper.
- 4.2 The signing of the Cardiff Capital Region City Deal, signals the intention of the 10 South East Wales local authorities to increasingly work together through joint enterprise, on issues of long term development, infrastructure, land use, economic development and employment. It marks an unprecedented investment from the UK, Welsh Government and Local Authorities and offers the possibility of an integrated long-term approach to the region, rather than a multiple and fragmented approach to initiatives as seen in the past. The City Deal Agreement sets out a series of priorities and recommendations for the future growth and investment within the Cardiff Capital Region of which Caerphilly County Borough is part.
- 4.3 As a result, there is a pressing need for an up to date, sharply focussed, robust economic development strategy which coordinates the regeneration and economic development aims and objectives for Caerphilly County Borough. 'A Foundation for Success' has been produced as part of a suite of documents in order to achieve this.
- 4.4 The Draft Caerphilly Basin Masterplan forms part of the updated suite of documents that has been prepared in response to the Valleys Task Force Initiative (VTF), which identifies Caerphilly / Ystrad Mynach as one of seven Strategic Hubs in the South Wales Valleys. The VTF indicates that these seven Strategic Hubs will act as a focus for public money and provide opportunities for the private sector to invest and create new jobs through existing business growth and the promotion of new business start-ups. A second Masterplan for Ystrad Mynach is to be prepared and elected Members will be invited to participate in this process in due course.

### **Evidence Base**

- 4.5 'A Foundation for Success' is supported by a robust evidence base that provides the context and latest social and environmental data for the County Borough. The evidence base, builds upon, and is informed by, the work undertaken by the Public Services Board and other services within the Council. The evidence base does not seek to duplicate other relevant Council strategies and in this context it cross-refers to other strategies where appropriate.

- 4.6 The evidence base contains the baseline data set out under strategy themes, providing the context and latest economic, social and environmental data for the County Borough. This provides the benchmark from which the impact of the Strategy can be monitored and identifies the key issues that 'A Foundation for Success' needs to address. 'A Foundation for success will form the basis for the suite of Masterplans, including the Caerphilly Basin Masterplan, which will be prepared to support it.

### **Public Consultation Exercise**

- 4.7 A six-week public consultation was held on both documents between Monday 26<sup>th</sup> March 2018 and Wednesday 9<sup>th</sup> May 2018.
- 4.8 Due to the strategic nature of 'A Foundation for Success', e-mails were targeted to key stakeholders. Meetings were also held with the Council's Public Services Board partners to discuss the proposed objectives and actions.
- 4.9 Consultation emails on the Draft Masterplan were sent to a range of stakeholders, including residents groups, organisations delivering services in Caerphilly Basin, equalities organisations, key landowners, town centre management group representatives, AMs, MPs, all CCBC members, all town and community councils and neighbouring authorities.
- 4.10 Posters, advertising the consultation in respect of both documents, were displayed in libraries across the County Borough and the consultation was also advertised through the Council's website, social media channels and Newsline publication.
- 4.11 All retailers in Caerphilly town centre also received a letter advising them that the consultation on the Draft Caerphilly Basin Masterplan was taking place and how they could get involved. Officers also visited a number of businesses within the town centre to advise them of the key proposals within the document to explain how they may be affected.
- 4.12 The consultation material was placed in all libraries in the County Borough, and an exhibition was available to view in Caerphilly Library for the duration of the consultation period. Three staffed consultation events were held in Caerphilly library on Tuesday 27<sup>th</sup> March (am), Thursday 29<sup>th</sup> March (pm) and Saturday 9<sup>th</sup> April (all day) to allow members of the public to discuss the proposals in the Draft Masterplan or issues in respect of 'A Foundation for Success' with officers.

### **'A Foundation for Success' – Key Issues Raised**

- 4.13 Only 22 representations were received in respect of 'A Foundation for Success', 18 through the Snap Survey and 4 via e-mail. Detailed summaries of the comments are set out within the Combined Report of Consultation, which is appended to this Report as Appendix 1 (*Please note that, due to the size of the documents, copies of all appendices have been placed in the Members' Group Rooms and Members' Library for their information and the electronic version of these documents can be viewed via the following link:-* <http://www.democracy.caerphilly.gov.uk/ieListDocuments.aspx?CId=127&MId=11346>)
- 4.14 A formal Response Form was prepared for the consultation and was made available in paper form (at libraries and at the exhibition and available upon request) and through the Snap Survey. The Response Form asked respondents to set out their comments on 6 specific questions, namely:
- Q2 Is the Vision for 'A Foundation for Success' fit for purpose?
  - Q3 Do you agree with the 4 Key Themes?
  - Q4 Do you agree with the main objectives of each theme?
  - Q5 Do you have any comments to make on specific 'Key Priorities'?
  - Q6 Are there any additional key priorities that should be included in the Strategy?
  - Q7 Do you have any comments to make on specific 'Actions' set out under Key Priorities?

- 4.15 All of the responses received through the Snap Survey were based on the Response Form. The Combined Report of Consultation considers these responses under each specific question. The 4 responses received via e-mail, however, were not submitted in the Response Form format. As a result the Combined Report of Consultation addresses these responses under a separate section entitled 'Additional Comments'.
- 4.16 The issues that were raised most often in responses were:
- The blanket protection of all green land
  - In-principle objections to any road building
  - Specific objection to the Caerphilly South Eastern Bypass
  - There is no assessment of past failures from which to learn and this gives no confidence things will be any better in the future.
  - Stop Building in the Caerphilly Basin and build in the north of the county borough instead.
- 4.17 These issues were raised across a number of the questions and did not necessarily reflect the question being asked. The most frequently raised issue was in respect of the Caerphilly South Eastern Bypass. 'A Foundation for Success' has been prepared in accordance with the Adopted Caerphilly County Borough Local Development Plan and whilst it is accepted that the issue of the bypass is controversial, it is entirely appropriate for 'A Foundation for Success' to refer to allocations contained within the adopted plan as this represents the Council's adopted policy position. The appropriate vehicle for reconsidering Adopted LDP allocations including the SE bypass is via a review of the Local Development Plan. Any review of the LDP will require a subsequent review of 'A Foundation for Success' to ensure that it is in conformity with new LDP and its allocations and policies, including omitting any previous allocations that are no longer allocated.

#### **Public Services Board Comments**

- 4.18 Prior to the commencement of the consultation process on 'A Foundation for Success', a series of meetings was held with the Council's Public Services Board Partners. The PSB Partners provided comments on the Objectives and Actions. These comments have been considered as part of the Combined Report of Consultation and have been set out, along with officer responses and recommendations for change where appropriate, as Appendix 1 of the Combined Report of Consultation.

#### **Proposed Amendments to 'A Foundation for Success'**

- 4.19 Only one amendment to 'A Foundation for Success' is proposed as a result of the responses received, and this amendment relates to the need to monitor progress on the delivery of the Objectives, and it is intended to reflect this in an amendment to the paragraph under the "How will it be delivered?" section of "What Happens Next?". A further change is proposed for this paragraph for reasons of clarity.
- 4.20 A number of changes are also proposed in respect of the comments made by the Public Services Board Partners. All of the proposed amendments have been included in the 'Amended Regeneration Strategy: 'A Foundation for Success' which is appended to this report as Appendix 2.

#### **Draft Caerphilly Basin Masterplan - Key Issues Raised**

- 4.21 A total of 422 representations were received on the Draft Caerphilly Basin Masterplan. A summary of the issues raised, along with officer responses and recommendations for change, where appropriate, are all included in the Combined Report of Consultation, which is appended as Appendix 1 to this report.
- 4.22 Respondents were asked to comment on the Vision, Strategic Objectives, Development Strategy and site specific proposals, and the responses have been grouped in the Combined Report of Consultation to reflect this.

- 4.23 A range of issues have been raised through the responses and these are addressed in the Combined Report of Consultation. The main issues that have been raised are:
- Specific objection to the Caerphilly South East Bypass (337 objections and 4 representations of support were received).
  - The general level of housing development in Caerphilly Basin, specifically, development on greenfield site.
  - There is no reference to the Wellbeing of Future Generations Act (2015), where sustainability is defined as "the needs of the present are met without compromising the ability of future generations to meet their needs."
  - There is little reference to the protection of the environment. There should be reference to maintaining and enhancing the natural landscape.
  - General support for town centre employment.
- 4.24 The most frequently raised issue was in respect of the Caerphilly South Eastern Bypass. The Draft Caerphilly Basin Masterplan has been prepared in accordance with the Adopted Caerphilly County Borough Local Development Plan up to 2021 and, whilst it is accepted that the issue of the bypass is controversial, it is appropriate for the Draft Masterplan to refer to the allocations from the adopted plan as this is current Council policy. The appropriate vehicle for reconsidering Adopted LDP allocations and Council policy is via a review of the Adopted LDP.
- 4.25 It is a similar position with the issues raised in respect of the general level of housing development in the Caerphilly Basin. The Draft Masterplan highlights known proposals and potential opportunities for residential development or mixed use development incorporating an element of housing, including sites that have been submitted for planning permission and sites allocated in the Adopted LDP. As such the Draft Masterplan is rightly, reflecting the current position. It should be noted that the Draft Masterplan does not identify any new greenfield sites for housing.

### **Proposed Amendments to the Draft Caerphilly Basin Masterplan**

- 4.26 The Combined Report of Consultation sets out each of the issues with an Officer Response and recommendation for any amendments or action. The Combined Report of Consultation sets out a number of proposed amendments to the Draft Masterplan. All of the proposed amendments have been included in the 'Amended Caerphilly Basin Masterplan' which is appended to this report as Appendix 3.
- 4.27 There are also a small number of changes arising from typographical errors and factual updating that are also proposed to be made to the Draft Masterplan. These changes will be reflected directly in the 'Amended Caerphilly Basin Masterplan' appended to the document at Appendix 3.

### **Moving Forward**

- 4.28 In progressing 'A Foundation for Success' and the Caerphilly Basin Masterplan, both documents have identified the need for suitable governance arrangements to be established to direct, manage and prioritise the delivery of regeneration objectives and regeneration schemes.
- 4.29 Members will recall that at the Meeting on 30 May 2018, Cabinet resolved to approve the setting up of a Regeneration Project Board to provide strategic direction and set tasks which will be completed by a group of key service officers in the form of a number of Project Teams. The Regeneration Project Board is composed of the Cabinet Member for Economy, Infrastructure and Sustainability & Well-being of Future Generations, the Cabinet Member for Environment and Public Protection, 3 other elected representatives across a politically balanced spectrum, the Corporate Director (Communities), the Head of Regeneration and Planning, the Head of Corporate Finance and the Head of Infrastructure. The Regeneration Project Board held its first meeting on 19 June 2018. The Project Teams will report directly to the Regeneration Project Board as and when proposals are being advanced.



- 4.30 Due to its strategic nature, 'A Foundation for Success' also identifies the need for a governance body to facilitate and prioritise the implementation of 'A Foundation for Success'. It is intended to set up an Advisory Body formed from a wider spectrum, including the Public Services Board and other stakeholders to serve this role. In setting up the Advisory Body it is intended, wherever possible, to use existing bodies and mechanisms rather than creating a further layer of Governance that could lead to confusion over roles and functions. The setting up of the Advisory body will be the subject of a separate report.

### **Project Assessment, Prioritisation and Governance**

- 4.31 In order to make bids for funding and bring forward and deliver regeneration projects the Council will need to assess proposals and prioritise those projects that deliver the best outcomes and benefits for the county borough. It is important that this process is fair and equitable so that all projects are considered on the same basis against the same considerations. To aid this task a Project Prioritisation Assessment Toolkit has been prepared, which assesses how a project will meet the strategic objectives of City Deal, the Valleys Taskforce and the council. The toolkit identifies 15 "Strategic Framework Objectives" (SFO), which were prepared by the consideration of the assessment framework for City Deal, WG Valleys Task Force Programme along with the Councils agreed six Well-being Objectives. The 15 Objectives have been grouped under the 4 themes of the Regeneration Strategy. The Toolkit is appended to this report as Appendix 6.
- 4.32 It is important that the decisions on the prioritisation of projects are made swiftly so that projects can be implemented quickly, as and when funding is available. Consequently the governance procedures for this process need to be capable of delivering decisions in a timely manner. As a result it is proposed that the governance procedure for considering and determining project prioritisation is as follows:
- The Regeneration Project Board advised by an officer Assessment Panel will consider the assessments of any regeneration projects (using the Toolkit) and make recommendations on their preferred priorities to the Cabinet.
  - The Regeneration and Environment Scrutiny Committee will scrutinise the recommendations from the Regeneration Project Board and make any additional comments/recommendations to the Cabinet.
  - The Cabinet will be responsible for the final decision on the prioritisation of regeneration projects.

## **5. WELL-BEING OF FUTURE GENERATIONS**

- 5.1 The aim of the Well-Being of Future Generations (Wales) Act is to improve the social, economic, environmental and cultural well-being of Wales by changing the way local authorities and public bodies think, act and make decisions with the overall objective being to create a Wales where we want to live, both now and in the future. The Act also sets a duty on public bodies to ensure that everything that they do is in accordance with the sustainable development principle (the needs of the present are met without compromising the ability of future generations to meet their own needs). Both 'A Foundation for Success' and the Caerphilly Basin Masterplan aim to contribute to the well-being goals through its strategic objectives and related projects, and have been informed by the five ways of working.
- 5.2 In respect of the Caerphilly Basin Masterplan, amendments to the Vision section and Appendix 2 are proposed to clarify how the Masterplan relates to and reflects the Well-Being Act. In addition a new appendix has also been added to the Amended Masterplan that sets out an assessment of the contribution each site-specific project would make to both the national well-being goals and the six corporate well-being objectives.

## **6. EQUALITIES IMPLICATIONS**

- 6.1 Equalities Impact Assessments (EIA) have been prepared to consider the potential equalities impact of proposals in 'A Foundation for Success' and the Caerphilly Basin Masterplan. The EIAs are included as Appendices to this report. The EIA highlights that many of the proposals and projects included in both documents are at an initial stage and therefore there is insufficient detail to fully assess the impact of particular actions. The EIAs will be kept under review to ensure the equalities impact is assessed as project proposals are prioritised and as delivery plans are prepared.
- 6.2 Consultation with the public on this document has been undertaken in line with the Corporate Consultation and Monitoring Guidance, ensuring that all minority groups in the community have had the opportunity to take part in the consultation exercise.
- 6.3 No issues in respect of equalities impact were raised in respect of 'A Foundation for Success'.
- 6.4 One response was received in respect of the Draft Caerphilly Basin Masterplan that raised an issue in respect of impact on a person with a disability. The respondent indicated that they had a disability and would be adversely affected by the proposal to develop the allocated park and ride site at Llanbradach, which is near their home, that they currently use for dog walking. The principle of development on this site has already been established through the Adopted LDP. There are a number of other areas suitable for dog walking in very close proximity to the site, including Llanbradach Park. In addition to this the proposed use for the site is as a public car park associated with the railway line, and its development would not preclude access to the general public. As such it would still be available for dog walking, although this would not be off-lead. It is, therefore, considered that the respondent would not be unduly affected by the development of the site.

## **7. FINANCIAL IMPLICATIONS**

- 7.1 The purpose of 'A Foundation for Success' is to coordinate and prioritise regeneration initiatives in order to capitalise on existing and future funding streams. The Caerphilly Basin Masterplan provides an indication of regeneration schemes that could be pursued in partnership with others within the wider Caerphilly Basin area. Any financial implications for the Council arising from future actions/schemes contained in either document will be subject to detailed reports as and when necessary.

## **8. PERSONNEL IMPLICATIONS**

- 8.1 'A Foundation for Success' includes actions that if endorsed by the Council in the longer term may result in personnel implications, that will need to be the subject of further detailed reports.
- 8.2 There are no direct personnel issues arising from the Caerphilly Basin Masterplan.

## **9. CONSULTATIONS**

- 9.1 All responses from consultations have been incorporated in the report

## **10. RECOMMENDATIONS**

It is recommended that Council

- 10.1 Considers the contents of the Combined Report of Consultation and agrees the resultant proposed changes recommended in Appendices 2 and 3 to both 'A Foundation for Success' and the Caerphilly Basin Masterplan.

- 10.2 Approves 'A Foundation for Success' as the Regeneration Strategy for the County Borough for the period 2018 to 2023, which will supersede the previous regeneration strategy, 'People, Business Places' that expired in 2013.
- 10.3 Approves the Caerphilly Basin Masterplan, as Supplementary Planning Guidance to the Adopted Caerphilly County Borough Local Development Plan Up To 2021, and as a tool for guiding regeneration activity in the wider Caerphilly Basin area. The Masterplan will supersede the Caerphilly Town Centre Action Plan which was adopted by the Council in June 2011.
- 10.4 Approves the Project Prioritisation Assessment Toolkit at Appendix 6 as the basis for the assessment of regeneration projects and assigning their relative priority.
- 10.5 Agrees the governance procedure for the prioritisation of regeneration proposals contained in para 4.32, above.

## **11. REASONS FOR THE RECOMMENDATIONS**

- 11.1 To agree the content of the final versions of 'A Foundation for Success' and the Caerphilly Basin Masterplan.
- 11.2 To provide a corporate Regeneration Strategy to co-ordinate the regeneration and economic development efforts and activities of the Council.
- 11.3 To provide a policy basis for the Caerphilly Basin Masterplan to guide and facilitate regeneration activity in the Caerphilly Basin.
- 11.4 To provide an equitable and consistent basis for the assessment of regeneration projects and their priority.
- 11.5 To provide a clear governance procedure to facilitate speedy decision making on projects and facilitating their delivery.

## **12. STATUTORY POWER**

- 12.1 Local Government Act 2000.

Author: Dave Lucas, Team Leader, Strategic & Development Plans  
 Consultees: Cllr David Poole, Leader  
 Cllr Carl Cuss, Cabinet Member for Social Care & Wellbeing  
 Cllr Nigel George, Cabinet Member for Neighbourhood Services  
 Cllr Colin Gordon, Cabinet Member for Corporate Services  
 Cllr Barbara Jones, Cabinet Member for Finance, Performance & Governance  
 Cllr. Philippa Marsden, Cabinet Member for Education & Achievement  
 Cllr Sean Morgan, Cabinet Member for Economy, Infrastructure, Sustainability & Wellbeing  
 Cllr. Lisa Phipps, Cabinet Member for Homes and Places  
 Cllr. Eluned Stenner, Cabinet Member for Environment & Public Protection  
 Christina Harrhy, Interim Chief Executive  
 Mark S Williams, Interim Director of Communities  
 David Street, Corporate Director Social Services  
 Stephen Harris, Interim Head of Corporate Finance  
 Keri Cole, Chief Education Officer  
 Liz Lucas, Head of Procurement  
 Jo Williams, Assistant Director Adult Services

Gareth Jenkins, Assistant Director Children's Services  
Rhian Kyte, Head of Planning & Regeneration  
Tim Stephens, Development Control Manager  
Allan Dallimore, Team Leader, Urban Renewal  
Sue Richards, Head of Education Planning and Strategy  
Mark L Williams, Interim Head of Property  
Shaun Couzens, Chief Housing Officer  
Marcus Lloyd, Head of Infrastructure  
Clive Campbell, Transportation Engineering Manager  
Robert Hartshorn, Head of Policy and Public Protection  
Maria Godfrey, Team Leader, Pollution Control  
Lisa Lane, Corporate Solicitor  
Jared Lougher, Sport and Leisure Development Manager  
Phil Griffiths, Green Space Strategy and Cemeteries Manager  
Kathryn Peters, Corporate Policy Manager

Background Papers:

Draft Regeneration Strategy 'A Foundation for Success 2018-2023'

Draft Caerphilly Basin Masterplan

Appendices:

*Due to the size of the documents, paper copies of all Appendices to this report have been placed in the Members' Group Rooms and Members' Library for their information. The electronic version of these documents can be viewed via the following link:-*

<http://www.democracy.caerphilly.gov.uk/ieListDocuments.aspx?CId=127&MId=11346>

- Appendix 1 Combined Report of Public Consultation: Draft Regeneration Strategy, 'A Foundation for Success' and the Draft Caerphilly Basin Masterplan.
- Appendix 2 Amended Regeneration Strategy: 'A Foundation for Success'
- Appendix 3 Amended Caerphilly Basin Masterplan
- Appendix 4 Equalities Impact Assessment for 'A Foundation for Success'
- Appendix 5 Equalities Impact Assessment for the Caerphilly Basin Masterplan
- Appendix 6 Project Assessment Toolkit

# **Combined Report of Consultation**

**‘A Foundation for Success’, Draft Regeneration Strategy  
2018 – 2023**

**Draft Caerphilly Basin Masterplan**

**And**

**Public Services Board Partner Feedback**

**July 2018**



### **Introduction**

The council has prepared and published the Draft Regeneration Strategy 'A Foundation for Success' which seeks to provide a platform for the continuing transformation of the county borough for the next 5 years, through setting strategic priorities for the regeneration and enhancement of the county borough. 'A Foundation for Success' provides the strategic overview for the regeneration of the county borough, but a series of more detailed masterplans that address specific local areas in more detail are also proposed. The first of these, the Draft Caerphilly Basin Masterplan has also been prepared and published in tandem with 'A Foundation for Success'.

'A Foundation for Success' and the Draft Caerphilly Basin Masterplan were published for consultation together, at the same time. This report has been prepared to address the responses that have been received during the consultation period. This report considers the issues that have been raised and addresses them by:

- Summarising the issues raised in the responses
- Providing an officer response to each issue
- Making recommendations on whether any changes should be made to the documents.

The responses to 'A Foundation for Success' are set out in Part 1 of this report, whilst the responses to the Draft Masterplan are set out in Part 2.

### **Public Service Board Involvement**

A series of meetings were held with the council's Public Service Board partners, seeking their input into 'A Foundation for Success'. Their comments and suggested changes are set out in Appendix 1 to this report.

### **The Consultation**

'A Foundation for Success' and the Draft Caerphilly Basin Masterplan were the subject of a joint six-week consultation exercise between Monday 26 March 2018 and Wednesday 9 May 2018, which included 2 additional days to take account the Easter bank holidays.

As part of this process, meetings were held with Public Service Board partners to gain their input on the Regeneration Strategy.

Consultation emails were sent to a range of stakeholders, including resident's groups, organisations delivering services in Caerphilly Basin, equalities organisations, key landowners, town centre management group representatives, AMs, MPs, all CCBC members, all town and community councils and neighbouring authorities.

Posters advertising the consultation were prominently displayed and the consultation was also advertised on the Council's website, social media channels and in the Newline publication.

The consultation material was placed in all libraries in the County Borough, and an exhibition was available to view in Caerphilly Library for the duration of the consultation period. Three staffed consultation events were held in Caerphilly library on Tuesday 27<sup>th</sup> March (am), Thursday 29<sup>th</sup> March (pm) and Saturday 9<sup>th</sup> April (all day) to allow members of the public to discuss the 'A Foundation for Success', along with the Draft Masterplan, with officers.

### **The responses and how they are addressed**

The report considers the comments made during the consultation under the separate documents, with the comments by the PSB partners being included as an appendix to the report. Formal response forms were produced for each document, which set out specific areas or questions for

respondents to address. For ease of reference the consideration of the responses are grouped under the specific are/question.



## **Part 1 'A Foundation for Success' – Draft Regeneration Strategy**

### **The Responses**

Comments were invited on 'A Foundation for Success' in a structured manner, with a formal response forms setting out 6 specific questions in respect of the content of 'A Foundation for Success', with other questions relating to the respondent. The questions were:

- Q2 Is the Vision for 'A Foundation for Success' fit for purpose?
- Q3 Do you agree with the 4 Key Themes?
- Q4 Do you agree with the main objectives of each theme?
- Q5 Do you have any comments to make on specific 'Key Priorities'?
- Q6 Are there any additional key priorities that should be included in the Strategy?
- Q7 Do you have any comments to make on specific 'Actions' set out under Key Priorities?

A total of 23 responses to the 'A Foundation for Success' were received, 19 responses were received electronically through the Snap Survey, whilst 4 further responses were received via e-mail. Detailed consideration of the responses indicated that 3 of the 23 responses were actually related to the Vision, Objectives and Proposals contained within the Draft Caerphilly Basin Masterplan. The issues raised in these three representations have, therefore, been included in the consideration of the Draft Masterplan issues in Part 2 of this report of consultation. As a result there are 20 formal responses to 'A Foundation for Success'.

The issues raised have been grouped under their respective questions. An Officer response considers whether changes to 'A Foundation for Success' need to be made. Recommendations on whether changes should be made are set out at the foot of each question. Where there are changes proposed to the document the rewording will be set out as part of the recommendation.

### **Equalities Impact Assessment**

In line with the Council's Equalities Monitoring procedures, respondents were asked whether any of their answers to questions in the survey were impacted by any of the following (age, disability, ethnic origin, gender, gender reassignment, marital status, religious belief or non-belief, use of Welsh language, BSL or other languages, nationality or responsibility for any dependents).

No respondents answered this question.



**Q2 Is the Vision for ‘A Foundation for Success’ fit for purpose?**

16 of the 20 respondents specifically answered this question. 10 of the respondents supported the Vision, 6 did not.

Issues Raised	Officer Response
<p>There has been no vast improvement despite plans being in place for some time. Mental illness increases mainly due to many social determinants, the inequality gap has widened, and you cannot ensure job security either. Worklessness is on the rise and many companies are closing down to online shopping. The reason this is not fit for purpose is that it carries no substance/evidence measured of what you believe you have achieved so far.</p>	<p>It is accepted that intervention is required in order to improve the quality of life for those that live, work and relax in the county borough. However, it is inaccurate to say that improvements haven't been made over the past 10 years. The publication of the Public Services Board Well-being Plan and the Council' recently adopted Corporate Plan, which sets out its well-being objectives, are recent examples of moves towards a more comprehensive and effective way of addressing issues in the county borough. Whilst Welsh Housing Quality Standards and the regeneration of Bargoed are examples of positive action on the ground. Individual initiatives focussed on specific issues have also had positive impacts.</p> <p>Whilst positive progress has been made in the past, 'A Foundation for Success seeks to address the remaining, and any new, issues more comprehensively, identifying multi-faceted actions to address the issues facing the county borough in the near future.</p> <p>'A Foundation for Success' sets out the overarching framework for the regeneration of the county borough, utilising the opportunities that currently exist (including City Deal, Valleys Taskforce and the Metro) and addressing the key issues facing the county borough today. It considers the current state of the environment of the county borough and identifies its challenges and opportunities. 'A Foundation for Success' is a progressive document that looks toward the future, rather than looking back at past events, although the new approach set out through the Well-being Plan, the council's Corporate Plan and 'A Foundation for Success' provides a new way of addressing the problems that will not realise mistakes of the past.</p>

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Issues Raised	Officer Response
<p>The plan needs to take into account the following:</p> <ul style="list-style-type: none"> <li>• M4 Junction at Thornhill or Cardiff Gate (east) to Waterloo</li> <li>• Improvements to Pontygwindy Ind Estate</li> <li>• Youth Provision (especially the 11 to 18-year olds)</li> </ul>	<p>The respondent seeks to include reference to 2 specific proposals and address the issues of you provision (11 to 18 year olds) in 'A Foundation for Success'</p> <p>'A Foundation for Success' is a strategic regeneration document that sets the framework for comprehensive regeneration of the county borough. It sets strategic objectives, but does not include specific proposals, as it is intended to prepare a suite of masterplans (such as the Draft Caerphilly Basin Masterplan) that will address specific proposals on a more localised basis. As a result it would be inappropriate to include such proposals in 'A Foundation for Success'.</p> <p>In respect of the new Junction on the M4 at Thornhill, the Welsh Government is responsible for the national network and they have no plans for a junction at this location. Further to this the recently adopted Cardiff City LDP also does not include an allocation for this junction. Given that neither the responsible authority, nor the local authority, has any plans for such a junction this proposal will not be capable of delivery during the period of 'A Foundation for Success'.</p> <p>'A Foundation for Success' contains significant content and measures addressed specifically at school aged children, notably under the Supporting People Strategic Theme and it is considered that these adequately address the issue of youth provision.</p>
<p>There is too much emphasis on new housing, especially with regard to greenfield sites. The whole attraction of Caerphilly is the easy and close access to green spaces. For many this is more important than new leisure centres.</p>	<p>Economic growth and prosperity, an objective of Welsh Government, City Deal and The Valleys Taskforce, requires an increased workforce that, by necessity requires new housing. Notwithstanding this, the number of births in the county borough is higher than the number of deaths so the population of the county borough is growing. The growing population also need housing.</p>

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Issues Raised	Officer Response
	<p>'A Foundation for Success' appropriately reflects this, seeking to ensure that the appropriate and sustainable development of housing is delivered as part of the overall Strategy. 'A Foundation for Success' does not allocate or identify housing sites or developments, so it is wholly inaccurate to contend that it puts too much emphasis on housing on greenfield land. It would be irresponsible of the 'A Foundation for Success' if it did not address the basic needs of its population, including providing appropriate housing for its residents both now and in the future in a sustainable manner.</p>
<p>With regard to the proposed South East Bypass, it seems to join up with the A469 Mountain Road, so traffic will be going to the Nantgarw road and already busy roundabout. It will spoil the amenity of Caerphilly Mountain.</p>	<p>In terms of the Caerphilly South East Bypass, 'A Foundation for Success' is appropriately reflecting the position of the Adopted Local Development Plan, which was the subject of significant public consultation and independent examination. 'A Foundation for Success' is not the vehicle for reconsidering the proposals in an Adopted LDP, which should be pursued through the preparation of a new development plan in the future.</p>
<p>We do not want to be connected to Cardiff. Improve public transport, with electric rail and buses going back to council control.</p>	<p>In 2017 there were 11,600 commuting movements from Caerphilly to Cardiff, the destination most chosen by Caerphilly resident commuters. To ignore this issue and not address connectivity with Cardiff would be irresponsible, as it would directly affect Caerphilly residents. Further to this over the next 10 years Cardiff is planning to create 40,000 new jobs within its area, and it is certain that some of these will be taken up by Caerphilly residents. Therefore, it is only correct that the linkages to Cardiff are considered and addressed in 'A Foundation for Success'.</p>
<p>CCBC is 80% countryside, and yet the strategy pays very little regard to agriculture. This is a real missed opportunity to look at the circular economy and provide links between towns and countryside that could improve skills &amp; employment opportunities, reinforce the local food</p>	<p>The second action under SQL1 specifically addresses the protection of agriculture, forestry and tourism and seeks to maximise the opportunities that they present. In addition, many of the actions seek to protect landscapes, including agricultural landscapes. As a result, it</p>

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Issues Raised	Officer Response
supply chain etc. The strategy doesn't appear to acknowledge the very unique and distinct character of the boroughs towns and villages and seems to want to ape Cardiff and Newport instead of celebrating and capitalising on the boroughs strengths.	is considered that agriculture is addressed appropriately at the strategic level in 'A Foundation for Success'. It also sets out actions related to the culture and heritage of the county borough, which sets the strategic overview for more detailed consideration of the character of settlements included in the proposed Masterplans that will supplement 'A Foundation for Success'.
CCBC does not support business, except for the first year, and then they hike up rent/lease which drives out small companies.	Supporting Business is one of the four strategic themes of 'A Foundation for Success'., which commits the council to supporting and expanding existing businesses as well as attracting and encouraging new business. It recognises that this is critical to the county borough's future economic development. Whilst the council sets the rates on its own estates a significant proportion of employment units are on privately owned and run estates, where rents and leases are set by third parties outside the control of the council.
Push the problems to another part of Caerphilly.	Whilst the respondent has not clarified what is meant by the term "problems", it would be inadvisable to seek to relocate problems to other areas as this risks proliferation of the problems throughout the county borough. Further to this moving problems from one location to another would result in disbenefits, as well as benefits that would cancel each other out, making no positive impact for the county borough. 'A Foundation for Success' seeks to address issues at their source to remove them and their disbenefits from the county borough completely.

**Recommendations**

No amendments to 'A Foundation for Success' are proposed in respect of the issues raised.

**Q3 Do you agree with the 4 Key Themes?**

16 of the 20 respondents specifically answered this question. 10 of the respondents agreed with the 4 Key Themes, 6 did not.

Issues Raised	Officer Response
<p>You need to show evidence that this will work and how it's been measured so far. It gives me no confidence</p>	<p>'A Foundation for Success' sets out the overarching framework for the regeneration of the county borough, utilising the opportunities that currently exist (including City Deal, Valleys Taskforce and the Metro) and addressing the key issues facing the county borough today. It considers the current state of the environment of the county borough and identifies its challenges and opportunities. 'A Foundation for Success' is a progressive document that looks toward the future, rather than looking back at past events, although the new approach set out through the Well-being Plan, the council's Corporate Plan and 'A Foundation for Success' provides a new way of addressing the problems that will not realise mistakes of the past.</p>
<p>Ticks the right boxes but it won't work if the same councillors are in charge. These four themes have been talked about for the past 20yrs and still nothing is done.</p>	<p>As stated above, whilst there have been failures in strategies previously, they do not influence whether this Strategy will succeed, or fail. The role of 'A Foundation for Success' is to provide the overarching framework for delivering the transformative changes that is being sought throughout south east Wales through City Deal, Metro, Valleys Taskforce and other joint working between local authorities. The signing of City Deal is a major step forward for the region and its implementation will see real change in south east Wales and it is important that the council has its Strategy to maximise the opportunities that will arise.</p> <p>Masterplans will be prepared to add more detail to the proposals for local areas and it is the combination of 'A Foundation for Success' and the Masterplans that will drive the regeneration of the county borough, utilising funding streams not previously available.</p>

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Issues Raised	Officer Response
<p>I agree for the main part. But would support work opportunities in the valley towns, backed up by improved rail links. Caerphilly already feels full up, and pollution is grim.</p>	<p>As already stated 'A Foundation for Success' is the overarching document that sets out the overall approach to the regeneration. The Masterplans, which set out more detail on a local basis, will consider the needs of local areas, including employment opportunities and transport links</p>
<p>Public transport put back into tax payers' pockets not fat bosses off shore banks</p>	<p>The responsibility for providing rail transport in Wales is vested with the Welsh Government, although a franchise is awarded to an operating company to provide the services. Bus transport in Wales is deregulated to private companies, which are outside of public control, although a system of grants is administered by the council to support unsustainable routes. It would require an Act of Parliament to place bus transport under public control, which is out of the control of Caerphilly County Borough. The 10 local authorities in the Cardiff Capital Region are, however, working together with Welsh Government to deliver the Metro, the regional transport project aimed at transforming public transport in south east Wales.</p>
<p>Housing of all tenures and types is referred to on a number of occasions in the document in relation to health, communities and economy and would therefore seem to underpin the success of Caerphilly. It is however not referred to in any of the Key Themes the HBF consider that it should be.</p>	<p>As outlined above 'A Foundation for Success' focusses on economic development, but it would be irresponsible if it did not make provision for the increased workforce to have homes. As a result, it is not housing that underpins 'A Foundation for Success', but economic development, with housing (and leisure and retail and culture and heritage and landscape) playing a supporting role.</p>
<p>Improve links between town and countryside and provide a model for sustainable development that protects &amp; enhances the natural environment whilst delivering economic growth.</p>	<p>It is agreed that connectivity between urban and rural areas is important for economic and leisure reasons. However, this specific issue relates more to detailed issues on a local level that are more appropriately considered through the series of Masterplans that will be prepared to support 'A Foundation for Success'. As a result, the issue should not be included in 'A Foundation for Success'.</p>



## Combined Report Of Consultation July 2018

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<b>Issues Raised</b>	<b>Officer Response</b>
It would be good to see points further developed and more clearly defined in future SPG's to avoid any ambiguity, ensure high quality interventions, and avoid inappropriate development.	The Draft Masterplan sets out the intention to prepare a series of masterplans that will address local areas in more detail. The Masterplans will provide more detail in respect of 'A Foundation for Success' which will then be applied at the local level.

### **Recommendations**

No amendments to 'A Foundation for Success' are proposed in respect of the issues raised.

**Q4 Do you agree with the main objectives of each theme?**

17 of the 20 respondents specifically answered this question. 13 of the respondents agreed with the main objectives, 4 did not.

Issues Raised	Officer Response
<p>No evidence that this is having any impact. Just many words that will not have the most disadvantaged engaged</p>	<p>'A Foundation for Success' is a progressive document that seeks to intervene, through actions, to make improvements that will result in a better county borough at the end of the process. Whilst there have been failures in strategies previously, they do not influence whether this Strategy will succeed, or fail. 'A Foundation for Success' is the strategic document that sets the overarching approach that will be taken to the issues that the county borough faces. Masterplans will be prepared to add more detail to the proposals for local areas and it is the combination of 'A Foundation for Success' and the Masterplans that will drive the regeneration of the county borough, utilising funding stream not previously available. In addition, the council's Public Service Board partners have been involved in the process of preparing 'A Foundation for Success' (their comments and input is included at Appendix 1). Their involvement will assist in targeting 'A Foundation for Success' to assist those most-disadvantaged by linking it to the Well-being Plan.</p>
<p>The idea of work for everyone is unlikely to be sustainable into the future, given the speed of mechanisation. Thought needs to be given to how people will live and feel valued without a work environment. This may seem too difficult or too far in the future, but it needs to be looked at now, before it is too late. What is a Foundational Economy?</p>	<p>The economy is changing constantly and it is important that the county borough keeps up to date to maximise the opportunities for the benefit of the county borough. There is no evidence to suggest that the economy is moving toward a mechanised state where there are insufficient employment opportunities for the economic population. As a result, it would be unrealistic to cater for that scenario. However, 'A Foundation for Success' is not just about economic growth, it also addresses quality of life, which includes what the population do outside of their work, taking account of the quality of life outside work. The foundational economy is an economy that builds upon the strengths of the existing employment profile, building skills and a</p>

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Issues Raised	Officer Response
	workforce that can enhance employment sectors that are already present in the county borough, rather than trying to create new employment in sectors that are not present in the economy of the county borough.
The best way to support and connect business and people is consulting the public openly	This is not a comment on the content of 'A Foundation for Success'.  'A Foundation for Success has been the subject of a public consultation lasting six weeks where the document has been open for scrutiny by all.
Page 71 - South East Bypass. There are several more sustainable ways of achieving the strategy without resorting to further destruction of local countryside. The CCBC strapline is a greener place to live - why then continue to promote the destruction of countryside and landscape which presently contributes to the attractiveness of the area.	In terms of the Caerphilly South East Bypass, 'A Foundation for Success' is appropriately reflecting the position of the Adopted Local Development Plan, which was the subject of significant public consultation and independent examination. 'A Foundation for Success' is not the vehicle for reconsidering the proposals in an Adopted LDP, which should be pursued through the preparation of a new development plan in the future.  It should be noted that the Adopted LDP plan period ends in 2021 and the plan will need to be reviewed to provide the policy framework for the periods beyond 2021. A review of the LDP will inevitably mean changes to allocations and policies. As a result a review of the Adopted LDP will also require a review to be undertaken to 'A Foundation for Success' to ensure that it is in accordance with the Adopted LDP. If a review of the LDP omitted the allocation for the Bypass, then the subsequent review of 'A Foundation for Success' would need to reflect the change in circumstances.  'A Foundation for Success' would also need to be reviewed if a Strategic Development Plan (SDP) for the region was adopted, as it would need to be in accordance with the SDP.

Issues Raised	Officer Response
	To clarify the relationship between the LDP and the Strategy it is considered appropriate to include an additional section at the end of the document that addresses the review of 'A Foundation for Success'.

**Recommendations**

The following be included at the end of the 'What Happens Next' section of the document

**“Reviewing The Strategy**

It is essential that 'A Foundation for Success' is reviewed regularly to ensure that it remains up-to-date and relevant, providing the appropriate framework for delivering the anticipated transformational change. 'A Foundation for Success' only covers a 5-year period, from 2018 to 2023 and will be reviewed at the end of that period. The strategy period has intentionally been kept short so that the document is subject of frequent review to ensure it stays up-to-date and relevant.

During the strategy period, the Advisory Board will be responsible for monitoring the delivery of 'A Foundation for Success' through regular monitoring reports. If the findings of one of the monitoring reports identifies issues that needs to be addressed, then a review of 'A Foundation for Success' can be triggered.

Whilst 'A Foundation for Success' is not supplementary planning guidance to the Adopted LDP, it has been drafted to be in compliance with it. Should a review of the Adopted LDP be undertaken, then 'A Foundation for Success' will also need to be reviewed. Any such review will need to address any changes to allocations and policies that impact on the strategy and amend the strategy to take them into account.

'A Foundation for Success' would also need to be reviewed if a Strategic Development Plan (SDP) was adopted for the region as the strategy would also need to be in compliance with the SDP"

No other amendments to 'A Foundation for Success' are proposed in respect of the issues raised.

**Q5 Do you have any comments to make on specific ‘Key Priorities’?**

9 of the 20 respondents specifically answered this question.

Issues Raised			Officer Response
	Connecting people and places	Thought needs to be given to sustainability. Encourage business in valleys rather than Caerphilly town.	The Connecting People and Places theme includes a number of actions that are area specific. This reflects that there are a number of transport proposals that are already set out in Strategies and documents at national and local level. However, the whole aim of the Connecting People and Places Theme is just that, connecting people with the places they travel to and from. Much of the infrastructure for those journeys is already in place, the existing highway network, public transport provision and active travel routes. The specific actions under this theme address identified deficiencies in the existing system. It does not imply that certain areas will be better connected, merely that those areas have deficiencies that need action to redress. Obviously locating employment in areas close to where people live aids sustainability, but there is no guarantee that those people will take up those posts if they were created. Business locates where it is most beneficial for itself, and there is a very low demand for industrial space in the north of the county borough for various reasons, including economic viability and work skills. It would be inappropriate to seek to grow employment in locations where it is poorly suited or just plainly not viable. As a result, ‘A Foundation for Success’ seeks to address issues that would deter employment uses throughout the county borough whilst acknowledging that there are significant pressures and under-supply of business land in some areas.
SB3	Creating an environment that nurtures business	Thought needs to be given to sustainability. Encourage business in valleys rather than Caerphilly town.	The majority of actions under the Supporting Business theme cover the entire county borough and, as such, are as applicable to the north of the county borough as the south. In respect of Action 8 this does directly reference provision for start-up units in the Caerphilly Basin, but this reflects a very significant demand for premises in the Caerphilly Basin which is not being catered for. Obviously locating employment in areas close to where people live aids sustainability, but there is no guarantee that those people will take up those posts if they were created. Business locates where it is most beneficial for itself,

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Issues Raised			Officer Response
			and there is a very low demand for industrial space in the north of the county borough for various reasons, including economic viability and work skills. It would be inappropriate to seek to grow employment in locations where it is poorly suited or just plainly not viable. As a result, 'A Foundation for Success' seeks to address issues that would seek to deter employment uses throughout the county borough whilst acknowledging that there are significant pressures and under-supply of business land in some areas.
SQL 5	Supporting Quality of Life	be open with us	'A Foundation for Success' has been the subject of public consultation and involvement with the council's Public Service Board partners. The actions are clearly set out in 'A Foundation for Success' document. There is nothing closed about it.
CPP1	Promote and identify Major Highways Projects	No new road building. Road building is proven to be a factor in creating traffic and congestion. CCBC should be identifying priorities which reduce the need to travel, and ensuring policies are in place to deliver sustainable settlements with employment and leisure opportunities within walking distance or within easy reach of public transport.	Over 70% of all trips are undertaken by the car in the county borough and the car will remain the dominant mode of travel for lifetime of this Strategy. Whilst traffic levels dipped slightly between 2010 and 2012, the projected growth in car traffic continues. In addition to this the population of the county borough is growing (as birth rates are higher than death rates) and this will further increase traffic levels in the county borough. It would be irresponsible of 'A Foundation for Success' if it did not include measures to address issues in the highway network. The highway network is essential for business, not only for commuting, but for the transfer of freight. A dysfunctional highway network in the Caerphilly Basin will deter employers and businesses, which will locate at other locations in south Wales. Notwithstanding this the improvements set out under CPP1, with the exception of the A469 resilience route to Rhymney (which has been identified by Welsh Government as an issue) are all allocations in the Adopted LDP. As such 'A Foundation for Success' is merely reflecting the Adopted Local Development Plan, which has been subject of significant public consultation and an independent examination, and 'A Foundation for Success' is not the vehicle for reconsidering the proposals in an Adopted LDP, which should be pursued through the preparation of a new development plan in the future.

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Issues Raised			Officer Response
SP6, 7,8,9, 10,11	Supporting People	The organisation Right from the Start Parenting Programme is working on a project based in the Caerphilly basin incorporating these aims including trying to develop fair employment/ delivery models for services to children and young people. The Organisation would like to be involved in particular in the Lansbury Park community development initiative.	The involvement of Right from the Start Parenting Programme in delivering the aims of 'A Foundation for Success' is welcomed.
All	All	General concern that the resources available will not be sufficient to deliver such an ambitious Strategy, particularly given the continuing low levels of funding for the public sector and the majority of the City Deal funding (which is not additional money) is allocated for Metro. The importance of the voluntary sector and local community groups need to be acknowledged as helping to fill the funding gap.	It is accepted that the finance to deliver 'A Foundation for Success' has not been set out in the document and that there are significant challenges in gaining finance for the projects. The "What Happens Next?" section of 'A Foundation for Success' identifies that a Delivery Plan will be prepared that will further define projects and programmes under the Key Themes so that they are ready to implement when funding is identified. Part of this process will be to identify potential funding sources so the programmes and projects are worked up to align with the funding sources. In addition to this an Advisory Board will be set up with a remit to facilitate and prioritise the implementation of the programmes and projects. This Board will include the Public Service Board. Throughout the document reference is made to the multi-agency approach that will be required to deliver 'A Foundation for Success'. The multi-agency approach includes the public sector, the private sector and the third (voluntary) sector. Therefore, whilst not explicitly stated, the voluntary sector is important in delivering 'A Foundation for Success'.

**Recommendations**

No amendments to 'A Foundation for Success' are proposed in respect of the issues raised.

**Q6 Are there any additional key priorities that should be included in the Strategy?**

9 of the 20 respondents specifically answered this question.

Issues Raised	Officer Response
<p>Mental health, waiting lists. Occupational health monitored to ensure the management standards are not just a document. Private companies or charities and HA give long term security. Show evidence changes have been made. They have been priorities before.</p>	<p>A Foundation for Success is a Strategy for the economic regeneration of the county borough. As such it is centred on employment and those issues that surround it. It is not intended for 'A Foundation for Success' to address health issues directly, as this is the role of the council's Corporate Plan that include its Well-Being objectives, which specifically do address health issues. It is not necessary for 'A Foundation for Success' to reiterate the Well-being Objectives as 'A Foundation for Success' has been written to complement and reflect the Corporate Plan. As such health issues are addressed across a wider framework of documents than 'A Foundation for Success' which is economically based.</p>
<p>M4 Junction at Thornhill or Cardiff Gate (east) to Waterloo</p>	<p>The issue of a new Junction on the M4 at Thornhill has been the subject of debate for a very long time. The current position both nationally with Welsh Government (which is the responsible body for the national highway network) and locally with Cardiff City Council, is that there not a need for the provision of this new junction. In addition, the council has not included any provision for this route in the Adopted LDP. Consequently, there are no proposals for this scheme. The new junction from the M4 would make road access from the M4 to the county borough more direct. However, it is questionable whether it would make it easier, as traffic congestion on the M4 and the A470 means that through traffic is likely to be the subject of significant delays. Further to this it is highly likely that such a junction would be accessed from the south eastern side of Caerphilly that would require that traffic to go through the town centre, which is already the subject of an Air Quality Management Area. Significant additional work would be required to justify and design it, in the time taken to do this, it is</p>



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Issues Raised	Officer Response
	likely that sustainable transport measures will have started to have an effect, which would remove the need for this long-term proposal.
Improvements to Pontygwindy Ind Estate	'A Foundation for Success' is an overarching document that sets out the strategic position for the regeneration of the county borough. Detailed proposals will be set out in a series of masterplans, like the Draft Caerphilly Basin Masterplan. As such it would be inappropriate to include detailed proposals for each industrial estate (as all estates are likely to require some actions).
Youth Provision (especially the 11 to 18-year olds)	'A Foundation for Success' contains significant content and measures addressed specifically at school aged children, notably under the Supporting People Strategic Theme.
Keep our fields green	The population of the county borough continues to grow (as birth rates are higher than death rates) and the Westminster Government, Welsh Government and the local authorities across south east Wales (under the City Deal banner) all have objectives on seeking economic growth. Continued growth in line with national and local objectives will require new development that will inevitably require development on new greenfield sites, as there is not sufficient brownfield land in the right locations to meet the needs of new residents and employers. A blanket rejection of greenfield development in any part of the county borough would result in potential business development being lost to greenfield sites elsewhere in south east Wales and residents leaving the county borough due to ever increasing house prices. 'A Foundation for Success' reflects the appropriate development strategy set out in the council's corporate land use document, the Adopted Local Development Plan. As such 'A Foundation for Success' is reflecting the council's Adopted Plan and 'A Foundation for Success' is not the vehicle for revisiting the council's land use strategy.

Issues Raised	Officer Response
<p>Caerphilly should be focussed on building its own and not try to be part of Cardiff Suburb. You need to bring pride back in living in Caerphilly.</p>	<p>Caerphilly county borough does not exist in isolation from other areas. People from outside of the county borough come to Caerphilly to work, shop, and enjoy its many leisure activities. Similarly Caerphilly county borough residents work, shop, and play in other areas. Therefore it would be irresponsible of any Strategy not to take into account the desire of people to move both on a temporary or permanent basis, as it would preclude such beneficial activity.</p> <p>Even if such an isolationist policy was sought there is no legal basis that could restrict people’s right to free movement. As a result the council has a duty to consider the needs of future generations and provide for their needs, irrespective of where they may originate from.</p> <p>The Vision for ‘A Foundation for Success’ states <i>“To make Caerphilly County Borough a more prosperous, resilient, healthier, more equal place with strong cohesive communities where everyone is empowered to participate and make a difference, where local achievements are celebrated and visitors are welcomed <u>and residents are proud to say where they are from.</u>”</i> As can be seen, generating a sense of pride in the county borough is at the heart of ‘A Foundation for Success’.</p>
<p>The need to monitor and report on the impact of this strategy. The urgent need to identify new sources of funding, particularly post BREXIT when European funding opportunities will no longer be available.</p>	<p>It is agreed that monitoring of the progress of ‘A Foundation for Success’ is a key element to determine future iterations of ‘A Foundation for Success’ and to identify and monitor new funding streams as they arise. As a result, it is proposed to amend the commentary under “How It Will Be Delivered” section of “What Happens Next?” to reflect the role of the ‘Regeneration Advisory Board’ in monitoring the progress of ‘A Foundation for Success’.</p> <p>The Term used for this body in the text is the ‘Regeneration Advisory Board’. However this is similar to other terms, such as the</p>

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Issues Raised	Officer Response
	Regeneration Panel, and may cause confusion in respect of what the body is and what its role is. Consequently, in the interests of clarity it is recommended that the reference to the 'Regeneration Advisory Board' be amended to 'The Advisory Board'.

### Recommendations

The "How It Will Be Delivered" section of "What Happens Next?" be reworded as follows:

"A multi agency Advisory Board will be set up to facilitate and prioritise the implementation of 'A Foundation for Success' and will monitor it's implementation through regular monitoring reports. The Advisory Board will consist of representatives from the Council, PSB Partners and identified private sector representatives in order to ensure actions are not only implementable, but have a commercial appreciation and are understood in the context of the evolving Regional and Sub-Regional agenda."

No other changes are proposed in respect of the issues raised.

**Q7 Do you have any comments to make on specific ‘Actions’ set out under Key Priorities?**

10 of the 20 respondents specifically answered this question.

Issues Raised			Officer Response
SP9	38	I applaud the inclusion of Ty Sign, Risca in the list of 8 areas included in your Action paragraph 38, though I am not aware that it is actually in the worst 10% of deprived wards. The trustees of a CIO that has been set up to fund, build and run a new Community Resource Centre in Ty Sign would welcome the commitment of the Council to financial support for the current proposal. We believe that it will provide a base from which a range of training and public-sector services can be delivered, which will specifically reduce levels of inequality in the area. As a project, it represents excellent value for money for the Council, since we can access grant funding which is not available to the Council itself.	The support is welcomed. ‘A Foundation for Success’ sets out the 8 areas the council has identified for assist in regeneration. It should be noted that financial commitment has not been given for any projects in the Ty Sign area at the current time.
SQL1	Action 10 - Delivery of Conference and Education Centre at Markham Colliery	Rather than building a conference and education centre, which would duplicate facilities at the Winding House Museum and Heritage Research Centre 2 miles away and other facilities within a 10-mile radius, the site might be developed as a low-profile gateway to the upper Sirhowy Valley. Car parking might be provided and amenities for visitors by car, and cyclists on National Cycle Route 467 which passes through the site, and horse riders. There would be a direct and lasting benefit to residents of Argoed, Markham, Manmoel, and Hollybush, and a benefit to Blackwood and Tredegar at the ends of the cycle route.	The delivery of conference and education centres at the three country parks are aimed at diversifying the uses and facilities that are available at the country parks to make them more attractive and to increase footfall. This is part of an ongoing programme of diversification for all of the country parks. The proposals for the conference and education centres are for local provision to meet local needs, providing interpretation of the local areas and providing facilities for education needs. As such it is not a case of duplication as each proposal will be locally distinctive.
SQL1	Natural heritage	Instead of more roads, less car use and better public transport. Electric cars, smaller cars etc. Noise and air pollution are bad.	The respondent addresses a transport issue that does not appear under SQL1. This Objective seeks to balance the need for much-needed sustainable

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Issues Raised			Officer Response
			<p>development and the protection of the landscape and does not relate to transport issues.</p> <p>In respect of the issue raised however, over 70% of all trips are undertaken by the car in the county borough and the car will remain the dominant mode of travel for lifetime of this Strategy. Whilst traffic levels dipped slightly between 2010 and 2012, the projected growth in car traffic continues. In addition to this the population of the county borough is growing (as birth rates are higher than death rates) and this will further increase traffic levels in the county borough. It would be irresponsible of 'A Foundation for Success' if it did not include measures to address issues in the highway network. The highway network is essential for business, not only for commuting, but for the transfer of freight. A dysfunctional highway network in will deter employers and businesses, which will locate at other locations in south Wales.</p>
SQL 1		Reference should be made to Keep Wales Tidy in SQL1.	<p>It is unclear in what context the Keep Wales Tidy campaign should be referenced. The actions that have been proposed seek to contribute toward the realisation of the economic objectives of 'A Foundation for Success'. It is unclear how Keep Wales Tidy would, of itself, be an action to realise these objectives, although it could contribute as part of a wider landscape management programme. As such it would not warrant specific reference.</p>
CPP1	5	We don't need another Bypass because: 1. Caerphilly basin already has a bypass which forms part of the	<p>In terms of the Caerphilly South East Bypass, 'A Foundation for Success' is appropriately reflecting the</p>

	Issues Raised	Officer Response
	<p>borough highway network, and which ought to be fully upgraded before any new bypass routes are considered. A report by Ricardo-AEA in 2014 states that improvements to the existing highway network would reduce town centre NO2 pollution by 16%, with only 1% further reduction with the construction of a south east bypass (at an estimated cost circa £30m). 2. Traffic levels in the areas directly affected are in decline. Traffic using Mountain Road has actually reduced by around 1,200 vehicles per day since 2005. 3. Building more roads is not a solution to congestion/air quality issues, it makes them worse. Simply put, more roads mean more traffic. The council needs to explore a smarter, more sustainable approach that puts people first and addresses the root causes of congestion. 4. Concentrations of town centre air pollution have decreased by 30% since 2008 without road improvements. Since 2013 recorded NO2 pollution has been within the national target of 40µg/m3 annual mean; this renders redundant the case for a bypass on grounds of air quality. 5. Construction activity risks disturbing carcinogenic material buried at the Tar Plant A South East Bypass is bad news for Caerphilly because: 1. It will irrevocably damage a vital part of our natural resources, cutting through the green heart of Nant y Calch Farm, a site of importance for nature conservation (SINC) and a popular outdoor resource. It would scar the landscape, visible from right across the Caerphilly basin. 2. It will open up Caerphilly Mountain to unnecessary housing development and pave the way for a second bypass behind St Martin's School (linking to Watford Road and Castle View). 3. It will be dangerous for motorists. At 15% gradient the proposed bypass would be almost</p>	<p>position of the Adopted Local Development Plan, which was the subject of significant public consultation and independent examination. 'A Foundation for Success' is not the vehicle for reconsidering the proposals in an Adopted LDP, which should be pursued through the preparation of a new development plan in the future.</p> <p>It should be noted that the Adopted LDP plan period ends in 2021 and the plan will need to be reviewed to provide the policy framework for the periods beyond 2021. A review of the LDP will inevitably mean changes to allocations and policies. As a result a review of the Adopted LDP will also require a review to be undertaken to 'A Foundation for Success' to ensure that it is in accordance with the Adopted LDP. If a review of the LDP omitted the allocation for the Bypass, then the subsequent review of 'A Foundation for Success' would need to reflect the change in circumstances.</p> <p>'A Foundation for Success' would also need to be reviewed if a Strategic Development Plan (SDP) for the region was adopted, as it would need to be in accordance with the SDP.</p> <p>To clarify the relationship between the LDP and the Strategy it is considered appropriate to include an additional section at the end of the document that addresses the review of 'A Foundation for Success'.</p>

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Issues Raised			Officer Response
		twice the Department for Transport maximum recommended 8% safe gradient for new roads, in an area of Caerphilly that in winter has significant ground frosts and icy conditions. Wet weather safety would also be a concern (safe stopping distances in wet conditions at 50mph would be two fifths the length of the new section of road as you descend). 4. It will undermine the South Wales Metro plan to provide a cleaner and more sustainable transport network for South Wales. There are real and viable alternatives that would better support the Metro and City Region and be far more effective in delivering a long term and sustainable future for the residents of Caerphilly.	
SQL 5	Improve the delivery of new housing and diversify housing across all tenures.	The need to have an up to date Local Development Plan and supporting supplementary Planning Guidance (SPG's) in place should be added.	The county borough is already covered by the Adopted Local Development Plan and its associated Supplementary Planning Guidance. As such this requirement has been met. It is a statutory requirement for a local authority to have an adopted and up-to-date development plan, and it would be inappropriate to include a statutory requirement as an Objective in a regeneration strategy. It is accepted that an up-to-date development plan will assist in facilitating housing development, but inclusion of this as an Objective or action is considered inappropriate.
SQL 2, 5, 6	Supporting Quality of Life	The Council should become proactive in housing development - away from national companies building human storage facilities (with limited benefits to the local economy) and positively towards innovative, sustainable systems (SQL 55 etc) through facilitating Self Build schemes (in practice this often means local builders working with a group of potential home owners providing	There is an acute housing shortfall across the county borough, Wales and the United Kingdom. The Welsh Government itself has identified that 20,000 affordable houses need to built in the short term to address affordable housing need, which does not reflect there is also a significant need for private market housing as well. Notwithstanding the fact that

		Issues Raised	Officer Response
		co-ordinated cost-effective clusters). Why should Caerphilly not aim to be a recognised centre for imaginative environmentally sustainable building and retrofitting with Coleg y Cymoedd providing training in 'green' building trades. Also provide the space and encouragement (e.g. financial concessions) for Caerphilly to become an artists' centre- likely off shoots will be creative solutions to local problems, community involvement, additional tourist interest leading to area regeneration	the council are not legally able to build housing, working together with small scale builders on niche style developments will not deliver the level of housing that is required to address this need. To address the situation, it will require all sectors of the house building industry, including volume housebuilders and the RSLs, to build houses, which in turn will require development of existing and new sites for housing. Where towns and cities have developed artist quarters or sectors in their economies, they have done so from an acknowledged point of strength. Caerphilly does not have a strong artist sector and therefore it would be inappropriate to provide incentives to this sector without considering incentives for sectors that are far stronger in the county borough.
SQL1	Manage natural heritage and its resources...	Welcome the reference (page 11) re targeted action plans and Masterplans focussing development around transport hubs but suggest that this priority should include a commitment to work with adjoining councils on a Strategic Development Plan (SDP) for the Capital City Region. This is urgently needed to give certainty in relation to the pattern of future development and protection of strategic green infrastructure. In particular it is needed to justify designation of a Green Belt along Caerphilly's southern flank to prevent creeping coalescence with Cardiff and provide a green lung for recreation and countryside pursuits.	Welcome the support for the reference on Page 11 in respect of action and masterplans seeking to focus development on strategic hubs. As outlined above an LDP or SDP is a statutory requirement and as such would be inappropriate for inclusion as either an action or an objective. However, it is agreed that an SDP should be produced in conjunction with other local authorities in the region to assist in delivering City Deal and Metro projects.
		Welcome the reference (page 43) to the importance of protecting historic landscapes and interpreting them to "broaden knowledge of their importance".	Welcome the support for the reference (page 43) to the importance of protecting and interpreting historic landscapes.



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Issues Raised		Officer Response
	Also welcome the reference (page 43) to “balance development needs with protecting open space and countryside.”	Welcome the support for the reference (page 43) to balance the need for development with the need to protect the environment.
	Fully support Action 4 (p 49) appointment of a Landscape Partnership Officer to work with community groups and other 3rd sector organisations.	Welcome the support for the appointment of a Landscape Partnership Officer (Page 49)
	Would welcome the opportunity to work with the Council on Action 7 to develop training schemes in “rural and artisan skills”.	The council would welcome involvement in the development of training schemes for rural and artisan skills.
	Support Action 8 (p 50) the preparation of a PROW Improvement Plan.	Welcome the support for the preparation of a PROW Improvement Plan (Page 50).
	Support Action 11 maximising the potential of the historic environment including “linking historic landscapes to country parks as part of themed walks”.	Welcome the support for Action 11, maximising the potential of the historic environment
	Support (p 52) Action 16 “Protect and manage important rural spaces such as Caerphilly Mountain.”	Welcome the support for Action 16 protecting and managing important rural spaces.
	(p53) Action 21 should be amended to read ‘continue to integrate...’ as we have been doing this for many years	It is agreed that the document should acknowledge that this is an ongoing action and an appropriate amendment should be made.
	Also support (p 52) Action 22 “Ensure green infrastructure is integrated to development of regional plans.” However (as in my first point) need to see action on preparation of an SDP.	Welcome the support for Action 22 “Ensure green infrastructure is integrated into regional plans.
	(p53) A new action should be included “Develop the natural connectivity within CCBC and neighbouring area’	Developing cross-boundary links in terms of the natural environment and heritage is the basis for the

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Issues Raised		Officer Response
		Valleys Landscape Park and is an important action for the council. As such a new action should be included.
	Particular welcome for, and request for Ruperra Castle Preservation Trust to be involved in, (p55) Action 24 the "...programme of interpretation for historic landscapes."	The council will welcome involvement in Action 24 establishing a programme of interpretation for historic landscapes.
	<p>Warmly welcome Action 36 (p 57) the "positive narrative for tourism and identify(ication of) projects to meet current and future tourism demand including ..walking, cycling, heritage..."</p> <p>Suggest the addition of a new Action to "explore opportunities for development of new country parks including at Ruperra Castle." (Action 10)</p>	<p>Welcome the support for Action 36 developing a positive narrative for tourism and identify projects to meet current and future tourism demand</p> <p>The Caerphilly Basin is the only part of the county borough that is not effectively served by a country park. As such the council are keen to establish a country park where this is possible in the area. The council has considered the area around Ruperra Castle and the surrounding countryside, but land ownership has caused significant issues to date. Whilst the council are not unwelcoming of a proposal to explore opportunities for the creation of a new country park around Ruperra Castle, it is highly unlikely that this would be achievable in the period of 'A Foundation for Success' (to 2023). As a result, it is considered inappropriate to include this as an action at the current time. However, if significant progress has been made at the time of review of 'A Foundation for Success', further consideration will be given to the inclusion of such an action at that time.</p>
	Suggest (p 56) Action 34 needs statutory underpinning via Green Belt and Country Park designations in an SDP to enable "promot(ion of) Caerphilly as a hub for	Whilst country parks form a significant part of the countryside recreation in the county borough, it is by no means the only source of recreation. Many

Issues Raised		Officer Response
	<p>countryside recreation .... to serve the needs of adjoining authorities.”</p>	<p>informal activities occur in the countryside at a wide range of locations, and it is the global recreational asset that is being promoted through this Action. In preparing its Adopted Local Development Plan the council considered whether a greenbelt should be designated in the county borough, particularly between the southern boundaries of Caerphilly town and Cardiff. The LDP does not include a greenbelt designation as it was considered that other protection policies, including settlement boundaries and landscape designations were operating well enough to provide sufficient protection for the countryside. This remains the position to date. As such it would be inappropriate for ‘A Foundation for Success’ to include an Action seeking the designation of a Greenbelt in the county borough.</p>

**Recommendations**

SQL1, Action 21 be amended to read as follows:

“Continue to integrate country park management and enhancement into regeneration objectives to support their economic future, including:”

Include the following New Action at the end of the SQL1 list of actions:

‘24 Develop the natural connectivity within CCBC and neighbouring area’

Add the following to the delivery section in respect of the New Action

“Council/NRW/adjointing Local Authorities”

The following be included at the end of the ‘What Happens Next’ section of the document

**“Reviewing The Strategy**

It is essential that ‘A Foundation for Success’ is reviewed regularly to ensure that it remains up-to-date and relevant, providing the appropriate framework for delivering the anticipated transformational change. ‘A Foundation for Success’ only covers a 5-year period, from 2018 to 2023

and will be reviewed at the end of that period. The strategy period has intentionally been kept short so that the document is subject of frequent review to ensure it stays up-to-date and relevant.

During the strategy period, the Advisory Board will be responsible for monitoring the delivery of ‘A Foundation for Success’ through regular monitoring reports. If the findings of one of the monitoring reports identifies issues that needs to be addressed, then a review of ‘A Foundation for Success’ can be triggered.

Whilst ‘A Foundation for Success’ is not supplementary planning guidance to the Adopted LDP, it has been drafted to be in compliance with it. Should a review of the Adopted LDP be undertaken, then ‘A Foundation for Success’ will also need to be reviewed. Any such review will need to address any changes to allocations and policies that impact on the strategy and amend the strategy to take them into account.

‘A Foundation for Success’ would also need to be reviewed if a Strategic Development Plan (SDP) was adopted for the region as the strategy would also need to be in compliance with the SDP”

No other amendments to ‘A Foundation for Success’ are proposed in respect of the issues raised.

### Additional Comments

Issues Raised	Officer Response
On page 10 of Foundations for Success the ‘Our Valley Our Future’ section should really contain the Valleys Landscape Park proposal as an opportunity.	‘Our Valleys, Our Future’ sets out a vision for the future under the Local Communities that includes “A Valleys Landscape Park will have been set up to help local communities celebrate and maximise the use of the natural resources and heritage”. Given this it is important that the Strategy recognises this and reference should be made to .the Valleys Landscape Park under ‘Our Valleys, Our Future’ as an opportunity.
Often the key to success is empowering people to take responsibility and control of their own lives. To inspire them to recognise and reach their full potential. This almost always begins with community. Many strategies have been tried over the years and many have failed due to the lack of ability for coproduction. The Local Authority is challenged in its ability to work in partnership with communities and the end results	‘A Foundation for Success’ has been prepared through a series of engagement workshops with a large number of key stakeholders including businesses, elected members, the Youth Forum Cabinet and other key representatives. ‘A Foundation for Success’ has been informed by the work undertaken by the Public Services Board and ‘A Foundation for Success’ has been the subject of workshops with the

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<p>remain the same. Communities First aimed to empower local residents to lead and become the solution but the balance was soon tipped ending with the Local Authority and Government pushing their agenda. If change is to be sustained Governing bodies need to seriously consider sustaining the idea that local people must lead in their own communities to result in any kind of long term success.</p>	<p>council's PSB partners, the records of which are included as Appendix 1 to this report. The Draft Masterplan is a progressive document that seeks to intervene, through actions, to make improvements that will result in a better county borough at the end of the process. Whilst there have been failures in strategies previously, they do not influence whether this Strategy will succeed, or fail. 'A Foundation for Success' is the strategic document that sets the overarching approach that will be taken to the issues that the county borough faces. Masterplans will be prepared to add more detail to the proposals for local areas and it is the combination of 'A Foundation for Success' and the Masterplans that will drive the regeneration of the county borough, utilising funding stream not previously available.</p>
<p>SQL4 Action 52 - Continue to develop the National and local cycle network through the County borough to link to tourism attractions. Complete the section of National Cycle Route 467 between Hollybush and Bedwellty Pits - a distance of 2 miles - to fill the gap shown on the Ordnance Survey map so that cyclists will be encouraged to find their way to and from the Markham Colliery Site and through the upper Sirhowy valley between Blackwood and Tredegar.</p>	<p>The completion of the Rhymney Valley Linear Cycle Route is a proposal in the Adopted LDP and is also included in the Council's Active Travel Integrated Map as a proposal. The route is a long distance regional route and as such is important in linking settlements throughout the county borough and is a proposal that the council will seek to deliver at the earliest opportunity.</p>
<p>If promoting tourism, we need an anti-litter campaign and fines. Litter lining main roads during the winter was a disgrace and it's not good enough just to wait for the vegetation to grow and hide it</p>	<p>Whilst it is accepted that littering is a problem in our towns and in the countryside, the issue is predominantly one of management and enforcement rather than a positive action aimed at delivering economic objectives. Whilst the need to reduce littering is important, it</p>

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Issues Raised	Officer Response
<p>On page 10 of Foundations for Success the 'Our Valley Our Future' section should really contain the Valleys Landscape Park proposal as an opportunity.</p>	<p>'Our Valleys, Our Future' sets out a vision for the future under the Local Communities that includes "A Valleys Landscape Park will have been set up to help local communities celebrate and maximise the use of the natural resources and heritage". Given this it is important that the Strategy recognises this and reference should be made to .the Valleys Landscape Park under 'Our Valleys, Our Future' as an opportunity.</p>
	<p>does not form an action to deliver economic outcome and, as such, it would be inappropriate to include this as an action or objective in this Strategy.</p>
<p>This is an extremely ambitious Strategy and you will need to be honest and transparent with us in what you include and what is achievable. Do not include anything you cannot achieve.</p>	<p>A Foundation for Success is a Strategy that seeks economic regeneration for the county borough. As such it will include aspirational objectives that may not be deliverable during 'A Foundation for Success' period. However, things may change over 'A Foundation for Success' period, and that could provide the circumstances that may deliver these aspirations. As such 'A Foundation for Success' is aspirational, but it does not include objectives that could never be delivered.</p>
<p>SQL1-We have such wonderful natural heritage but are so poor at exploiting it, for residents and visitors e.g. Mynydd Gelligaer, Mynydd Senghenydd, Y Graig, Hengoed, Parc Penallta, Parc Cwm Darren etc. We need to aim for very high standards, excellent facilities. It is a very competitive world and litter, fly tipping, dog waste, pollution, very poor refreshment facilities are unacceptable.</p>	<p>The main aim of both SQL 1 and SQL 2 is to maximise the benefit of the natural heritage and promote it through interpretation, diversification and developing economic tourist facilities. It is agreed that the tourist product needs to improve, but the multiple actions set out under SQL 1 and SQL 2 are aimed at improving the product and the profile of Caerphilly as a tourist destination.</p>
<p>SQL4-We have such valuable tourist assets e.g. The Winding Wheel is a gem, Caerffili Castle, of course, but the town of Caerffili is so very poor and an embarrassment. With such a Castle we need to compete with Cardiff, Cardigan, Chepstow and over the border into England and Europe. We have the Roman Fort at Gelligaer, again a gem but</p>	<p>It is accepted that the county borough has significant tourist assets, which are not maximising their potential. In some circumstances an element of this is down to their immediate surroundings and 'A Foundation for Success' is seeking to address the issue of Caerphilly Town Centre, and in more detail through the Draft Caerphilly Basin</p>

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<p>On page 10 of Foundations for Success the 'Our Valley Our Future' section should really contain the Valleys Landscape Park proposal as an opportunity.</p>	<p>'Our Valleys, Our Future' sets out a vision for the future under the Local Communities that includes "A Valleys Landscape Park will have been set up to help local communities celebrate and maximise the use of the natural resources and heritage". Given this it is important that the Strategy recognises this and reference should be made to the Valleys Landscape Park under 'Our Valleys, Our Future' as an opportunity.</p>
<p>so very poorly done, our Mining heritage including villages such as Bedlinog, Fochriw, such important sites that need vision and investment. You have included Senghenydd which is good but aim high. You have also included Llancaiach Fawr but it still cannot compete fully with excellent Welsh tourist venues. We have the Taff Trail on our border but you need to include a link up to the Taff Trail to all our C.B.C cycle tracks and footpaths.</p>	<p>Masterplan. Overall 'A Foundation for Success' includes a number of objectives and actions that seek to address the principle of improving the tourist offer and addresses this issue at the strategic level. It will be the role of the Masterplans to consider the detailed objectives relating to specific tourist assets.</p>
<p>The metro (and linked local transport connections) has the potential to realise significant investment benefits without the need to destroy the countryside setting which makes Caerphilly a great place to live and work.</p>	<p>It is agreed that the Metro has the potential to deliver a transformative transport system that increases connectivity and reduces the need to travel by car. However, this is a long-term vision that will require many phases of Metro investment to achieve and it will not be fully realised within the current City Deal programme. However, over time the Metro has the potential realise significant change, but this will include re-opening former rail lines for light-rail, tram or dedicated bus travel and this will require an element of greenfield land. In addition, there are requirements for servicing and manufacture associated with a multi-modal travel, which again may require greenfield land. As such the Metro has significant potential to deliver benefit across the region, but this will also include greenfield development.</p>
<p>Page 71 South East Bypass. The proposal for a southeast bypass seems a further attempt to reinstate the developments relating to the green edge of the Eastern Highway and Caerphilly mountain area which were part of the LDP that was rejected. As happens in many</p>	<p>In terms of the Caerphilly South East Bypass, 'A Foundation for Success' is appropriately reflecting the position of the Adopted Local Development Plan, which was the subject of significant public consultation and independent examination. 'A Foundation for Success'</p>

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Issues Raised	Officer Response
<p>On page 10 of Foundations for Success the 'Our Valley Our Future' section should really contain the Valleys Landscape Park proposal as an opportunity.</p>	<p>'Our Valleys, Our Future' sets out a vision for the future under the Local Communities that includes "A Valleys Landscape Park will have been set up to help local communities celebrate and maximise the use of the natural resources and heritage". Given this it is important that the Strategy recognises this and reference should be made to the Valleys Landscape Park under 'Our Valleys, Our Future' as an opportunity.</p>
<p>other towns once the road is built the green areas either side become prime targets for development. I can almost hear the developers rubbing their hands in glee at the prospect and your record of preventing them building in virgin areas is not outstanding. There are always winners and losers with any changes. With your proposed housing developments at the Ness Tar factory and any development at Gwern y Domen plus existing housing along the Eastern highway, your attempts to reduce pollution from through traffic in the town centre will transfer it to a residential area, where people spend a bigger proportion of their lives. With regard to pollution in the town centre the residents in those and any new developments in the south east will still wish to take a car to the town centre and are likely to do so via Van Road or Brynau Road from where, to access certain parts of the town, will still need to use Cardiff Road. Ultimately you wish to close Mountain Road to through traffic. Surely it is possible to make it a "No Through Road" by closing it at the lay-by on the left as viewed from Caerphilly. Traffic from Thornhill could be directed to the A468 at Caerphilly Garden Centre and to prevent through traffic from accessing Cardiff Road the turning to Watford Park could be made "No right turn except buses". With a walking group I have done walks within Gwern Y Domen and through the woods on the left of Mountain Road and the thought of all this green space being buried under concrete when possible alternatives exist appals me. The proposed route appears to cut through Nant Y Calch farmland which might possibly cause it to be no longer a viable enterprise and have to be</p>	<p>is not the vehicle for reconsidering the proposals in an Adopted LDP, which should be pursued through the preparation of a new development plan in the future.</p> <p>It should be noted that the Adopted LDP plan period ends in 2021 and the plan will need to be reviewed to provide the policy framework for the periods beyond 2021. A review of the LDP will inevitably mean changes to allocations and policies. As a result a review of the Adopted LDP will also require a review to be undertaken to 'A Foundation for Success' to ensure that it is in accordance with the Adopted LDP. If a review of the LDP omitted the allocation for the Bypass, then the subsequent review of 'A Foundation for Success' would need to reflect the change in circumstances.</p> <p>'A Foundation for Success' would also need to be reviewed if a Strategic Development Plan (SDP) for the region was adopted, as it would need to be in accordance with the SDP.</p> <p>To clarify the relationship between the LDP and the Strategy it is considered appropriate to include an additional section at the end of the document that addresses the review of 'A Foundation for Success'.</p>



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<p>On page 10 of Foundations for Success the 'Our Valley Our Future' section should really contain the Valleys Landscape Park proposal as an opportunity.</p>	<p>'Our Valleys, Our Future' sets out a vision for the future under the Local Communities that includes "A Valleys Landscape Park will have been set up to help local communities celebrate and maximise the use of the natural resources and heritage". Given this it is important that the Strategy recognises this and reference should be made to .the Valleys Landscape Park under 'Our Valleys, Our Future' as an opportunity.</p>
<p>sold; but to whom. WHEN ITS GONE ITS GONE.</p>	
<p>The inter organisational co-operation needs to be at grassroots level as well as managerial - it's the people on the ground who make effective societal change. Assuming the Plan is agreed it needs to be actively implemented - relevant departments of the Council as well as all Members must see it as a commitment not a mere tick box exercise (the Planning Dept. for instance currently seems to ignore the more visionary parts of the LDP and act solely as a 'bouncer' paid to keep out anything unusual or aspirational.)</p>	<p>A Foundation for Success, once endorsed by the council, will be the council's corporate regeneration strategy. It has been developed with the involvement of the Public Services Board whose remit is to deliver the Well-being Objectives set out in the council's Corporate Plan. As such 'A Foundation for Success' is a serious document that council seeks to implement to regenerate the economy of the county borough, maximises the opportunities arising from City Deal, The Valleys Taskforce and The Metro and assisting in delivering its well-being objectives. The council will prepare a series of Masterplans that will provide more detail on more localised areas, which will further set out the changes that are being sought.</p>
<p>Thanks for the opportunity to comment. Community groups would be more likely to give their reactions to future consultations if these are presented in a more accessible format rather than an 80-page document.</p>	<p>It is accepted that 'A Foundation for Success' is lengthy and can be daunting to members of the community. However, 'A Foundation for Success' seeks to address issues across the board and, in order to do this, it has to be comprehensive. In addition, 'A Foundation for Success' is strategic in nature, not addressing specific issues or sites, but addressing overarching issues and this again may make the document difficult to read and interpret. However, every effort has been made to trim the content and detail of the document to make it easier to read, albeit at 80 pages in length. 'A Foundation for Success' has also been prepared within a very short timescale, which precluded the opportunity to present the information in a more user-friendly way.</p>

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	<p>The short timescale is down to the fact that City Deal funding is starting to be awarded and the council needed 'A Foundation for Success' produced quickly to maximise the potential benefit it could get from City Deal and Metro funding. Ultimately 'A Foundation for Success' is a compromise between the readability of the document and the time available to prepare it. The Masterplans that will be subsequently prepared for local areas will also be the subject of consultation and the documents will have more detail about proposals in the local area. Communities will also have a say on these.</p>
<p>Keep business rates down to encourage new businesses and not fill shops with second hand / card shops. More free parking for people who shop in Caerphilly. Deliveries should be after 6pm. Revamp shop fronts to make them look the part and not a scruffy place to shop and visit.</p>	<p>Whilst 'A Foundation for Success' seeks to encourage new business, business rates are set by Central Government and are outside the control of the Council.</p> <p>There is general consensus that the existing retail offer in the county borough needs to be enhanced and balances need to be struck between shop types for each town centre, respecting their individual characters. This will be considered through the series of Masterplans that will be prepared to supplement 'A Foundation for Success'. In any event it is not the role of 'A Foundation for Success' or the Masterplan to prescribe the occupiers of specific units in the town centre.</p> <p>The issue of car parking, hours of operation and aesthetic improvements to town centres will also be considered through the series of Masterplans that will be prepared for local areas. In this</p>

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<p>On page 10 of Foundations for Success the 'Our Valley Our Future' section should really contain the Valleys Landscape Park proposal as an opportunity.</p>	<p>'Our Valleys, Our Future' sets out a vision for the future under the Local Communities that includes "A Valleys Landscape Park will have been set up to help local communities celebrate and maximise the use of the natural resources and heritage". Given this it is important that the Strategy recognises this and reference should be made to .the Valleys Landscape Park under 'Our Valleys, Our Future' as an opportunity.</p>
	<p>respect these are detailed issues that are inappropriate for 'A Foundation for Success'.</p>
<p>An improvement to the borough would be to take control of our pavements and stop people parking their cars on the pavement. We have double yellow lines in Albany road and Attlee road it is worrying to see people with blind dogs unable to get along the street and that does not count prams.it is quite regular that you see people going out into the road to pass these cars. And this street is a bus route and also speeding cars. I have difficulty on many occasions with cars parked outside my House where I cannot put my bins out. I know there is a problem generally but having confronted some of those who park in our street and just I can park where I like. I have contacted Gwent police on a number of occasions and the send a pSO up knock on a door car moved, only to be put back as soon as they have left the street. I recently emailed Blackwood police about a suspected car that was parked on Yellow lines for 4 days asking if it had been stolen. But never even got an acknowledgement and when they do come into the street its usually day time its when the nights are dark it become a big problem we don't see them then or any other time. Blackwood in general is a laughing stock when it comes to Police action about parking. It is time the council took control and Maybe with wardens on the street the fixed penalties would deter abusers. Cardiff is a good example as they patrol the streets just not in the city but also the suburbs. what a revenue earner the wardens could cover their wages.</p>	<p>Whilst inappropriate parking can cause road safety issues and issues for pedestrians and residents, it is a detailed issue of enforcement which would be inappropriate for inclusion in Strategy document. More detailed issues may be raised through the consultations on the series of Masterplans that will be prepared to supplement 'A Foundation for Success'</p>

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<p>On page 10 of Foundations for Success the 'Our Valley Our Future' section should really contain the Valleys Landscape Park proposal as an opportunity.</p>	<p>'Our Valleys, Our Future' sets out a vision for the future under the Local Communities that includes "A Valleys Landscape Park will have been set up to help local communities celebrate and maximise the use of the natural resources and heritage". Given this it is important that the Strategy recognises this and reference should be made to the Valleys Landscape Park under 'Our Valleys, Our Future' as an opportunity.</p>
<p>I am a mainstream foster carer and have been fostering for five years. I think if mainstream carers were given a decent fee for being there 24/7 I receive £64 per child per week but a career carer gets £176 per child per child and we are both doing the same and looking after the same children.</p>	<p>A Foundation for Success is an economic regeneration strategy and as such focusses on promoting economic growth. Whilst it is accepted that carers are important in our society, the issue of carers is more appropriately addressed through the Council's Corporate Plan, which sets out its Well-being Objectives. Under Well-being Objective 6 - Support citizens to remain independent and improve their well-being, Outcome 4 relates specifically to carers.</p>
<p>Do more to retain our foster carers. We can't afford for them to go to agency as its too expensive to place children there. We need to keep foster children in house.</p>	
<p>I think if the fee was raised carers wouldn't leave to join the private sector. We need to retain the carers we have because at the moment carers are looking to leave due to not being made career carers after a year or two of fostering and completing all the necessary training. Maybe then we can attract more people to foster and our Caerphilly looked after children do not have to go out to the private sector and costing the Social Services a lot more money.</p>	

**Recommendations**

The following be added to the end of the 'Our Valleys, Our Future' paragraph, under the Opportunities section on Page 10:

'The Taskforce has also identified the Valleys Landscape Park, which seeks to help local communities celebrate and maximise the use of the natural resources and heritage.'

The following be included at the end of the 'What Happens Next' section of the document

“Reviewing The Strategy

It is essential that ‘A Foundation for Success’ is reviewed regularly to ensure that it remains up-to-date and relevant, providing the appropriate framework for delivering the anticipated transformational change. ‘A Foundation for Success’ only covers a 5-year period, from 2018 to 2023 and will be reviewed at the end of that period. The strategy period has intentionally been kept short so that the document is subject of frequent review to ensure it stays up-to-date and relevant.

During the strategy period, the Advisory Board will be responsible for monitoring the delivery of ‘A Foundation for Success’ through regular monitoring reports. If the findings of one of the monitoring reports identifies issues that needs to be addressed, then a review of ‘A Foundation for Success’ can be triggered.

Whilst ‘A Foundation for Success’ is not supplementary planning guidance to the Adopted LDP, it has been drafted to be in compliance with it. Should a review of the Adopted LDP be undertaken, then ‘A Foundation for Success’ will also need to be reviewed. Any such review will need to address any changes to allocations and policies that impact on the strategy and amend the strategy to take them into account.

‘A Foundation for Success’ would also need to be reviewed if a Strategic Development Plan (SDP) was adopted for the region as the strategy would also need to be in compliance with the SDP”

No other amendments to ‘A Foundation for Success’ are proposed in respect of the issues raised.



## Part 2 Draft Caerphilly Basin Masterplan

### The Responses

Comments were invited on 'A Foundation for Success' in a structured manner, with a formal response forms setting out 5 specific questions in respect of the content of 'A Foundation for Success', with other questions relating to the respondent. The questions were:

- Q2 Is the Vision for the Caerphilly Basin fit for purpose?
- Q3 Do you agree with the Strategic Objectives?
- Q4 Do you agree with the Development Strategy?
- Q5 Do you have any comments to make on specific proposals?
- Q7 Do you have additional comments?

A total of 422 representations were received on the Masterplan. Eleven were submitted using a paper representation form, ten responses were sent via email and ten letters were received. The remaining responses were submitted using an online representation form.

Respondents were asked to provide a postcode in order to determine the broad geographical that respondents lived in. The analysis of postcode indicated that 94% of those responding lived in the Caerphilly Basin.

Respondents completing the online survey, together with those who filled out a paper representation form were asked for their views on the Vision, Strategic Objectives and Development Strategy of the Masterplan. Respondents were also able to comment on site specific proposals and identify any additional proposals that they considered should be included within the Masterplan.

The issues raised have been grouped under their respective questions. An Officer response considers whether changes to the Draft Masterplan need to be made. Recommendations on whether changes should be made are set out against each issue.. Where there are changes proposed to the document the rewording will be set out as part of the recommendation.

### Equalities Impact Assessment

In line with the Council's Equalities Monitoring procedures, respondents were asked whether any of their answers to questions in the survey were impacted by any of the following (age, disability, ethnic origin, gender, gender reassignment, marital status, religious belief or non-belief, use of Welsh language, BSL or other languages, nationality or responsibility for any dependents).

One respondent indicated that they had a disability and would be adversely affected by the proposal to develop land near their home that they current use for dog walking, as they would be unable to access any other areas. The concerns of the respondent are noted. However, the site in question has been allocated for the alternative use in the adopted Local Development Plan so the principle of development has been established. There are a number of other areas in close proximity to this site, including a formal park that can be used for dog walking. It is therefore considered that there are appropriate alternative facilities in the area and therefore the respondent would not be unduly affected by the development of the site.





## Q2 Is the Vision for the Caerphilly Basin fit for purpose?

The Draft Masterplan sets out the following Vision for Caerphilly:

*“To develop and enhance Caerphilly as a tourist destination in its own right. It will be a thriving, vibrant town that is well served by the Metro, with an expanded visitor and night time offer and a growing economy. It is a place where businesses want to locate, develop and grow and where people want to live, work, visit and socialise.*

*It will be a community where everyone is empowered to participate and make a difference, where local achievements are celebrated and visitors are welcomed and residents are proud to say they are from.”*

Respondents completing the paper and online survey were asked whether they considered that this Vision was fit for purpose. Only 15% (57) of respondents that responded to this question indicated that they did consider that the Vision was fit for purpose. If respondents did not agree with the Vision, they were asked to explain why. The majority of respondents (254 responses out of 275 responses to this question) made representations relating to site-specific proposals, most notably the South East Caerphilly Bypass, which is not directly referenced within the Vision. The site specific comments made in response to this question have been recorded under relevant Strategic Objective. A number of comments were also made regarding the level of development in general in the Caerphilly Basin, with specific concerns raised around the development of greenfield sites. These are discussed under the section on the Development Strategy.

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Issues Raised	Officer Response	Recommendation
Support for the Vision.	The representations of support are noted.	No amendment to the document should be made in respect of this issue.

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Issues Raised	Officer Response	Recommendation
It is not clear if the Vision relates to Caerphilly Basin or the whole county borough.	This section is entitled 'The Vision for Caerphilly Basin.' However, it is noted that the Vision itself refers only to 'Caerphilly,' which may result in confusion if the Vision Statement is quoted independently. It is therefore considered that the wording of the Vision should be amended to read 'Caerphilly Basin.'	Amend the Vision to refer to 'the Caerphilly Basin' rather than just 'Caerphilly'.
It is considered that Caerphilly is already a vibrant town and that people are already empowered. The tone of the vision statement suggests that Caerphilly is presently struggling and in desperate need of some fundamental change e.g. "...a place... where people want to live..." - suggesting that currently residents would rather be living somewhere else. It should be worded more positively to state " <i>Caerphilly will develop its potential as a tourist destination in its own right. Building on its existing strengths it will be a thriving, vibrant town that is well served by the Metro, with an expanded visitor and evening offer contributing to a growing economy. It will continue to be a place where businesses want to locate, develop and grow, and where people want to live, work, visit and socialise.</i> "	This is not the image that the Draft Masterplan is seeking to portray, as Caerphilly has many strengths and the purpose of the Draft Masterplan is to build on the positive elements and to address the negative elements to achieve the Vision. It is considered that a minor change of wording along the lines suggested in the representation would make this position clearer.	Reword the Vision to state ..." <i>...Building on its existing strengths it will be a thriving, vibrant town that is well served by the Metro, with an expanded visitor and night time offer contributing to a growing economy. It will continue to be a place where businesses want to locate, develop and grow, and where people want to live, work, visit and socialise.</i> "
The Vision needs to refer to the need for a mix of all forms of new housing.	Strategic Objective H supports the development of housing, including affordable housing. The sites	No amendment to the document should be made in respect of this issue.

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Issues Raised	Officer Response	Recommendation
	promoted within the Draft Masterplan include town centre apartments as part of mixed used development and larger sites, where a mix of dwelling types and tenures would be secured.	
Reference should be specifically given to housing for the vulnerable and homeless.	Strategic Objective H supports the development of housing, including affordable housing. Although no explicitly stated, this will include housing for the vulnerable and homeless.	No amendment to the document should be made in respect of this issue.
The Vision focuses on the economic and social impacts, but makes no reference to the environment, which is a key element of sustainability. There should be reference to maintaining and enhancing the natural landscape.	It is clear from the representations that the natural environment around the town is valued significantly by residents and visitors alike. It is acknowledged that the Draft Masterplan is not explicit that the environment is a factor influencing where people want to live and it is therefore proposed that the Vision be amended to highlight this.	Add a reference to the natural environment as follows "...and a growing economy, <i>set within an attractive natural environment.</i> "
There is no mention of a thriving green economy or the vast amount of natural resources that Caerphilly offers.	<p>The Vision already makes reference to the 'economy', which would encompass the green economy.</p> <p>It is clear from the representations that the natural environment around the town is valued significantly by residents and visitors alike. It is acknowledged that the Draft Masterplan is not explicit that the natural environment is a factor influencing where people want to live and it is therefore proposed that the Vision be amended to highlight this.</p>	As above.
There is no reference to the Wellbeing of Future Generations Act (2015), where sustainability is defined as " <i>the needs of the present are met</i>	The Wellbeing of Future Generations Act (2015) is referenced in a number of places within the Draft Masterplan, including Appendix 2, and sustainability	Make reference that the Vision has been prepared having regard to the seven well-being goals set out within

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Issues Raised	Officer Response	Recommendation
<i>without compromising the ability of future generations to meet their needs.”</i>	has been a fundamental consideration informing the proposals contained within the Draft Masterplan. However, in order to make these linkages more explicit, it would be beneficial for the Draft Masterplan to make specific reference to the Wellbeing of Future Generations Act within the Vision section as well.	the Well-being of Future Generations Act.
The role of Caerphilly as a metro hub is not supported, as this will result in more development.	The objection to the Metro is noted. However, this is a priority in the Cardiff Capital Region City Deal, with £1.25 billion funding available to deliver the Metro project across the region. It represents a significant opportunity to fundamentally improve regional transport infrastructure and the Council is fully committed to the programme. It is therefore essential that the reference to the Metro remains in the document.	No amendment to the document should be made in respect of this issue.
The priority should be existing residents, not tourists, who just pass through the area.	It is not considered that tourists have been prioritised. The Draft Masterplan seeks to strike a balance between the role of Caerphilly as a tourist destination and the benefits this can deliver, and enhancing Caerphilly as a place where people want to live.	No amendment to the document should be made in respect of this issue.
The Vision is too utopian.	It is considered that the Vision is ambitious, not utopian.	No amendment to the document should be made in respect of this issue.
The Vision statement could apply equally to many other towns and cities in wales - it is not specific to Caerphilly.	The key distinguishing feature of Caerphilly is the castle, and this is an integral part of the Vision. This is what differentiates the town from other places. Tourism is critical to the future Vision for the town,	No amendment to the document should be made in respect of this issue.

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Issues Raised	Officer Response	Recommendation
	but this is balanced with improving the area for residents and workers, as well as visitors.	
It is unclear what actions will be taken to ensure that we have a <i>“community where everyone is empowered to participate and make a difference.”</i>	The issue of community empowerment is discussed later in the report under 'Stakeholder involvement.'	No amendment to the document should be made in respect of this issue.

### Proposed Changes

Following the proposed changes above, the amended Vision would read as follows:

*“To develop and enhance the Caerphilly Basin as a tourist destination in its own right. Building on its strengths, Caerphilly will be a thriving, vibrant town that is well served by the Metro, with an expanded visitor and night time offer and a growing economy, set within an attractive natural environment. It will continue to be a place where businesses want to locate, develop and grow and where people want to live, work, visit and socialise.*

*It will be a community where everyone is empowered to participate and make a difference, where local achievements are celebrated and visitors are welcomed and residents are proud to say they are from.”*

**Q3 Do you agree with the Strategic Objectives?**

As was the case with the Vision, only 18% of respondents agreed with the Strategic Objectives, as many people responded to this question with an objection to the South East bypass, rather than commenting on the Strategic Objectives themselves.

Issues Raised	Officer Response	Recommendation
The Objectives are too high level to mean anything for residents.	By their very nature, the Strategic Objectives are high level, but they have been developed into a series of projects and actions in Section 6 to demonstrate what the Objectives mean in terms of tangible improvements to the Caerphilly Basin.	No amendment to the document should be made in respect of this issue.
An additional objective is needed " <i>to protect and preserve the valuable natural landscape.</i> "	<p>The amended Vision recognises that the setting of the Caerphilly Basin within the natural environment is an asset and it is logical to translate this element of the Vision into a strategic objective. This will also enhance linkages within the Well-being and Future Generations Act and the Environment Act.</p> <p>The vehicle for protecting the landscape is the Local Development Plan, where Special Landscape Areas (SLAs) have been designated across the County Borough, to protect the distinctive character and features of the landscapes, and Visually Important Local Landscapes (VILLs) have been designated to protect landscapes of high visual quality. It should be noted that these landscape designations are not intended to preclude development, but rather require applicants for planning permission to demonstrate that a development proposal will not have an unacceptable impact on the specific distinctive features or characteristics associated with the landscape designation.</p>	Include a new objective to " <i>Support and protect the natural environment and heritage of the area</i> "
The Strategic Objectives do not align	It is stated that the Strategic Objectives do not align with the Well-	Modify Appendix 2 to show which

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<p>with the Well-being of Future Generations (Wales) Act 2015 and Environment (Wales) Act 2016.</p>	<p>being and Future Generations Act and Environment Act, but no detailed explanation has been provided as to why this is the case. Appendix 2 sets out how the seven well-being goals are being met by the Draft Masterplan, referencing the Strategic Objectives and projects derived from them. However, this assessment has been carried out based on the Draft Masterplan as a whole and for clarity it is proposed to amend Appendix 2 to show which well-being goal(s) each Strategic Objective would support.</p>	<p>well-being goal(s) each Strategic Objective would meet.</p>
<p>Housing, including social housing, should be the first strategic objective, not the thirteenth, to enable young families to remain in their communities.</p>	<p>Objectives are not in priority order and each Objective is equally as important in the delivery of the Vision.</p>	<p>No amendment to the document should be made in respect of this issue.</p>
<p>Leisure and community facilities should be higher on the list of strategic objectives.</p>	<p>Objectives are not in priority order and each Objective is equally as important in the delivery of the Vision.</p>	<p>No amendment to the document should be made in respect of this issue.</p>
<p>Objective F should refer to improve connections via "<i>sustainable modes of transport</i>" rather than "<i>all modes of transport.</i>"</p>	<p>The Draft Masterplan identifies a number of initiatives aimed at encouraging the use of more sustainable modes of transport. However, over 70% of all trips are undertaken by the car in the county borough and the car will remain the dominant mode of travel for lifetime of the Draft Masterplan. Whilst traffic levels dipped slightly between 2010 and 2012, the projected growth in car traffic continues. In addition to this the population of the county borough is growing (as birth rates are higher than death rates) and this will further increase traffic levels in the county borough. The highway network is essential for business, not only for commuting, but for the transfer of freight. A dysfunctional highway network in the Caerphilly Basin will deter employers and businesses, which will locate at other locations in south Wales. Therefore, it would be irresponsible of the Draft Masterplan if it did not include measures to address issues in the highway network.</p>	<p>No amendment to the document should be made in respect of this issue.</p>

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	<p>The highways infrastructure proposals contained in the Draft Masterplan are those included within the adopted Local Development Plan. Whilst sustainable modes of transport are supported, it is important that the Objective refers to all modes to ensure road infrastructure improvements are included.</p>	
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**Context**

Issues Raised	Officer Response	Recommendation
<p>Paragraph 4.2 states that there is no regular evening entertainment in the town. However, the Caerphilly Workmen’s Hall is now holding regular events that attract large audiences and it is considered that the Hall is well on the way to being a regular evening entertainment venue.</p>	<p>The issue is noted and the document will be amended accordingly.</p>	<p>Reword Paragraph 4.2 to state <i>"The current night-time economy is poor. Whilst there are several pubs and regular events are held at Caerphilly Workmen’s Hall, there a limited choice of evening entertainment in the town."</i></p>
<p>There is a need for a fuller explanation of the Metro.</p>	<p>A description of the Metro is included in both the Introduction and Context sections and is referenced extensively throughout the document. It is considered that the level of detail is sufficient as a broad overview, but a footnote could be added to the document to provide a link to the Transport for Wales website where the most recent updates on Metro progress can be found.</p>	<p>Add a footnote with a link to the Transport for Wales website.</p>

## Q4 Do you agree with the Development Strategy?

As with the Vision, a number of respondents made site specific comments in response to the question regarding agreement with the development strategy. Only 12% of respondents agreed with the development strategy, with 88% indicating that they did not support it. The primary reason for not supporting the development strategy was due to the inclusion of the South East Bypass. The level of development proposed in the Caerphilly Basin, particularly on greenfield sites, was another matter of significant concern.

### Environment

Issues Raised	Officer Response	Recommendation
<p>The Development Strategy does not align with the Well-being of Future Generations (Wales) Act 2015 and Environment (Wales) Act 2016. There is only one mention of creating, maintaining or enhancing biodiversity with regards to the Eastern Gateway.</p>	<p>Alignment to the Well-being of Future Generations Act and Environment Act has been discussed in the previous sections, where it is proposed to strengthen Appendix 2 to show the linkages between the Strategic Objectives and the well-being goals. Whilst it would also be possible to identify linkages for some of the projects, many of the proposals identified are embryonic so a full assessment of how they would contribute to each goal cannot be done accurately at this stage. Notwithstanding this caveat, Appendix 2 can be amended to show potential linkages between each proposal and the well-being goals.</p> <p>A new Strategic Objective supporting and protecting the natural environment is proposed and there are projects derived from this which seek to integrate and develop green infrastructure across the County Borough.</p> <p>Many of the projects identified relate to the redevelopment or regeneration of existing sites or buildings. Opportunities to create, maintain or enhance biodiversity in many cases will be limited. However, as part of the planning process, this is a matter that will be considered, as enhancing biodiversity is one of the 'Objectives of Good Design', as set out in national planning policy in Technical Advice Note (TAN) 12: Design.</p>	<p>Modify Appendix 2 to show which well-being goal(s) each proposal would potentially meet.</p>

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Issues Raised	Officer Response	Recommendation
<p>The Masterplan should be a facilitator of sustainable growth, focusing on what local people want, rather than reflecting speculative applications.</p>	<p>Delivering growth in a sustainable manner is an integral part of the Draft Masterplan. However, the Draft Masterplan recognises that there has been development pressure for housing, which has resulted in a number of speculative applications for housing being granted in the County Borough. In order to ensure the Draft Masterplan accurately reflects the situation with regards to potential development within the Caerphilly Basin, it is appropriate for the document to identify where speculative applications have been submitted, highlighting that each will be considered on their merits, including the sustainability of their location.</p>	<p>No amendment to the document should be made in respect of this issue.</p>
<p>The Masterplan should include the preservation of the natural environment, areas outside of settlement boundaries and open green spaces.</p>	<p>As explained in the previous section, the LDP is the key policy document for protecting important features of the natural environment and key open spaces. Whilst it is not considered necessary to re-iterate this policy content within the Draft Masterplan, the document would benefit from a paragraph which highlights the importance of the natural environment and key green spaces. This paragraph will highlight the legal duty under the Environment (Wales) Act 2016 to maintain and enhance biodiversity.</p>	<p>Include a paragraph in the development strategy on the importance of the natural heritage and key green spaces. Opportunities to enhance biodiversity and improve water quality should be referenced.</p>
<p>Proximity to the countryside is Caerphilly's strength and new development will threaten this.</p>	<p>The countryside setting of Caerphilly is acknowledged as a positive asset, and reference should be made to the value placed on it within the document. Proposals for new development will be considered in accordance with the planning policies set out with the adopted LDP and national planning policies. These policies seek to protect the countryside from inappropriate development.</p>	<p>As part of the above paragraph, make reference to the natural setting being an asset that is highly valued by its residents.</p>
<p>More consideration should be given to flood risk and green infrastructure.</p>	<p>The proposals identified accord with national planning guidance on development and flood risk. However, it is recognised that the river Rhymney runs through the Caerphilly Basin, together with a number of smaller tributaries, and there are areas within the town</p>	<p>Add a reference to flood risk as a constraint to development. Include the preparation of a Green Infrastructure Strategy as a new</p>

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Issues Raised	Officer Response	Recommendation
	<p>that are identified as being at risk of flooding. There would therefore be merit in highlighting flood risk as a potential constraint to development.</p> <p>Reference should be made to the emerging Green Infrastructure Strategy that is currently being prepared. In addition, a landscape and recreation plan for the Southern Caerphilly Landscape should also be identified.</p>	<p>project, together with the landscape and recreation plan for Caerphilly Basin.</p>
<p>Reference is needed to renewable energy.</p>	<p>A statement on the incorporation of renewable technologies within schemes where appropriate would be a beneficial addition to the Draft Masterplan, as this reference may be useful to lever in funding.</p>	<p>Include a statement indicating support for the use of renewable technologies where appropriate.</p>
<p>The need to improve water quality.</p>	<p>This point is noted and it will be possible to make reference to this issue in a new paragraph on the natural environment.</p>	<p>A reference to improving water quality should be included.</p>
<p>The need to tackle litter should be included.</p>	<p>Addressing litter is outside the remit of this Draft Masterplan.</p>	<p>No amendment to the document should be made in respect of this issue.</p>

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**Retailing**

Issues Raised	Officer Response	Recommendation
<p>It is recognised that there is a need for a significant improvement in the retail offer.</p>	<p>The view that the existing retail offer within the town centre needs to be enhanced is noted. The Draft Masterplan acknowledges this and sets out a number of proposals to address this.</p>	<p>No amendment to the document should be made in respect of this issue.</p>
<p>Support for the aim of increasing independent retailers in Cardiff Road, provided they offer a mix.</p>	<p>The support for the aim of increasing independent retailers in Cardiff Road is welcomed.</p>	<p>No amendment to the document should be made in respect of this issue.</p>
<p>Many of the existing businesses are too expensive for the residents of</p>	<p>It is evident that an appropriate balance needs to be struck between shops for tourists, lower value and higher end shops</p>	<p>No amendment to the document should be made in respect of this</p>

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Issues Raised	Officer Response	Recommendation
Caerphilly to afford.	together with eateries to ensure that the town centre caters for the wide range of people using it. The Draft Masterplan is not prescriptive about the types of shops that should be located within the town centre and would therefore encourage a mix.	issue.
It is questioned whether the town can support high restaurants and hotels, as many residents are on low incomes.	It is evident that an appropriate balance needs to be struck between shops for tourists, lower value and higher end shops together with eateries to ensure that the town centre caters for the wide range of people using it. The Draft Masterplan is not prescriptive about the types of shops that should be located within the town centre and would therefore encourage a mix.	No amendment to the document should be made in respect of this issue.
There are too many lower quality shops aimed at those on low incomes, such as charity shops and betting shops – these should be reduced by the non-renewal of leases.	<p>It is evident that an appropriate balance needs to be struck between shops for tourists, lower value and higher end shops together with eateries to ensure that the town centre caters for the wide range of people using it.</p> <p>It is not the role of the Masterplan to prescribe who can occupy specific units, although the planning system can limit the number of new non-A1 shop uses within parts of the town centre when new applications are submitted, in accordance with LDP policies.</p>	No amendment to the document should be made in respect of this issue.
There is a need for more shops aimed at tourists.	It is evident that an appropriate balance needs to be struck between shops for tourists, lower value and higher end shops together with eateries to ensure that the town centre caters for the wide range of people using it.	No amendment to the document should be made in respect of this issue.
National retailers should be allowed to locate on Gallagher Retail Park.	The use-class restrictions on Gallagher Retail Park, which precludes retailing uses on the park, remains a contentious issue. The Draft Masterplan reflects the policy position in the Adopted LDP, highlighting that the site is currently designated for retail warehousing (bulky goods) and that a relaxation of this may have unintended consequences, particularly with existing town centre businesses potentially relocating out of town. The Draft Masterplan	No amendment to the document should be made in respect of this issue.

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Issues Raised	Officer Response	Recommendation
	is not the vehicle to change this policy stance - it is a matter for a future review of the LDP.	
Use classes of Gallagher Retail Park should be limited so as not to adversely affect the town centre.	The use-class restrictions on Gallagher Retail Park, which precludes retailing uses on the park, remains a contentious issue. The Draft Masterplan reflects the policy position in the Adopted LDP, highlighting that the site is currently designated for retail warehousing (bulky goods) and that a relaxation of this may have unintended consequences, particularly with existing town centre businesses potentially relocating out of town. The Draft Masterplan is not the vehicle to change this policy stance - it is a matter for a future review of the LDP.	No amendment to the document should be made in respect of this issue.
Support for neighbourhood retailing in key locations.	The support for neighbourhood retailing in key locations is welcomed.	No amendment to the document should be made in respect of this issue.
Independent local goods and quality customer service is needed to buck the trend of retail decline as a result of online shopping.	Developing a mix of thriving independent shops is a key part of the Draft Masterplan Development Strategy. However, neither the council nor the Draft Masterplan can influence the goods sold in the units or the standards of customer service.	No amendment to the document should be made in respect of this issue.
Rates, rents and local authority charges are seen as impediments to people wishing to start businesses in the town centre. Means of reducing these burdens should be investigated as part of the plan.	It is noted that there are impediments to businesses starting up, but these are largely outside the control of the Council and, therefore, outside the remit for the Draft Masterplan. Business rates are set by Central Government rather than the Council, and rents are predominately set by private landlords.	No amendment to the document should be made in respect of this issue.
The Masterplan fails to address how the town will meet the changing shopping habits for the 21st Century.	The changing role of the town centre is acknowledged, but there is evidence of high levels of retail expenditure leaking to places outside the county borough, indicating there is potential to retain local spend if the right types of shops are available. The enhancement of the entertainment and socialising role of the town centre is a critical part of the Draft Masterplan.	No amendment to the document should be made in respect of this issue.

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Issues Raised	Officer Response	Recommendation
The proposals appear to promote Caerphilly as another anonymous shopping/eating area, rather than a unique area.	The Draft Masterplan seeks to strike a balance between providing the opportunities for national retailers to locate to the town centre, to prevent retail expenditure leaking to other areas, and encouraging a vibrant mix of independent retailers. The design of both developments and the environment will be critical in ensuring that Caerphilly remains unique.	No amendment to the document should be made in respect of this issue.
The 'Buy Local' initiative will only work if services and products are available locally.	It is assumed that the 'Buy Local' Initiative refers to the Council's 'Choose the High Street' campaign, which encourages people to make a conscious decision to 'Choose the High Street' for shops and services to help keep their local high street strong and vibrant. It is acknowledged that the type of shops and services available will influence this, and therefore the Draft Masterplan seeks to enhance the retail offer, as well as promoting the role of services within the town centre.	No amendment to the document should be made in respect of this issue.
Town centres are becoming more of a socialising and entertaining area, so there should be caution over the development of additional shops.	The changing role of the town centre is acknowledged, but there is evidence of high levels of retail expenditure leaking to places outside the county borough, indicating there is potential to retain local spend if the right types of shops are available. The enhancement of the entertainment and socialising role of the town centre is a critical part of the Draft Masterplan.	No amendment to the document should be made in respect of this issue.
Greater emphasis is needed for a mixed use, higher density town centre business core.	The Draft Masterplan promotes a number of town centre sites for mixed use higher density development.	No amendment to the document should be made in respect of this issue.

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**Tourism**

Issues Raised	Officer Response	Recommendation
Tourism should be at the heart of the Masterplan.	The enhancement of tourism is a central part of the Vision for Caerphilly, and a number of projects are set out within the Draft Masterplan aimed at achieving this.	No amendment to the document should be made in respect of this issue.

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It is not clear who the target groups of tourists are – day-trippers or long stayers?	Through the provision of a hotel, it is hoped that the town can increase the number of overnight visitors, but equally as important is to enhance the experience for day visitors by providing the offers that will encourage them to spend longer in the town.	No amendment to the document should be made in respect of this issue.
The countryside landscape around the town could be exploited further for tourism.	Activity tourism in the countryside around the town is highlighted as a proposal under Strategic Objective C.	No amendment to the document should be made in respect of this issue.

### Leisure and Community Uses

Issues Raised	Officer Response	Recommendation
The development of leisure facilities has not kept pace with the population increase.	Objective I focusses on the provision of leisure facilities to support population growth. Furthermore, policies in the adopted LDP require large developments to provide useable open space as an integral part of the development, together with children's play and outdoor sports provision on-site, where appropriate. In addition, new dwellings are required to contribute to the Community Infrastructure Levy, which is a levy payable to the Council based on a per square metre rate which can be spent on new infrastructure provision, including leisure facilities.	No amendment to the document should be made in respect of this issue.
There is a need for a cinema in the town, as residents have to travel to Nantgarw, Blackwood or Cardiff.	The Draft Masterplan recognises that there is not currently a regular cinema within the town and this is something that would be welcomed.	No amendment to the document should be made in respect of this issue.

### Transport

Issues Raised	Officer Response	Recommendation
Support for the Metro, as this will improve capacity for commuters wishing to use public transport.	The support for the Metro is welcomed.	No amendment to the document should be made in respect of this issue.



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Issues Raised	Officer Response	Recommendation
<p>The Plan would increase traffic congestion at the Cedar Tree and Bedwas Bridge roundabouts.</p>	<p>Objective F of the Draft Masterplan identifies the proposals aimed at improving the Strategic Highways network in the Caerphilly Basin, as set out within the adopted LDP. In addition, the Caerphilly South East bypass, which is also an adopted LDP proposal, is highlighted specifically under proposal F-3. Collectively, these measures will redistribute existing trips, improving the capacity of the network and reducing congestion.</p>	<p>No amendment to the document should be made in respect of this issue.</p>
<p>The projects are a wish list of proposals that are in conflict with each other - e.g. housing will increase congestion.</p>	<p>The potential housing sites identified under Objective H have been required to submit a Transport Assessment as a part of their planning applications, which considers the capacity of the existing road infrastructure to accommodate additional vehicles. Improvements to junctions directly related to the development have been agreed where appropriate, and new dwellings will be required to contribute to the Community Infrastructure Levy, which can be used to improve the infrastructure in the area, including the road network.</p>	<p>No amendment to the document should be made in respect of this issue.</p>
<p>There is no obvious plan to address the traffic issues.</p>	<p>Objective F of the Draft Masterplan identifies the proposals aimed at improving the Strategic Highways network in the Caerphilly Basin, as set out within the adopted LDP. In addition, the Caerphilly South East bypass, which is also an adopted LDP proposal, is highlighted specifically under proposal F-3. Collectively, these measures will redistribute existing trips, improving the capacity of the network and reducing congestion.</p> <p>However, it is recognised that the cumulative impact of development, together with road and sustainable transport improvements and the increase in park and ride provision, is likely to impact on the flow of traffic and therefore reference should be made in the document to a need for a traffic review.</p>	<p>Make reference to the need for a traffic review to consider the cumulative impact of development, together with sustainable transport and park and ride provision.</p>

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Issues Raised	Officer Response	Recommendation
Road surfacing and road widening is needed in some areas.	The Draft Masterplan is not the vehicle for addressing specific concerns about road surfacing and widening.	No amendment to the document should be made in respect of this issue.
There is insufficient parking in the town centre to support tourism and retail.	The need to enhance parking provision in the town is recognised and proposal B-5 highlights the need for a Town Centre Parking Plan to be prepared.	No amendment to the document should be made in respect of this issue.
Local job opportunities, including teleworking, should be supported and encouraged, to reduce commuting.	<p>The provision of more employment within Caerphilly Basin is a key element of the Draft Masterplan, and a number of opportunities for new office development in the town centre and around the metro hubs have been identified. If these jobs are taken by local residents it is likely to reduce out-commuting from the area, although there is no guarantee that local residents will get those jobs.</p> <p>Easy access to affordable digital networks is included as a proposal in 'A Foundation For Success', which will be a positive measure for businesses and for those that work at home.</p>	No amendment to the document should be made in respect of this issue.
Replacement of inefficient and high-polluting diesel buses with smaller, cleaner, more regular mini buses and investing in more drivers.	It is recognised in the Caerphilly Air Quality Action Plan that inefficient heavy duty vehicles such as buses are a factor contributing to poor air quality within the town centre. Whilst the stipulation that only buses with cleaner emissions can use the town centre is outside the scope of this Draft Masterplan, it is something that is highlighted within the Air Quality Action Plan and should be explored further.	No amendment to the document should be made in respect of this issue.
Car Free' days should be encouraged.	The suggestion is noted, but the Draft Masterplan is not the means for the promotion of this initiative.	No amendment to the document should be made in respect of this issue.
Safe routes for walking and cycling	Many of the suggestions for improving the local transport network	No amendment to the document

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Issues Raised	Officer Response	Recommendation
should be encouraged.	are included within the Caerphilly Active Travel Integrated Plan, which is referenced in the Draft Masterplan.	should be made in respect of this issue.
Walking buses to schools.	The walking buses to schools scheme is currently being operated on a regular basis by several primary schools in the Caerphilly Basin.	No amendment to the document should be made in respect of this issue.

### Employment

Issues Raised	Officer Response	Recommendation
Support for the proposal to create jobs in close proximity to the town centre as it will encourage spending in town centre shops during the working day and evenings.	There is general support for the proposals to encourage employment in town centres and at metro hubs.	No amendment to the document should be made in respect of this issue.
Employment sites should be available within a short walk of the train station.	A number of existing and proposed employment sites are within close proximity to the train station.	No amendment to the document should be made in respect of this issue.
The location of offices within the town centre will provide a prestigious location for aspiring firms.	Town centre offices are supported within the Draft Masterplan.	No amendment to the document should be made in respect of this issue.
There are a number of empty industrial units that can be used instead of new build.	It is recognised that there are empty units on industrial estates within the Caerphilly Basin. The reason that many units are empty is that they do not meet the needs of modern day employers. The modernisation of these units would be supported. However, to encourage new businesses to invest in the Basin, there is also a need for modern new build office accommodation as well.	No amendment to the document should be made in respect of this issue.
Existing premises should be modernised.	The modernisation of existing premises would be supported.	No amendment to the document should be made in respect of this

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Issues Raised	Officer Response	Recommendation
		issue.
Local businesses should offer training programmes to improve local employment rates.	The issue of training for local people is an integral part of 'A Foundation for Success' and there are a number of initiatives highlighted as part of that document.	No amendment to the document should be made in respect of this issue.

**Residential**

Issues Raised	Officer Response	Recommendation
There is too great an emphasis on residential development within the strategy.	The plan highlights known proposals and potential opportunities for residential development or mixed use development incorporating an element of housing, but also identifies a significant number of projects for other uses, including retailing, tourism, leisure, community, transport and employment uses. It is considered that there is an appropriate balance between these land uses.	No amendment to the document should be made in respect of this issue.
We should be planning for a growing population, and the Masterplan will allow this to happen.	The support for development to sustain a growing population is noted.	No amendment to the document should be made in respect of this issue.
Caerphilly has already grown too much in recent years.	It is recognised that a number of sites allocated for housing within the LDP and its predecessor plans have been developed in Caerphilly Basin over the past 20 years. However, changing demographics (smaller household sizes, longer life expectancy) means that new housing is required even to maintain the existing population levels. The Draft Masterplan promotes a sustainable approach to housing growth to ensure that the impact of new	No amendment to the document should be made in respect of this issue.

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Issues Raised	Officer Response	Recommendation
	developments is minimised.	
Housing should not be provided for residents moving from Cardiff. Cardiff should meet its own housing needs.	It is not appropriate for conditions to be placed on new housing limiting potential occupiers to Caerphilly residents. Cardiff has an adopted LDP which makes provision for housing.	No amendment to the document should be made in respect of this issue.
It is recognised that Caerphilly does not have a 5 year land supply, as required by national planning policy. However, Caerphilly Basin is up to date on its targets and it is the rest of the County Borough that is below target. The Masterplan is therefore placing unnecessary pressure on greenfield sites in the Basin.	As explained in Section 5.13 to 5.15 the Draft Masterplan has been prepared in accordance with the Local Development Plan (LDP), which promotes a brownfield strategy for Caerphilly Basin. The LDP sets out a housing requirement to be delivered across the County Borough within the 15 year plan period, ending in 2021. It is not the role of the Draft Masterplan to set area specific policy targets for the level of housing development to be delivered in Caerphilly Basin, as the development plan is the most appropriate vehicle to do this. Any change to the adopted LDP position would need to be pursued through a future review of the LDP.	No amendment to the document should be made in respect of this issue.
The wording of the strategy section of the Masterplan suggests that there are no issues with housing supply. This is not the case, as the Council has not had a 5 year land supply since 2011.	The lack of a 5 year land supply is identified as a challenge in Section 4, and is referenced again in the Development Strategy section.	No amendment to the document should be made in respect of this issue.
The supposed shortage of housing supply is as a result of TAN 1 methodology, which is affect by previous aspirational housing targets.	The methodology used to calculate the five year land supply is not a matter that the Draft Masterplan can address.	No amendment to the document should be made in respect of this issue.
There is enough land available until 2039, according to WG targets.	No evidence has been submitted to justify this assumption.	No amendment to the document should be made in respect of this issue.
The plan should specify how many houses are needed and how many are already planned.	The LDP sets out the housing requirement for the County Borough in the period up to 2021. The total requirement is not disaggregated by area, such as the Caerphilly Basin. Detailed information on the	No amendment to the document should be made in respect of this issue.

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Issues Raised	Officer Response	Recommendation
	<p>delivery of housing, including affordable housing, against LDP targets is contained within the LDP Annual Monitoring Report (AMR), which is reported to Council on an annual basis. Objective H sets out the indicative capacities of key development sites.</p>	
<p>The Masterplan is deliberately hiding the overall proposals for population growth in this area.</p>	<p>The overall level of population and housing growth for the County Borough is set out within the LDP. There are no specific figures for Caerphilly Basin and the Draft Masterplan is therefore not hiding them. Known development opportunities and areas of development pressure are highlighted under Objective H.</p>	<p>No amendment to the document should be made in respect of this issue.</p>
<p>The Masterplan should explain what the Council intends to do to address the housing shortfall.</p>	<p>Detailed information on the delivery of housing, including affordable housing, against LDP targets is contained within the LDP Annual Monitoring Report (AMR), which is reported to Council on an annual basis. Successive reports acknowledge that housing delivery has fallen short of targets and that the Council does not have a five year land supply The AMR sets out a series of recommendations to address the shortfall in the 5 year land supply which includes considering proposals for new residential development on their relative planning merits on a site by site basis, and lobbying the Welsh Government to establish funding mechanism to promote remediation of suitable brownfield sites. The Draft Masterplan reflects this position.</p>	<p>No amendment to the document should be made in respect of this issue.</p>
<p>Support for the redevelopment of town centre and brownfield sites, as this will mean greenfield sites will not be required.</p>	<p>The support for town centre redevelopment is welcomed.</p>	<p>No amendments should be made in respect of this issue.</p>
<p>Empty dwellings should be utilised before new housing is allowed. There are nearly 3,000 empty dwellings in the</p>	<p>The Council has an Empty Homes Strategy which seeks to return long-term empty homes back into beneficial use. Whilst the re-use of properties will make a small but valuable contribution to the</p>	<p>No amendments should be made in respect of this issue.</p>

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Issues Raised	Officer Response	Recommendation
county borough, and research indicates that empty homes cause issues, including anti-social behaviour.	housing shortfall, the Council has limited resources available to facilitate this process.	
Vacant industrial estates that are not fit for purpose should be redeveloped for housing.	The Draft Masterplan reflects the position in the adopted LDP, where the most important industrial estates are protected for employment use. Those that are not protected may be suitable for redevelopment in principle, subject to meeting other planning considerations. Whilst there may be some units on industrial estates that are empty, there are no industrial estates in Caerphilly Basin that are entirely available for redevelopment for housing, apart from the Catnic site, which already has the benefit of planning permission for housing.	No amendments should be made in respect of this issue.
Development of brownfield sites take, on average, six months quicker than greenfield sites and are often already located near to existing infrastructure, transport and services so will be better suited to the delivery of new homes.	The benefits of brownfield development are acknowledged. The LDP promotes a brownfield strategy for the Caerphilly Basin and the Draft Masterplan reflects this.	No amendments should be made in respect of this issue.
There are brownfield sites that have yet to be realised, most notably Windsor Colliery, Waterloo Works, Bedwas Colliery and Ness Tar. These should be promoted as development opportunities.	These sites have all been identified as potential development opportunities in Section H of the document.	No amendments should be made in respect of this issue.
Developers should be forced to use brownfield sites.	The local authority cannot 'force' a developer to develop brownfield sites. A private developer will only develop where it is viable for them to do so. The Council is actively working to seek to secure funding to unlock difficult sites to try to increase the number of brownfield sites that are available and viable to develop.	No amendments should be made in respect of this issue.
The Greenbelt should be protected.	There is no Greenbelt around Caerphilly. However, there are	No amendments should be made in

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Issues Raised	Officer Response	Recommendation
	Special Landscape Areas, which have been designated to protect the areas of most importance in landscape terms. There are policies within the LDP that afford protection to areas outside of the defined settlement boundary.	respect of this issue.
The development of greenfield sites would have a detrimental impact on wildlife.	The impact of any development on ecology would be considered at planning application stage, where the applicant would need to submit relevant ecological surveys.	No amendments should be made in respect of this issue.
The loss of greenfield sites would affect tourism, as many tourists visit Caerphilly for the scenery.	The concerns are noted. There are policies within the LDP that afford protection to areas outside of the defined settlement boundary.	No amendments should be made in respect of this issue.
The Masterplan does nothing to address the challenges from developers on greenfield sites.	The Draft Masterplan recognises that planning permission has been granted at appeal for two notable greenfield sites in Caerphilly Basin (at Pandy Road, Bedwas, and Hendredenny) and that planning applications have also been submitted for other greenfield sites within the town. It would be disingenuous if the Draft Masterplan did not acknowledge this situation and therefore it is deemed appropriate for Section H to identify major greenfield sites where there is development pressure. The Draft Masterplan is clear that each of these applications would need to be considered on its merits. The inclusion of sites upon which a planning decision has not been made is not an indication of the Council's position in relation to these sites. Rather, the Draft Masterplan is seeking to be open and transparent about the development pressures that the Council is currently facing.	No amendments should be made in respect of this issue.
Housing should be directed to other parts of the county Borough, instead of Caerphilly.	The LDP allocates land for housing across the whole County Borough, including Caerphilly. However, there are issues around viability in the northern Valleys, which mean that housing has not been delivered at the levels required. There is a significant need for affordable housing in the Caerphilly Basin, as demonstrated by the Local Housing Market Assessment, and this need should be	No amendments should be made in respect of this issue.



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Issues Raised	Officer Response	Recommendation
	addressed at the local need through the delivery of new housing development.	
The housing mix at Lansbury Park should be diversified by selling Council dwellings to the public.	The Deep Place Plan for Lansbury Park recognises that the demographic mix of people living on the estate is an issue, with high proportions of under 15s, lone parent families and single people. The Plan highlights the need to deliver a more balanced demographic profile through the allocation of housing. Through a partnership approach, consideration is being given to the recommendations to determine how the mix of housing on the estate could be best achieved.	No amendments should be made in respect of this issue.
There should be an emphasis on providing affordable housing.	The delivery of affordable housing is a key objective at both a local and Welsh Government level, and there are policies in place within the LDP and Supplementary Planning Guidance to help deliver this. It is the Council's policy position to seek to deliver mixed communities of affordable and market housing.	No amendments should be made in respect of this issue.
It is unrealistic to assume that "young professionals" would want to live within Caerphilly town centre as it is congested and unattractive.	Paragraph 5.14 highlights that young professionals may be attracted to mixed use developments including apartments within the town centre. The Draft Masterplan acknowledges that there are parts of the town centre that are currently visually unattractive and congested. Collectively, the implementation of proposals in the Draft Masterplan are aimed at regenerating key areas and will address these issues in order to deliver the Vision of Caerphilly as somewhere people of all ages would like to live.	No amendments should be made in respect of this issue.
Affordable and Council housing should be provided at a value that is affordable for local people.	The rents for affordable housing are set at Welsh Government benchmark levels to ensure they are affordable.	No amendments should be made in respect of this issue.
The Council's 40% affordable housing target should be rigorously enforced to increase the supply of affordable	The LDP policy and supporting SPG is clear that where there are significant abnormal costs associated with a development that would impact on its viability, the Council will seek to negotiate on	No amendments should be made in respect of this issue.

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Issues Raised	Officer Response	Recommendation
housing.	the affordable housing target. The consequences of rigorously enforcing an affordable housing target on all sites is that this would result in sites not being viable and developers failing to deliver any housing, including affordable housing. It is not considered to be necessary for the Draft Masterplan to repeat the policy stance on viability negotiations as this is already covered in detail within planning policy documents.	
Objection to the development of mixed communities of privately owned and housing association dwellings as it is social engineering.	The delivery of affordable housing is a key objective at both a local and Welsh Government level, and there are policies in place within the LDP and Supplementary Planning Guidance to help deliver this. It is the Council's policy position to seek to deliver mixed communities of affordable and market housing. The allocation of affordable dwellings to tenants will be in line with the Council's Common Allocations Policy. There is no restriction on the proportion of local and non-local people who can purchase market dwellings, and it is not considered that such a measure would be appropriate.	No amendments should be made in respect of this issue.
There is a concern that 'gentrification' will occur, resulting in local people being unable to afford housing.	<p>The concerns around gentrification are noted, as an increase in house prices as a result of regeneration or new development within an area may well occur. Any significant impact on house prices can be monitored as proposals are taken forward.</p> <p>It should also be noted, however, that there is currently a significant shortfall in housing provision in the Caerphilly Basin, the county borough and Wales as a whole. The lack of housing supply is resulting in rising house prices as demand for housing is significantly higher than the supply. House prices will continue to rise unless the lack of supply is addressed. As a result it is highly likely that local residents will be unable to afford housing in the Caerphilly Basin unless the lack of housing supply is addressed.</p>	No amendments should be made in respect of this issue.

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Issues Raised	Officer Response	Recommendation
The Council should set out the proportion of local people who will be able to move into new build properties.	The allocation of affordable dwellings to tenants will be in line with the Council's Common Allocations Policy. There is no restriction on the proportion of local and non-local people who can purchase market dwellings, and it is not considered that such a measure would be appropriate.	No amendments should be made in respect of this issue.
There are a large number of brownfield sites identified, which may indicate that there is no need to allocate other sites. However, these sites have not come forward during a buoyant market, which suggests they are not easy to bring forward. Further information is required on how and when they could be delivered.	It is acknowledged that there are constraints associated with the delivery of several known brownfield sites within the Basin. However, it is hoped that the inclusion of the sites within the Draft Masterplan can assist in them securing funding to reduce any viability gap. The type and amount of investment that may be available from sources such as the City Deal Housing Regeneration scheme is not known at this stage.	No amendments should be made in respect of this issue.
Brownfield sites are likely to deliver housing in the longer term, so information is needed as to how shorter term housing needs will be addressed.	Detailed information on the delivery of housing, including affordable housing, against LDP targets is contained within the LDP Annual Monitoring Report (AMR), which is reported to Council on an annual basis. Successive reports acknowledge that housing delivery has fallen short of targets and that the Council does not have a five year land supply. The AMR sets out a series of recommendations to address the shortfall in the 5 year land supply which includes considering proposals for new residential development on their relative planning merits on a site by site basis, and lobbying the Welsh Government to establish a funding mechanism to promote remediation of suitable brownfield sites. The Draft Masterplan reflects this position.	No amendments should be made in respect of this issue.
The starting point should be the reasons why sites are 'locked up' and what the common issues that public sector investment could address e.g.	Detailed comments have been provided on the issue of liabilities for historical contamination. It would not be appropriate for this high-level Draft Masterplan to address this issue in detail, but these are matters that would need to be considered when contaminated sites	No amendments should be made in respect of this issue.

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Issues Raised	Officer Response	Recommendation
negative value due to anticipated remediation costs; risk of landowners incurring greater liability for historic condition through site investigations and responsibility for residual liability. Detailed comments have been provided on alternative approaches to addressing liability of contaminated sites.	are progressed. These comments will be passed to the Council's Environmental Health department for their consideration.	
To assist in maintaining viable and deliverable opportunities, the Masterplan must indicate that CCBC will seek to negotiate with developers.	The LDP policy and supporting SPG is clear that where there are significant abnormal costs associated with a development that would impact on its viability, the Council will seek to negotiate on the affordable housing target.	No amendments should be made in respect of this issue.
Health providers and schools cannot accommodate new development.	<p>Key infrastructure providers including Council departments are routinely consulted on planning applications and their comments are given due consideration when determining applications. All new housing developments are also required to contribute to the Community Infrastructure Levy, which is a charge levied on a per sq. m basis for new dwellings to fund infrastructure within the area.</p> <p>Objective I identifies that additional school places will be identified through the 21st Century Schools Programme to address the potential increase in pupil numbers in Caerphilly Basin.</p>	No amendments should be made in respect of this issue.
Leisure facilities cannot accommodate new development.	Key infrastructure providers including Council departments are routinely consulted on planning applications and their comments are given due consideration when determining applications. All new housing developments are also required to contribute to the Community Infrastructure Levy, which is a charge levied on a per sq m basis for new dwellings to fund infrastructure within the area.	No amendments should be made in respect of this issue.

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Issues Raised	Officer Response	Recommendation
New development would increase the existing traffic congestion within Caerphilly Basin.	The issue of traffic generation will be considered by the Council's highways department as part of the planning application process. However, it should also be noted that new development often provides improvements to the transport network that provide wider benefits that would otherwise not be realised.	No amendments should be made in respect of this issue.
New development would exacerbate existing air quality issues.	The issue of air quality will be considered by the Council's Environmental Health department as part of the planning application process.	No amendments should be made in respect of this issue.

### Q5 Do you have any comments to make on specific proposals?

#### A. Enhance the retail offer in the town

##### A-1 and A-2 Morrisons Car Park

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Issues Raised	Officer Response	Recommendation
Objection to the proposal to develop new retail units, as it will result in the loss of parking spaces.	By redeveloping the existing car park in a more land-efficient way, as a multi-storey, it is considered that sufficient parking will remain whilst releasing land for much needed retail development	No amendments should be made in respect of this issue.
It is questioned whether the car park would be chargeable.	It is not known at this stage whether the car park would be chargeable.	No amendments should be made in respect of this issue.
New retail units will encourage more traffic in town, which will increase congestion and air quality issues.	The issues of congestion and air quality would need to be assessed when detailed plans are known.	No amendments should be made in respect of this issue.
The proposed multi-storey car park would contradict the South Wales Metro Plan which seeks to provide an alternative to the car. Car parking spaces should be reduced.	As this would be a reconfiguration of an existing car park, it is not considered that it would undermine the Metro proposals	No amendments should be made in respect of this issue.

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Issues Raised	Officer Response	Recommendation
The multi-storey car park should only be two-storey to ensure that it doesn't obscure views of residents.	At this early stage in the process, detailed designs have not been drawn up. However the Draft Masterplan acknowledges the importance of the design given the setting of the castle, and highlights that a development brief would need to be prepared.	No amendments should be made in respect of this issue.
The multi-storey would be an eye sore and not appropriate in close proximity to the castle.	At this early stage in the process, detailed designs have not been drawn up. However the Draft Masterplan acknowledges the importance of the design given the setting of the castle, and highlights that a development brief would need to be prepared.	No amendments should be made in respect of this issue.
People do not feel safe in multi-storey car parks.	This will be considered as part of the development brief.	No amendments should be made in respect of this issue.
The car park may be used for anti-social behaviour so CCTV is essential.	This will be considered as part of the development brief.	No amendments should be made in respect of this issue.
There is no need for additional homogeneous retail units as they could be developed anywhere, instead Caerphilly should be focusing on its tourism potential.	The design of units will be critical, and will be considered as part of the development brief.	No amendments should be made in respect of this issue.
There is no need for additional units as there are currently vacant units at Gallagher Retail Park.	The issue of empty retail units of Gallagher Retail Park has been raised. As stated in the previous section, the Draft Masterplan reflects the position of the adopted LDP, which restricts units on Gallagher Retail Park to bulky goods. The expansion of the town centre accords with national planning policy on the sequential approach to retail development.	No amendments should be made in respect of this issue.
The proposals need to be bolder and use this as an opportunity to create a first class mixed use town centre.	At present, the Draft Masterplan only identifies the Castle Court extension for retail use. It has been suggested that this could be an opportunity for a mixed use development. In light of proposals in other parts of the town centre, offices above retail or apartments would be appropriate in this locality, subject to detailed design considerations due to the proximity of the site to the castle.	Under development principles, add an additional statement to state " <i>This could form part of a mixed use development of ground floor retailing and offices/apartments above</i> "

**A-3 Ton Y Felin Road and Castle Street Triangle**

Issues Raised	Officer Response	Recommendation
<p>The document states that the relocation of Tonyfelin Medical Centre and adjoining car park should be investigated. The Masterplan proposals should have been discussed with the GP Partners, who own Tonyfelin Medical Centre to ensure communication to patients to allay any fears or rumours regarding their healthcare.</p> <p>The possible relocation to an alternative site at the former Beulah Church on Pontygwindy Road would not be sufficient for a 12,700 patient practice and car park for both patients and staff.</p> <p>If proposals move forward, separate consultation will need to be carried out with Aneurin Bevan University Health Board.</p> <p>A replacement surgery could be incorporated as part of the development at Morrisons.</p>	<p>It is noted that the GP partners who own Tonyfelin Medical Centre were not directly notified of this consultation, as letters were only sent to town centre businesses. If detailed proposals for schemes on adjoining land are brought forward in the medium to long term, the Council will ensure that consultation is undertaken with all interested parties, which will include the GP partners and the health board. It should be noted that the development opportunities identified by red line boundaries on the adjoining parcels of land (A-1 and A-2 redevelopment of Morrisons car park, and A-3 redevelopment of the triangle at Ton Y Felin Road and Castle Street) could potentially be taken forward as standalone projects without bringing in any additional land such as the Medical Centre, if the owners of the building do not wish to be involved in the projects.</p>	<p>No amendments should be made in respect of this issue. Engagement with the owners of the Medical Centre will take place if projects progress to detailed design stage.</p>
<p>The Caerphilly Workmen's Hall would need total restoration if it is going to be a focal building within the development as it is considered to be an eyesore.</p>	<p>There are proposals to improve Caerphilly Workmen's Hall. This is discussed under Proposal B-3.</p>	<p>No amendments should be made in respect of this issue.</p>

**A-4 Cardiff Road (Blocks between Clive Street and Park Lane)**

<b>Issues Raised</b>	<b>Officer Response</b>	<b>Recommendation</b>
It is questioned whether high business rates is the reason for the number of empty units on Cardiff Road, and whether preferential business rates can be offered for the right type of units.	The issue of business rates has been discussed in the previous section - it is not within the gift of the Council to offer preferential rates to certain occupiers.	No amendments should be made in respect of this issue.
The whole area needs a facelift, not just 'Ladies Lounge' and the Indoor Market.	Whilst specific reference is given to two buildings in the Cardiff Road areas, the development principles section of A-4 does highlight that opportunities should be explored to improve the visual appearance of the facades of other buildings on Cardiff Road.	No amendments should be made in respect of this issue.
The lack of street parking is an issue in this area.	It is recognised that there is a need a Town Centre Parking Plan to be prepared, which will need to consider the issue of short term parking to serve local businesses.	No amendments should be made in respect of this issue.
Historic buildings in the town need to be visually exploited.	Reference is made throughout the document to key historic buildings that should be enhanced.	No amendments should be made in respect of this issue.

**A-5 1-20 Cardiff Road**

<b>Issues Raised</b>	<b>Officer Response</b>	<b>Recommendation</b>
Support for the development of covered arcades in this area.	The representation of support is noted.	No amendments should be made in respect of this issue.
Support for improvements to shop fronts in this area, as the facades should complement the castle.	The representation of support is noted.	No amendments should be made in respect of this issue.

**A-6 Caerphilly Indoor Market**



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Issues Raised	Officer Response	Recommendation
Support for the proposed improvements to the market.	The representation of support is noted.	No amendments should be made in respect of this issue.
Support for a mixed use development with apartments above and a market below.	The representation of support is noted.	No amendments should be made in respect of this issue.
Support for pedestrianisation of parts of the town.	The representation of support is noted.	No amendments should be made in respect of this issue.
Lessons can be learnt from other markets, such as Altrincham in Cheshire and Bury in Lancashire	The examples of successful markets in other areas are noted, and will be given due consideration as proposals are developed.	No amendments should be made in respect of this issue.
A thriving market would differentiate Caerphilly from other high streets.	The importance of the market to the town centre is acknowledged within the Draft Masterplan.	No amendments should be made in respect of this issue.
The Council should purchase the market, running it as a municipal market and generating income.	It is not considered appropriate for the Draft Masterplan to prescribe this, as there are likely to be a number of options for bringing the site forward and it is important that the Draft Masterplan is sufficiently flexible to accommodate these options.	No amendments should be made in respect of this issue.
It would not be appropriate to invest in the market on its current site as the building is unsuitable and it is in a poor location.	The Draft Masterplan recognises that the building is in need of redevelopment or extensive refurbishment and that its edge of high street location is a challenge. By including the market in the Draft Masterplan it is hoped that investment can be secured to revitalise the area. The other proposals for Cardiff Road and the station are intended to increase footfall in the wider area, with increased signage being a key element to also increasing footfall in the market.	No amendments should be made in respect of this issue.

**B. Create a vibrant and accessible visitor destination**

**B - 1 Crescent Road/Park Lane**

Issues Raised	Officer Response	Recommendation
The Llys Ifor building should not be used as a restaurant, as restaurants should be located within the town centre in order for them to succeed as there is higher footfall.	The Draft Masterplan identifies Llys Ifor for a use that complements tourism. This has been interpreted as a restaurant. Given the proximity of the site to one of the largest town centre car parks, Crescent Road and views of the castle, it is considered that a restaurant or other tourist use could potentially be viable in this location.	No amendments should be made in respect of this issue.
Llys Ifor could be used as a coach/group travel office with coach driver facilities such as a rest room, toilet and small kitchen.	There may be scope to incorporate the coach driver facilities identified under proposal C-6 and the plan is sufficiently flexible as to encourage this if all parties are in agreement.	No amendments should be made in respect of this issue.
The Council's destination and events team could relocate into the same building so that support is on hand.	There may be some scope to incorporate an element of office space within the proposal. However, the Draft Masterplan cannot prescribe who would occupy the office space.	No amendments should be made in respect of this issue.

**B - 2 Cardiff Road and the area around the station**

Issues Raised	Officer Response	Recommendation
It is important that the night-time economy reflects a broad range of facilities and services to reflect the needs of all ages. A danger exists that development will focus on drinking and takeaway food culture.	The Draft Masterplan is clear in paragraph 6.10 that the expansion of the night-time economy would be focused around business and family friendly eateries and wine bars. It is not the intention to expand the heavy drinking and takeaway food establishments within the town, as it is recognised these reflect badly on the reputation of the town.	No amendments should be made in respect of this issue.
It is considered that the Police have insufficient capacity to support an increase in the night time economy.	The comments are noted. However, Gwent Police have not raised any concerns as part of this consultation.	No amendments should be made in respect of this issue.

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Issues Raised	Officer Response	Recommendation
The population of North Cardiff is an underutilised resource for Caerphilly businesses as it is only 20 minutes away. Consideration should be given to the range and location of amenities that may appeal to this market.	The need for a study into the potential to improve the night-time economy is identified within the Draft Masterplan, and this will form part of the evidence base to inform the type of provision that would appeal to the North Cardiff market.	No amendments should be made in respect of this issue.

### **B-3 Caerphilly Workmen's Hall and Institute**

Issues Raised	Officer Response	Recommendation
The Workmen's Hall and Institute offers a greater potential than simply utilising the main hall, which can seat up to 400 people, for cinema and theatre purposes. There is the potential for a number of other rooms and areas to be upgraded and utilised for arts and entertainment programmes, projects and events. The Masterplan should recognise the potential to create an arts and entertainment venue that is fit for the modern world while still maintaining the history and heritage of the town.	The wider potential of the Workmen's Hall is noted, together with the potential additional job creation. The document will be amended to reflect this.	Amend Paragraph 6.14 to state <i>"... There is a substantial opportunity to upgrade and enhance the building and its facilities to create an arts and entertainment venue that is fit for the modern world while still maintaining the history and heritage of the town, following the success of examples such as the Newbridge Memo and the Maxime Cinema in Blackwood. The building has a main hall, which can seat over 400 people. This could be upgraded to enhance the entertainment offer. There is also the potential for a number of other rooms and areas to be upgraded and utilised for any number of arts and entertainment programmes, projects and events."</i>

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Issues Raised	Officer Response	Recommendation
The Masterplan notes that there is the potential to create five jobs in the sector. The Workmen's Hall Committee consider that the job creation is more likely to be in the region of 10 employees	The wider potential of the Workmen's Hall is noted, together with the potential additional job creation. The document will be amended to reflect this.	Amend Section 7 B-3 to state " <i>creation of circa 10 jobs in the entertainment and arts sector</i> "

**B-4 Bedwas Workmen's Hall**

Issues Raised	Officer Response	Recommendation
Further events could be held at Bedwas Workmen's Hall, attracting a wider audience, subject to improvements such as the installation of a lift.	The potential of Bedwas Workmen's Hall is recognised within the document. The support for this project is noted.	No amendments should be made in respect of this issue.

**B-5 Enhanced Parking Facilities**

Issues Raised	Officer Response	Recommendation
Consideration is also needed to the impact of events such as the Big Cheese on residents parking.	The representations are noted. These are issues that will be given due consideration as part of a Town Centre Parking Plan.	No amendments should be made in respect of this issue.
Short stay parking fees should be abolished for less than 2 hours. This will increase the number of people using the town centre.		
Support for the improvement of car		

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<b>Issues Raised</b>	<b>Officer Response</b>	<b>Recommendation</b>
parking facilities provided it is planned carefully to increase footfall.		

**C. Maximise the presence of Caerphilly Castle**

**General**

Issues Raised	Officer Response	Recommendation
Caerphilly needs a coherent tourist targeted economy focused on gifts, together with tea rooms and traditional family pubs.	The Draft Masterplan seeks to enhance the tourism economy. It is recognised that there is a need for family friendly eateries that will serve both residents and tourists.	No amendments should be made in respect of this issue.
Shop frontages in the town should adhere to a theme or design code.	The Draft Masterplan identifies the need for façade improvements in the Cardiff Road area. The comment that there is a need for a theme or design code is noted and will be given consideration as the project progresses.	No amendments should be made in respect of this issue.

**Improvements to the Castle**

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Issues Raised	Officer Response	Recommendation
Improved lighting of the Castle at night, as this will enhance the appearance and have positive consequences for the night time economy.	In May 2018, CADW announced a £570,000 investment at the castle to incorporate a new visitor attraction including an interactive maze, dragon's lair and regular live firing of siege engines. It is understood that CADW will also be publishing a strategy document setting out how Caerphilly Castle will move from a tier two visitor attraction to a tier one attraction. This may include some of the improvements that have been suggested as part of the public consultation. At this current point in time the proposals are not known in detail, but the emerging CADW Draft Masterplan for Caerphilly Castle should be referenced under Objective C.	Reference the CADW Masterplan for Caerphilly Castle under Objective C.
Create further innovative attraction such as the dragon within the Castle grounds in March 2016, which drew large crowds.		
Public realm improvements.		
Establish a free entry museum/café at the South Gate entrance from Cardiff Road.		
Utilisation of the water feature – e.g. 'boat on the moat'.		

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Issues Raised	Officer Response	Recommendation
Ice skating rink in the Castle at Christmas.		
Medieval banquets.		
Horse and carts or trains between Castle, Morgan Jones Park and Caerphilly station.		

### Other Proposals

Issues Raised	Officer Response	Recommendation
Refurbishment of the Visitor Centre toilets.	The Visitor Centre toilets are currently in the process of being refurbished.	No amendments should be made in respect of this issue.
The Masterplan should include a package of proposals to enhance the street scene and Council facilities throughout the town. Aesthetic improvements lie within the Council's control.	The Draft Masterplan does already identify that there is a need for facade improvements in a number of areas in the short term, around the top of town (proposals A-4, A-5 and A-6).	No amendments should be made in respect of this issue.
There is a need for a different type of tourist attraction such as a Country Park, as the Caerphilly Basin is the only part of the County Borough that doesn't have one. Ness Tar and Gwern Y Domen have been suggested as potential sites.	The key factors determining the provision of a Country Park is the availability of suitable land, preferably in Council ownership, and the likelihood of funding to deliver it. Two sites have been suggested, both of which are in private ownership. The first site, Ness Tar, would require remediation, and would need to have an after-use with a high land value (i.e. housing) to make it a viable proposition. The second site, Gwern Y Domen, is subject to a current application for housing and the outcome of this will determine its future use.	No amendments should be made in respect of this issue.
A 5km running course (Parkrun).	Parkrun is an organised free weekly run along a designated off road route. There are currently several Parkruns held in the surrounding area, including at Parc Penallta and Ynysangharad Park in Pontypridd, but there is no parkland or trail of a significant size within	No amendments should be made in respect of this issue.

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Issues Raised	Officer Response	Recommendation
	the Caerphilly Basin that could offer a safe and appropriate 5km route. If a route can be developed, this would be supported as it would fit within the principles of Proposal C-4 Activity Tourism.	
A shop mobility scheme.	There is not currently a shop mobility scheme operating within Caerphilly. However, this is something that may address some of the access issues linked to the topography of the town and would be in accordance with Objective J, which supports accessibility for all. This will be given further consideration to determine whether it is realistic.	No amendments should be made in respect of this issue.

**C-1 Park Lane**

Issues Raised	Officer Response	Recommendation
Support for the proposal for a hotel at Park Lane as it allow tourists to stay in the town centre, increasing dwell time and visitor spend.	The representations of support are noted.	No amendments should be made in respect of this issue.

**C-2 Tourism Attraction**

Issues Raised	Officer Response	Recommendation
Support for an additional visitor attraction to expand on the tourism offer in the town. It should be accommodated in a building in close proximity to the town centre.	The representations of support are noted. The Draft Masterplan highlights that this visitor attraction should be in close proximity to the town centre.	No amendments should be made in respect of this issue.



**C-3 Tourism Trail**

<b>Issues Raised</b>	<b>Officer Response</b>	<b>Recommendation</b>
Support for a tourist trail.	The support for a tourist trail is noted.	No amendments should be made in respect of this issue.
The path from Caerphilly Mountain to the town is overgrown and difficult to walk.	The overgrown nature of the footpath/highway verge between Caerphilly Mountain and the town is noted. This is a maintenance issue and is not something that the Draft Masterplan would directly seek to address.	No amendments should be made in respect of this issue.
Reference should be made to the kilns at Wernddu as they have historical importance.	It would be appropriate to reference the Wernddu lime kilns as somewhere that would be an interesting historic attraction as part of a tourism trail.	Add a reference to Wernddu lime kilns in paragraph 6.24.

**C-5 Morgan Jones Park**

<b>Issues Raised</b>	<b>Officer Response</b>	<b>Recommendation</b>
The playground needs to be improved, through the provision of additional play equipment and resurfacing of the floor. There is a need for seating around the splash pad. The tennis courts are under-utilised and could be improved.	Morgan Jones Park is highlighted as proposal C-5, which seeks to improve connectivity between the park and the town centre. The Park has Green Flag status and is considered to be one of the best parks within the County Borough. However, the views of residents on this issue are welcomed and will be shared with the Council's Parks department.	No amendments should be made in respect of this issue.

**C-6 Improvements to Coach Facilities**

<b>Issues Raised</b>	<b>Officer Response</b>	<b>Recommendation</b>
Coach park is at present too far from castle and town centre.	It is recognised that the coach park at Crescent Road is on the edge of the town centre and the route to the castle does not encourage tourists to visit town centre businesses. The Draft Masterplan identifies the need for a coach lay-by at the entrance	No amendments should be made in respect of this issue.

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Issues Raised	Officer Response	Recommendation
	of the Castle.	
Improvement is needed to drop off/pick up of coach passengers outside the castle.	The Draft Masterplan identifies the need for a coach lay-by at the entrance of the Castle.	No amendments should be made in respect of this issue.
Local businesses/attractions need to agree on strategy for welcoming/attracting coaches to the town.	The Council's tourism department actively engage with coach companies to promote Caerphilly as a tourism destination. It is intended that a tourism strategy be produced which will consider this issue in more detail.	No amendments should be made in respect of this issue.

### C-7 Events

Issues Raised	Officer Response	Recommendation
Objection to road closures for events such as the 10k and Velothon.	The comments regarding road closures for events are noted. However, the short term inconvenience for residents needs to be balanced against the substantial economic benefits that events would bring to the Caerphilly Basin.	No amendments should be made in respect of this issue.
There is a need for a regularised street market, with reduced pitch fees to encourage smaller independents to thrive. Use Twyn car park as an outdoor market area.	The regular monthly farmer's market is referenced within the Draft Masterplan. In addition, the Draft Masterplan highlights that the town has a number of events spaces and it would be desirable to expand these. This will support the development of market uses.	No amendments should be made in respect of this issue.

**D. Improve the key gateways**

**D-4 Northern Gateway – former Beulah Church**

Issues Raised	Officer Response	Recommendation
Support for the redevelopment of the site for offices and retail.	The support for the redevelopment of the site is noted. The Draft Masterplan is flexible, and also indicates that residential development would be acceptable in principle on the site.	No amendments should be made in respect of this issue.
The site is owned by two separate landowners, which is holding the process up. The Local Authority should commence discussions with the landowners.	The Council is committed to actively working with landowners to encourage key sites within the town centre to be developed.	No amendments should be made in respect of this issue.

**Northern Gateway**

Issues Raised	Officer Response	Recommendation
Piccadilly Square should be prioritised as one of the key gateways into the town centre.	<p>The Draft Masterplan recognises the Piccadilly area as a key gateway into the town centre. It is recognised that it is dominated by vehicular movements, but that there is potential to redevelop and reconfigure the area.</p> <p>At present, each proposal that forms part of the Northern Gateway has been identified individually as each could come forward as standalone projects. However, there would be merit in preparing a development brief for this whole area, which considers the operation of the junction together with the design principles for development and the potential for exploiting views.</p>	Amend paragraph 6.33 to state that there is a need for a development brief to be produced.

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Issues Raised	Officer Response	Recommendation
Concern about the reference to opening up the area. The environment at this location is weak, principally because it has been designed for vehicular traffic and not people.	This will be considered as part of the development brief proposed above.	No amendments should be made in respect of this issue.
Piccadilly Square should be redefined with clear edges and new buildings to provide for an exciting and modern northern gateway to the town centre.	This will be considered as part of the development brief proposed above.	No amendments should be made in respect of this issue.
Creating views of the Castle just for sake of it should be avoided.	This will be considered as part of the development brief proposed above.	No amendments should be made in respect of this issue.
The wholesale change of this junction should be considered to discourage through traffic and reclaim the space as a square. This was achieved in Poynton - a pedestrian first approach.	This will be considered as part of the development brief proposed above.	No amendments should be made in respect of this issue.

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**D-13 Eastern Gateway - Land between Bedwas Road and Lansbury Park**

Issues Raised	Officer Response	Recommendation
Objection to employment on this site.	If employment is promoted on the site, it is envisaged that it would be small in scale and complementary to adjoining uses in an area with high levels of unemployment. There is a need for additional starter units in Caerphilly Basin, and the inclusion of the proposal will help contribute to this.	No amendments should be made in respect of this issue.

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Issues Raised	Officer Response	Recommendation
This land should be protected from development as it provides an important open landscape.	The site is primarily within the flood plain and any development potential would need to be informed by a Flood Consequences Assessment. In light of these constraints, the majority of the site is likely to remain open.	No amendments should be made in respect of this issue.
It should be used for flood attenuation to protect adjoining residential areas	The site is primarily within the flood plain and any development potential would need to be informed by a Flood Consequences Assessment. In light of these constraints, the majority of the site is likely to remain open.	No amendments should be made in respect of this issue.
Light recreational proposals in keeping with the cycle route should be promoted, in consultation with residents and local councillors.	The Draft Masterplan identifies that the enhancement of the area as a recreation space is the key part of the proposal.	No amendments should be made in respect of this issue.

**E. Create the conditions for the area to become a thriving Metro Hub**

**E - 1 Caerphilly Transport Interchange and Investment Hub**

Issues Raised	Officer Response	Recommendation
Support for the improvements to the Interchange.	The general support for the improvements to the Interchange and park and ride car park is welcomed.	No amendments should be made in respect of this issue.
There is a need to make better use of the space, improve lighting, manage anti-social behaviour, provide secure areas for vulnerable people and provide necessary information on departures etc.	A number of detailed comments have been made regarding the design of the Interchange. These suggestions are welcomed and are issues that will be given due consideration as the design of proposals is progressed.	No amendments should be made in respect of this issue.
In designing an interchange, there will be a need for passengers to have seamless experience of transferring between bus, taxi and train, comfortable and safe waiting areas, to be kept informed about delays and cancellations via easy to read digital information boards, access to toilet facilities, designated safe waiting areas and an accessible taxi rank closer to bus/train departure and arrival areas. There is a need for directional signs to other areas of the town centre, Interchange amenities location maps, visitor information boards to assist visitors to location attractions and	A number of detailed comments have been made regarding the design of the Interchange. These suggestions are welcomed and are issues that will be given due consideration as the design of proposals is progressed.	No amendments should be made in respect of this issue.

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Issues Raised	Officer Response	Recommendation
amenities and the presence of 'transport ambassadors' to deal with passenger enquiries in a personal way. Support for a decked parking area, as it will increase the park and ride capacity.		
Objection to the proposals as the money earmarked for the Interchange redevelopment should instead be put towards offering subsidised public transport.	The objection relating to the cost of the proposal, and the potential for the funding to be utilised for subsidised transport is noted, but the issue of subsidised travel is not a matter that the Draft Masterplan is able to address.	No amendments should be made in respect of this issue.

**E-2 Expansion of Caerphilly Business Park**

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Issues Raised	Officer Response	Recommendation
The existing vacant units on the Business Park should be filled before further expansion takes place.	Vacancy rates in Caerphilly Business Park are low, and the units that are vacant are those that are in need of modernisation. The Draft Masterplan states that as units become vacant, there is the intention to redevelop or refurbish units, in addition to the construction of modern, purpose built offices.	No amendments should be made in respect of this issue.
There are also empty properties in other locations, such as Pontywindy Industrial Estate that could be used instead.	It is recognised that there are empty units on industrial estates within the Caerphilly Basin. The reason that many units are empty is that they do not meet the needs of modern day employers. The modernisation of these units would be supported. However, to encourage new businesses to invest in the Basin, there is a need for modern new build office accommodation as well.	No amendments should be made in respect of this issue.

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Issues Raised	Officer Response	Recommendation
This will increase traffic on Van Road and should not be allowed until existing traffic management and parking issues are addressed.	The issue of traffic generation will be considered by the Council's highways department as part of the planning application process whilst parking issues will be considered through the proposed Town Centre Parking Plan.	No amendments should be made in respect of this issue.
The proposal would be expensive as an additional metro station is proposed.	A metro station serving the Business Park would be developed as part of wider Metro proposals to improve connectivity to the region. This is likely to have significant economic benefits.	No amendments should be made in respect of this issue.
The Business Park should be released for housing to alleviate pressure on greenfield sites, and existing businesses should be encouraged to relocate into the town centre, which would increase footfall during the day and evening.	The Draft Masterplan has been prepared in accordance with the LDP, where the land in question is allocated for employment use. The redevelopment of the Business Park for an alternative use such as housing would be contrary to planning policy, and would require the relocation of a significant number of viable businesses. It is not considered that this alternative use is appropriate.	No amendments should be made in respect of this issue.
The longer term relocation of businesses to more accessible and sustainable locations such as Trecenydd Business Park and Wingfield Colliery would also reduce town centre through traffic.	The comments in relation to Trecenydd and Wingfield Colliery (Llanbradach Park and Ride) are noted. Both sites are identified for employment purposes as part of Objective G. There is a substantial need for additional employment land within Caerphilly Basin and the Draft Masterplan seeks to promote a range of sites. The expansion of the Business Park will form an important part of the employment portfolio. It is considered that Caerphilly Business Park is in an accessible and sustainable location, given its proximity to the town centre and public transport interchange.	No amendments should be made in respect of this issue.



**E-3 Ness Tar and Pesci's Scrap Yard**

Issues Raised	Officer Response	Recommendation
The re-use of this brownfield site is supported.	The support for the redevelopment of this major brownfield site within a key location within the town is welcomed.	No amendments should be made in respect of this issue.
There is carcinogenic material buried at Ness Tar Plant, so its redevelopment would be dangerous. This could cause unacceptable health risks if disturbed through the creation of harmful dust particles during construction work, potential for toxins to remain and a risk of water pollution.	It is recognised that the site is highly contaminated. A full site investigation will be required to assess the level of contamination, and the appropriate treatment of any contamination will be undertaken in accordance with Environmental Regulations to ensure that there is no risk to human health.	No amendments should be made in respect of this issue.
The site should be used as an extension to Caerphilly Park and Ride to encourage travel via more sustainable modes.	The cost of the remediation process will be significant, and the funding required to facilitate this will be dependent upon a beneficial after-use for a high value use such as housing. The site would require remediation for the alternative uses suggested, but none of these would generate a development value that would result in a viable development.	No amendments should be made in respect of this issue.
Pesci's scrap yard is next to the Caerphilly Woodland Trust Site, which is an SSSI and is home to dormice and other rare fauna on site.	An ecological survey would need to be undertaken to support any planning application, which would consider the potential impact of any remediation and development on the SSSI.	No amendments should be made in respect of this issue.
The site should be landscaped and re-purposed for leisure uses or a country park, which would provide a welcoming impression of the town.	The cost of the remediation process will be significant, and the funding required to facilitate this will be dependent upon a beneficial after-use for a high value use such as housing. The site would require remediation for the alternative uses	No amendments should be made in respect of this issue.

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Issues Raised	Officer Response	Recommendation
	suggested, but none of these would generate a development value that would result in a viable development.	
The Industrial Chimney should be retained as a key part of the history of the area.	Reference to the sensitive restoration and integration of the chimney as part of the redevelopment of Pesci's is already included.	No amendments should be made in respect of this issue.
The area should be an outdoor activity centre or a caravan and camping site.	The cost of the remediation process will be significant, and the funding required to facilitate this will be dependent upon a beneficial after-use for a high value use such as housing. The site would require remediation for the alternative uses suggested, but none of these would generate a development value that would result in a viable development.	No amendments should be made in respect of this issue.
Ness Tar is no longer "a depressingly negative impression of Caerphilly" as it is covered in bushes and trees. It is suggested that it be planted with species that are tolerant of pollution.	It is accepted that there has been some natural regeneration of Ness Tar, which has improved the visual appearance. However, Ness Tar is clearly a still brownfield site and the land, together with Pesci's scrapyards still creates a negative impression of Caerphilly. However, the description of the land as "depressingly-negative" is a strong term and could be toned down in line with the comments received.	Delete the word "depressingly."
The relocation of the leisure centre to this site would not be as sustainable of the current facility, which is co-located with other facilities and is accessible.	The comments are noted. The Leisure Centre proposals are considered as part of Objective I below.	No amendments should be made in respect of this issue.
Given the proximity to the public transport interchange, there is potential for the site to be developed with no parking provision. Live/work units would encourage this.	The exact details with regards to the mix of uses and car parking provision would need to be considered at detailed design stage.	No amendments should be made in respect of this issue.
The inclusion of Plymouth Estates land	The Plymouth Estates land, also known as Nant Y Calch Farm,	No amendments should be made in

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<b>Issues Raised</b>	<b>Officer Response</b>	<b>Recommendation</b>
<p>should be clarified, as it suggests an intention to release greenfield land for development, contrary to stated aims.</p>	<p>is the greenfield land directly south of Ness Tar. The site is outside of the settlement boundary in the adopted LDP and consequently the policy position is that the development of the site for housing is contrary to the development plan. The Draft Masterplan reflects this position. As the site has not been subject to a recent planning application or pre-application advice, the land has not been identified as a greenfield site with pressure for housing as part of Figure 14. The indicative route of the South East Bypass will potentially cross the site.</p>	<p>respect of this issue.</p>

**F. Improve connectivity within the Caerphilly Basin and to other areas**

**General**

Issues Raised	Officer Response	Recommendation
General support for the Metro	The general support for the Metro is welcomed.	No amendments should be made in respect of this issue.
There would be little need to improve connectivity if sufficient employment opportunities were offered in the immediate area.	It does not follow that, where an area has sufficient employment opportunities to provide a job for each person in that area, the need to improve connectivity is removed. Cardiff has more employment opportunities than economic population but still has a daily out-commute of 13,000 vehicles. The location of work is a personal matter and many factors play a part in where people live and work. In addition one of the key overall aims for the Draft Masterplan is to increase the number of people who come into the Caerphilly Basin, for both for tourism and retail reasons. Increasing visitors means that fast and efficient access, particularly by public transport (to support sustainable transport) is essential and this will require increased connectivity to deliver it.	No amendments should be made in respect of this issue.
Late night public transport is essential if Caerphilly is going to develop its night time economy.	It is agreed that public transport needs to be expanded both in terms of its connectivity and its times of operation. Promoting sustainable transport means providing transport for everyone, irrespective of their hours of work or leisure. Expanding public transport services longer into the night and earlier in the morning is in keeping with providing transport for all.	No amendments should be made in respect of this issue.
There is conflict between mountain bikers and other residents on Caerphilly Mountain. The Council	The council continues to work with landowners and other agencies in promoting walking and cycling and addressing any issues that arise. However, it should be noted that land on	No amendments should be made in respect of this issue.

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Issues Raised	Officer Response	Recommendation
needs to work with the Forestry Commission to create approved areas for people to ride.	Caerphilly Mountain is not in council ownership and, whilst the council does seek to work with landowners, it has no control over the land and cannot enforce any changes. The council will continue to work with the landowners to resolve any conflicts	
Development of more cycle and pedestrian routes.	The Council's Active Travel Integrated Network Map, the 15 year plan for improving the network of pedestrian and cycling routes, was formally agreed by Welsh Government in February 2018 The Map identifies over 100 network improvements across the county borough. The plan is to be reviewed every three years and this will enable future improvements to be identified that will link Metro locations and key sites within the Caerphilly Basin, including the town centre, continuing to increase accessibility throughout the Caerphilly Basin.	No amendments should be made in respect of this issue.

### Alternative Highway Proposals

Issues Raised	Officer Response	Recommendation
A469 link between Coed-y-Brain roundabout and A468 south of Pwllpant, to reduce traffic on Cedar Tree Gyratory - utilising disused railway corridor.	The alternative proposals have not been the subject of any feasibility or assessment work. As a result it would be inappropriate to include any of the proposals, as the implications of the proposals and their potential knock-on effects on the highway network have not been considered. In addition the proposals include land not in council ownership, which introduces the real risk that the proposals could not be delivered, whilst many of the proposals are identified on greenfield land which has previously been the subject of significant public opposition. As a result the proposals, as they stand, are not suitable for inclusion in the current Draft Masterplan.	No amendments should be made in respect of this issue.
Amend Bedwas Bridge proposals to provide for direct dual carriageway route between Trethomas and Cedar Tree - discouraging town centre through traffic.		

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Issues Raised	Officer Response	Recommendation
Consider closing off Mountain Road between Snack Bar and Picnic area to reduce through traffic and congestion.	However, the council will need to continue to monitor the transport situation in the Caerphilly Basin and these schemes will need to be considered as part of the process of identifying future improvements for the strategic network.	
Consider one way traffic on Van Road - East Bound Only - to short stretch opposite Café 146.		
Restrict junction at top of Wedgewood Court to left turn only onto link road. (Both to limit amount of traffic cutting through town).		
Consider pavement widening to White St/ Clifton St, including 1metre wide planted strip - to encourage slower traffic speeds and provide safer access for properties directly addressing the street.		
There is a need for an M4 junction at Lisvane/Thornhill. This would benefit the economic development and infrastructure in Caerphilly Basin and alleviate congestion at Junction 32 Coryton.		
There is a need for another main road serving the Aber Valley.		

**F-1 Llanbradach Park and Ride**

Issues Raised	Officer Response	Recommendation
<p>The development of the park and ride would increase traffic within Llanbradach.</p>	<p>The Llanbradach Park &amp; Ride is an allocation in the Adopted Caerphilly County Borough Local Development Plan up to 2021, which has been the subject of significant public consultation and independent examination. As such Objective F-1 only reflects the position in the Adopted LDP.</p> <p>The Draft Caerphilly Basin Masterplan is not the vehicle to reconsider the Adopted LDP or its allocations, as this is appropriately done through a review of the existing plan or the preparation of a new LDP.</p> <p>The Llanbradach park &amp; ride proposal represents a significant opportunity for intercepting car journeys prior to them entering the Caerphilly Basin. In order to make the park and ride an attractive proposition, direct access from the Llanbradach bypass would be essential. Access to the site is proposed directly from the Wingfield Junction, providing a direct access to the park and ride from the bypass. Given this, the traffic is likely to come directly off the bypass into the park and ride facility without entering Llanbradach, meaning there would be little, if any, impact on the traffic levels in Llanbradach.</p>	<p>No amendments should be made in respect of this issue.</p>
<p>It would result in a loss of an important and well used green space.</p>	<p>Whilst the site is open and access to the site is unrestrained, the site has been allocated for the Park and Ride development in the Adopted LDP. There is a significant amount of open land in</p>	<p>No amendments should be made in respect of this issue.</p>

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Issues Raised	Officer Response	Recommendation
	the immediate vicinity to this site that could equally be used for such purposes.	
The site has ecological value.	The site has not been identified as a Site of Importance for Nature Conservation or Local Nature reserve and, as such, has not been identified as a site of nature conservation importance. Development of the site would be required to mitigate against any adverse impacts on important ecological areas, but this would not preclude development of the park and ride.	No amendments should be made in respect of this issue.

**F-2 Newport Machen Rail Line**

Issues Raised	Officer Response	Recommendation
Support for the re-opening of the line to Newport.	The support for the proposal to reinstate the former Newport Machen line for passenger services is welcomed	No amendments should be made in respect of this issue.
A halt at Lansbury Park, with park and ride facilities, would not be supported as it would cause damage to a Site of Importance for Nature Conservation and increase pressure to develop Gwern Y Domen.	Lansbury Park is the most deprived area in Wales and is the subject of significant action to improve the lives of its residents. Increasing accessibility to education and employment opportunities by providing direct access to the rapid transport network of the Metro will not only assist in meeting City Deal and Metro objectives, but will also assist in the regeneration of this area. Given the positive benefits that a halt serving Lansbury Park would have, it would be inappropriate for it not to be proposed. The Gwern Y Domen proposal is not based on the provision of this halt, and the planning application will be considered and determined on its relative merits. As such the provision, or not, of a halt at this location will not influence the decision on this proposal.	No amendments should be made in respect of this issue.



**F-3 Caerphilly South East Bypass**

A total of 341 responses were received that related to the inclusion of the Caerphilly South East bypass. Of these, 4 were in support of the proposal and 337 were against the inclusion of the bypass within the Draft Masterplan for a range of reasons that are detailed within the report of public consultation. Comments that referred specifically to the remediation and redevelopment of the Ness Tar Plant are addressed under Proposal E-3.

**Support**

Issues Raised	Officer Response	Recommendation
The bypass will improve access to Cardiff and the motorway, which will be beneficial for businesses and those who are self-employed.	The representations of support are noted.	No amendments should be made in respect of this issue.
The bypass is essential for economic growth.		
A good road infrastructure will attract businesses, residents and tourists, and reduce isolation.		
The proposal is supported, as it will reduce peak time congestion on Mountain Road and St Martins Road.		
The stopping up of Mountain Road upon completion of the bypass is supported, as it would improve safety for pupils at St Martins School.		
There is an urgent need to reduce the high and unlawful pollution levels in Clifton Street and White Street.		
The air quality is particular poor in around the library, which is an area well used by school children, as well as many other people		
The bypass will allow for the development of Ness Tar to provide much needed housing.		
The bypass would allow for the pedestrianisation of Cardiff Road.		

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**Objection:**

Issues Raised	Officer Response	Recommendation
Construction activity risks disturbing carcinogenic material buried at the Tar Plant.	The Draft Masterplan includes the safeguarding of a route for the Caerphilly South East Bypass.	Include a paragraph in the introduction to state: "Many of the projects identified in the Masterplan are aligned to proposals within the adopted LDP. It should be noted that the Adopted LDP plan period ends in 2021 and the plan will need to be reviewed to provide the policy framework for the period beyond 2021. Furthermore, relevant proposals may also be included within a Strategic Development Plan for the Cardiff Capital Region. The Masterplan will need to be reviewed to take into account relevant policies and proposals in future development plans at the appropriate time."
It will irrevocable damage a vital part of our natural resources, cutting through the green heart of Nant y Calch Farm, a site of importance for nature conservation (SINC) and a popular outdoor resource. It would car the landscape, visible from right across Caerphilly Basin.	This is an allocation in the Adopted Caerphilly County Borough Local Development Plan up to 2021, which has been the subject of significant public consultation and independent examination. As such Objective F-3 only reflects the position in the Adopted LDP.	
It will open up Caerphilly Mountain to unnecessary housing development.	The Draft Masterplan is not the vehicle to reconsider the Adopted LDP or its allocations, as this is appropriately done through a review of the existing plan or the preparation of a new LDP.	
It will pave the way for a second bypass behind St Martin's School and Castle View.		
It will be dangerous for motorists. At 15% gradient the proposed bypass would be almost twice the Department for Transport maximum gradient for new roads, in an area that poor conditions in winter.	It should be noted that the Adopted LDP plan period ends in 2021 and the plan will need to be reviewed to provide the policy framework for the periods beyond 2021. A review of the LDP will inevitably mean changes to allocations and policies. As a result a review of the Adopted LDP will also require a review to be undertaken to the Masterplan to ensure that it is in accordance with the Adopted LDP. If a review of the LDP omitted the allocation for the Bypass, then the subsequent review of the Masterplan would need to reflect the change in circumstances.	
There have been a number of accidents on Mountain Road as it is too steep.		
It would destroy greenbelt land.		
It would result in the loss of a working farm at Nant Y Calch, which specialises in beef and milk.		
The proposal will impact on the trails available for mountain bikers, which will impact on the ability of people to keep active.		
The proposal for a bypass has no status as the Local Development Plan was withdrawn.		
More sustainable approaches should be explored that addresses the root causes of congestion. Road	In order to clarify matters, is proposed to include	

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Issues Raised	Officer Response	Recommendation
building will result in more traffic.	a paragraph in the document to specify that the	
The construction of a new road would not complement the South East Wales Metro concept, which enhances public transport and more sustainable transport measures. It would also conflict with the Active Travel Act.	Masterplan would need to be reviewed to take into account relevant policies and proposals identified in future development plans.	
The Masterplan states in paragraph 3.2 that Caerphilly has good connections to Cardiff and the M4. This means that a bypass is not needed.	Whilst the comments are noted, it is not proposed that the Masterplan should be changed to remove the bypass.	
Welsh Government have previously criticised the proposal.		
It is questioned how a South Eastern bypass and new housing would help achieve the Vision as it will result in increased congestion, travel times, air pollution, parking issues and footfall in the town centre and Caerphilly therefore will not be a place where people want to live, work and visit.		
There has been a decline in traffic levels using Mountain Road by 1,200 vehicles per day since 2005.		
The bypass would increase traffic travelling to Cardiff via Mountain Road, which would impact on the residents of North Cardiff. This is at odds with Cardiff Council's strategy for reducing vehicular commuting into Cardiff.		
The bypass will increase traffic, noise and air pollution on the Lansbury Park distributor road.		
Concern for the safety of children at St. James and St. Helens school due to increased traffic on the distributor road.		
It would lead to traffic congestion on Caerphilly		

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Issues Raised	Officer Response	Recommendation
<p>Mountain itself.</p> <p>It is not felt that there is an issue with traffic congestion, except at peak times, which can be avoided.</p> <p>The Caerphilly Town Centre Action Plan (2014) states that improvements to the existing highways network would reduce town centre NO2 pollution by 16% with only 1% further reduction with the construction of a south east bypass.</p> <p>Concentrations of town centre air pollution have decreased by 30% without road improvements. Since 2013 recorded NO2 pollution has been within the national target of 40ug/m3 annual mean, which means there is no case for a bypass on air quality grounds.</p> <p>It will create noise pollution.</p>		
<p>The existing Northern bypass should be upgraded before new bypass routes are considered.</p> <p>It is premature to develop a road as the effects of the improvements to the Cedar Tree roundabout are not yet known.</p> <p>Cefn Carnau Lane could be widened and improved as an alternative route.</p> <p>The use of a bridge over the railway rather than a tunnel will cost less and will reduce disruption to the train service.</p> <p>A tunnel between Van Road and Capel Gwilym in Thornhill could be developed.</p> <p>The proposed bypass could provide a route between Van Road and Mountain Road via King Edward</p>		

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Issues Raised	Officer Response	Recommendation
Avenue, rather than at a higher point.		
Construction of the bypass would cost £30m. The economic costs would outweigh the economic benefits.		
Previous road development schemes (e.g. the Cedar Tree roundabout improvements) have had a detrimental impact on residents and it is considered that this scheme would cause further disruption.		
The focus should be on addressing the current issues of illegal parking, incorrect use of access roads and rat running rather than increasing vehicle numbers by building a bypass.		
Poor traffic management at St Martin's Road Church and the Cardiff Road bus stops are contributing to the congestion.		
A bypass will have a negative impact on retailers within the town as there will be less vehicles travelling past shops, which may have otherwise stopped to have made a purchase.		
There may be issues for access for emergency vehicles during the construction work.		

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**Figure 12**

Issues Raised	Officer Response	Recommendation
Cycle links to Ystrad Mynach should be included. These should be on a flat a gradient as possible to encourage usage.	The Rhymney Valley Liner Route connects to National Cycle Network (NCN) route 4 at Bedwas and also links into the Caerphilly Radial routes that provide local access throughout Caerphilly. The Rhymney Valley Linear route provides a dedicated cycle/walking route north from Caerphilly to Ystrad Mynach and beyond. The	No amendments should be made in respect of this issue.

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Issues Raised	Officer Response	Recommendation
	Draft Masterplan only shows NCN Routes for the reasons outlined above and, therefore, the Rhymney Valley Linear Route is not shown. Whilst not being shown, the links between Caerphilly and Ystrad Mynach are already in place.	
The link to Abertridwr could be better by continuing up Energlyn Terrace and then connecting with the former Aber Valley railway line. This would avoid the steep hill at the entrance to Hendredenny, which is presently a major traffic route.	Figure 12 shows the principal routes connecting the Caerphilly basin to other main settlements. Given the scale of the map, and the purpose of the figure, it was considered appropriate to include only the National Cycle Network (NCN) routes, as it is these that are intended to provide longer distance cycling/walking routes connecting settlements. As a result other routes, such as the longer distance cycle routes (e.g. Rhymney Valley Linear Route from Rhymney to Caerphilly and Bedwas) and the Active Travel Integrated Network Map routes (which show more local routes), are not shown in the Figure. Given the small scale of the map, and the number of routes that are included in the Integrated Network Map, inclusion of all of the routes would result in a cluttered diagram that would be unintelligible. As a result it is not proposed to show the other routes on this Figure.	No amendments should be made in respect of this issue.
Reference should be made to the Active Travel Integrated Network Map, not the Integrated Map or Active Travel Plan.	In order to ensure consistent terminology through the document, it is accepted that this minor editorial amendment is need.	Amend the terminology for the Active Travel Integrated Network Map.

**G. Provide the conditions to strengthen employment opportunities**

**G-2 Land adjoining Llanbradach Park and Ride**

Issues Raised	Officer Response	Recommendation
Employment uses should be intensified on this site.	The Draft Masterplan identifies that this site will offer the potential for high quality B1 offices units and/or start up units in what will be a highly accessible location. The number of units and density is a matter to be considered at detailed design stage.	No amendments should be made in respect of this issue.

**G-3 Treceynydd Business Park**

Issues Raised	Officer Response	Recommendation
Employment uses should be intensified on this site.	The Draft Masterplan indicates that there is the potential for the redevelopment of the site to create fit for purpose B1 offices. The number of units and density is a matter to be considered a detailed design stage.	No amendments should be made in respect of this issue.

**H. Support the development of housing, including affordable housing, together with the necessary infrastructure on previously developed land and in sustainable locations within settlements**

A number of representations were made regarding the principle of further housing development within Caerphilly Basin.

**Greenfield Sites with Pressure for Development**

<b>Issues Raised</b>	<b>Officer Response</b>	<b>Recommendation</b>
The greenfield Gwern Y Domen site should be protected from development .	There is a current planning application pending determination on this site for housing. The detail of the application will be considered by planning committee in due course. The inclusion of the site within the Draft Masterplan reflects the current planning status.	No amendments should be made in respect of this issue.
Gwern Y Domen could be developed as a tourism attraction e.g. cycling, horse riding, glamping).	There is a current application pending determination on this site for housing. The detail of the application will be considered by planning committee in due course. The inclusion of the site within the Draft Masterplan reflects the current planning status.	No amendments should be made in respect of this issue.
Virginia Park should be protected - it should be identified for tourism instead e.g. caravan club site.	There is a current application pending determination on this site for housing. The detail of the application will be considered by planning committee in due course. The inclusion of the site within the Draft Masterplan reflects the current planning status.	No amendments should be made in respect of this issue.

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**Additional Development Opportunities**

<b>Issues Raised</b>	<b>Officer Response</b>	<b>Recommendation</b>
The land opposite Bedwas School, currently occupied by a taxi firm offers a development opportunity	The suggestion of additional development sites is welcomed. However, the land opposite Bedwas School is a 0.01 Ha and, whilst it may have development potential, it is too small for inclusion within the Draft Masterplan.	No amendments should be made in respect of this issue.
The former Ty'n y Pwll Pub in Trethomas could be redeveloped.	The Ty'n Y Pwll site was granted planning permission for a 32 bed care home in 2016	No amendments should be made in respect of this issue.



**I. Provide a suitable level of community leisure and education facilities to support the potential level of population and housing growth in the Caerphilly Basin**

**I-1 Caerphilly Leisure Centre**

Issues Raised	Officer Response	Recommendation
Support for the potential relocation of the Leisure Centre to the top of town (Ness Tar)	The representations associated with the potential redevelopment or relocation of the Leisure Centre are noted. At the time of preparation of the Draft Masterplan, no decision had been made regarding the future of the Leisure Centre and therefore the Draft Masterplan is flexible to allow the consideration of a number of different options.	No amendment to the document should be made in respect of this issue.
Objection to the relocation of the Leisure Centre to an alternative site, as the out of town location will encourage car use.	The representations associated with the potential redevelopment or relocation of the Leisure Centre are noted. At the time of preparation of the Draft Masterplan, no decision had been made regarding the future of the Leisure Centre and therefore the Draft Masterplan is flexible to allow the consideration of a number of different options.	No amendment to the document should be made in respect of this issue.
There is sufficient land around the existing Leisure Centre to redevelop and expand the facilities on the existing site.	The representations associated with the potential redevelopment or relocation of the Leisure Centre are noted. At the time of preparation of the Draft Masterplan, no decision had been made regarding the future of the Leisure Centre and therefore the Draft Masterplan is flexible to allow the consideration of a number of different options.	No amendment to the document should be made in respect of this issue.

**School Provision (Section 6.64)**

Issues Raised	Officer Response	Recommendation
<p>The Council has approved the 'Band B' proposals for the Welsh Government (WG) 21st Century Schools and Education Programme, which totals £110million for new school builds, amalgamations, school refurbishments and expansions at sites across the whole county borough between 2018/19 and 2025/26. These short to medium term proposals will therefore run parallel with the Caerphilly Basin Masterplan. These proposals should incorporate the 21<sup>st</sup> Century School Programme into the Masterplan to link future education opportunities with employment in the Caerphilly Basin.</p>	<p>At the time of preparation of the Draft Masterplan, the 21<sup>st</sup> Century Schools Programme Band B projects had not been agreed, and as a consequence it was not possible to include the detailed proposals as part of the consultation draft. At a meeting of Cabinet on 25<sup>th</sup> April 2018, these projects were agreed in principle, subject to funding being confirmed for individual projects, business cases being approved by Welsh Government and the outcome of individual consultations. As a result, it is considered appropriate to include these projects within the Draft Masterplan.</p> <p>The key proposals relating to the Caerphilly Basin are as follows:</p> <ul style="list-style-type: none"> <li>- New build school to replace the existing Tynywern Primary School on the Bedwas High School site (£5.5 million)</li> <li>- Refurbishment of the existing Tynywern Primary School site to create a new Welsh Medium Primary School (£750k)</li> <li>- New build school to replace the existing Plasfelin School on the current school site (£9 million)</li> <li>- Expansion of St James Primary School (£2 million)</li> </ul> <p>Each project will be subject to a full consultation process as prescribed by WG in the School organisation code 2013. In addition there is a refurbishment programme of £33million planned for schools across the Caerphilly Borough. The schools are yet to be identified, but is likely to include the Caerphilly Basin Secondary schools. At this stage, it is not possible to include these proposals within the Draft Masterplan.</p>	<p>Incorporate the known 21<sup>st</sup> Century Schools projects in the Draft Masterplan.</p>

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Issues Raised	Officer Response	Recommendation
The development of Welsh Language Sixth Form provision at Y Gwyndy is important.	Y Gwyndy is part of Ysgol Gymraeg Cwm Rhymni, which is one Welsh language secondary school, split across two sites. The delivery of sixth form over the two sites is for the school to determine.	No amendment to the document should be made in respect of this issue.

### **Other Proposals (Community and Leisure Facilities)**

Issues Raised	Officer Response	Recommendation
Caerphilly Miners Centre for the Community is already fulfilling a pivotal role in the local community, even though the Centre is not yet complete. The next phase of the Centre's development will include a small hall, which can be used for a variety of events. The Centre should therefore be recognised as an 'agent' of social regeneration.	It is recognised that the Caerphilly Miners Centre for the Community is not currently referenced in the plan. The expansion of the facility would be a welcome addition to the community facilities within the town and as such it would be appropriate to include the second phase of the development within the Draft Masterplan as a proposal. The inclusion of the Centre within the Draft Masterplan would be beneficial for future funding bids. It would also raise its profile as a community centre.	Include the Caerphilly Miners Centre for the Community as an additional community proposal.
There is a need for more projects for young people, such as skate parks.	The Draft Masterplan indicates that a plan will be developed for the improvement or replacement of facilities to meet the needs of the population. The Council's Leisure and Activity Strategy, which is currently in the process of being prepared, will consider the demand for facilities for young people.	No amendment to the document should be made in respect of this issue.
Ysbyty Ystrad Fawr should be upgraded to an accident and emergency hospital.	The facilities offered at Ysbyty Ystrad Fawr are a matter for the Aneurin Bevan University Health Board and are therefore outside the remit of the Plan.	No amendment to the document should be made in respect of this issue.
Further community centres should be	There are a number of community centres already within the	No amendment to the document

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Issues Raised	Officer Response	Recommendation
provided.	Caerphilly Basin. The respondent has not identified a specific location where they consider that there is a shortage of provision. The Draft Masterplan will be amended to include the Caerphilly Miners Centre for the Community.	should be made in respect of this issue.
Church facilities should be promoted.	It is recognised that churches offer facilities such as church halls that can be utilised by community groups and this is welcomed. However, no specific projects have been identified by the respondent for inclusion in the Draft Masterplan.	No amendment to the document should be made in respect of this issue.

**K. Ensure all of Caerphilly's communities are able to engage and benefit from the Masterplan**

**General**

Issues Raised	Officer Response	Recommendation
<p>Whilst reference is made to Lansbury Park, there is little to address the needs of other deprived estates, such as Churchill Park.</p>	<p>Lansbury Park has been highlighted specifically in the Draft Masterplan as it is identified in the Welsh Index of Multiple Deprivation (WIMD) as the most deprived area of Wales. However, paragraph 6.66 onwards of the Draft Masterplan states that a new way of working, where public services are delivered collectively and communities are empowered to make decisions, will be implemented in a number of the other deprived communities. It is important that the Draft Masterplan is considered alongside 'A Foundation for Success' as this sets out a wide range of initiatives aimed at the most deprived communities.</p>	<p>No amendment to the document should be made in respect of this issue.</p>

**Q7 Do you have additional comments?**

**Appendix 2 - Well-being of Future Generations**

Issues Raised	Officer Response	Recommendation
<p>The assessment is poor in its approach and superficial. The Plan misses key opportunities to maximise delivery of all the wellbeing goals. It exemplifies the weaknesses identified by the future generations Commissioner in regard to wellbeing plans and their inadequacy in meeting environmental outcomes</p>	<p>This issue has also been raised in respect of the Vision, Strategic Objectives and Development Strategy and a number of recommendations in respect of Appendix 2 and the main text of the document have been considered in these sections.</p>	<p>The proposed amendments in respect of Appendix 2 are detailed in previous sections of this report.</p>

**Status of the Masterplan**

Issues Raised	Officer Response	Recommendation
<p>Paragraph 1.6 states that “<i>The Masterplan has been prepared within the context of the adopted Caerphilly County Borough Local Development Plan (LDP)</i>”. It would be useful if the document clarified whether the document will comprise adopted Supplementary Planning Guidance which would be a material consideration to be taken into account when determining planning applications.</p>	<p>As stated in Section 1.8 of the Caerphilly Basin Draft Masterplan, the document is one of a series of area specific strategies aimed at delivering the objectives of ‘A Foundation for Success.’ Given the site specific nature of the document, and the fact that it has been prepared within the context of the Local Development Plan, the Draft Masterplan will also be Supplementary Planning Guidance. This will be clearly set out within the Council report and, for reasons of clarity, a statement should be included within the Draft Masterplan to clarify its status.</p>	<p>Include a statement within the Draft Masterplan to clarify that the document will be Supplementary Planning Guidance to the adopted Caerphilly County Borough Local Development Plan Up to 2021.</p>

**Investment**

Issues Raised	Officer Response	Recommendation
<p>Investment and new development should be directed towards the more deprived communities in the north of the County Borough rather than Caerphilly Basin.</p>	<p>The Caerphilly Basin Draft Masterplan is the first in a series of targeted action plans and strategies aimed at capturing regeneration opportunities on key sites throughout the County Borough. 'A Foundation For Success' - the Regeneration Strategy for the County Borough, identifies that Draft Masterplans will be prepared for Rhymney/Bargoed Strategic Hub, Oakdale/Blackwood Strategic Hub, Ebbw Valley/Risca Strategic Hub to coordinate major development opportunities and enhancement and inform a programme of investment.</p> <p>Caerphilly Basin was identified as the first Draft Masterplan as it formed part of the area identified as a Strategic Hub by the Valleys Task Force, where public money would be focussed to provide opportunities for the private sector to invest and create new jobs. The current Town Centre Action Plan is outdated and there is an urgent need to have Strategy in place to identify projects upon which funding bids can be developed. A Draft Masterplan for the Ystrad Mynach area, which also forms part of the strategic hub, is also being prepared.</p>	<p>No amendments should be made in respect of this issue</p>

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**Timescales and Priorities**

Issues Raised	Officer Response	Recommendation
<p>The projects have not been prioritised in terms of their costs and benefits or timescales. It is not clear how this prioritisation will take place.</p>	<p>Following the adoption of this document, it is the intention of the internal working group to consider Section 7 of the Draft Masterplan to agree the likely timescales for development and to determine priorities. A range of criteria will be developed and agreed with the</p>	<p>No amendment to the document should be made in respect of this issue.</p>

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Issues Raised	Officer Response	Recommendation
	working group to determine how the projects will be prioritised. The costs and potential benefits will be factors in this consideration.	
How will the funding for the projects be affected by Brexit and decreased public sector funding?	It is acknowledged that Brexit will have an impact on the amount of European grant funding that will be available to assist in the funding of the proposals in the Draft Masterplan. It is therefore important that the Council seeks to exploit funding opportunities from a range of funding streams.	No amendment to the document should be made in respect of this issue.

### Funding

Issues Raised	Officer Response	Recommendation
It is unclear how the majority of the projects will be funded.	One of the key motivations behind the preparation of the Draft Masterplan is to identify projects that could benefit from funding in the short, medium and long term. City Deal is a 20 year programme so it is entirely reasonable that the majority of projects do not have certain funding streams assigned to them at this time.	No amendment to the document should be made in respect of this issue.
How will the funding for the projects be affected by Brexit and decreased public sector funding?	It is acknowledged that Brexit will have an impact on the amount of European grant funding that will be available to assist in the funding of the proposals in the Draft Masterplan. It is therefore important that the Council seeks to exploit funding opportunities from a range of funding streams.	No amendment to the document should be made in respect of this issue.



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**Cost of Preparation**

Issues Raised	Officer Response	Recommendation
It is considered that the use of consultants to prepare the document was a waste of public money.	The document was prepared in-house by the Council's Planning and Regeneration department, in consultation with relevant officers from other departments and other key stakeholders. There was consequently no cost associated with consultants in the preparation of the Draft Masterplan.	No amendment to the document should be made in respect of this issue.

**Stakeholder Involvement**

Issues Raised	Officer Response	Recommendation
The Masterplan exercise is a plan and consult model, as opposed to a consultation then plan.	The proposals in the Draft Masterplan have been derived from extensive stakeholder involvement, so the approach has been one of consultation/engagement, then plan. Evidence from previous consultations as part of the LDP process has indicated that the general public are more engaged in consultations with a site specific dimension. Consultations that are more strategic in nature generally generate a lower response rate, and in order to avoid consultation fatigue, it was considered more appropriate to undertake wide-scale consultation on the Draft Masterplan rather than the various stages of its preparation.	No amendment to the document should be made in respect of this issue.
It is important that stakeholders are involved in the delivery of the Masterplan.	Stakeholders are a critical part of the delivery of the Draft Masterplan so will continue to be involved.	No amendment to the document should be made in respect of this issue.
It would be useful to elaborate on the softer (non-capital) initiatives being	Whilst the Draft Masterplan focuses primarily on the physical regeneration of areas, there is a clear section on ensuring that all	No amendment to the document should be made in respect of this

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Issues Raised	Officer Response	Recommendation
considered to enable a sense of empowerment and active participation.	communities are able to engage and benefit from the Draft Masterplan with an explanation of the role of the Public Service Board in achieving this. The Draft Masterplan is a vehicle for delivering the wider actions of 'A Foundation for Success', together with other key Council documents such as the Corporate Plan, which sets out the council's Well-being Objectives. The empowerment of residents is a key theme within these documents.	issue.
There is concern that the use and complexity of online forms has deterred people from responding to the consultation.	Nearly 400 responses were submitted online, which is a good response rate for a survey of this nature. If people were unwilling or unable to complete the survey online, three other options were available to them – email, letter and paper form. The survey was designed to capture the views of people on all sections of the Draft Masterplan. However, the majority of respondents wanted to respond to a single issue without commenting on the Vision, Objectives or Development Strategy. The online survey did allow them to capture comments on specific proposals.	No amendment to the document should be made in respect of this issue.
The stock photos in the Masterplan do not resemble Caerphilly residents, which could give the impression that the Masterplan is not relevant to them.	Due to data protection considerations, the Council is limited in its use of actual photos of residents. Many of the photos used in the Draft Masterplan are stock photos, but seek to present Caerphilly in a positive light. The photos are relevant to the objectives of the Plan so their use is considered to be appropriate. It is not considered that people would be dissuaded from commenting on the document due to the photos used.	No amendment to the document should be made in respect of this issue. No amendment to the document should be made in respect of this issue.

**APPENDIX 1**

**A FOUNDATION FOR SUCCESS – CONSULTATION MEETINGS WITH PSB PARTNERS**

Meetings were held with PSB partners to discuss the Draft Regeneration Strategy 'A Foundation for Success'. Any comments or amendments required were noted and presented back to the PSB Partners prior to inclusion in the Report of Consultation.

Appendix 1 identifies the comments made from the following PSB partners and the Officers response to these comments.

- GAVO
- Police and Crime Commissioner (PCC)
- Public Health Wales (PHW)
- South Wales Fire and Rescue Service (FRS)
- Aneurin Bevan University Health Board (ABUHB)
- National Probation Service (NPS)

**Supporting People**

**SP1 Increase Employability**

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<b>SP1</b>	<b>Action</b>	<b>Delivery</b>	<b>Consultee comment</b>	<b>Officers Response</b>
Provide training opportunities that afford pathways to employability and increases the number of people that are economically active.	<ol style="list-style-type: none"> <li>1. Establish stronger links between the Regional Partnership (LSkiP) and local providers and services to align provision and prevent the duplication of effort in the provision of training opportunities.</li> <li>2. Develop a co-ordinated programme of volunteering, maximising it as a route to personal well-being and employment, including promoting corporate volunteering.</li> </ol>	1, 2, WG/LSkiP/ Private and Public Sector/Universities and Education providers/ Cardiff Capital Region/ PSB	<p><b>GAVO</b> Many Third Sector providers are currently delivering upon Actions 1 &amp; 2, recognition of their role in this process is important</p> <p><b>FRS</b> Fire and Rescue Service offers opportunities for volunteering (the lead within the FRS is Donna Crossman within the Community Safety and Partnerships</p>	Include Third Sector for delivery

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			department), apprenticeships and training (Gillian Goss, HR Manager is the link within the FRS). Employability programmes have been run in the past which are 5-6wks schemes and have been run in both RCT and Blaenau Gwent, although no current schemes are currently running.	
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**SP2 Raise Educational Attainment**

<b>SP2</b>	<b>Action</b>	<b>Delivery</b>	<b>Consultee comment</b>	<b>Officers Response</b>
Reduce the percentage of working age population with no qualifications and improve literacy and numeracy levels throughout the population.	<p>18. Establish an all-age training programme that supports and provides opportunities for people to gain qualifications by supporting programmes such as Communities for Work and Communities Plus Programme.</p> <p>19. Widen the opportunities for learning through integration of activities associated with culture, sports and leisure.</p>	<p>18 WG/LSkiP/ Private and Public Sector/Universities and Education providers/ Cardiff Capital Region</p> <p>18, 19 WG/LSkiP/ Private and Public Sector/Universities and Education providers/ Cardiff Capital Region/ Council</p>	<p><b>ABUHB</b> Operates Neighbourhood Care Network (NCN) work programmes</p> <p><b>NPS</b> Offers Integrated Offender Management Scheme</p>	No amendment required.

**SP4 Improve Resilience and Support the development of the Foundational Economy – page 23**

<b>SP4</b>	<b>Action</b>	<b>Delivery</b>	<b>Consultee comment</b>	<b>Officers Response</b>
Support the FE by developing resilient local supply chains.	25. Seek to ensure that we maximise the benefits to our communities by using our procurement processes to spend budgets locally where ever possible.	24, 25, 26 Council/PSB	<b>FRS</b> Uses the 'All Wales' procurement framework	No amendment required.

**SP5 Develop skills in key growth areas**

<b>SP5</b>	<b>Action</b>	<b>Delivery</b>	<b>Consultee comment</b>	<b>Officers Response</b>
Develop skills in key growth areas and develop a coordinated training/skills programme that equips people to be able to benefit from investment in these opportunities.	27. Work with partners and use labour market Intelligence from the Regional Skills Plan and LSkiP to identify future growth demand and skill requirements.  28. Target investment to support apprenticeship delivery in Regional growth and shortage sectors.  29. Provide targeted careers advice aligned to current and future job opportunities by coordinating careers advice and engaging with employers to strengthen employability	27, 28, 29 WG/LSkiP/ Private and Public Sector/Universities and Education providers/ Cardiff Capital Region /PSB	<b>ABUHB</b> ABUHB and CCBC operate a successful Graduate Scheme for careers in health, housing and social care	No amendment required.

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SP5	Action	Delivery	Consultee comment	Officers Response
	skills and careers.			

**SP6 Targeted Intervention of key groups**

SP6	Action	Delivery	Consultee comment	Officers Response
Target key groups in order to break the 'cycle' of poverty as certain groups are more predisposed to poverty and the effects of experiencing a lifetime of economic disadvantage.	31. Reducing the number of ACEs by improving the awareness of the importance of early life experiences on the long term health, social and economic prospects of children supported by PSB organisations, schools and communities. Also by sharing and exploring best practice amongst PSB organisations to understand and highlight the long term impact of ACEs on individuals, their families, their future children and grandchildren and examining how the PSB can deliver its services through an ACE informed lens.	31 Council/PSB	<p><b>GAVO</b> Many Third Sector providers are currently delivering upon Action 31, recognition of their role in this process is important, e.g. Flying Start, Parent Network</p> <p><b>PCC</b> 31 - Acknowledge there is £7m funding for ACE projects</p> <p><b>PHW</b> Amend the wording of the action:- <i>Reducing the impact of, and mitigating the effects of ACEs by improving the awareness of the importance of early life experiences on the long term health, social and economic prospects of children within PSB organisations, schools and communities.</i></p> <p><b>FRS</b> Kay Galvin is the Safeguarding</p>	<p>Amend Action 31 to read:-</p> <p><i>31. Reducing the impact of, and mitigating the effects of ACEs by improving the awareness of the importance of early life experiences on the long term health, social and economic prospects of children within PSB organisations, schools and communities.</i></p> <p>Include Third Sector for delivery</p>

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SP6	Action	Delivery	Consultee comment	Officers Response
			<p>Officer for SW Fire and Rescue Service</p> <p><b>ABUHB</b> ABUHB along with Public Health Wales operate Best Start in Life work stream. Agree with revised wording, as above.</p> <p><b>NPS</b> NPS works with offending families in an attempt to break the cycle.</p>	

**SP8 Support interventions to improve health**

SP8	Action	Delivery	Consultee comment	Officers Response
Support interventions to address diet, physical activity or any lifestyle behaviours that may predispose people to behave in a certain way where there are complex social and environmental factors at play.	<p>34. Increase the understanding of the benefits of preventative work in relation to health within partner organisations. Investigate and identify mechanisms for addressing and resourcing this issue in areas of deprivation (especially in the absence of Communities First).</p> <p>35. Education and the promotion of healthy behaviours within schools/workplace.</p>	<p>34 Council/PSB</p> <p>35, 36 Council/PSB/ Public Sector/Private Sector/ Third Sector</p>	<p><b>GAVO</b> Third Sector self help groups help people who want to improve their own health and well-being, e.g. MIND, Expert Patient Programme. Health Champions recruiting volunteers to improve lifestyles.</p> <p><b>PCC</b> Action 35 – WG is removing funding for the School Liaison Officer</p> <p><b>PHW</b></p>	<p>Add 2 new Actions:-</p> <p><i>Encourage alternative health mechanisms by signposting self-help organisations to improve health and well-being.</i></p> <p><i>Explore methods for sustaining the Large Scale Change Programme to support</i></p>

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SP8	Action	Delivery	Consultee comment	Officers Response
	36. Promote the benefits of physical activity through the use of the environment and leisure services.		<p>Action 35 – The Healthy Schools Programme in Caerphilly – a scheduled approach to encourage healthy behaviour and mental well-being. Provide links to schools liaison.</p> <p>Add new action, after (36), in respect of Large Scale Change Programme</p> <p><b>ABUHB</b> Education and assistance re. smoking cessation, Type 2 diabetes, tackling obesity.</p> <p>NCN plans and Multi agency meetings – GP's, Voluntary Sector, nurses</p>	<p><i>and increase physical activity</i></p> <p>Include Council/PSB/Third Sector for delivery of new actions.</p>

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**SP9 Reduce inequality by reducing the number of lower super output areas within the top 10% deprived within Wales**

SP9	Action	Delivery	Consultee comment	Officers Response
There is a need to close the gap between the most deprived communities within the county borough and others by aligning all public sector provision to	37. There are programmes designed to tackle poverty and support children, young people and families across the borough. These anti poverty strategies are cross-cutting and transcend a number of	37, 38 Council/PSB/ Coalition Working Groups	<p><b>GAVO</b> Many Third Sector providers are currently delivering upon these actions, recognition of their role in this process is important.</p> <p><b>PCC</b></p>	The Welsh Index of Multiple Deprivation (WIMD) is the measure of relative deprivation for small areas in Wales.



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SP9	Action	Delivery	Consultee comment	Officers Response
meet the needs of those in the most deprived communities.	<p>policy areas. The Council should continue to support and align the anti poverty programmes to achieve maximum impact.</p> <p>38. The Council will work with the local community and its partners by setting up a coalition board for Lansbury Park to develop a methodology that can be adopted for working within the other deprived communities within the borough. Specifically the 8 areas that have been agreed by the Council including Rhymney, Fochriw, Phillipstown, Park Estate Bargoed, Graig y Rhacca, Lansbury Park, Ty Sign and Cefn Hengoed which are the most deprived communities within the county borough.</p>		<p>Action 37 – Link to community safety PCC Community Fund</p> <p>Action 38 – PCC focussing funding on 3 of the areas listed</p> <p><b>PHW</b> Would like to see priority <b>SP9</b> reworded to reflect an alternative way of measuring deprived areas.</p>	<p>It is recognised that this method is a relative measure of poverty and that an areas ranking can be influenced by the performance of other areas as well as by its own.</p> <p>However, this is WG’s official measure of relative deprivation and the statistics allow for comparison of overall deprivation ranks for small areas within Caerphilly County Borough and Wales.</p> <p>No amendment proposed to Priority SP9.</p> <p>Include Third Sector for delivery</p>
Address fuel poverty as 25% of households within the county borough are experiencing fuel	39. Work with partners to explore and support where possible energy efficiency initiatives, renewable energy generation, community energy generation	39, 40 Council/PSB Coalition Working Groups/Private Sector/Energy Providers/	<p><b>GAVO</b> Many Third Sector providers are currently delivering upon these actions, recognition of their role in this process is important, e.g debt</p>	Include Third Sector for delivery

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SP9	Action	Delivery	Consultee comment	Officers Response
poverty.	<p>projects and energy cooperatives.</p> <p>40. Examine the role of the foundational economy in terms of energy conservation and energy generation.</p>	Housing providers	<p>counselling, CAB, Credit Unions</p> <p><b>FRS</b> Fuel poverty and increase in use of log burners – FRS anticipate an increase in the use of open fires and log burners and this could give rise to further instances of fires in chimneys which has been in decline for the last twenty years or so.</p> <p><b>ABUHB</b> Many issues experienced because of fuel poverty. No heating results in worsening respiratory/COPD illnesses and conditions. Those with diabetes suffer from not eating and poor circulation.</p> <p>These issues lead to a reliance on anti-biotics and hospital visits/admissions and serious illness.</p>	

**SP10 Ensure that Cultivational Procurement is a key consideration in the procurement of goods and services**

SP10	Action	Delivery	Consultee comment	Officers Response
Ensure that local businesses and supply	43. Work together to maximise the value for money through joint	42, 43, 44, 45, Council/	<p><b>PCC</b> 43 – include joint procurement</p>	Amend Action 43 to read:-

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<b>SP10</b>	<b>Action</b>	<b>Delivery</b>	<b>Consultee comment</b>	<b>Officers Response</b>
chains benefit from investments made by the public sector.	procurement.	PSB/Public Sector	between other LAs	43. <i>Work together to maximise the value for money through joint procurement, including joint procurement with other local authorities.</i>
Maximise the value of procurement to the economy of the county borough and recognise that the long term social value of procurement decisions should be prioritised over best price				

**Supporting Quality of Life**

**SQL 1 Manage the natural heritage and its resources appropriately for future generations, whilst accommodating much needed sustainable development, protecting wildlife and encouraging the use of green spaces to promote wellbeing**

<b>SQL 1</b>	<b>Action</b>	<b>Delivery</b>	<b>Consultee comment</b>	<b>Officers Response</b>
Balance the need for development and protection of the Landscape	3. Address the three main threats to upland landscape, namely <ul style="list-style-type: none"> <li>• Illegal off-roading</li> <li>• Fly-tipping</li> <li>• Arson</li> </ul>	3 Council/ NRW/WG/ Police	<p><b>PCC</b> Add new Action to reflect rural crime initiatives. Include Fire Service for delivery</p> <p><b>FRS</b> FRS has wildfire teams, and part of this remit is to work with landowners to promote responsible burning rather than indiscriminate burning.</p> <p>Additionally new machinery has become available in the last year or so that can assist in creating fire breaks which can prevent fire spread and causing untold damage, both to the landscape and environment.</p>	Include new Action:-  <i>Reduce farm and rural crime through Rural Crime Initiatives</i>  Amend delivery:- 3 and new Action, include Fire Service for delivery
Maximise the tourism potential of the Historic and Natural Landscape.	11. Maximise the tourist potential of the county borough's historic environment, Including <ul style="list-style-type: none"> <li>• Consider the potential for providing visitor accommodation</li> </ul>	11 Council/WG/CAD W/ Commoners Associations, Welsh Historic	<p><b>GAVO</b> Many Third Sector organisations want to protect landscape, e.g. Local Access Forum, Ramblers, Cycle Groups. Recognition of</p>	Include Third Sector for delivery

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SQL 1	Action	Delivery	Consultee comment	Officers Response
	<p>at key heritage assets for example Caerphilly Castle, Llancaiach Fawr etc.</p> <ul style="list-style-type: none"> <li>• Linking Historic landscapes to country parks as part of themed walks.</li> <li>• Improve interpretation and awareness of Manmoel and Gelligaer historic landscapes.</li> </ul>	<p>Gardens Trust/Society for the Protection of Ancient Buildings/GGAT/Georgian Group/Victorian Society/Ancient Monuments Society</p>	<p>their role in this process is important.</p>	
<p>Balance the need for development and protection of Green Infrastructure</p>	<p>15. Promote the use of green spaces to promote wellbeing, including:</p> <ul style="list-style-type: none"> <li>• Rolling out the Country Parks Healthy Hearts programme</li> <li>• Improve interpretation of benefits of country parks for mental health</li> <li>• Enhance health service grounds through landscaping to provide to benefit</li> <li>• Increase the cardio rehab programme</li> </ul>	<p>15 Council/PSB/NRW/WG/Aneurin Bevan Health Board Lottery</p>	<p><b>GAVO</b> Many Third Sector organisations want to protect landscape, e.g. Local Access Forum, Ramblers, Cycle Groups. Recognition of their role in this process is important.</p> <p><b>ABUHB</b> Add action to reflect pulmonary rehab programme to manage COPD.</p>	<p>Amend Action 15 to read:-</p> <p><i>Promote the use of green spaces to promote wellbeing, including:</i></p> <ul style="list-style-type: none"> <li>• <i>Rolling out the Country Parks Healthy Hearts programme</i></li> <li>• <i>Improve interpretation of benefits of country parks for mental health</i></li> <li>• <i>Enhance health service grounds through landscaping to</i></li> </ul>

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SQL 1	Action	Delivery	Consultee comment	Officers Response
				<p><i>provide benefit</i></p> <ul style="list-style-type: none"> <li>• <i>Increase the cardio rehabilitation programme</i></li> <li>• <i>Increase the pulmonary rehabilitation programme to manage Chronic Obstructive Pulmonary Disease</i></li> <li>•</li> </ul> <p>Include Third Sector for delivery</p>

**SQL 2 Improve access to culture, leisure and the arts**

SQL 2	Action	Delivery	Consultee comment	Officers Response
Improving access to culture and the arts and recreation, leisure and open space provision throughout the county borough.	<p>24. Establish a wider programme of interpretation for the historic landscape of the county borough from Stone age to present day.</p> <p>26. Increase the level of outdoor recreation and leisure facilities to meet future demands and FIT standards, particularly in the Caerphilly Basin.</p> <p>29. Increase provision and quality of</p>	<p>24 Council/NRW/WG / GGAT</p> <p>26 Council/WG/ Private Sector</p> <p>29 Council/WG/ Private Sector</p>	<p><b>GAVO</b></p> <p>Many Third Sector providers are currently delivering upon these actions, recognition of their role in this process is important, e.g. Park Run, Allotment Society, Senghenydd Memorial</p>	<p>Include Third Sector for delivery of actions 24, 26 and 29</p>

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SQL 2	Action	Delivery	Consultee comment	Officers Response
	useable allotment space throughout the county borough through new provision and minimising unusable space on existing sites.			

**SQL 3 Active Place Making**

SQL 3	Action	Delivery	Consultee comment	Officers Response
Proactively encourage Active Place Making to exploit major development opportunities and set out a programme of investment/masterplan to help unlock funding	<p>30. Prepare a masterplan for Caerphilly Basin that sets out development and investment opportunities for the comprehensive regeneration of the area.</p> <p>31. Prepare Masterplans for the strategic hub of Caerphilly/Ystrad Mynach (as identified by the Valleys Taskforce) to inform investment decisions.</p> <p>32. Prepare Masterplans for Rhymney/Bargoed Strategic Hub, Oakdale/ Blackwood Strategic Hub, Ebbw Valley/Risca Strategic Hub to coordinate major development opportunities and enhancement and inform a programme of</p>	<p>30 Council</p> <p>31 Council</p> <p>32 Council</p> <p>33 Council/ private sector</p> <p>34 Council/ NRW/WG/ Other Local Authorities</p>	<p><b>PCC</b></p> <p>Expand on Priority SQL 3 to Include reference to Active Place Making as a mechanism for reducing anti social behaviour</p> <p>Add new Action to reflect 'hub' and 'spoke' model of policing, after (34)</p>	<p>Amend SQL 3 to read:-</p> <p><i>Proactively encourage Active Place Making to exploit major development opportunities and set out a programme of investment/masterplan to help unlock funding as well as a mechanism for reducing anti-social behaviour</i></p> <p>Add new Action:-</p> <p><i>Work with key stakeholders to develop 'hubs' for co-location of services</i></p> <p>Include Council/ NRW/WG/</p>

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SQL 3	Action	Delivery	Consultee comment	Officers Response
	<p>investment.</p> <p>33. Enhance and diversify the offer within county borough's town centres to retain more expenditure within the local economy.</p> <p>34. Promote the county borough as a hub for countryside recreation, with the country parks as an essential component, to serve the needs of adjoining authorities.</p>			Other Local Authorities Police for delivery of new action

**SQL 4 There is a need to increase tourism in Caerphilly County Borough focusing on the historic, natural environment and heritage of the area and the opportunities that this presents**

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SQL 4	Action	Delivery	Consultee comment	Officers Response
Work with partners to build on, and add to, the existing tourist attractions in the County Borough in order to increase the attractiveness of the area for visitors, increase dwell time and footfall and increase tourist expenditure.	<p>40. Promote increased access to Llancaiach Fawr Manor in order to capitalise upon the recent Heritage Lottery Investment works.</p> <p>41. Develop visitor amenities at the Welsh National Mining Memorial Site at Senghenydd in conjunction with Aber Valley Heritage Group to increase visitors and dwell time within the area.</p>	40, 41, 42 Council/Private Sector	<b>GAVO</b> Many third sector providers are currently delivering upon these actions, recognition of their role in this process is important.	Delete 'Local' and add Third Sector for delivery of actions.



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SQL 4	Action	Delivery	Consultee comment	Officers Response
	42. Develop a long-term regeneration masterplan for Navigation Colliery which will provide a fully costed framework and programme for the restoration of the site and buildings, including cost estimates, potential end uses, soft market testing of proposals and a full Business Plan.			
Develop existing attractions to cater for Business and Events to enhance their commercial viability and sustainability and increase employment opportunities.	46. Promote and capitalise upon Caerphilly's high profile to attract and deliver nationally significant events in partnership with Welsh Government's Major Events Unit and local authorities.	46 Council	<p><b>PCC</b> Include Police for delivery</p> <p><b>FRS</b> Events can have an impact on Fire and Rescue Service and the movement of Fire Engines, although contingency plans are implemented to ensure that the area maintains the availability of fire crews and resources to ensure availability during these events.</p>	It is acknowledged that there will be an impact on both policing and the Fire and Rescue service, however, the PSB partners will not be directly responsible for delivery of the Actions and therefore, no amendment is required.
Develop the night time economy to attract visitors to stay in the county borough overnight	48. Support initiatives which promote a mixture of uses including commercial leisure and tourism uses such as restaurants, theatres, art	48 Visit Wales/Cardiff Capital Region Cabinet/Council/Private	<p><b>PCC</b> Include Police for delivery</p>	

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SQL 4	Action	Delivery	Consultee comment	Officers Response
	galleries, museums, visitor centres etc., within town centres to increase dwell time, footfall and the night time economy and enhance the attractiveness of the area as a destination in its own right.	Sector		

**SQL 7 Refocus town centres to serve the needs of residents and businesses**

SQL 7	Action	Delivery	Consultee comment	Officers Response
There is a need to retain more expenditure within the local economy.	63. Work with Town Centre Management Team to attract National Retailers and quality independent retailers to locate in Town Centres.	63, 64, 65, 66, 67, 68 Council/ Private Sector	<b>PCC</b> To make town centres attractive they must be safe. Add new action to link with community safety.  Include Police for delivery	Amend para 2 of SQL7 to read:-  <i>There is a need to identify redevelopment opportunities to enhance and diversify the existing offer within Town Centres to make them safe and attractive places to live, work and visit.</i>
There is a need to identify redevelopment opportunities to enhance and diversify the existing offer within Town Centres to make them attractive places to live, work and visit.	64. Prepare a revised suite of town centre action plans that challenge the traditional model of town centres, based on what communities want and need.			
There is a need to develop the night time economy to attract people to live and work in the county borough.	65. Support initiatives which promote a mixture of housing, retail, business and leisure within town centres to increase dwell time, footfall and the night time economy.		<b>FRS</b> The regulatory reform order is a piece of legislation that seeks to ensure the safety of employees and the public whilst either working in the communities or enjoying themselves whilst visiting pubs and clubs within the communities.	Add new Action:-  <i>69. Work with police and community support officers to ensure safety with town centres</i>
There is a pressing need to increase footfall and dwell time in Town	66. Explore the opportunities provided by the transfer of parking enforcement to the			

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SQL 7	Action	Delivery	Consultee comment	Officers Response
Centres.	<p>Council from the Police.</p> <p>67. Work with business to explore opportunities to initiate and attract new cultural and leisure events in town centres, such as Music Festivals e.g. Proms in the Park, Big Cheese.</p> <p>68. Examine feasibility of providing opportunities for local producers to trial sale of produce within Town Centres.</p>		<p>Part of this legislation gives Fire Safety Officers the relevant powers to enter premises to ensure that occupiers/ owners are complying with various statutory regulations.</p>	<p>Include Police for delivery</p> <p>It is acknowledged that there will be an impact on Fire and Rescue Service, however, the service will not be directly responsible for delivery of the Action and therefore, it is not necessary to include FRS for delivery.</p>

**Connecting People and Places**

**CPP1 Promote and identify major highway projects that would significantly improve connectivity and accessibility**

CPP1	Action	Delivery	Consultee comment	Officers Response
Reduce Congestion on the Strategic Highway Network.	6. Increase the use of electric vehicles and provide the necessary infrastructure to support them.	6 PSB, Council, WG	<b>FRS</b> FRS has piloted a number of electric vehicles over the last 12 months, however, currently the infrastructure is not sufficient to meet the operational demand required of the FRS.	No amendment required.
Improve Air Quality.				

**CPP5 Seek to reduce the level of out commuting**

CPP5	Action	Delivery	Consultee comment	Officers Response
Reduce the need to travel Reduce out-commuting by car	24. Promote development that would reduce the distance travelled to work.	24 Council/Cardiff Capital Region Cabinet/WG/Developers	<b>ABUHB</b> Amend wording of priority to read:-  <b>CPP5 Seek to reduce the need to travel</b>  Add new action to reflect the desire to create hubs throughout the county borough.  <b>PHW</b>	Amend CPP5 to read:-  <b>CPP5 Seek to reduce travelling distance and reduce out-commuting</b>  Amend the First Objective to read:  <i>Reduce travelling distances</i>

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CPP5	Action	Delivery	Consultee comment	Officers Response
			Add new Action to promote Active Travel initiatives to increase physical activity and include PSB in method for delivery	<p>Add 2 new Actions:-</p> <p><i>Reconfigure existing resources to create local hubs and co-locate services to reduce travelling distances</i></p> <p><i>Promote and support initiatives for Active Travel to increase physical activity as well as reduce the level of out-commuting</i></p> <p>24 and new Actions, add PSB for delivery.</p>

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**CPP6 Promote digital connectivity**

CPP6	Action	Delivery	Consultee comment	Officers Response
Increase take up of digital services	26. Increase SFBB take-up within communities who have high proportions of people outside of categories AB and C1 - achieving this requires more tacit considerations such as education,	26 Cardiff Capital Region/City Deal/Welsh Government/Council/ Education and	<p><b>GAVO</b></p> <p>Many third sector providers are currently delivering upon these actions, recognition of their role in this process is important.</p>	<p>Add 2 new Actions:-</p> <p><i>Raise awareness of cyber crime and cyber security and educate existing and future</i></p>

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CPP6	Action	Delivery	Consultee comment	Officers Response
	training and up-skilling with regard to society	training providers/ Relevant business sectors/ Voluntary sector	<p><b>PCC</b> There is a need to increase awareness of cyber crime and cyber security and educate existing and future users of the risks, e.g. through initiatives such as POET (Protecting Our Elderly Together).</p> <p><b>FRS</b> There is the possibility of exploring opportunities to utilise Aberbargoed Fire Station as a venue to deliver training such as IT training, however this will require further consultation within the FRS as only one IT trainer is currently employed and is contracted to work at Fire Service HQ in Llantrisant. Furthermore and investment would have to be made with regards to the provision of IT equipment at Aberbargoed if this venture is to be explored.</p> <p><b>ABUHB</b></p>	<p><i>users of the risks</i></p> <p><i>Promote and raise awareness of online services including the Dewis Cymru website to improve well-being of users.</i></p> <p>Include Council/ Education and training providers/ Utility providers/ PSB/ Third Sector/ Police for delivery</p>

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CPP6	Action	Delivery	Consultee comment	Officers Response
			<p>Dewis Cymru is a website containing information about local organisations and services to help users with well-being. Add new Action to reflect this.</p> <p>Also, online services such as My Health and Talk Health</p>	

**Additional Comments**

**Supporting People**

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Supporting People Theme	Consultee Comments	Officers Response
<p><b>1. The main objectives of the Supporting People theme are:</b></p> <ul style="list-style-type: none"> <li>○ Increase employability and pathways into work by ensuring that services are coordinated, with appropriate support</li> <li>○ provided;</li> <li>○ Increase skill levels and educational attainment;</li> <li>○ Reduce worklessness;</li> <li>○ Improve the health of our residents;</li> <li>○ Improve resilience through the development of the Foundational</li> </ul>	<p><b>PHW</b></p> <p>Amend point 5 to read:-</p> <ul style="list-style-type: none"> <li>○ Improve the physical and emotional wellbeing of our residents;</li> </ul>	<p>Amend point 5 to read:-</p> <ul style="list-style-type: none"> <li>○ Improve the physical and emotional wellbeing of our residents;</li> </ul>

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<p>Economy;</p> <ul style="list-style-type: none"><li>○ Reduce the number of people living in disadvantaged communities by tackling inequalities.</li></ul>		
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**General**

General	Consultee Comments	Officers Response
	<p><b>NPS</b>                      The Welsh Probation Trust was replaced in 2014 by two new organisations:</p> <ul style="list-style-type: none"> <li>• National Probation Service manages offenders who are believed to pose a high risk of harm, providing victim liaison work and sentencing advice.</li> <li>• Wales Community Rehabilitation Company provides services to low to medium risk offenders to reduce reoffending.</li> </ul> <p>Whilst the National Probation Service works with offenders, in terms of A Foundation for Success, their role would mainly be to refer offenders on or to signpost them to another service or organisation.</p> <p>Wales Community Rehabilitation Company should be consulted to establish whether any programmes or interventions can contribute to delivering any actions within A Foundation for Success.</p>	<p>No amendment required.</p> <p>Include Wales Community Rehabilitation Company in any future consultation.</p>



# A Foundation for *Success*

## **Draft Regeneration Strategy 2018 - 2023**

Consultation Draft as Amended  
by the Combined Report of Consultation July 2018



APPENDIX 2



Ysgol Gylun Cwm Rhuddon

# Executive Summary

A *Foundation for Success* has been developed to provide a platform for the continuing transformation of Caerphilly County Borough for the next 5 years up to 2023.

Caerphilly County Borough and the wider Cardiff Capital Region is entering a period of transformative change, the need for a strategy to coordinate regeneration initiatives and capitalise upon funding streams is urgent in order to maximise the benefits to the county borough.

The signing of City Deal and the Cardiff Capital Region Investment Fund signals an unprecedented investment of £1.2 billion, to support the region's economic growth. The investment fund will be used to take forward a wide range of projects and schemes that contribute toward economic growth. Allied to this is the commitment from the Ministerial Taskforce for the South Wales

Valleys, detailed in the publication of 'Our Valleys, Our Future', a high level plan that sets out strategic priorities for the region and which is supported by £100 million of Welsh Government investment over 10 years.

In order to benefit from the transformative change in the wider Cardiff Capital Region with the investment of City Deal, the Valleys Taskforce and further funding streams, it is necessary to set out the strategic priorities for the regeneration and enhancement of Caerphilly County Borough, identifying opportunities that will make the county borough more prosperous, healthier, resilient and equal and setting priorities that align and enhance with regional work and are readily capable of being realised.

The strategy recognises that there are many routes to realising transformational change and whilst investment in key projects in

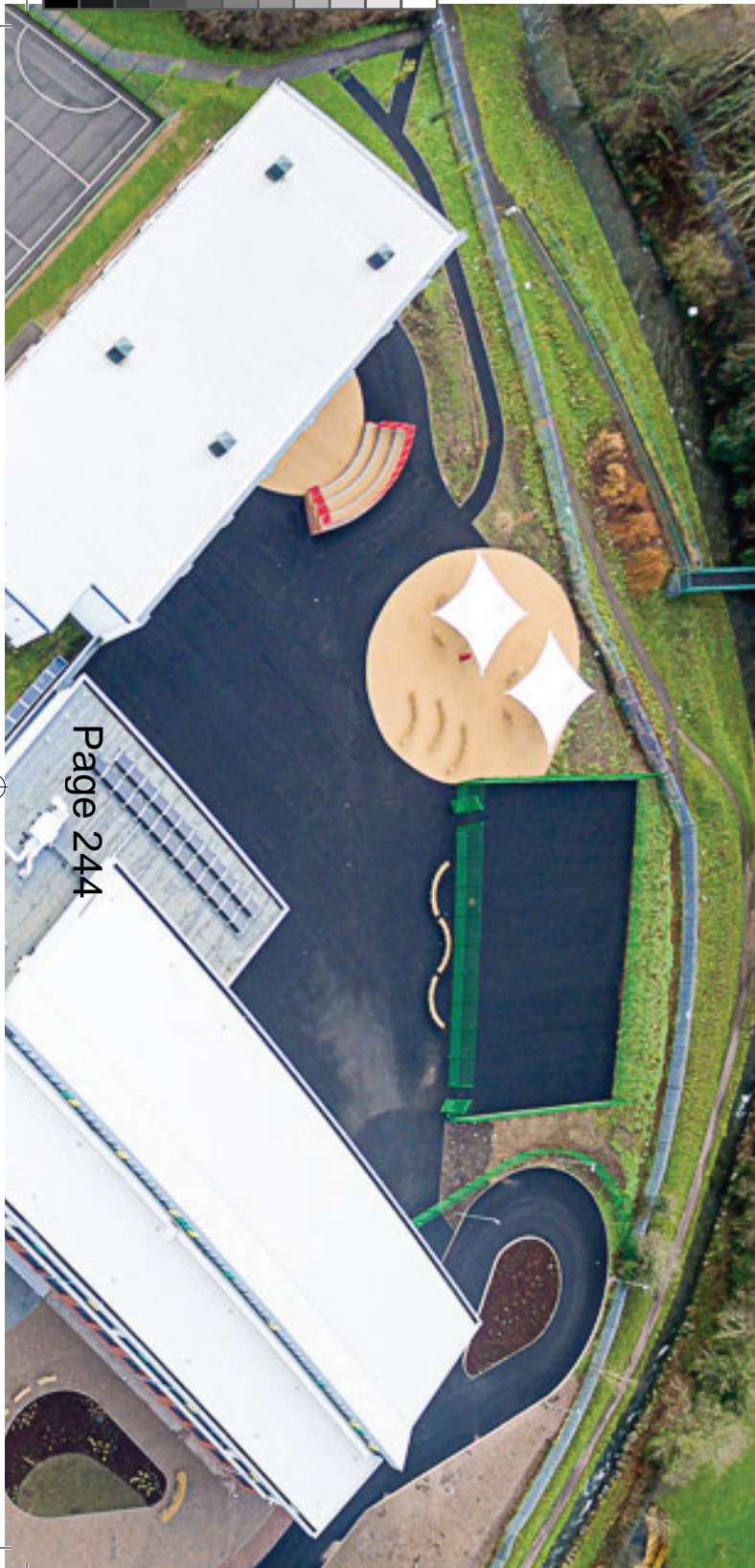
high-growth, high-visibility sectors within the region that focus on raising gross value added are important, the role of the Foundational Economy (FE) should not be underplayed. The Foundational Economy relates to those sectors that supply our everyday economic and social needs where demand is localised, universal and permanent, such as childcare, social care, food, retail, energy and housing. Significantly, these sectors generally represent 40% of the labour market across the UK.

This Strategy concentrates on 4 strategic themes, namely: **Supporting People; Supporting Business; Supporting Quality of Life; and Connecting People & Places.** These themes will set out the broad principles for regeneration and the strategic priorities to be tackled under each, in order to meet the strategy vision by 2023.

**March 2018**



Y Gwyndy, Caerphilly



## Background

“People, Business, Places” is the Regeneration Strategy that was produced for the County Borough by Navigant Consulting on behalf of the Council in 2010. This was supported by an Action Plan that expired in 2013. The Strategy and Action Plan are now outdated and the projects and actions contained within it, have either been implemented or are no longer relevant.

The economic challenges faced by the County Borough and the wider region in the intervening period have been significant and varied. The continually changing economic landscape, including the implications of Brexit on trade and European funding are yet to be fully known. However, the need for a dynamic and progressive community and regeneration action plan to help communities and business prosper is critical, with local government facing ever decreasing resources. The need for a new Regeneration Strategy therefore has become urgent.

This new strategy entitled “*A Foundation for Success*” is set amidst a changing landscape of unprecedented investment opportunities on one hand and austerity measures on the other, where there is a pressing need to ‘do things differently’ with limited resources. The Strategy provides the opportunity not only for the Council to coordinate its own activities to support the regeneration of the county borough, but equally as important it involves a multi agency approach and a commitment from partners to coordinate activity in order to achieve cost effectiveness, reduce duplication and maximise the benefits to the County Borough.

# Introduction

*A Foundation for Success* provides a framework for the future regeneration of Caerphilly County Borough. It ensures that maximum regeneration impact is realised from any major development projects and programmes, making certain that individual proposals are developed so that they contribute to the effective regeneration effort and benefit of the County Borough. It will ensure that links are forged with the opportunities that are being created in the Cardiff Capital Region, and that mainstream Council services are orientated to best serve regeneration objectives, whilst linking with the well-being goals identified in the Well-being of Future Generations (Wales) Act 2015; the aim being to make Caerphilly County Borough a more prosperous, resilient, healthier, more equal place with strong cohesive communities.

This is only the beginning; the draft strategy will be subject to a wide ranging consultation

with the community, business and key stakeholders. Once there is agreement on the strategy, further work will commence to deliver the detailed Delivery Plan.

A strategic vision and an up to date, sharply focussed, robust policy framework with clear priorities will help partners, government, neighbouring local authorities, regional bodies, the business community and residents understand how we can work together to coordinate the regeneration and economic development efforts for Caerphilly County Borough.

*A Foundation for Success* translates strategic priorities into an operational document, enabling the Council and its partners to exploit funding opportunities as they arise. It is supported by a robust evidence base that provides the context and latest social and environmental data for the County Borough. The evidence base, builds upon, and is

informed by, the work undertaken by the Public Services Board and other departments within the Council. A Foundation for Success' has been developed and has regard for the seven well-being goals set out within the Well-being of Future Generations (Wales) Act 2015 and has been informed by the five ways of working (see Appendix 1).

The strategy is one of a family of documents and does not seek to duplicate other relevant Council strategies. The context and evidence base is illustrated in Figure 1, which demonstrates the change in both the local and regional policy context from 'People, Business, Places 2010' to the new strategy '*A Foundation for Success 2018*'.

## The Strategy is one of a suite of documents which includes:

- **The Evidence Base:**  
This is the document containing the baseline data, set out under strategy

themes, providing the context and latest economic, social and environmental data for the County Borough. This provides the benchmark from which the impact of the Strategy can be monitored.

- **The Draft Strategy:**

Entitled: *A Foundation for Success* (The operational document that sets out the strategic priorities for regeneration).

- **The Delivery Plan:**

This contains projects, initiatives and strategies aimed at delivering the actions identified under each theme of the strategy. The nature of the actions and interventions differs considerably, from small scale projects through to major and complex capital programmes. The purpose of the delivery plan is to develop programmes and projects to make them more readily implementable in order to fully exploit funding opportunities as they arise.





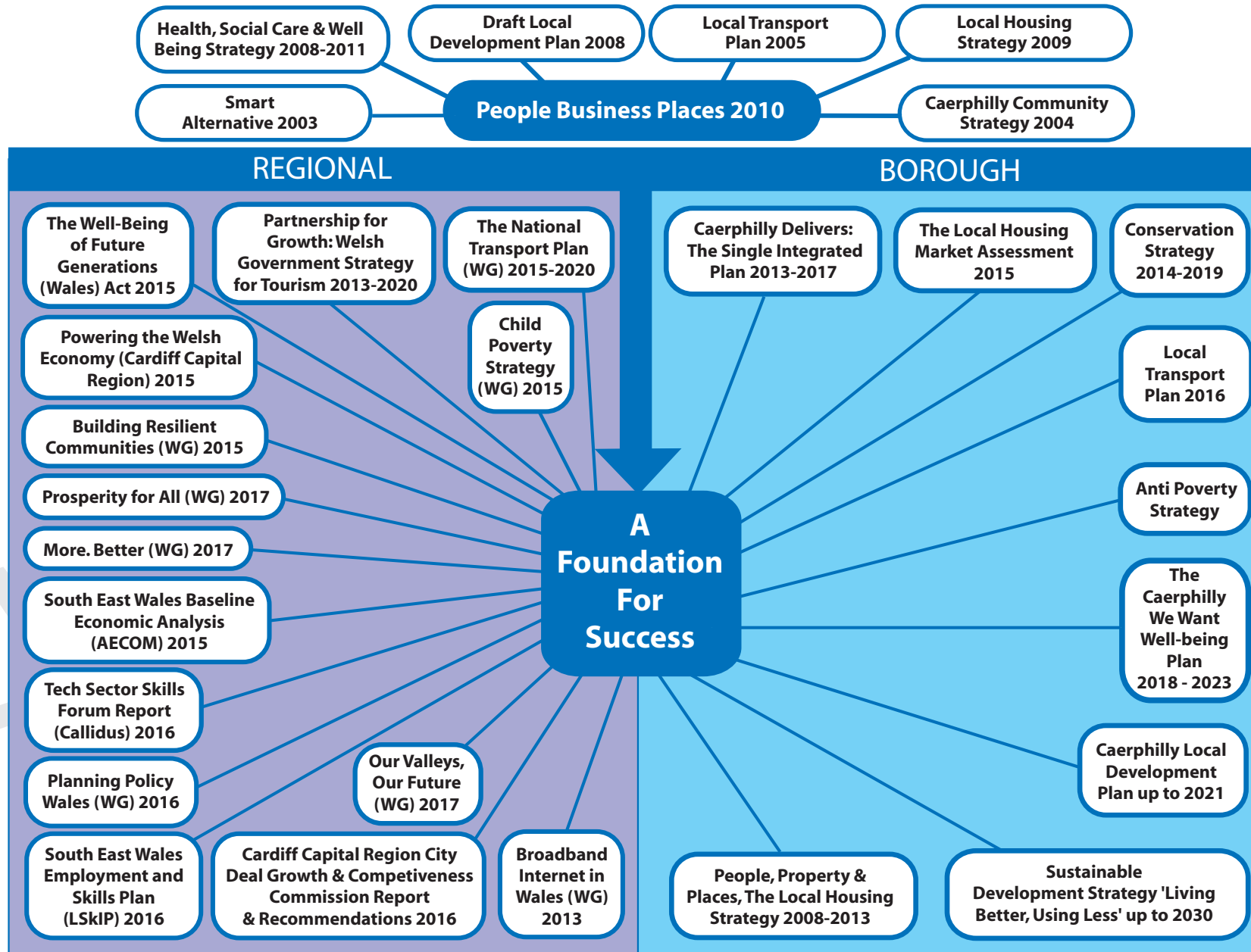


Figure 1: Changing Policy Context

# The Challenges

Whilst significant progress has been made in terms of regenerating the physical infrastructure of Caerphilly County Borough, there is still a need for progress to be made to address the long term structural socio-economic problems of the area. The challenge is how to generate growth in the economy that benefits every one of our citizens and which in turn eradicates low pay, inequality and worklessness.

A strategically coordinated approach to investment is required that: links investment decisions with targeted outcomes; and focuses on an unwavering approach to tackle some of the most deep seated issues that the county borough is facing.

## The continuing challenges for Caerphilly are:

- Reducing poverty, Caerphilly County Borough has 110 Lower Super Output Areas (LSOAs), 14 of which are within the most deprived 10% in Wales;
- High levels of workless households;
- High level of people who depend on benefit; including incapacity benefits;
- Improving health. There remains a health inequality, with those living in the least deprived areas living longer compared to those living in the most deprived areas;
- Low levels of qualifications and skills amongst working age population;
- Below average educational attainment;
- Lower income levels. Caerphilly County Borough ranks 5th highest out of the 10 South East Wales Authorities in terms of income;
- Need to improve gross value added (GVA). Whilst GVA for Wales as a whole is low relative to the UK, there is a disparity in earnings between the Gwent Valleys and Heads of the Valleys Regeneration Area when compared to that of the south of the county borough;
- Business start ups. Although the number of active firms within Caerphilly has risen, its proportion of regional businesses has gently declined as the region as a whole has established active firms at a faster rate;
- Maintaining and enhancing our existing town centres as a focus for activity, investment and regeneration;
- Increasing and diversifying housing stock through the delivery of new homes whilst maximising the potential for the delivery of affordable housing;
- Improving the quality of the existing housing stock;
- Congestion on the strategic highway network at peak rush hour periods at 2 locations, i.e. the A472 mid-valleys east-west strategic route through Maesycwmmmer; and the Caerphilly Northern Bypass junctions;
- Capacity, availability and cost of public transport.

# The Opportunities

Our long term aim is to build a county borough that is prosperous, resilient, healthy and more equal with strong cohesive communities. In taking the county borough forward there are a number of key opportunities:

**Cardiff Capital Region City Deal:** Cardiff Capital Region has secured a deal worth £1.2 billion. Over its lifetime, local partners expect the City Deal to deliver up to 25,000 new jobs and leverage in an additional £4 billion of private sector investment. City Deal will provide an unprecedented level of funding for projects with the aim of promoting economic growth and job creation across the region, and a significant part of the £1.2 billion funding will be utilised to realise this aim. However, the largest proportion of the funding will be used to deliver the Cardiff Capital Region Metro. The Metro

concept is for a regional transport system that provides a high-quality, reliable, efficient and economically sustainable transport network to support the economic growth of Cardiff Capital Region. Caerphilly's location in the heart of the region, together with its economic and transport opportunities, places it in a strong position to deliver on the aims and objectives of both City Deal and the Metro and derive significant benefits from this funding.

**Our Valleys, Our Future:** The Ministerial Valleys Task Force Vision for 2021 is to close the employment gap between the South Wales Valleys and the rest of Wales by helping an additional 7,000 people into work, with thousands of new, fair, secure and sustainable jobs created in the Valleys. Further, people living in the Valleys will have access to the right skills to gain work and businesses will

be fully supported to grow and thrive in the South Wales Valleys. The Taskforce has identified Caerphilly, together with Ystrad Mynach, as a Strategic Hub focusing on residential, office, tourism and industrial development, where public money is focused to provide opportunities for the private sector to invest and create new jobs. **The Taskforce has also identified the Valleys Landscape Park, which seeks to help local communities celebrate and maximise the use of the natural resources and heritage.**

**Coalition Working Groups:** Our most deprived communities deserve the support that a multi-agency approach could bring to tackle poverty. Targeted action plans and partnership coalitions between the community, public, private and third sector should be established to address the issue of poverty within them and reduce inequality

within the county borough. The aim should be to reduce the number of lower super output areas that fall within the 10% most deprived areas in Wales.

**The Foundational Economy (FE):** A sharper focus should be on those key sectors that supply economic and social needs, where demand is localised and permanent (such as childcare and social care, food, retail, energy and housing). A thriving FE would encourage the development of small and medium enterprises, tap into and strengthen resilient local supply chains, and enable economic value to be reinvested within the locality whilst generating employment opportunities across the county borough.

**Targeted Action Plans & Strategies:** To capture regeneration opportunities and develop opportunities for key sites and premises throughout the county borough

an updated set of plans and strategies will be required. Some of these strategies will be delivered at a regional level, whilst others will be local in scale. Such plans should set out a programme for investment that will help unlock resources from a wide range of funding sources, including for example Cardiff Capital Region City Deal, Welsh Government and European Funding.

#### **Examples of such Action Plans & Strategies include:**

- Revised Heritage Lottery Fund Strategy;
- Destination Management Plan;
- Revised Principal Town Centre Action Plans/Masterplans (Risca, Bargoed, Ystrad Mynach, Blackwood, Caerphilly);
- Metro Hub Strategy;
- Neighbourhood Plans;
- Coalition Action Plan for Lansbury Park;
- Rhymney Deep Place Study.



# The Vision

## The Vision for the strategy is:

*“To make Caerphilly County Borough a more prosperous, resilient, healthier, more equal place with strong cohesive communities where everyone is empowered to participate and make a difference, where local achievements are celebrated and visitors are welcomed and residents are proud to say where they are from.”*

The Strategy is set out under 4 Strategic Themes, each with a slightly different focus, these are:



KEY THEMES

**A Foundation for Success**

# Supporting People

Poverty has a deep and long-lasting effect on people's lives, affecting everything from how long people live, their risks of domestic violence or their attainment at school.

Employment, Education and Up-skilling is the best protection against poverty and its impacts. It is important to help people out of poverty and help people into employment as well as supporting those for whom employment is not possible. Despite the worrying rise of in-work poverty, work is still considered to be the best way to help people out of poverty.

There is a real need to boost enterprise and employment within the County Borough and to link people with business and create a stimulating environment for both people and business. Whilst there are different economic challenges faced in different parts of the County Borough, the key principles of

protecting jobs, developing the economy, and increasing growth apply equally across the whole of the County Borough. Working in partnership with business and industry, the Council will seek to increase the availability of quality jobs and identify opportunities to enhance access for residents to those jobs.

The availability of a workforce with a wide range of skills and education levels can help business grow and also attract new business. Ways need to be found to improve confidence and build a culture of learning in the workforce with a particular focus on workers who may have few, if any, qualifications and yet who have valuable, transferable skills and experience. In addition, children and young adults need to be given appropriate career support to aid their understanding of the type of employment available to them in the region; and help them make the right

choices to lead them into the world of work. Specifically, it is important to ensure that they have the soft skills and technical skills necessary to undertake the work that is available. It is also important to give young people the confidence and skills to encourage entrepreneurship and to make them realise that they can be the business people of the future.

Our aim is to make a difference to the lives of our residents. 'Supporting People' is about equipping people to help break the cycle of poverty, spreading opportunity, enabling people to fulfil their ambitions and enhance their wellbeing, reducing inequality, improving health, educational attainment, upskilling and helping people to secure employment.

This theme is underpinned by the concept that economic growth should not be



perceived in isolation, as it underpins the aspirations we have for every person and community within the county borough, with employment being central to providing better health and life prospects for all.

### **The main objectives of the Supporting People theme are:**

- *Increase employability and pathways into work by ensuring that services are coordinated, with appropriate support provided;*
- *Increase skill levels and educational attainment;*
- *Reduce worklessness;*
- *Improve the physical and emotional health of our residents;*
- *Improve resilience through the development of the Foundational Economy;*
- *Reduce the number of people living in disadvantaged communities by tackling inequalities.*



## Our key priorities are:

**SP1: Increasing employability** of residents by working with partners to encourage skills providers to link their training/education to opportunities created by investments and business growth areas within the Cardiff Capital Region, encouraging education and skills providers to become more responsive, aligning courses to meet employer needs and forging stronger links between the Private, Public and Third Sector and Training Providers.

**SP2: Raising educational attainment** in schools to ensure that people have the skills and aptitude necessary for work. This involves acknowledging the importance of vocational training in addition to academic qualifications and providing support and career advice to ensure the best learning route for individuals.

**SP3: Reducing worklessness** through improving the coordination and delivery of services between organisations, empowering workless residents, supporting mechanisms

that encourage pathways into employment, working with partners to commit to placements, apprenticeship provision and encouraging stronger links between education & training providers, the business community and the public and third sector.

**SP4: Improving resilience in the economy through the support and development of the foundational economy.** The foundational economy makes a substantial contribution to GVA in Wales, and Caerphilly County Borough is no exception. Moreover, it provides essential services within communities and is well spread throughout the county borough, which means that support for this sector could make a significant impact on the economy of the area as a whole. Importantly, supporting business in the FE would stimulate development outside of the M4 corridor.

**SP5: Developing skills in key growth areas.** The Cardiff Capital Region Skills and Employment Board has been created

(building on existing arrangements) to ensure skills and employment provision in the region is responsive to the needs of local businesses and communities. The focus by Welsh Government is on the following growth areas: Advanced Materials & Manufacturing, Construction, Financial and Professional Services, ICT, (cyber security, internet-of-things and data analytics) and the Human Foundation Economy. It is important therefore to improve the skills of local people in these key areas, to ensure that they are able to take advantage of existing and emerging employment opportunities created by significant regional investment in these growth areas and encourage and support a culture of learning and ongoing development within the existing and emerging workforce.

**SP6: Targeted intervention of key groups.** Certain groups are more predisposed to poverty and the effects of experiencing a lifetime of economic disadvantage. In order to break the 'cycle' of poverty there is a need to





tackle key groups that include NEETs (Not in Education, Employment or Training) and ACEs (Adverse Childhood Experiences). Building resilience at a young age and improving a young persons health and wellbeing will not only improve the life chances of these individuals but also reduce the likelihood of negative associated behaviours being passed on to future generations.

**SP7: Ensure a clear co-ordinated 'package of services' is available in order to reconnect people to employment.** There are a significant number of training schemes and initiatives operated by numerous training and service providers that cover the County Borough. There is currently no coordination between different service providers to ensure that the needs of participants are met or that opportunities to access employment are maximised locally and regionally. This not only covers programmes that encourage pathways in to work, but also relates to advice in respect of benefits, childcare provision

and other mainstream services, all of which need to be clearly focussed on the challenges associated with worklessness; and support people in employment to remain in employment. In collaboration with City Deal, prepare a regional strategy to support people in to employment.

**SP8: Support interventions to improve health,** address diet, physical activity or any lifestyle behaviours that may predispose people to behave in a certain way where there are complex social and environmental factors at play. Many health problems demonstrate a strong social gradient, meaning that there is a higher prevalence of lifestyle related and social harms, illness and early death in more economically disadvantaged groups. In order to reduce health inequalities and in order to prevent ill health it is necessary to tackle the wider social determinants that impact upon health. Many social determinants impact upon health,

including a person's early life chances, their education, and employment opportunities, homes that they live in, and diet. In order to prevent ill health it is necessary to tackle these wider social determinants.

**SP9: Reduce inequality by reducing the number of lower super output areas within the top 10% most deprived areas within Wales.** Support our most deprived communities through a multi-agency approach to eradicate poverty and create vibrant communities where people want to live and work and are proud to say where they are from. There is a need to deliver targeted action plans through true partnership working between the community, public, private and third sector to tackle poverty and its associated issues.

**SP10: Ensure that Cultivational Procurement is a key consideration in the procurement of services.** Long term social value should be prioritised over best price in the knowledge that this itself will

reap benefits by building local economic resilience which in turn will take longer term pressures off local public services and government.

**SP11: Tackle in-work poverty.** Whilst employment is acknowledged as being the best way out of poverty there is also a growing rise of in-work poverty. A multi level policy approach and government intervention is required to address this issue, however at a local level, the Council and its partners should be promoting prosperity by seeking improvements in the pay and conditions and quality of life for those in low-paid and insecure employment. The Council currently pays the foundation living wage and will encourage its partners and supply chain partners to prioritise the procurement of goods and services from ethical businesses that: pay the living wage; do not operate zero hour contracts; and offer fair terms and conditions for its employees.





SP1 Increase Employability	Action	Delivery
<p>Provide training opportunities that afford pathways to employability and increases the number of people that are economically active.</p>	<ol style="list-style-type: none"> <li>1. Establish stronger links between the Regional Partnership (LSkiP) and local providers and services to align provision and prevent the duplication of effort in the provision of training opportunities.</li> <li>2. Develop a co-ordinated programme of volunteering, maximising it as a route to personal well-being and employment, including promoting corporate volunteering.</li> <li>3. Establish an all age apprenticeship programme in line with City Deal priorities and linked to Welsh Government Employment Support Programmes with co-ordinated points of access.</li> <li>4. Provide support and training for people who are long-term unemployed and economically inactive to gain skills to secure a job through the Communities for Work Programme and Communities for Work Plus Programme.</li> <li>5. Ensure that employment and skills programmes which support those furthest from work are joined-up and work with employers to develop social clauses to ensure this happens.</li> <li>6. Ongoing support for employment initiatives, including: Bridges into Work; Working Skills for Adults 2; Inspire 2 Work; Youth Engagement and Progression of the Progress Scheme and develop ongoing solutions to fund initiatives post European Funding.</li> <li>7. Explore new workforce models with partners to incorporate a wider variety of professionals with different skills and expertise to reflect the employment needs of the population.</li> </ol>	<p>1, 2, WG/LSkiP/Private and Public Sector/Universities and Education providers/ Cardiff Capital Region/ PSB/<b>Third Sector</b></p> <p>3, 4, 5, 6, 7 WG/LSkiP/ Private and Public Sector/Universities and Education providers/ Cardiff Capital Region</p>





SP1 Increase Employability	Action	Delivery
<p>Address the mismatch between the skills needed to access jobs in the region (digital, technical and soft) and the training provided through the curriculum and by training providers.</p>	<ol style="list-style-type: none"> <li>8. Facilitate the engagement between businesses and local education providers and Careers Wales to ensure that people have the appropriate employability and entrepreneurial skills.</li> <li>9. Encourage entrepreneurship within schools by getting all schools to participate in the Young Enterprise Programme (currently 50% of schools in the county borough participate in the programme).</li> <li>10. Work with business to understand current and future needs to ensure skills and apprenticeship schemes meet their needs and the future needs of Cardiff Capital Region e.g robotics and artificial intelligence.</li> <li>11. Provide targeted careers advice to help young people to access jobs in the county borough and the wider region and develop a resource to support work experience.</li> <li>12. Work with training providers to ensure that courses are aligned to meet employer needs.</li> <li>13. Strengthen industry-led engagement in schools and local communities to encourage all people to consider careers in growth sectors including digital industries.</li> </ol>	<p>8, 9, 10, 11, 12, 13 WG/ LSkip Private and Public Sector/Universities and Education providers/ Cardiff Capital Region</p> <p>14 WG, Learning Skills &amp; Innovation Partnership /Private and Public Sector, Universities and Education providers (Coleg Gwent, Coleg y Cymoedd)/Cardiff Capital Region Cabinet</p>
<p>Provide accreditation for certain skills which have traditionally been dismissed as a formal qualification.</p>	<ol style="list-style-type: none"> <li>14. Work with business and education providers to provide work based training qualifications to encourage progression and release entry level jobs.</li> </ol>	





SP2 Raise Educational Attainment	Action	Delivery
Improve the links between schools and local business.	15. Strengthen industry-led engagement in schools and local communities to encourage young people to consider careers in growth sectors including digital industries.	15, 16, 17 WG/LSkiP/ Private and Public Sector/Universities and Education providers/ Cardiff Capital Region
Provide young people with better advice in respect of employment opportunities and the educational/skills needed to access them.	16. Provide targeted careers advice to help young people to access jobs in the county borough and the wider region. 17. Work with training providers to ensure that courses are aligned to meet employer needs.	
Reduce the percentage of working age population with no qualifications and improve literacy and numeracy levels throughout the population.	18. Establish an all-age training programme that supports and provides opportunities for people to gain qualifications by supporting programmes such as Communities for Work and Communities Plus Programme.	
	19. Widen the opportunities for learning through integration of activities associated with culture, sports and leisure.	18, 19 WG/LSkiP/ Private and Public Sector/Universities and Education providers/ Cardiff Capital Region/ Council



SP3: Reduce worklessness	Action	Delivery
Align interventions by identifying any gaps in the provision of employment support services.	20. Work with public, private and third sector organisations to undertake provision mapping of existing employment support. This will prevent duplication of efforts and simplify the path to employment support, whilst establishing a common approach, removing barriers, and ensuring that people are being referred to the most appropriate support mechanism based on their individual needs. Develop a single point of entry so that people are directed to the most appropriate support service through the Communities for Work and Communities Plus Programme.	20 WG/LSkiP/Private and Public Sector/Universities and Education providers (Coleg Gwent, Coleg y Cymoedd)/Cardiff Capital Region

AMENDED





<b>SP4: Improve Resilience and Support the development of the Foundational Economy</b>	<b>Action</b>	<b>Delivery</b>
<p>Improve resilience by maximising job opportunities in the local foundational economy - businesses we use every day and see all around us.</p>	<p>21. Consider bespoke support for services targeted at micro and small businesses, business start up and self employment within the county borough by reinvigorating and resourcing local business support to coordinate and maximise the opportunities arising at the Regional level through City Deal.</p> <p>22. Work with businesses to increase understanding and opportunities afforded by the FE and expand business support to include key sectors, including construction, energy, health and social care, tourism, retail, and food.</p> <p>23. Work with training and education providers to improve awareness of careers within the FE and the skills provision and training required to fulfil opportunities.</p>	<p>21, 22, 23, 24 WG/LSkiP /Private and Public Sector/Universities and Education providers (Coleg Gwent, Coleg y Cymoedd)/Cardiff Capital Region</p>
<p>Support the FE by developing resilient local supply chains.</p>	<p>24. Work with Partners to support local jobs through the use of procurement measures that support local supply chains.</p> <p>25. Seek to ensure that we maximise the benefits to our communities by using our procurement processes to spend budgets locally where ever possible.</p> <p>26. Work with partners to secure the maximum community benefits from the contracts we let.</p>	<p>24, 25, 26 Council/PSB</p>







SP5: Develop skills in key growth areas.	Action	Delivery
Develop skills in key growth areas and develop a coordinated training/skills programme that equips people to be able to benefit from investment in these opportunities.	27. Work with partners and use labour market intelligence from the Regional Skills Plan and LSkiP to identify future growth demand and skill requirements. 28. Target investment to support apprenticeship delivery in Regional growth and shortage sectors. 29. Provide targeted careers advice aligned to current and future job opportunities by coordinating careers advice and engaging with employers to strengthen employability skills and careers.	27, 28, 29 WG/LSkiP/ Private and Public Sector/Universities and Education providers/ Cardiff Capital Region
SP6: Targeted Intervention of key groups	Action	Delivery
Target key groups in order to break the 'cycle' of poverty as certain groups are more predisposed to poverty and the effects of experiencing a lifetime of economic disadvantage.	30. Support for reducing the number of NEETs with early interventions, including earlier career advice and increased training opportunities. 31. Reducing the impact of, and mitigating the effects of ACEs by improving the awareness of the importance of early life experiences on the long term health, social and economic prospects of children within PSB organisations, schools and communities.	30 WG/LSkiP/Universities and Education providers/ Private Sector/Careers Wales 31 Council/PSB/Third Sector

<b>SP7: Ensure a clear co-ordinated 'package of services' is available in order to reconnect people to employment</b>	<b>Action</b>	<b>Delivery</b>
Support mechanisms that encourage pathways in to work and improve the employability for people by removing 'barriers' to employment.	32. Explore affordable and variable childcare initiatives that enable parents to work and examine support for working parents. 33. Improve access to affordable and variable transport.	32, 33 Council/WG, Department for Work & Pensions, Jobs Growth Wales/Careers Wales/ Coleg Gwent, Coleg y Cymoedd/LSkiP
<b>SP8: Support Interventions to improve health</b>	<b>Action</b>	<b>Delivery</b>
Support interventions to address diet, physical activity or any lifestyle behaviours that may predispose people to behave in a certain way where there are complex social and environmental factors at play.	34. Increase the understanding of the benefits of preventative work in relation to health within partner organisations. Investigate and identify mechanisms for addressing and resourcing this issue in areas of deprivation (especially in the absence of Communities First). 35. Education and the promotion of healthy behaviours within schools/workplace. 36. Promote the benefits of physical activity through the use of the environment and leisure services. 37. There are self-help groups to help people who want to improve their own health and well-being. The Council should encourage alternative health mechanisms by signposting to self help organisations. 38. Explore methods for sustaining the Large Scale Change Programme to support and increase physical activity.	34 Council/PSB 35, 36 Council/PSB/Public Sector/Private Sector/ Third Sector 37, 38 Council/PSB/Third Sector

<b>SP9: Reduce inequality by reducing the number of lower super output areas within the top 10% deprived within Wales.</b>	<b>Action</b>	<b>Delivery</b>
<p>There is a need to close the gap between the most deprived communities within the county borough and others by aligning all public sector provision to meet the needs of those in the most deprived communities.</p>	<p>39. There are programmes designed to tackle poverty and support children, young people and families across the borough. These anti poverty strategies are cross-cutting and transcend a number of policy areas. The Council should continue to support and align the anti poverty programmes to achieve maximum impact.</p> <p>40. The Council will work with the local community and its partners by setting up a coalition board for Lansbury Park to develop a methodology that can be adopted for working within the other deprived communities within the borough. Specifically the 8 areas that have been agreed by the Council including Rhymney, Fochriw, Phillipstown, Park Estate Bargoed, Graig y Rhacca, Lansbury Park, Ty Sign and Cefn Hengoed which are the most deprived communities within the county borough.</p>	<p>39, 40 Council/PSB/Coalition Working Groups/<b>Third Sector</b></p>
<p>Address fuel poverty as 25% of households within the county borough are experiencing fuel poverty.</p>	<p>41. Work with partners to explore and support where possible energy efficiency initiatives, renewable energy generation, community energy generation projects and energy cooperatives.</p> <p>42. Examine the role of the foundational economy in terms of energy conservation and energy generation.</p>	<p>41, 42 Council/PSB Coalition Working Groups /Private Sector/Energy Providers/Housing providers/<b>Third Sector</b></p>
<p>Reduce the number of workless households with children as employment is the best protection against poverty.</p>	<p>43. Work with partners to explore initiatives for childcare support and early year's intervention.</p>	<p>43 Council/WG</p>

SP10 Ensure that Cultivational Procurement is a key consideration in the procurement of goods and services	Action	Delivery
Ensure that local businesses and supply chains benefit from investments made by the public sector.	44. Ensure that community benefits are maximised by using procurement processes to spend budgets locally where ever possible.	44, 45, 46, 47 Council/PSB/Public Sector
Maximise the value of procurement to the economy of the county borough and recognise that the long term social value of procurement decisions should be prioritised over best price.	45. <b>Work together to maximise the value for money through joint procurement, including joint procurement between other local authorities.</b> 46. Secure the maximum community benefits from contracts and incorporate the use of social clauses in all major contracts, e.g. exploit the job creation from major infrastructure investment, including for example the Metro and the ongoing work to dual the A465. 47. Ensure that where possible, the goods and services procured reflect the sustainable development principle by being sustainable, low carbon and ethically responsible.	
SP11 Tackle in-work poverty	Action	Delivery
Tackle in-work poverty. The Council and its partners should be promoting prosperity by seeking improvements in the pay and conditions and quality of life for those in low-paid and insecure employment.	48. The Council currently pays the Foundation Living Wage and will encourage its partners and its supply chain partners to prioritise the procurement of goods and services from businesses that: pay the Foundation Living Wage; do not operate zero hour contracts; and offer fair terms and conditions for its employees. 49. Promote and support in-work training within PSB partner organisations and local businesses to encourage upskilling and progression to release entry level jobs.	48, 49 Council/Public Sector/Private Sector.



# Supporting Business

In order to build prosperity and create greater economic resilience, there is a need not only to support business but also a need to create an environment that: nurtures businesses of the future; promotes entrepreneurship through business support; and realises the economic opportunities available.

Supporting and expanding existing business, attracting new business, and encouraging new small and medium enterprise start ups is critical to Caerphilly County Borough's future economic development.

It is critical to have an understanding of the current composition and location of businesses, jobs and services offered across the county borough. This information can help reveal how well business serves local residents and how it contributes to quality of life. Importantly it will also indicate which industries have the most potential to drive economic growth in the future. Targeting

key economic sectors for growth directs economic development efforts in a strategic manner and targets limited resources wisely.

## The main objectives for Supporting Business are:

- *To build a more resilient and diversified economy for the county borough;*
- *To support economic growth, innovation and enterprise;*
- *To create an environment that nurtures business;*
- *To enhance the competitiveness of the county borough;*
- *To boost business support;*
- *To identify key business investment sites;*
- *To improve the links between business, schools and education and training providers.*

## Our key priorities are:

### **SB1: Building a more resilient and diversified economy**

to be able to withstand shocks in the wider economy through the development of: the foundational economy, new businesses, SMEs and anchor institutions that generate employment opportunities closer to home and ensure the re-circulation of finance within the local economy.

### **SB2: Supporting economic growth and innovation.**

Innovation is a key priority for Caerphilly County Borough. We must encourage private sector growth and innovation if jobs and prosperity are to be created during a period whilst the public sector contracts. Encouraging innovation throughout the County Borough in both the private and public sectors will be a central element to future success in strengthening

and diversifying the economy and critically in improving GVA. There is a need to ensure that businesses innovate by developing new products, processes and management practice, maximising the use of ICT; enabling strong links between business and educational institutions; strengthening the technology base of educational institutions; and enabling the successful commercial exploitation of those new ideas. In order to stimulate greater innovation improved links need to be forged between the public and private sectors and the educational institutions in the county borough and the region, in particular universities and FE colleges.

**SB3: Creating an environment that nurtures business.** The Council and key partners will need to ensure that the market conditions are created that enable businesses







to flourish within Caerphilly County Borough. Developing a greater understanding of the demands and requirements of business; from their physical needs in terms of the size, quality, cost and location of land and premises; to their training and skills requirements for staff is necessary if employment opportunities within the county borough are to be maximised. Good quality sites are in short supply and there is now a very limited availability of all sizes and types of speculative, ready to occupy premises ranging from space for small businesses and start-ups right through to large scale manufacturing projects. This needs to be addressed as a matter of urgency.

The importance of thriving town centres for business to flourish and grow is also critical to the local economy. The Council has relentlessly sought to strengthen and revitalise its Principal Town Centres over successive decades. In recent years there has been unprecedented investment in Ystrad Mynach, Blackwood, Risca, Caerphilly

and Bargoed, however further investment is necessary if town centre businesses are to succeed and flourish. Moving forward, the changing nature of the types of business that wish to locate in town centres, needs to be recognised and accommodated if the needs of business are to be met.

**SB4: Key Sites and Infrastructure for employment opportunities.** It is important that market signals are recognised and that economic development is guided to the most appropriate locations. This requires a responsive planning environment that ensures that there is an appropriate range and mix of good quality, well located employment sites available for business to develop and expand. Opportunities to create better and more competitive business locations, that respond to the requirements of business and fill identified gaps in land supply within Caerphilly County Borough, need to be pursued through the identification of new sites for employment use throughout the county borough.

The complexities of structural change make it difficult to be confident about the true scale or nature of future employment land needs, especially when the evidence suggests that what is actually happening on the ground is contrary to expected forecasts, specifically, industrial demand continues to outpace office demand. There is a need therefore to recognise the redundancy of poor quality employment sites and premises and to encourage the recycling/redevelopment of less suitable older stock (particularly that owned by the private sector) to make way for premises better suited to meet modern requirements.

There is also an urgent need to make provision for enabling infrastructure to bring forward existing sites identified for employment use. This includes the provision of: transport and road infrastructure; services such as utilities and broadband; drainage and other high value enabling works.

Planning has a pivotal role to play in identifying and assembling land for





employment/commercial use to capitalise on the unprecedented investment opportunities presented by City Deal, Metro and from the Valleys Task Force. Whilst the key driver behind each of these is to improve the economy; improving accessibility and enabling people to access employment has the potential to redefine existing settlements within the County Borough. Focussing employment/commercial development at key metro nodes and strategic hubs, whilst capitalising upon place making and development opportunities, is central to the future economic success of Caerphilly County Borough.

**SB5: Boost Business Support and Enterprise.** Scale up targeted business support and promote enterprise and self employment to grow economic output and raise activity rates. There is already a strong platform on which to build in terms of business support, including the work of the Caerphilly Business Forum and Welsh ICE. With some more focussed activities and more joint working, the business support

system may be used more effectively to meet the needs of local business and provide the supportive and responsive environment which modern business demand. Public sector business and enterprise support services are however complex and potentially confusing to service users and there is a need to improve the coordination and delivery of services between organisations. There is also a need to develop a focussed client-centred network amongst service providers to increase the take up of business support with a much higher penetration of the local business sector. Pivotal to this will be targeted support to improve business survival rates beyond 2 years.

**SB6: Improve the links between business, schools and education & training providers.** The Learning Skills & Innovation Partnership (LSkip) identifies and encourages engagement and collaboration between industry and schools as currently there is a clear mismatch between employer skills demand and expectations and pupil

capability arising from choice of subject areas, career knowledge, basic and essential skills. With the fast changing demands of business and industry it is important for teaching staff and education providers to maintain currency with their needs. Improving the links between business, schools and education & training providers will facilitate this and enable pupils to gain experience and knowledge of changing career opportunities.





<b>SB1: Building a more resilient &amp; diversified economy</b>	<b>Action</b>	<b>Delivery</b>
<p>Improve resilience through the development of the Foundational Economy and support the growth of local businesses that generate employment opportunities closer to home.</p>	<ol style="list-style-type: none"> <li>1. Maximise job opportunities in the local foundational economy i.e. businesses that are used every day such as retail, social care, health and the food industry;</li> <li>2. Increased alignment of education and training with relevant business sectors to raise awareness of the variety of career opportunities in the foundational economy including in the tourism and hospitality industry and in the health and care sector in order to ensure that businesses have the skilled staff to operate.</li> <li>3. Increased provision of fit-for-purpose business premises across all sectors with a focus on new start-ups and businesses that want to expand.</li> </ol>	<p>1, 2, 3, Private Sector/ Cardiff Capital Region/ WG/Council/Education and training providers/ LSkiP</p>
<b>SB2: Supporting Economic Growth and Innovation</b>	<b>Action</b>	<b>Delivery</b>
<p>Build upon existing, prominent economic sectors within the county borough and the region, and encourage new participants within these sectors to offer higher value-added outcomes.</p>	<ol style="list-style-type: none"> <li>4. Identify sites for the development of incubator and innovation centres, with a vision to develop growth accelerator hubs as part of a connected Cardiff Capital Region.</li> <li>5. Work with recognised leaders in their field and anchor companies to identify supply chain opportunities which could develop key clusters of innovation.</li> <li>6. Explore the opportunities afforded by the potential automotive cluster in Ebbw Vale for the Heads of the Valleys and the Upper Rhymney in particular.</li> <li>7. Target and try out new ways of working in partnership with the private sector and academia to find innovative ways of working to improve the delivery of core services, such as housing, transport health and social care and energy.</li> </ol>	<p>4, 5, 6 Cardiff Capital Region/WG/Council/ Private Sector</p> <p>7, Cardiff Capital Region/ Council/Private Sector/ Academia</p>



<b>SB3: Creating an environment that nurtures businesses</b>	<b>Action</b>	<b>Delivery</b>
<p>Improve the rate of emergence of new indigenous businesses within the county borough.</p>	<ol style="list-style-type: none"> <li>8. Respond to existing and future demand for business premises within the borough and seek to invest in properties to meet that demand. Investigate the feasibility of developing start up units within Caerphilly Basin where there is already a very high demand with over 100 businesses in search of premises.</li> <li>9. Develop a greater understanding of the nature of the demand for business premises within Caerphilly County Borough and adopt a targeted marketing approach on this basis.</li> <li>10. Ensure that council owned land suitable for employment use is pro-actively marketed.</li> <li>11. Increased alignment of education and training with relevant business sectors.</li> </ol>	<p>8, 9, 10, 11 Council/Cardiff Capital Region/WG/ Education and training providers/LSkip</p>







<b>SB4: Key Sites and Infrastructure for Employment Opportunities</b>	<b>Action</b>	<b>Delivery</b>
<p>Ensure that there is an appropriate range and mix of good quality, well located employment sites available for business to develop and expand.</p>	<ol style="list-style-type: none"> <li>12. Identification of new land for employment through the planning system, particularly within the South of the county borough where supply is limited and demand is high.</li> <li>13. Identify new sites that are potentially of regional significance that could benefit from investment via City Deal (e.g. Oakdale Business Park, Capital Valley, Rhymney, Caerphilly Business Park/Ness Tar, Heads of the Valleys);</li> <li>14. Encourage the reconfiguration and redevelopment of existing employment sites to provide modern, energy efficient units to replace some of the older larger units that are underutilised or vacant.</li> <li>15. Identify mechanisms and potential funding sources for unlocking existing employment sites and making them more attractive to investors and new businesses within the county borough.</li> <li>16. Maximise the economic investment in employment sites either through employment (number of jobs created) or supply chain opportunities or both.</li> <li>17. Ensure easy and affordable access to digital networks, including broadband to support everyday business needs.</li> <li>18. Maintain the diversity of uses on employment sites within the county borough.</li> <li>19. Identify employment opportunities around metro hubs to encourage modal shift and to reduce the high level of out commuting for work.</li> </ol>	<p>12, 13, 14, 15, 16, 17, 18, 19 WG/Private Sector/ Cardiff Capital Region/ Council</p>





SB5: Boost Business Support & Enterprise	Action	Delivery
<p>Scale up targeted business support and promote enterprise and self employment to grow economic output and raise activity rates.</p>	<p>20. Develop and resource a hub of business support functions for Caerphilly County Borough that encourages the retention of graduates, fosters entrepreneurs and business start-ups, widens business support and compliments the work of City Deal and Valleys Taskforce.</p> <p>21. Encourage and provide support for environmentally sustainable business models that seek to improve sustainability through measures such as energy efficiency, waste management, use of sustainable transport modes (public transport/electric vehicles).</p>	<p>20, 21, 22, 23, 24, 25 WG/ Cardiff Capital Region/ Education and training providers/Council/Private Sector</p>
<p>Improving business survival rates beyond 2 years, working with partners to provide the relevant support.</p>	<p>22. Improve the coordination and delivery of employment and business support services between organisations.</p> <p>23. Develop a focussed client-centred network amongst service providers to increase the take up of business support with a much higher penetration of the local business sector.</p> <p>24. Strengthen linkages with relevant organisations such as Welsh ICE and the public sector where necessary, in order to provide a more robust support structure capable of fostering entrepreneurship.</p> <p>25. Examine mechanisms to improve business survival rates beyond 2 years.</p>	







<b>SB6: Improve the links between businesses, schools and education &amp; training providers</b>	<b>Action</b>	<b>Delivery</b>
<p>In order to improve access to job opportunities and increase the gross weekly earnings of workers within the county borough better integration is needed between education and skills providers and the needs of business sectors.</p>	<ul style="list-style-type: none"> <li>26. Improve focus on education and training and better align this process with those business sectors identified as being targeted for growth. This will also help maximise the potential of greater accessibility to job opportunities elsewhere, brought about by Metro.</li> <li>27. Reduce the disparity in earnings within the Gwent Valleys and Heads of the Valleys Regeneration Area in comparison to the south of the county borough by examining measures to address this issue such as tailored education and training to align with relevant business sectors in the Heads of the Valleys, promotion of job opportunities within SE Wales afforded by greater accessibility to job opportunities elsewhere brought about by Metro, stronger linkages between business and schools, targeted business start-up support etc.</li> <li>28. Engage anchor companies within the county borough and improve the links between business and schools by exploring work experience and training opportunities associated with these companies.</li> </ul>	<p>26, 27, 28 Cardiff Capital Region/LSKip/WG/ Education and training providers/Private Sector/ Council.</p>

# Supporting Quality of Life

Quality of life is the general perception of well being, of both communities and business within our county borough. A variety of factors can improve the perception of quality of life, for example having access to; good housing; a thriving town with a wide range of community and cultural facilities and services; access to quality green and open space; access to excellent care services, all set in the context of a well respected and looked after natural and built environment. All have a part to play in creating the right conditions for better health, well-being and greater physical activity. The contribution made by the environment to quality of life and good health cannot be overstated.

Aesthetic improvements enhance the perception of quality of life and this component will focus on identifying key locations for development and redevelopment in the county borough

including: key brownfield sites, opportunities provided around metro hubs and key interchanges, town centres, redevelopment of prominent and underutilised buildings and improvements to the public realm/green infrastructure to enhance the sense of place and contribute to the sustainability and well being of the area.

Supporting quality of life is about creating a sustainable environment for current and future generations to enjoy by improving and maintaining features of the physical and natural environment and joining up things that most affect people's lives.

## The main objectives of the Supporting Quality of Life are:

- *Manage the natural heritage and its resources appropriately for future generations, whilst accommodating much needed sustainable development,*
- *protecting wildlife and encouraging the use of green spaces to promote wellbeing;*
- *Improve access to culture, leisure & the arts;*
- *Enhance opportunities for physical improvement and investment through active place making;*
- *Capitalise upon the assets of the county borough to fully exploit the county borough's tourism potential and establish the county borough as a major tourism destination within Cardiff Capital Region and Wales;*
- *Improve the delivery and diversify the housing stock across all tenures within the county borough to meet housing need and create strong cohesive communities;*
- *Improve the quality of the existing housing stock through targeted intervention, particularly in terms of Council owned stock;*
- *Develop a unique and complementary role for each of the Principal Towns in the County Borough to serve the wide reaching needs of residents and business.*



**Our key priorities are:**

**SQL1: Managing the natural heritage and its resources appropriately by balancing the needs of development against the protection of the landscape and the need to conserve and enhance biodiversity.**

The natural heritage and open space are important elements in the lives of those who live, work and relax in the county borough. They are important factors for mental and physical well-being and their ongoing maintenance and improvement will continue to have beneficial effects for future generations.

It is essential that new homes, jobs and services are developed to meet the needs of future generations. However, it is equally necessary to protect important landscapes and areas of biodiversity importance from adverse impacts or loss through inappropriate development. Landscapes need to be maintained and enhanced through

diversification and developing key artisan skills to maintain landscape features, whilst maximising the potential of landscapes to provide tourism and recreational opportunities.

The historic landscape is equally as important as the natural landscape. It provides valuable information about how our area was used over time. Historic landscapes provide some of the very best examples of how land was used throughout our history and it is important that these landscapes are protected and, even more importantly, interpreted to broaden knowledge of their importance.

Balancing the development needs of the current and future generations with the protection of open space, countryside and landscape is a key element in securing a high quality of life for those who live, work and enjoy the county borough, and all it has to offer.



**SQL2: Improve access to culture, leisure and the arts** in order to improve social and economic wellbeing. Culture, the arts, sports and leisure are important elements of vibrant and viable communities. They provide people with opportunities to learn, to relax, to innovate, to exercise, and to enjoy themselves, as well as providing a valuable education and learning resource. They are vital in creating a sense of community, in attracting new people and families, in encouraging inward investment and in providing jobs and opportunities for entrepreneurship and enterprise. They also encourage people to look at their locality in a different way, raise aspirations and improve the life experiences of local people. Arts, sports and cultural approaches to regeneration have additional potential for engaging children and young people, releasing creativity and innovation, and potentially creating positive role models for communities.

**SQL3: Active Place Making** provides the vision and framework for proactively exploiting major development opportunities and setting out a programme of investment to help unlock funding. The importance of active place making cannot be underestimated with potential funding opportunities created through both City Deal and the Valleys Task Force. Whilst City Deal presents significant opportunities around strategic metro hubs, the Valleys Task Force identifies Caerphilly and Ystrad Mynach as a strategic hub, where public sector funding can realise positive change leading to private sector investment.

**SQL4: Maximise the tourism potential of the County Borough to become an established tourism destination.** Tourism is an important area in terms of ongoing, long-term growth. Jobs, visitors and spend are all on upward trends and tourism is worth an estimated £122m for the local economy and is responsible for an estimated 1632 jobs in

Caerphilly and 68,700 jobs within the Cardiff Capital Region. At a time when budgets are under severe pressure, investments in tourism infrastructure, particularly Council owned facilities, may be perceived as low priority; however the importance of tourism to the local economy should not be understated.

The County Borough has many valuable tourism assets which contribute greatly to the economy, not least Caerphilly Castle, Cwmcarn Forest and Llancaiach Fawr Manor. There is a need to develop and exploit these existing tourism assets further in order to increase visitor numbers and improve their economic performance and that of the County Borough.

Improvements to accommodation and the leisure and night time economy (including pubs, restaurants and accommodation) remain essential, coupled with ongoing town centre and environmental improvements. The clustering of these services around key tourist hubs and sites should remain a key aspiration.



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It is essential that opportunities to increase the dwell time within the County Borough are explored. This can be achieved by: developing the local offer to complement the regional network of leisure and tourism facilities; building on existing events such as the Big Cheese; effective marketing; and developing the South East Wales Destination Investment Plan.

**SQL5: Improve the delivery of new housing and diversify housing across all tenures.**

Poor housing and a limited choice of homes, particularly in the northern parts of the County Borough, directly affect quality of life and health. It also has many undesirable side effects, including forcing affluent local people or those forging new careers to leave to find better homes, thus depriving communities of role models and potentially active residents. More significantly, expansion of the housing stock and improvements to existing property also provide both business (start up and expansion) and employment opportunities.

Widening the housing choice north of the Mid Valleys Corridor and in town centres should make a significant contribution to delivering the objectives of the strategy.

Good quality homes form the foundations of good communities and the basis for individuals and families to flourish in all aspects of their lives. The delivery of modern, good quality affordable homes across the whole of the county borough will improve quality of life and create stronger and more cohesive communities. In the southern part of the county borough many sites are attractive to the private sector and will be delivered largely without any public sector intervention. Conversely, in the more marginal market areas, or on difficult industrial legacy sites, the private sector is reluctant to invest where they perceive there is a high risk. The Council and its partners need to find innovative ways to deliver much needed modern housing even on those sites that are higher risk. To this end, all innovative housing solutions and funding

options will be explored; from innovative finance models, public sector land release, council house building and alternative forms of delivery through innovative construction methods. Also the Council will continue efforts to bring empty homes back in to beneficial use. Collectively these actions will deliver more housing and diversify the housing stock.

There is also a need to incentivise housing providers to build homes which respond to the challenges of an ageing population and which enable people to down size to suitable accommodation to meet their needs. All housing developments (over 10 units) that are delivered through the release of Council land will in future be required to make provision for housing that is suitable for older people.

**SQL6: Improve the quality of the existing housing stock through targeted intervention; particularly in terms of Council owned housing stock.** Investment in improving the quality of housing is proven





to reduce pressures on other public services; notably health and social care. There is significant evidence showing links between cold, damp homes and respiratory disease and asthma. These health problems can contribute to adverse childhood experiences as well as having a negative impact on children's ability to learn.

Providing secure, affordable housing is the strongest basis for supporting vulnerable individuals to overcome mental health and substance misuse. Investing in housing quality and energy efficiency brings significant economic benefits, creates jobs, and builds stronger communities.

The Council has a housing stock of 10,822 properties and 13,000 tenants and is currently investing over £200m in bringing all these homes up to the Welsh Housing Quality Standard (WHQS) by 2020.

The WHQS investment will bring about substantial physical improvements to both

houses and the environment. It is recognised that some of the Council's estates have high levels of deprivation, poverty, unemployment, and social exclusion therefore the delivery of this ambitious investment programme is not just to improve homes, but to also transform people's lives and the communities in which people live.

**SQL7: Refocus on town centres to serve the needs of residents and business.** Town Centres are powerful economic hubs and have the capability to drive economic growth and provide a focus for local economic activity. The vitality and viability of town centres should be enhanced by working in partnership with the business community in order to attract new investment and sustain confidence. In recent years there has been unprecedented investment in Ystrad Mynach, Blackwood, Risca, Caerphilly and Bargoed, however continued investment by both the private and public sector is necessary if town centre businesses are to succeed and flourish.







The changing nature of the types of business that wish to locate in town centres, needs to be recognised and accommodated if towns are to diversify to meet the differing demands placed on them in the 21st Century. There is a pressing need to increase footfall and dwell time in all of the town centres and opportunities to increase the variety of retail, leisure, entertainment and cultural venues to attract and hold customers in the town and enhance the night time economy need to be explored further. In addition opportunities for new office space and events space needs further consideration, particularly in and around Metro Hubs and tourist and leisure facilities e.g. Caerphilly Castle, Blackwood Miner's Institute.

New homes in town centres can also serve to address a number of key objectives including: addressing the acute shortage of homes; increasing expenditure in local retailing, adding life in the evenings/ weekends and putting buildings to use

when they might otherwise stay derelict or generate little income for the owners. Town centres should help drive regeneration and greater consideration needs to be given to individual town centre sites that are appropriate for modernisation, refurbishment, or redevelopment to provide office accommodation and town centre living.

Town Centre Action plans will therefore be produced to coordinate major development opportunities and enhancement, in order to inform a programme of investment which will be supported by a retail strategy that will examine measures to enhance and diversify the existing offer within Town Centres in order to retain more expenditure within the local economy. The Council already has Town Centre Action Plans for all of its Town Centres; however these will be updated to reflect the new opportunities afforded by City Deal/ Metro and the Valleys Task Force Initiatives. The first plan for Caerphilly Basin is being prepared in tandem with this strategy.

A more pro-active and radical approach to town centres may be required moving forward, one which involves the use of CPO powers where necessary, greater partnership working with the Welsh Government, and closer links with funding institutions and the private sector. New and creative approaches will need to be utilised to fund these proposals.



<p><b>SQL1: Manage the natural heritage and its resources appropriately for future generations, whilst accommodating much needed sustainable development, protecting wildlife and encouraging the use of green spaces to promote wellbeing</b></p>	<p><b>Action</b></p>	<p><b>Delivery</b></p>
<p>Balance the need for development and protection of the Landscape.</p>	<ol style="list-style-type: none"> <li>1. Prepare a Countryside Strategy/Green Infrastructure Strategy for the County Borough.</li> <li>2. Protect farming, forestry and tourism whilst maximising benefits from the development opportunities they present.</li> <li>3. Address the three main threats to upland landscape, namely                             <ul style="list-style-type: none"> <li>● Illegal off-roading</li> <li>● Fly-tipping</li> <li>● Arson.</li> </ul> </li> <li>4. <b>Reduce farm and rural crime through Rural Crime Initiatives</b></li> <li>5. Appoint a Landscape Partnership officer with a role of integrating rural spaces into urban projects and developments, linking urban and rural places.</li> <li>6. Ensure that future much-needed development and the need for that development does not adversely impact upon important landscapes.</li> <li>7. Ensure developments integrate the existing landscape and new landscaping features as an integral part of their proposals, respecting and enhancing the important elements of their settings.</li> <li>8. Establish training and qualification courses on rural artisan skills, such as dry stone walling, landscape master planning and tree planting.</li> </ol>	<ol style="list-style-type: none"> <li>1 Council/NRW/ WG</li> <li>2 Council/NRW/ WG</li> <li>3,4 Council/PSB/NRW/WG, Police</li> <li>5 Council/South East Caerphilly Partnership</li> <li>6 Council/NRW/WG/</li> <li>7 Council/NRW/WG/ Commoners Associations</li> <li>8 Council/NRW/Other Partners</li> </ol>



<b>SQL1: Manage the natural heritage and its resources appropriately for future generations, whilst accommodating much needed sustainable development, protecting wildlife and encouraging the use of green spaces to promote wellbeing</b>	<b>Action</b>	<b>Delivery</b>
	<p>9. Integrate open access land into the wider open space and movement networks through the Public Rights of Way Improvement Plan.</p> <p>10. Enhance existing and develop new country park events to encourage outdoor recreation.</p> <p>11. Promote commercial and economic (tourist/recreation) proposals through:</p> <ul style="list-style-type: none"> <li>● Unlocking the potential of the Monmouthshire and Brecon Canal</li> <li>● Delivery of a visitor and Education centre at Parc Penallta</li> <li>● Delivery of a visitor and education facility and accommodation at Penyfan Pond Country Park</li> <li>● Delivery of the North Sirhowy Valley Country Park and Hub</li> <li>● Delivery of a conference and education centre at Markham Colliery</li> </ul>	<p>9 Council/NRW/WG/ Commoners Associations</p> <p>10 Council/NRW/WG/ Other Partners</p> <p>11 Council/WG/EU/Other Partners</p>





<b>SQL1: Manage the natural heritage and its resources appropriately for future generations, whilst accommodating much needed sustainable development, protecting wildlife and encouraging the use of green spaces to promote wellbeing</b>	<b>Action</b>	<b>Delivery</b>
<p>Maximise the tourism potential of the Historic and Natural Landscape.</p>	<p>12. Maximise the tourist potential of the county borough’s historic environment, Including</p> <ul style="list-style-type: none"> <li>● Consider the potential for providing visitor accommodation at key heritage assets for example Caerphilly Castle, Llancaiach Fawr etc.</li> <li>● Linking Historic landscapes to country parks as part of themed walks.</li> <li>● Improve interpretation and awareness of Manmoel and Gelligaer historic landscapes.</li> </ul>	<p>12 Council/WG/CADW/ Commoners Associations, Welsh Historic Gardens Trust/Society for the Protection of Ancient Buildings/GGAT/Georgian Group/Victorian Society/ Ancient Monuments Society/<b>Third Sector</b></p>





<b>SQL1: Manage the natural heritage and its resources appropriately for future generations, whilst accommodating much needed sustainable development, protecting wildlife and encouraging the use of green spaces to promote wellbeing</b>	<b>Action</b>	<b>Delivery</b>
<p>Balance the need for development and protection of Green Infrastructure.</p>	<p>13. Balance the need for development against the loss of non-protected sites of importance.</p> <p>14. Development and management of an integrated and connected green infrastructure.</p> <p>15. Improve the management of Sites of Importance for Nature Conservation (SINC) to minimise the detrimental impacts of human interaction.</p> <p>16. Promote the use of green spaces to promote wellbeing, including:</p> <ul style="list-style-type: none"> <li>● Rolling out the Country Parks Healthy Hearts programme</li> <li>● Improve interpretation of benefits of country parks for mental health</li> <li>● Enhance health service grounds through landscaping to provide to benefit</li> <li>● Increase the cardio rehab programme</li> <li>● <b>Increase the pulmonary rehabilitation programme to manage COPD</b></li> </ul> <p>17. Protect and manage important rural spaces such as Mynydd Maen, Caerphilly Mountain, Twmbarlwm and the Monmouthshire and Brecon Canal as regeneration objectives to maximise their tourist and recreational benefits.</p> <p>18. Diversify the recreational use of important green infrastructure to enhance their protection and importance.</p>	<p>13 Council/NRW/WG</p> <p>14 Council/PSB/NRW/WG</p> <p>15 Council/NRW/WG</p> <p>16 Council/PSB/NRW/WG/Aneurin Bevan Health Board Lottery/ <b>Third Sector</b></p> <p>17 Council/NRW/WG</p> <p>18 Council/PSB/NRW/WG</p>





<b>SQL1: Manage the natural heritage and its resources appropriately for future generations, whilst accommodating much needed sustainable development, protecting wildlife and encouraging the use of green spaces to promote wellbeing</b>	<b>Action</b>	<b>Delivery</b>
<p>Maximise the economic benefits of Country Parks.</p>	<p>19 Actively promote country parks for outdoor recreational activity and their benefits for physical and mental health and wellbeing.</p> <p>20 Develop an enhanced corporate events strategy for the country parks to maximise their benefits.</p> <p>21. Diversify the Country Parks to capitalise on tourism opportunities, including:</p> <ul style="list-style-type: none"> <li>● Development of a water Recreation Strategy</li> <li>● Building on the Urban Beach at Penyfan Pond</li> </ul> <p>22. <b>Continue to</b> integrate country park management and enhancement into regeneration objectives to support their economic future, including.</p> <ul style="list-style-type: none"> <li>● Development of the Valleys Landscape Park</li> <li>● Implementation of Landscape Strategies</li> <li>● Development of the Uplands Project</li> </ul> <p>23. Ensure that green infrastructure is an integral issue in the development of regional plans and strategies (economic, tourism and land use).</p> <p><b>24. Develop the natural connectivity within CCBC and neighbouring area</b></p>	<p>19 Council/PSB/NRW/WG, Aneurin Bevan Health Board/Lottery</p> <p>20 Council/NRW/WG/ Other Partners</p> <p>21 Council/NRW/ WG/Aneurin Bevan Health Board/Lottery/ Community Groups</p> <p>22 Council/NRW/WG/ Cardiff Capital Region</p> <p>23 Council/NRW/WG/ Cardiff Capital Region Cabinet</p> <p><b>24 Council/NRW/ adjoining Local Authorities</b></p>





SQL2: Improve access to culture, leisure and the arts	Action	Delivery
Improving access to culture and the arts and recreation, leisure and open space provision throughout the county borough.	<p>25. Ensure development/redevelopment within settlements does not result in overdevelopment or the unacceptable loss of open space.</p> <p>26. Establish a wider programme of interpretation for the historic landscape of the county borough from Stone age to present day.</p> <p>27. Develop further visitor facilities including the RDP Conference and Education Centre.</p> <p>28. Increase the level of outdoor recreation and leisure facilities to meet future demands and FIT standards, particularly in the Caerphilly Basin.</p> <p>29. Improve the provision, quality and accessibility of play and sports pitch provision throughout the county borough.</p> <p>30. Examine the feasibility of increasing public access to school based sports facilities outside of school hours.</p> <p>31. Increase provision and quality of useable allotment space throughout the county borough through new provision and minimising unusable space on existing sites.</p>	<p>25 Council, NRW, WG, Developers</p> <p>26 Council/NRW/WG/ GGAT/<b>Third Sector</b></p> <p>27 Council/NRW/WG</p> <p>28 Council/WG/Private Sector/<b>Third Sector</b></p> <p>29 Council/WG/Private Sector</p> <p>30 Council/WG</p> <p>31 Council/WG/Private Sector/<b>Third Sector</b></p>





SQL3: Active Place Making	Action	Delivery
<p>Proactively encourage Active Place Making to exploit major development opportunities and set out a programme of investment/masterplan to help unlock funding as well as a mechanism for reducing anti-social behaviour</p>	<p>32. Prepare a masterplan for Caerphilly Basin that sets out development and investment opportunities for the comprehensive regeneration of the area.</p> <p>33. Prepare Masterplans for the strategic hub of Caerphilly/Ystrad Mynach (as identified by the Valleys Taskforce) to inform investment decisions.</p> <p>34. Prepare Masterplans for Rhymney/Bargoed Strategic Hub, Oakdale/Blackwood Strategic Hub, Ebbw Valley/Risca Strategic Hub to coordinate major development opportunities and enhancement and inform a programme of investment.</p> <p>35. Enhance and diversify the offer within county borough's town centres to retain more expenditure within the local economy.</p> <p>36. Promote the county borough as a hub for countryside recreation, with the country parks as an essential component, to serve the needs of adjoining authorities.</p> <p>37. Work with key stakeholders to develop 'hubs' for co-location of services.</p>	<p>32 Council</p> <p>33 Council</p> <p>34 Council</p> <p>35 Council/private sector</p> <p>36 Council/NRW/WG/ Other Local Authorities</p> <p>37 Council/NRW/WG/ Other Local Authorities/ PSB/Police for delivery of new action</p>



<b>SQL4: There is a need to increase tourism in Caerphilly County Borough, focusing on the historic, natural environment and heritage of the area and the opportunities that this presents.</b>	<b>Action</b>	<b>Delivery</b>
<p>Develop more diversified tourism employment opportunities in the Cardiff Capital Region. This requires a co-ordinated approach that links the city in its role as the Capital with the wider city region, including Caerphilly.</p>	<p>38. Work with neighbouring local authorities and key stakeholders to develop a Destination Investment Plan to exploit the network of tourism facilities within the region for the benefit of the regional economy.</p>	<p>38 Visit Wales/Cardiff Capital Region Cabinet/Council/Private Sector</p>
<p>Work with partners to build on, and add to, the existing tourist attractions in the County Borough in order to increase the attractiveness of the area for visitors, increase dwell time and footfall and increase tourist expenditure.</p>	<p>39. Develop a positive narrative for tourism in the Valleys and identify projects to meet current and future tourism demand, focusing on those areas of competitive advantage such as mountain biking, cycling, walking, heritage and activity tourism.</p> <p>40. Work with the private sector to develop new high quality attractions and activity products, particularly those providing distinctive and unique experiences that can attract visitors all year round.</p> <p>41. Develop Caerphilly's reputation as a destination for Activity and Heritage holidays.</p> <p>42. Work with NRW to assess the options for and develop the Activity and Adventure Hub offer at Cwmcarn Forest Drive.</p>	<p>39, 40, 41 Visit Wales/ Cardiff Capital Region Cabinet/Council/ Private Sector/Local History Groups/Natural Resources Wales.</p> <p>42 Council/Natural Resources Wales.</p>



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SQL4: There is a need to increase tourism in Caerphilly, focusing on the historic, natural environment and heritage of the area and the opportunities that this presents.	Action	Delivery
	<p>43. Promote increased access to Llancaiach Fawr Manor in order to capitalise upon the recent Heritage Lottery Investment works.</p> <p>44. Develop visitor amenities at the Welsh National Mining Memorial Site at Senghenydd in conjunction with Aber Valley Heritage Group to increase visitors and dwell time within the area.</p> <p>45. Develop a long-term regeneration masterplan for Navigation Colliery which will provide a fully costed framework and programme for the restoration of the site and buildings, including cost estimates, potential end uses, soft market testing of proposals and a full Business Plan.</p>	43, 44, 45 Council/Private Sector/Local/ <b>Third Sector</b>
Facilitate the development of good quality, well located, visitor accommodation in the county borough to address the current shortage.	<p>46. Work with the private sector to identify sites suitable for new visitor accommodation to serve a wide range of demands, from quality high end accommodation to glamping.</p> <p>47. Identify prime sites for new high quality accommodation in close proximity to existing and proposed Metro Hubs.</p>	46, 47 Council/Private Sector

<b>SQL4: There is a need to increase tourism in Caerphilly, focusing on the historic, natural environment and heritage of the area and the opportunities that this presents.</b>	<b>Action</b>	<b>Delivery</b>
Develop existing attractions to cater for Business and Events to enhance their commercial viability and sustainability and increase employment opportunities.	<p>48 Investigate opportunities to make use of underused venues and locations to cater for business users and events.</p> <p>49. Promote and capitalise upon Caerphilly's high profile to attract and deliver nationally significant events in partnership with Welsh Government's Major Events Unit and local authorities.</p> <p>50. Build on past and current positive engagement with local art, craft and food and drink producers – promoting opportunities to add value through co-operation, support and networks.</p>	<p>48 Council/Other Public Sector/Third Sector/Private Sector</p> <p>49 Council</p> <p>50 Council, Private Sector</p>
Develop the night time economy to attract visitors to stay in the county borough overnight.	51. Support initiatives which promote a mixture of uses including commercial leisure and tourism uses such as restaurants, theatres, art galleries, museums, visitor centres etc., within town centres to increase dwell time, footfall and the night time economy and enhance the attractiveness of the area as a destination in its own right.	51 Visit Wales/Cardiff Capital Region Cabinet/Council/Private Sector
Provide young people with better advice in respect of employment opportunities in the tourism sector and the educational/skills needed to access them.	52. Work with the training providers and in particular the education sector to provide the skills necessary to exploit the economic opportunities that can be derived from a thriving tourism sector.	52 Council/WG/Careers Wales/Coleg Gwent/Coleg y Cymoedd/LSkiP



<b>SQL4: There is a need to increase tourism in Caerphilly, focusing on the historic, natural environment and heritage of the area and the opportunities that this presents.</b>	<b>Action</b>	<b>Delivery</b>
Use the opportunities provided by the Metro to improve the connectivity and visibility of the County Borough as a key tourism destination within the Cardiff Capital Region.	53. Promote the accessibility and connectivity of the county borough in order to increase visitor numbers by means of public transport. 54. Work with Transport for Wales and the Metro operator to ensure that the county borough has a fast reliable Metro service in the evening and at weekends. 55. Continue to develop the National and local cycle network through the county borough to link to tourism attractions.	53 Council/WG/City Deal/ Valleys Task Force 54 TfW/Metro operator / Council/WG/City Deal/ Valleys Task Force 55 Council/WG/Sustrans

AMENDED





SQL 5: Improve the delivery of new housing and diversify housing across all tenures.	Action	Delivery
There continues to be a shortage of good-quality, affordable housing.	56. Use the opportunities provided by the South Wales Metro to reinvigorate housing in the north of the County Borough;	56, 58, 59, 60, 61
There is a need to improve the delivery of new housing across the whole of the county borough.	57. Widen housing choice by unlocking stalled housing sites;	Partnership between Housing associations/ volume and local house builders/public sector
The housing stock across all tenures needs to diversify.	58. Support local builders to build the homes people need e.g. plot shop, custom build, local development orders;	/landowners/Cardiff Capital Region/WG
	59 Use innovative Finance models and the release of public sector land to increase housing land supply;	59, WG, Council/ Cardiff Capital Region/ developer partners
	60. Encourage the development of housing for the elderly on Council owned sites;	
	61. Improve the viability of housing development in marginal areas (particularly in the north of the county borough) through innovative delivery mechanisms;	62, PSB/Partnership between Housing associations/ volume and local house builders/public sector
	62. Work with housing partners to pilot projects that contribute to sustainable communities.	/landowners/Cardiff Capital Region/WG
	63. Work in partnership with the RDP Team and Coed Cymru to explore the feasibility of local timber and hardwood in the construction of new homes.	63, WG/Council/ Cardiff Capital Region/ developer partners





<b>SQL6: Improve the quality of the existing housing stock through targeted intervention; particularly in terms of Council owned housing stock.</b>	<b>Action</b>	<b>Delivery</b>
Investment of £200 million to ensure that all local authority homes are improved and maintained to achieve Welsh Housing Quality Standard.	64. Continued implementation of the WHQS to improve the quality of Council owned housing stock and the use of the investment as a catalyst to achieving wider objectives of new jobs and training opportunities for local people whilst strengthening local supply chains.	64 WG/Council
Support initiatives that seek to improve the energy efficiency of homes as 25% of households within the borough are experiencing fuel poverty.	65. Work with partners and energy providers to improve the energy efficiency of homes.	65 WG/Council/Energy Providers



SQL 7: Refocus town centres to serve the needs of residents and businesses.	Action	Delivery
There is a need to retain more expenditure within the local economy.	66. Work with Town Centre Management Team to attract National Retailers and quality independent retailers to locate in Town Centres.	66, 67, 68, 69, 70, 71 Council/Private Sector
There is a need to identify redevelopment opportunities to enhance and diversify the existing offer within Town Centres to make them <b>safe and</b> attractive places to live, work and visit.	67. Prepare a revised suite of town centre action plans that challenge the traditional model of town centres, based on what communities want and need. 68. Support initiatives which promote a mixture of housing, retail, business and leisure within town centres to increase dwell time, footfall and the night time economy.	72 Council/Police
There is a need to develop the night time economy to attract people to live and work in the county borough.	69. Explore the opportunities provided by the transfer of parking enforcement to the Council from the Police. 70. Work with business to explore opportunities to initiate and attract new cultural and leisure events in town centres, such as Music Festivals e.g. Proms in the Park, Big Cheese.	
There is a pressing need to increase footfall and dwell time in Town Centres.	71. Examine feasibility of providing opportunities for local producers to trial sale of produce within Town Centres. 72. <b>Work with police and community support officers to ensure safety with town centres.</b>	

# Connecting People & Places

Regeneration and investment should address both social and physical exclusion whilst improving employment rates. A key element required to achieve this is increasing connectivity between people and places. Connectivity, or accessibility, in this respect is not a single issue, but a complex series of interconnected issues relating to both the circumstances of the residents of the county borough as well as the barriers to accessing places, facilities and services.

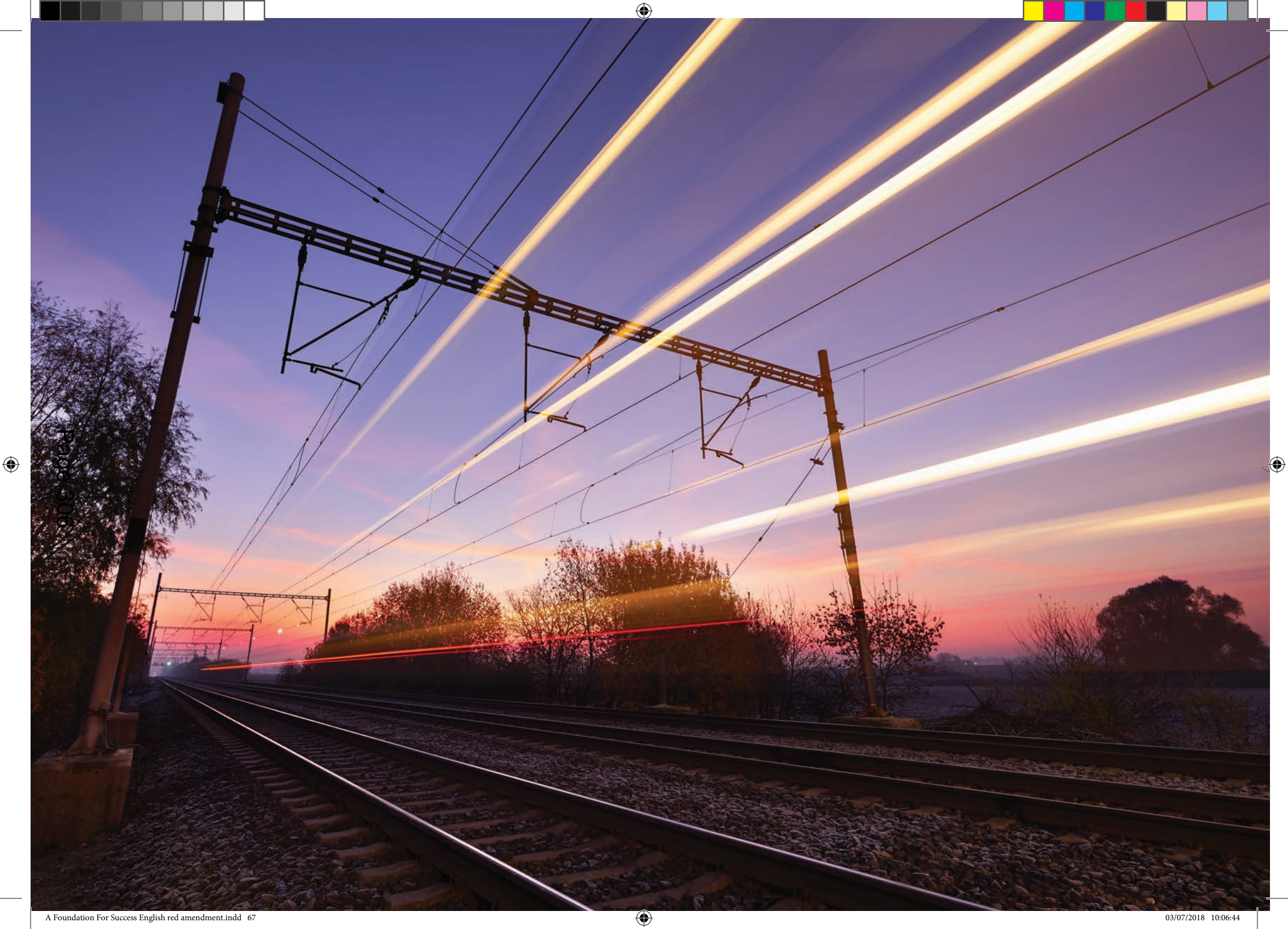
This section addresses connectivity in terms of the physical accessibility to services facilities, employment and places. However, it is important to note that connectivity should also reflect the fact that there are barriers that prevent people's accessibility to employment, services and facilities that are beyond physical accessibility. In terms of employment a lack of skills and poor educational achievement decrease accessibility to higher paid jobs.

It is, therefore, important to ensure that people can access services, jobs, training and education to enable them to gain the skills, particularly the digital skills, necessary to access those opportunities that are available.

City Deal, the £1.25 billion funding package for the Cardiff Capital Region, seeks to promote economic growth throughout the region. A key element, and significant part of its committed funding, relates to the Capital Region Metro, whose aim is to provide an expandable and sustainable transport system that delivers a high-quality, reliable, efficient and economically sustainable transport network that links communities with all major commercial, social and leisure attractors. The Metro represents the single biggest investment in transport infrastructure in Wales. The Metro will underpin the region's future economic growth and facilitate the spread of jobs and prosperity throughout

the Region. A corollary of the development of the Metro will be the potential for Metro stations and interchanges to become focal points for new economic developments that will benefit from the increased accessibility and connectivity that these locations will have.

Given its location, with excellent connectivity to Cardiff and potential for increasing connectivity east to Newport and north to the Heads of the Valleys area, Caerphilly County Borough is in an excellent position to support and accommodate the anticipated regional economic growth, some of which is currently located in Cardiff. Attracting both people and businesses into the county borough will only have a positive impact on the local economy, as it will encourage people to spend their disposable income in the commercial centres within the county borough.



The Connecting People & Places theme reinforces the need to maximise the economic benefits and opportunities that arise as a result of the unprecedented level of investment that City Deal brings. It highlights and considers opportunities for redevelopment and the co-location of facilities in order to capitalise on the Metro and maximise its positive impacts on local communities. Identifying and capitalising upon Metro opportunities will be central to fostering labour market participation and increasing integration within the city-region economy.

There is a real need to connect people with business and the wider community and the role of digital connectivity is central to this theme. However, whilst achieving digital inclusion is central to embracing opportunities, ensuring access alone is not enough. Take-up is not necessarily increased by a rollout in digital services. Research has shown that access to the internet itself, no matter the speed of connection or ubiquity

of access does not solve inequalities in how people make use of the opportunities available online. Use of the internet is more dependent on underlying socio-economic and socio-cultural issues than might initially be apparent. Therefore, providing training that will enable residents to embrace the opportunities digital technology provides is as equally as important as improving accessibility and digital inclusion.

### **Our key priorities are:**

**CPP1: Promote and identify major highway projects that would significantly improve connectivity.** Despite the continued move towards more sustainable forms of transport, the car remains the principal mode of transport for the majority of trips. As a result the efficient operation of the road network is essential to maintaining and improving physical connectivity and accessibility. Congestion on the county borough's highway network results in increased travel times that have negative impacts on the economy, whilst also impeding bus transport, one of the more

sustainable forms of transport. Improving the efficiency of the county borough's highway network is essential to assist in delivering the levels of economic growth to meet the aims of City Deal.

### **CPP2: Promote Public Transport Integration and Connectivity.**

The objective of the Metro is to deliver an integrated, sustainable transport system that comprehensively links the communities throughout the region. Improving the connectivity and integration of the bus transport element, the easiest mode to increase and expand, is a fundamental factor in delivering this objective. Since bus deregulation in 1986, bus service integration has been significantly hampered due to the lack of overall control over services and the numbers of independent service providers that have arisen. It is essential that bus services are integrated more fully between service operators, and with rail services, and the issue of how this is delivered is currently being considered at the regional/Wales level.



Bus serves both local and regional travel needs and, where they link to the rail network, national and international travel needs as well. Integration at all levels will, therefore, have significant positive impacts in improving connectivity and accessibility throughout and beyond the county borough.

**CPP3: Promote place-making development around key transport hubs and nodes.**

The increased accessibility brought by the implementation of the Metro scheme will make the main interchanges and nodes on the network more attractive to investors and developers. This increased attractiveness provides the opportunity to develop new sites and redevelop existing sites for uses that will complement the settlement and be focussed on the transport node. For smaller nodes this will inevitably mean looking at sites in close proximity to the node. However, for the key transport hubs, sites across a wider distance could be developed/redeveloped to reinforce the economy of the settlement and maximise the benefits of the transport hub,

e.g. development to enhance and expand the retail and commercial offer in Caerphilly town centre can be realised with the increase footfall that the interchange could bring. Economic development around transport hubs and nodes will assist in delivering the economic growth required by City Deal.

**CPP4: Actively promote rail improvements and the reinstatement of new links.**

The rail services through the county borough are generally well used and there is a significant out-commute each day from the county borough to employment centres at Newport and Cardiff in particular. In order to address the transport requirements associated with the levels of economic growth sought by City Deal, it will be necessary to increase the capacity of the rail system and expand it to maximise opportunities to expand the network to link to settlements currently outside of its reach. The reinstatement of former rail routes will be a key element of this and the lesser impacts associated with light rail/tram systems would be best suited

to deliver these improvements. Another significant part of increasing rail capacity is increasing capacities at park and ride facilities, which will also have the benefit of taking traffic off the strategic highway network for part of their journeys.

**CPP5: Seek to reduce travelling distance and reduce out-commuting.**

Caerphilly county borough's main transport pattern is the daily net out-commute to employment centres outside of the county borough, most notably to Cardiff. The majority of this movement is car-borne and results in significant congestion on the strategic highway network, particularly in the Caerphilly Basin and through Maesycwmmer. The Metro seeks to deliver a fast and efficient transport system that will, as a corollary, reduce the numbers of cars on the roads and measures to do this are outlined under other headings. However, providing increased employment opportunities within the county borough and promoting mixed-use development, that will realise linked trips, will





assist in reducing the number of car borne trips.

**CPP6: Promote digital connectivity.** The use of digital technology for business and recreation and leisure uses is continuing to increase and this is having significant impacts upon how the settlements of the county borough are operating. This trend towards increasing use of technology is unlikely to stop in the foreseeable future and, as a result, it is essential that the county borough maximises its ability to benefit from increasing digital services. Supporting schemes to increase the extent and speed of super fast broad band (SFBB) is a fundamental part of this. However, it is not the only part as it is equally important that the residents of the county borough have opportunities to upskill so that they not only have the skills necessary to take advantage of the benefits that digital technology brings, but also the skills to be involved in the digital technology business.



<b>CPP1: Promote and identify major highway projects that would significantly improve connectivity and accessibility</b>	<b>Action</b>	<b>Delivery</b>
Improve the efficiency of the highway network.	1. Improve the resilience of the strategic highway network, particularly the A469 to Rhymney.	1 WG/Valleys Task Force/ Council
Reduce Congestion on the Strategic Highway Network.	2. Promote strategic highway and junction improvements on the A472 at Maescwmmer;	2, 4 WG/City Deal/Private Sector/CCBC
Improve Air Quality.	3. Promote strategic highway and junction improvements on the A468/A469 Caerphilly Northern Bypass. 4. Early delivery of the Caerphilly South East Bypass; 5. Promote projects that would support and facilitate the early delivery of the Caerphilly South East bypass; 6. Increase the use of electric vehicles and provide the necessary infrastructure to support them.	3 Council (CIL) Private Sector 5 Council/Private Sector/ Metro Place-Making 6 PSB, Council, WG







CPP2: Promote Public Transport Integration and Connectivity.	Action	Delivery
Improve Integration.	7. Improve the integration of bus and rail services at interchanges to improve travel times and connectivity;	7, 8, 9 WG/City Deal/Bus Service Providers
Improve service distribution.	8. Improve public transport services to the principal employment centre of Oakdale, particularly to Blackwood and Crumlin through improving connections and promoting new links and services;	10 WG/Council/Private Sector/Metro/City Deal/Bus Service Providers
New Interchange provision.	9. Provide a new bus interchange on the A472 mid valleys strategic route at Maesycwmmmer to facilitate transition between east-west and north-south services; and  10. Provide a new bus interchange on the A465 Heads of the Valleys road to facilitate transition between east-west A465 bus services and north-south bus routes and the Rhymney rail station.	





<b>CPP3: Promote place-making development around key transport hubs and nodes</b>	<b>Action</b>	<b>Delivery</b>
Focus development on Transport nodes.	<ul style="list-style-type: none"> <li>11. Promote economic development at key locations on the transport network to realise significant place-making change;</li> <li>12. Focus development at Caerphilly Business Park/Ness Tar centred on a new metro hub;</li> <li>13. Maximise the opportunities arising from the reinstatement of Ebbw Vale rail services to Newport.</li> <li>14. Maximise the development opportunities for economic development arising from the reinstatement of the Cwmbargoed rail line.</li> <li>15. Maximise development opportunities arising from the reinstated Caerphilly-Newport rail line.</li> <li>16. Build upon the success of rail by focussing development, particularly employment based development, at rail nodes.</li> <li>17. Promote economic development around the proposed Llanbradach Park &amp; Ride.</li> </ul>	11, 12, 13, 14, 15, 16, 17 Council/WG/City Deal/ Metro Place-Making programme/Developers





<b>CPP4: Actively promote rail improvements and the reinstatement of new links</b>	<b>Action</b>	<b>Delivery</b>
Improve existing rail services.	18. Provide a major new park and ride facility to serve a relocated Llanbradach rail station, catering for up to around 1000 cars. 19. Seek to increase capacity and availability of rail based park & ride. 20. Promote park and ride/park & share facilities in Nelson to complement development at Ty Du and service a new rail station. 21. Seek to increase carrying capacities on public transport.	18, 19, 20, 21, 22, 23 WG/City Deal/Metro/ Successful Rail Franchise Bidder/Bus service operators/Council
Reinstatement of former rail route to passenger services.	22. Reinstatement of Cwmbargoed rail line. 23. Reinstatement of the Caerphilly-Newport rail line.	
<b>CPP5: Seek to reduce travelling distance and reduce out-commuting</b>	<b>Action</b>	<b>Delivery</b>
Reduce travelling distances	24. Promote development that would reduce the distance travelled for work.	24, 25, 26 Council/Cardiff Capital Region Cabinet/ WG/Developers
Reduce out-commuting by car.	25. Reconfigure existing resources to create local hubs and co-locate services to reduce travelling distances. 26. Promote and support initiatives for Active Travel to increase physical activity as well as reduce level of out-commuting.	



CPP6: Promote digital connectivity	Action	Delivery
Increase Broadband speed.	27. Promote initiatives to increase the speed of SFBB;	27 Ofcom/Welsh Government/Broadband infrastructure providers/ ISPs/Local businesses
Increase take up of digital services.	<p>28. Increase SFBB take-up within communities who have high proportions of people outside of categories AB and C1 - achieving this requires more tacit considerations such as education, training and up-skilling with regard to society generally be focused upon;</p> <p>29 Raise awareness of cyber crime and cyber security and educate existing and future users of the risks.</p> <p>30. Promote and raise awareness of online services including the Dewis Cymru website to improve well-being of users.</p>	<p>28 Cardiff Capital Region/City Deal/Welsh Government/Council/ Education and training providers/Relevant business sectors/ Voluntary sector</p> <p>29, 30 Council/Education and training providers/ Utility providers/PSB/ Third Sector/Police</p>



# What happens next?

It is intended that the Draft Strategy will be reported to the Regeneration and Environment Scrutiny Committee on 13 February and Cabinet on 14 March 2018, prior to a full public consultation exercise in March/April 2018. This document will form the basis of discussion for a series of targeted workshops that will take place during the consultation period with both PSB Partners and both the private and voluntary sector, providing all interested parties with an opportunity to participate in the consultation.

Following the consultation, the Draft Strategy will be amended and reported to Council for approval in July 2018.

## The Delivery Plan

Once approved, work will commence on the Delivery Plan. This contains projects, initiatives and strategies aimed at delivering the actions identified under each theme of the strategy.

The purpose of the Delivery Plan is to develop programmes and projects to make them more readily implementable and able to exploit funding opportunities more readily.

The Delivery Plan will contain a suite of documents capable of delivering the actions identified in the Strategy, the first of which is 'The Caerphilly Basin Masterplan' that will be reported alongside the Draft Strategy and consulted upon simultaneously.

## How will it be delivered?

A multi agency Advisory Board will be set up to facilitate and prioritise the implementation of 'A Foundation for Success' and will monitor its implementation through regular monitoring reports. The Advisory Board will consist of representatives from the Council, PSB Partners and identified private sector representatives in order to ensure actions are not only implementable, but have a

commercial appreciation and are understood in the context of the evolving Regional and Sub-Regional agenda. The Advisory Board will be responsible for monitoring the progress of the implementation of the Strategy, identifying new sources of funding as they arise and monitoring how successful the Strategy has been in securing funding and delivering its projects and programs. This will be done through regular monitoring reports.

## Reviewing the Strategy

It is essential that 'A Foundation for Success' is reviewed regularly to ensure that it remains up-to-date and relevant, providing the appropriate framework for delivering the anticipated transformational change. 'A Foundation for Success' only covers a 5-year period, from 2018 to 2023 and will be reviewed at the end of that period. The strategy period has intentionally been kept short so that the document is subject of



frequent review to ensure it stays up-to-date and relevant.

During the strategy period, the Advisory Board will be responsible for monitoring the delivery of 'A Foundation for Success' through regular monitoring reports. If the findings of one of the monitoring reports identifies issues that needs to be addressed, then a review of 'A Foundation for Success' can be triggered.

Whilst 'A Foundation for Success' is not supplementary planning guidance to the Adopted LDP, it has been drafted to be in compliance with it. Should a review of the Adopted LDP be undertaken, then 'A Foundation for Success' will also need to be reviewed. Any such review will need to address any changes to allocations and policies that impact on the strategy and amend the strategy to take them into account.

'A Foundation for Success' would also need to be reviewed if a Strategic Development

Plan (SDP) was adopted for the region as the strategy would also need to be in compliance with the SDP.

# Appendix 1 - Well-being of Future Generations

The Strategy has had regard for the seven well-being goals set out within the Well-being of Future Generations (Wales) Act 2015.

Goal	How it will be achieved by 'A Foundation for Success'
<b>A prosperous Wales</b>	Employment, Education and Up-skilling is the best protection against poverty and its impacts. A number of the actions identified will increase employment, education and up-skilling and boost enterprise within the County Borough. Working in partnership with business and industry the strategy seeks to increase the availability of jobs and identify opportunities to enhance access for residents to those jobs.
<b>A resilient Wales</b>	'A Foundation for Success' seeks to equip people to break the cycle of poverty, spread opportunity and enable people to fulfil their ambitions and enhance their wellbeing, reducing inequality, improving health, educational attainment, upskilling and helping people secure employment.
<b>A healthier Wales</b>	'A Foundation for Success' seeks to support Interventions to improve health, address diet, physical activity or any lifestyle behaviours that may predispose people to behave in a certain way where there are complex social and environmental factors at play.
<b>A more equal Wales</b>	'A Foundation for Success' supports our most deprived communities through a multiagency approach to eradicate poverty and create vibrant communities where people want to live and work. The actions identified will increase employment opportunities whilst recognising the challenges experienced in the more deprived communities in order to improve equality.
<b>A Wales of cohesive communities</b>	'A Foundation for Success' recognises that regeneration and investment should address both social and physical exclusion. A key element required to achieve this is increasing connectivity between people and places, and supporting quality of life. Supporting quality of life is about creating a sustainable environment for current and future generations to enjoy by improving and maintaining features of the physical and natural environment and joining up things that most affect people's lives.
<b>A Wales of vibrant culture and thriving Welsh language</b>	'A Foundation for Success' seeks to improve access to culture, leisure and the arts in order to improve social and economic wellbeing. It recognises that culture, the arts, sports and leisure are important elements of vibrant and viable communities. The strategy will be made available in Welsh.
<b>A globally responsive Wales</b>	The actions proposed will all contribute towards improving the economic, social, environmental and cultural well-being of those living, working or visiting Caerphilly County Borough.



The development of 'A Foundation for Success' has also been informed by the five ways of working.

**Involvement** - 'A Foundation for Success' has been developed through engagement workshops with a number of key stakeholders, including businesses, Elected Members, the Youth Forum Cabinet and key representatives. **A full public consultation was held between 26 March and 9 May 2018 to obtain the views of wider stakeholders. All comments from the consultation have been considered and changes have been made to the document where relevant.**

**Collaborate** – The development of 'A Foundation for Success' has drawn upon the expertise from key representatives from across local authority departments. The delivery of the actions identified within the strategy will involve collaboration between the public, private and third sectors.

**Long term** – The objectives identified, and the actions that will deliver these objectives,

are part of a longer-term vision of enhancing Caerphilly County Borough and builds upon the long term vision to make the County Borough more prosperous, resilient, healthy and more equal with strong cohesive communities.

**Integration** – 'A Foundation for Success' builds upon and is informed by the work undertaken by the Public Service Board and other departments within the Council. It does not seek to duplicate other relevant Council strategies but it does take account of and will deliver against the Council's own Well-being Objectives for 2017/18 by identifying actions that will:

- lead to job creation and training opportunities
- help address poverty
- promote more active and healthy lifestyles
- reduce the carbon footprint through improved active travel routes and facilities locally

**Prevention** – 'A Foundation for Success' recognises that there are a number of challenges that need to be addressed in order to achieve the Vision. The actions identified aim to address key issues so that they do not worsen. 'A Foundation for Success' is set out under 4 strategic themes, each with a slightly different focus; these are Supporting People, Supporting Business, Supporting Quality of Life, and Connecting People and Places. The actions identified under each of these themes will improve the quality of life for those living, working and visiting Caerphilly County Borough.



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# Caerphilly Basin *Masterplan*

Consultation Draft as Amended  
by the Combined Report of Consultation July 2018

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APPENDIX 3



# Section 1: Introduction

## 1.1

This Masterplan sets out the future development and regeneration opportunities proposed for the Caerphilly town centre within the context of the wider Caerphilly Basin. It seeks to build on the existing strengths of Caerphilly to ensure that the town enhances its role as a retail, tourist and employment centre, supported by new housing development in sustainable places.

## 1.2

There is an exciting opportunity to facilitate significant change through the Cardiff Capital Region City Deal, which will provide resources to unlock significant economic growth in the region, delivering jobs and private sector investment. This Masterplan identifies a number of projects within Caerphilly town centre and the wider Caerphilly Basin that could benefit from City Deal or other potential funding mechanisms to deliver substantial economic benefits.

## 1.3

The City Deal Investment Fund will also facilitate the delivery of the South East Wales Metro, which will make substantial improvements to connectivity by public transport across the region. Caerphilly has the potential to be a key metro hub due to its central location in the region and the Masterplan sets out how this opportunity can be maximised.

## 1.4

Furthermore, the area of Caerphilly and Ystrad Mynach has been identified as a Strategic Hub by the Valleys Task Force as an area where public money is focused to provide opportunities for the private sector to invest and create new jobs.

## 1.5

The key aim of this Masterplan is therefore to harness these exciting opportunities and provide a framework for taking Caerphilly

forward into the future. This Masterplan is flexible and has the ability to adapt to changing economic and market conditions and meet the requirements and aspirations of both the private and public sector over this period through regular review. It is recognised that there are some projects that can be delivered within the short to medium term. However, in order to deliver long term regeneration goals, there is an aspiration to redevelop a number of key sites within the town.

## 1.6

The Masterplan has been prepared within the context of the adopted Caerphilly County Borough Local Development Plan (LDP), which sets out the Council's land use objectives for the county borough in the period up to 2021, but it also sets longer term goals to ensure that the momentum of change extends into the next decade. The



Masterplan was adopted as Supplementary Planning Guidance to the adopted LDP at a meeting of Council on 17th July 2018.

### 1.7

Many of the projects identified in the Masterplan are aligned to proposals within the adopted LDP. It should be noted that the Adopted LDP plan period ends in 2021 and the plan will need to be reviewed to provide the policy framework for the period beyond 2021. Furthermore, relevant proposals may also be included within a Strategic Development Plan for the Cardiff Capital Region. The Masterplan will need to be reviewed to take into account relevant policies and proposals in future development plans at the appropriate time.

### 1.8

The Council has also prepared 'A Foundation for Success' - the Regeneration Strategy for

the county borough, which sets out four key themes that need to be addressed:

- Supporting Business
- Connecting People and Places
- Supporting People
- Supporting Quality of Life.

### 1.8

The Caerphilly Basin Masterplan is the first of a number of area-specific strategies that identify projects that will help address key issues and objectives set out within the wider Regeneration Strategy.

## Section 2: The Vision for Caerphilly Basin

### 2.1

Central to the Vision for Caerphilly is the ability to enhance its primary role as a sub-regional retail destination and maximise its potential as a key tourist destination. Stakeholder events have identified a number of key themes on the future role for the town, recognising the need for retail led regeneration, the role of Caerphilly as a tourist destination linked to Caerphilly Castle and balancing the need for development with maintaining and improving the quality of life for existing residents. The Vision for the Caerphilly Basin is also linked to the Vision for the county borough as a whole, as set out within the Council's Regeneration Strategy.

*The Vision has been prepared having regard for the seven well-being goals set out within the Well-being of Future Generations Act (2015).*

### 2.2

The Vision is as follows:

***“To develop and enhance the Caerphilly Basin as a tourist destination in its own right. Caerphilly will be a thriving, vibrant town that is well served by the Metro, with an expanded visitor and night time offer and a growing economy, set within an attractive natural environment. It will continue to be a place where businesses want to locate, develop and grow and where people want to live, work, visit and socialise.*”**

***It will be a community where everyone is empowered to participate and make a difference, where local achievements are celebrated and visitors are welcomed and residents are proud to say they are from.”***



### 2.3

The Vision for the town will be supported by a series of Strategic Objectives which will drive its delivery and translate directly into a series of projects and actions that:

#### A. Enhance the retail offer in the town

*build on the existing retail base and identify opportunities to develop new modern retail units to attract new retailers and opportunities to enhance the town centre offer;*

#### B. Create a vibrant and accessible visitor destination

*– identify opportunities to broaden the tourism offer within the town and create a town centre that has a strong day and night time economy which is accessible by all modes of transport with clear signage and enhanced parking and cycling facilities;*

#### C. Maximise the presence of Caerphilly Castle

*– exploit the presence of the castle and create a more diverse and unique town centre that attracts residents to shop in the*

*area and results in visitors' increased dwell time, including quality accommodation for short breaks;*

#### D. Improve the key gateways

*– focus on key buildings and approaches into the town and diversify the mix of uses which also incorporates quality town centre accommodation that is attractive to young professionals;*

#### E. Create the conditions for the area to become a thriving Metro Hub

*– optimise the use of the area around Caerphilly Station to create a thriving hub of enterprise and a modern, well designed arrival point for residents and visitors to the town;*

#### F. Improve connectivity within the Caerphilly Basin and to other areas

*improve connections by all modes of transport across the Caerphilly Basin and to other areas;*

#### G. Provide the conditions to strengthen employment opportunities

*– provide support to businesses and organisations*

*within the local economy to expand and provide a range of jobs, and build capacity to enhance the contribution of the foundational economy;*

#### H. Support the development of housing, including affordable housing, together with the necessary infrastructure on previously developed land and in sustainable locations within settlements

*– identify key residential opportunities that can be unlocked on brownfield sites and other sites that accord with planning policy, including as part of mixed use developments;*

#### I. Provide a suitable level of community leisure and education facilities to support the potential level of population and housing growth in the Caerphilly Basin

*– identify the key facilities that provide important services to the population including the leisure centre, outdoor recreational and play space and schools and ensure that these facilities meet future needs;*





**J. Support and protect the natural environment and heritage of the area**

*Protecting and enhancing important landscapes, which provide the setting for the Caerphilly Basin, and the rich and varied heritage of the area, and making the most of the opportunities that they provide. The council's emerging Green Infrastructure Strategy will provide the basis such proposals.*

**K Ensure that accessibility for all is embedded in all improvement schemes**

*a cross-cutting objective that recognises that people are disabled more by poor design, inaccessible services and other people's attitudes than by their own impairment.*

**L. Ensure all of Caerphilly's communities are able to engage and benefit from the Masterplan** - ensure that the proposals

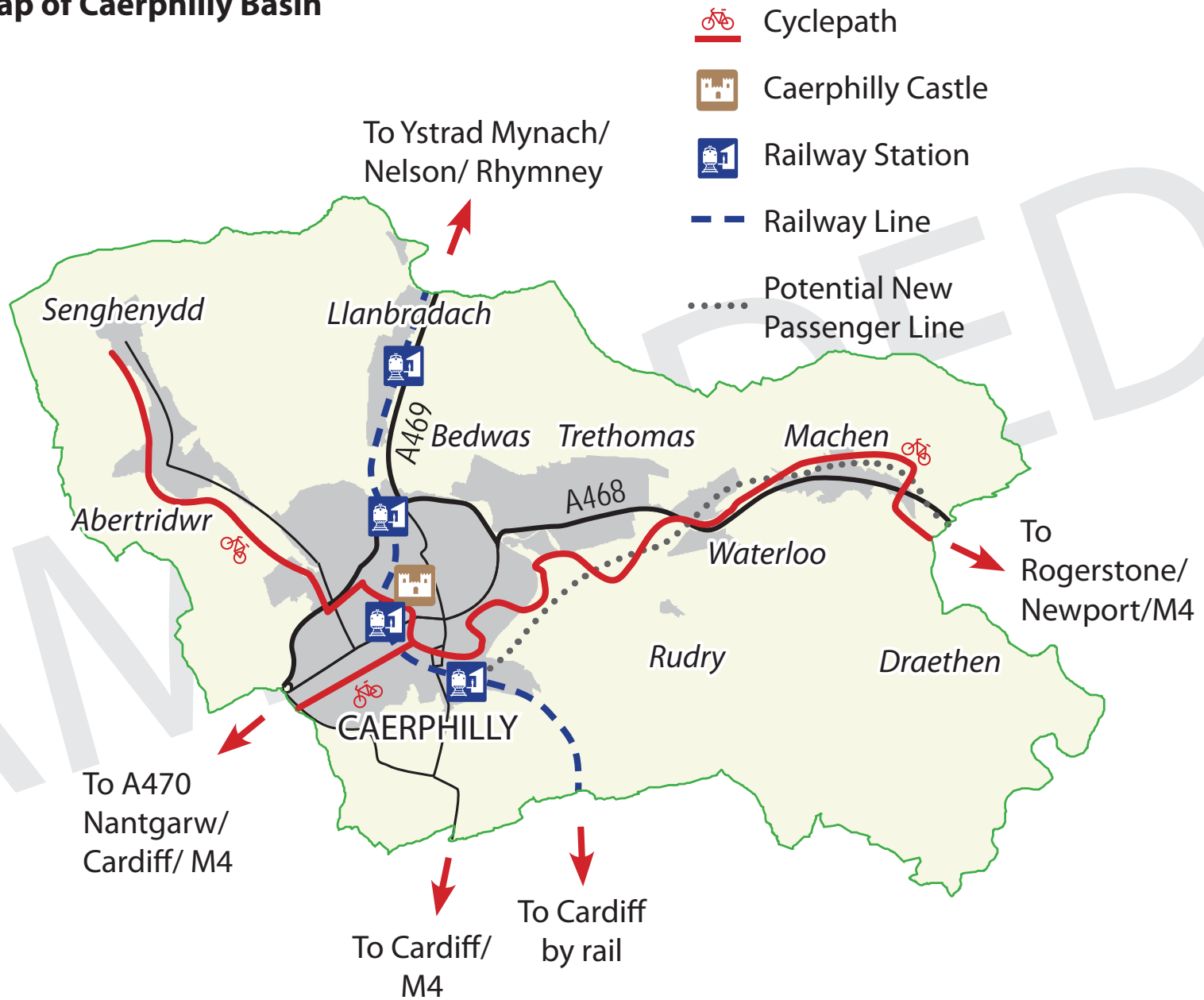
*identified in the Masterplan have positive outputs for those that are living in the most deprived communities in Caerphilly Basin, particularly Lansbury Park, and that these residents can engage in the process.*

**2.4**

Appendix 2 sets out how each of the Strategic Objectives relate to the well-being goals set out within the Well-being of Future Generations Act.



**Figure 1: Map of Caerphilly Basin**



## Section 3: The Study Area

### 3.1

The Caerphilly Basin is located in the southern part of Caerphilly County Borough, comprising the town of Caerphilly (incorporating the wards of Morgan Jones, St James, St Martins and Penyrheol), together with the Aber Valley (Abertridwr and Senghenydd) to the north west of the town, Llanbradach to the north and the communities of Bedwas, Trethomas, Machen, Graig y Rhacca, Waterloo, Rudry and Draethen to the east. The 2015 Mid-Year Population Estimates indicated that the Caerphilly Basin had a population of 56,300 people.

### 3.2

The town is located directly north of Cardiff, with good connectivity by road (A469/A470) to Cardiff and the M4 and a frequent rail service (every 15 minutes) to Cardiff. There are four railway stations in the Caerphilly Basin, which is part of the Rhymney Valley line - Llanbradach, Energlyn and Churchill

Park, Aber and Caerphilly, with the latter two stations offering large park and ride facilities. There is also a road link to Newport (via A468) and there are proposals identified as part of Phase 3 of the Metro project to re-instate the Caerphilly to Newport railway line for public transport.

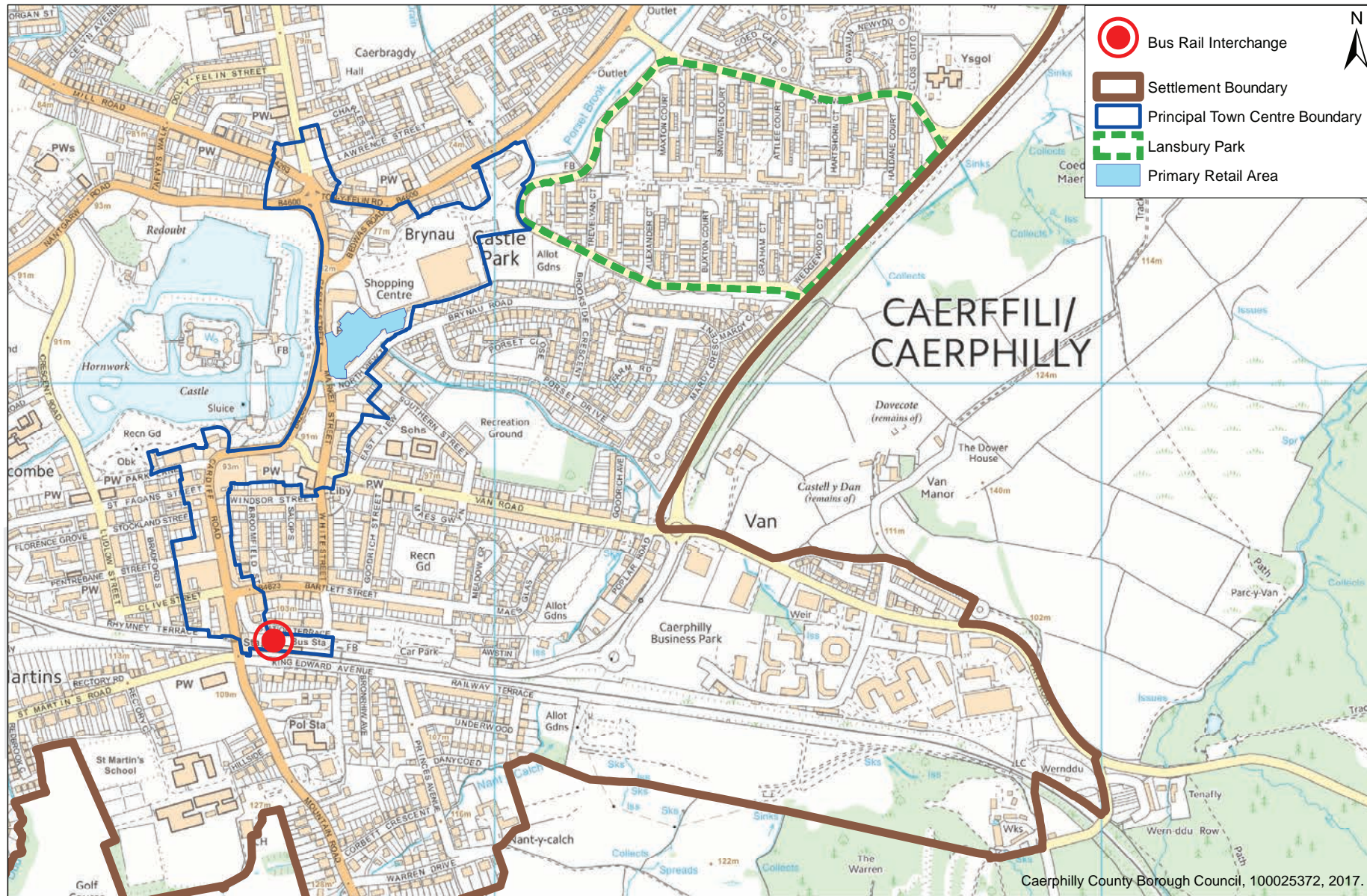
### 3.3

Whilst the study area of the Masterplan is the wider Caerphilly Basin, many of the key regeneration and development opportunities are located within the town centre. The insert below identifies the town centre boundary as identified within the adopted LDP, where the primary function is currently retail, together with immediate surrounding areas where a number of other regeneration and development opportunities exist.



Figure 2: Map of Caerphilly Town Centre

0 0.1 0.2 0.4 Miles



# Section 4: The Context

## 4.1

In providing the context to the Masterplan it is important to understand the key opportunities that currently exist in Caerphilly Basin.

### Opportunities

- **Cardiff Capital Region City Deal:** The City Deal for the region will provide an unprecedented level of funding for projects with the aim of promoting economic growth and job creation throughout the region, including addressing skills gaps and shortages. Whilst the overall aim is to generate economic growth, and a significant part of the £1.25 billion funding will be utilised to realise this aim, the largest proportion of the funding will be used to deliver the Capital Region Metro. The Metro<sup>1</sup> concept is for a regional transport system that provides a high-quality, reliable, efficient and economically sustainable transport network to support

the proposed economic growth within the region. Caerphilly's location, in the heart of the region together with its economic and transport opportunities, places it in a strong position to contribute to the delivery of the aims and objectives of both City Deal and the Metro, which would deliver significant benefits from this funding.

- **Our Valleys, Our Future:** The Ministerial Taskforce for the South Wales Valleys identifies Caerphilly, together with Ystrad Mynach, as a Strategic Hub focusing on housing, tourism and cultural development, town centre redevelopment and the creation of employment hubs linked to the Metro. This will be an area where public money is focused to provide opportunities for the private sector to invest and create new jobs. **The Taskforce has also identified the Valleys**

**Landscape Park, which seeks to help local communities celebrate and maximise the use of the natural resources and heritage.**

- **Retail Floorspace:** The existing town centre retail floorspace in Caerphilly is estimated at 50,000 gross sq m with a further 24,000 gross sq m at Gallagher Retail Park. Caerphilly has representation from a number of national retailers including Argos, Sports Direct, Superdrug and Peacocks and annual footfall rates over the last three years have remained steady at 1.5 million per annum. The number of national retailers that can locate within the town is constrained by the size and nature of the existing retail units, but there is the potential to expand the range of multiple retailers within the town centre through the reconfiguration and redevelopment of existing land.

<sup>1</sup> <https://tfw.gov.wales/>

- **Retail Expenditure:** The proximity to Cardiff means that there is a high leakage of retail expenditure outside of the county borough. The Shopper Attitude Survey (2014) indicates that there is a massive outflow of expenditure on goods, such as clothing and footwear, and furniture and carpets. Only 20% of residents shop at centres within the county borough boundary for non-bulky goods and only 33% for bulky goods. There is potential for Caerphilly town to strengthen its position as a sub-regional centre by increasing the opportunity for shopping within the town in order to retain spend.
- **Tourism:** The town's 13th Century Medieval castle is the largest in Wales and second largest in Europe, and is a significant tourist draw, attracting 130,000 visitors in 2016. However, the dwell time for visitors is low and there is significant opportunity to expand the tourism offer to increase that dwell time and increase visitor spend in the town.

Caerphilly regularly hosts a number of successful events that attract visitors including the Caerphilly Food Festival, The Big Cheese and the Caerphilly 10k. There are opportunities to expand the events programme further and develop additional event space in the town.

- **Night Time Economy:** Improvements to accommodation and the leisure and night time economy (including pubs, restaurants and accommodation) remain essential, coupled with ongoing town centre and environmental improvements. The clustering of these services around the key tourist hub, in this case the castle, presents an opportunity to increase the dwell time within the town.
- **Leisure Facilities:** The existing leisure centre is ageing and in need of refurbishment or replacement to enhance the building's fabric, reduce ongoing maintenance liabilities and importantly to ensure that the customer offer is modernised, varied and capable

of meeting future demand (i.e. future proofing). Opportunities to refurbish or redevelop the Centre will be explored. New outdoor recreation and play space will also be provided within Caerphilly as an integral part of new housing developments.

#### 4.2

In order to promote change, it is important to recognise the challenges that the town faces in achieving the Vision. These challenges have been identified through consultation with stakeholders.

### Challenges

- **'Two Towns':** There are two distinct parts to Caerphilly: the Castle Court shopping centre, which opened in the 1990s and offers a range of larger units that are mainly occupied by national retailers; and the Cardiff Road 'top of town' area, which comprises a number of smaller shop units together with a range of services and A3 uses. There is a disconnect between

the two areas; as a steep hill is seen to be a physical and psychological barrier to movement between them. Planning permission was granted in 2007 for a new mixed use development at the 'top of town' comprising 6,000 sq m of A1 retail floorspace, A3 uses, offices, leisure and apartments. This was not implemented as a result of changing economic circumstances and there has been little interest in locating on Cardiff Road from national retailers since.

- **Connectivity:** Many visitors travelling to the town will arrive at Caerphilly Interchange without a sense of arrival as the relationship between the Interchange, the town and the castle is extremely poor.
- **Funding:** Many regeneration schemes will need to be supported by grant funding, which is limited. The loss of EU funding as a result of Brexit will reduce the opportunities for funding bids. It is unclear at this stage how this will be offset by the UK Government.

- **Night Time Economy:** The current night-time economy is poor. Whilst there are several pubs, **and regular events are held at Caerphilly Workmen's Hall, there is a limited choice of evening entertainment and restaurants in the town. Residents currently have to travel outside of Caerphilly for the cinema or bowling.**
- **Air Quality:** Part of Caerphilly Town Centre is designated an Air Quality Management Area (AQMA) due to high levels of nitrogen dioxide, primarily as a result of queuing traffic. An Air Quality Action Plan has been prepared, which sets out options for mitigation. The impact of any proposals on traffic movement and potential consequences for the AQMA will need to be given due consideration.
- **Parking:** There are a number of car parks serving the town. The general use pay-and-display car parks at Crescent Road, The Twyn, Bedwas Road and Station Terrace provide a total of 287 spaces, of

which 19 are for disabled use. There is also a limited waiting free car park at Castle Court, although this is only for the use of customers of Castle Court. There is limited on-street parking in the Cardiff Road area, whilst parking in the side streets off Cardiff Road is in conflict with residents parking. The lack of available car parking within the town centre is perceived to have a significant impact on town centre footfall.

- **Out of town retailing:** The Gallagher Retail Park on the edge of Caerphilly is currently designated for retail warehousing (bulky goods). However, there are a number of empty units on the site and there is pressure to relax the current restrictions to allow a wider choice of retailers to locate on the site. Whilst investment in the Caerphilly Basin would be welcomed, there may be unintended consequences of relaxing any restrictions at Gallagher, as some existing town centre retailers may choose to relocate out of town, where there is sufficient, better



located and free car parking, resulting in increased vacancy rates in the town centre.

- **Pressure for housing:** Caerphilly Basin is an area where housing demand is high. Due to the lack of a 5 year supply of land for housing (as required by national planning policy) the area is currently vulnerable to applications for housing on sites that are not allocated in the Local Development Plan.
- **An ageing leisure centre which is not fit for purpose in the long term context:** As outlined above the existing leisure centre is ageing with high maintenance liabilities and in its current form is incapable of offering the varied range of services demanded in the 21st century. Investment in the centre is required if the service delivered is to be responsive to a changing population and its modern demands.
- **Flood risk:** A number of watercourses, including the River Rhymer, flow through

the Caerphilly Basin and there are parts of the urban area that are at risk of flooding. National planning guidance promotes a precautionary approach when considering development proposals within areas at risk of flooding and this may constrain the development of some sites within the area.



# Section 5: The Development Strategy

## What should the Caerphilly Masterplan be aiming for?

### 5.1

In order to deliver the Vision and Strategic Objectives, it is important to set out the development strategy in relation to the key land uses within Caerphilly Basin and the town centre in particular, having regard for the strategy of the adopted LDP, regional aspirations and the opportunities and challenges that form the context. The site specific delivery of the Masterplan is set out in Section 6.

## Retailing

### 5.2

Retailing is fundamental to the role and function of the town, and a major source of employment. There is evidence of latent demand for additional retailing in Caerphilly to stem the leakage of expenditure outside of the county borough. The analysis in Section 4 acknowledges the challenges for the location

of future retailing. Castle Court shopping centre, Cardiff Road and Gallagher Retail Park all have the potential to expand the retail offer, but it is important to understand the role of each of these areas:

- **Castle Court** - this is the primary retail area of the town with a number of national retailers with low vacancy rates. This core area should continue to be the focus for major retailers with options to provide additional units that meet the requirements of modern occupiers being explored.
- **Cardiff Road** - this area currently contains a mix of service providers, A3 uses and independent retailers or multiples selling low value goods. Vacancy rates are higher in this part of town. The size of the units would be more suited to smaller businesses and it is unrealistic for this area to try to compete with Castle Court. It is therefore considered that there should be a consolidation of the role of this part of town, and a focus on

developing a mix of thriving independent shops, service provision and cafes/restaurants, together with apartments. The Indoor Market in particular, will have a greater role to play in achieving this.

- **Gallagher Retail Park** - the primary function of this area should remain for retail warehousing to ensure that the role and function of the town centre are not undermined. However this will need to be balanced against the benefits of investment from national retailers who are unable to locate within the town centre by virtue of the lack of available, suitable units.
- **Neighbourhood Retailing** - in accordance with national and local planning policy, the strategy does not promote the provision of major retail development outside of designated retail areas, but the development of smaller retail units to support local needs is a key part of promoting sustainable development.



## Tourism

### 5.3

There is a need to work more closely with Cadw in order to transform the visitor experience of Caerphilly Castle to be much more immersive and interactive, in order to increase the attractiveness of the castle to a wider range of visitors and to increase dwell time in the castle, the castle grounds and importantly within the town centre.

### 5.4

The Masterplan also seeks to expand the tourist offer in the town centre to encourage day visitors to stay longer and spend more in businesses within Caerphilly. It also seeks to explore new opportunities for additional accommodation within the heart of the town so that visitors have options to stay for short breaks.

### 5.5

There is also the potential to exploit the strong activity tourism market in South Wales through the provision of appropriate

accommodation and facilities within the wider Caerphilly Basin.

## Leisure and Community Uses

### 5.6

There are a number of key formal and informal open spaces protected for leisure use, and opportunities should be explored to maximise the potential of these areas for recreation and community benefit and to broaden their attractiveness to visitors to the area. Consideration is currently being given to the refurbishment or replacement of Caerphilly Leisure Centre, which is located at Virginia Park, and there should be suitable flexibility to allow the development of a leisure centre on an **appropriate alternative site elsewhere provided it is accessible.**

## Transport

### 5.7

Opportunities to encourage active travel through improved pedestrian and cycle routes are important and the Masterplan will consider the improvements identified as

part of the Active Travel Integrated Network Map. In addition to this the inability of the rail services to carry bicycles, particularly at peak times, means that cycling to work using rail is generally not a viable option. The Masterplan will need to consider improving provision for secure cycle parking and possibly the introduction of an on-street/at station bike hire facility to allow cyclists to leave bikes and use hire bikes to facilitate their movement by rail.

### 5.8

The South East Wales Metro is fundamental to the improvement of public transport and the Masterplan will look to exploit opportunities to create jobs and improve the visual amenity of the town's primary Metro hub at Caerphilly Interchange. It also looks to maximise park and ride opportunities at existing stations.

### 5.9

The adopted LDP safeguards a highway corridor for the possible future construction of a Caerphilly South East Bypass. The



construction of a bypass is a potential option to alleviate traffic congestion, and the Caerphilly Air Quality Action Plan references it as a measure to improve air quality within the AQMA. It is important that any future development linked to the redevelopment of land around the Ness Tar site does not prejudice any future route for the bypass.

### 5.10

In addition, the adopted LDP identifies a number of other improvements to the strategic highways network that are necessary to alleviate traffic congestion.

**Regular traffic and transport reviews are necessary to consider the cumulative impact of development and transport infrastructure improvements on traffic flows and on air quality within the town centre.**

### 5.11

**There is a need for a parking strategy within the town centre to ensure that there is sufficient parking in the right locations to support the Vision for the area.**

## Employment

### 5.12

Caerphilly Business Park, Western, Trecenydd, Pontygwindy, Bedwas House and Pantglas Industrial Estates will continue to be protected for employment use. There are opportunities however to rationalise and redevelop areas within these estates to provide modern units and maximise their use. This will support job creation in a range of industries and provide the potential to increase skills including in those areas where there are identified skills gaps.

### 5.13

The Masterplan also identifies additional land for employment in and around the Metro hub at Caerphilly Station and at Aber Station. It is envisaged this will be through the provision of new commercial and office development that meet the needs of modern businesses. The creation of jobs in close proximity to the town centre will have economic benefits for businesses within the town and importantly

will provide employment for people living within the area.

## Residential

### 5.14

The adopted LDP promotes a strategy in the Caerphilly Basin of consolidating development within existing settlement boundaries and exploiting brownfield sites where appropriate. This strategy has proved successful and many significant brownfield sites have been redeveloped for housing. There are still brownfield sites remaining, including most notably Windsor Colliery, Waterloo Works, Bedwas Colliery and Ness Tar, and these should continue to be identified as development opportunities, with the latter two sites requiring significant investment to unlock them due to remediation costs and infrastructure requirements.

### 5.15

In addition to these major sites, the redevelopment of sites within the town centre may offer the opportunity for mixed



use development, including apartments. The development of new residential units within the town centre will: help diversify the existing housing stock in the town; promote housing in sustainable locations that are well served by public transport; and increase footfall in the town centre. This type of accommodation is likely to appeal to young professionals who may be unable to afford the house prices for similar accommodation in Cardiff.

The Masterplan acknowledges that there is development pressure on a number of greenfield sites in the Caerphilly Basin. The suitability of each site will need to be considered on its merits, having regard to all material planning considerations, including the sustainability of the location and the need to increase the housing land supply.

### Natural Environment

#### 5.16

It is recognised that the Caerphilly Basin is a unique and diverse landscape with a rich natural heritage. There is also a network of

important open spaces within the more urban areas. The natural setting of Caerphilly and the other communities within Caerphilly Basin is a positive asset that can maximise tourism opportunities and is highly valued by its residents. The Local Authority has a duty under the Environment (Wales) Act to maintain and enhance biodiversity and promote the resilience of ecosystems and this will be a key consideration in the preparation of detailed proposals. There are policies within the LDP that seek to protect the important features of the natural environment and key open spaces, as well as the protection of the water environment. These policies do not seek to preclude development, but rather ensure that only appropriate development is allowed where there will not be an unacceptable impact.

### Renewable Energy

#### 5.17

The opportunities to incorporate renewable technologies within development proposals will be encouraged where appropriate. The

development of electric charging points for vehicles within the town centre offers an opportunity to address air quality issues and should be explored.





# Section 6: The Masterplan Framework

This Section sets out the site specific projects and proposals that will collectively deliver the Vision and Objectives. Many of the proposals are inter-related, and therefore the implementation of certain projects may be reliant on other proposals progressing sequentially or in tandem.

## A - Enhance the retail offer in the town centre

### Northern Town Centre

#### 6.1

The northern part of the town centre offers a significant opportunity to maximise the use of land, increase retail floorspace and create attractive modern landmark buildings in a prominent position opposite Caerphilly Castle. This could be achieved through the redevelopment of several key sites.

#### A - 1 and A - 2 Morrisons Car Park

#### 6.2

The Morrisons superstore anchors the northern edge of Caerphilly Town Centre. The superstore car park, which is in private ownership, currently accommodates 540 spaces, extending from the east of Castle Court shopping centre to the north of Morrisons with a total area of 1.52 Ha.

### Development Principles

- Castle Court (A-1) to be developed for modern retail units of an appropriate size that could attract multiple retailers into the town centre. This could form part of a mixed use development of ground floor retailing and offices/apartments above.
- Opportunity to develop a modern multi-storey car park as a key design feature on the northern part of the car park (A-2) providing increased parking provision for the superstore and wider town centre. The car park should be part

of an attractive landscaped environment that encourages footfall from Lansbury Park and the other housing areas to the north and east of the town centre.

- Explore the opportunity to maximise the size of the development site through the relocation of other under-utilised buildings or land in the area.
- A development brief setting out the details should be prepared to support the proposals

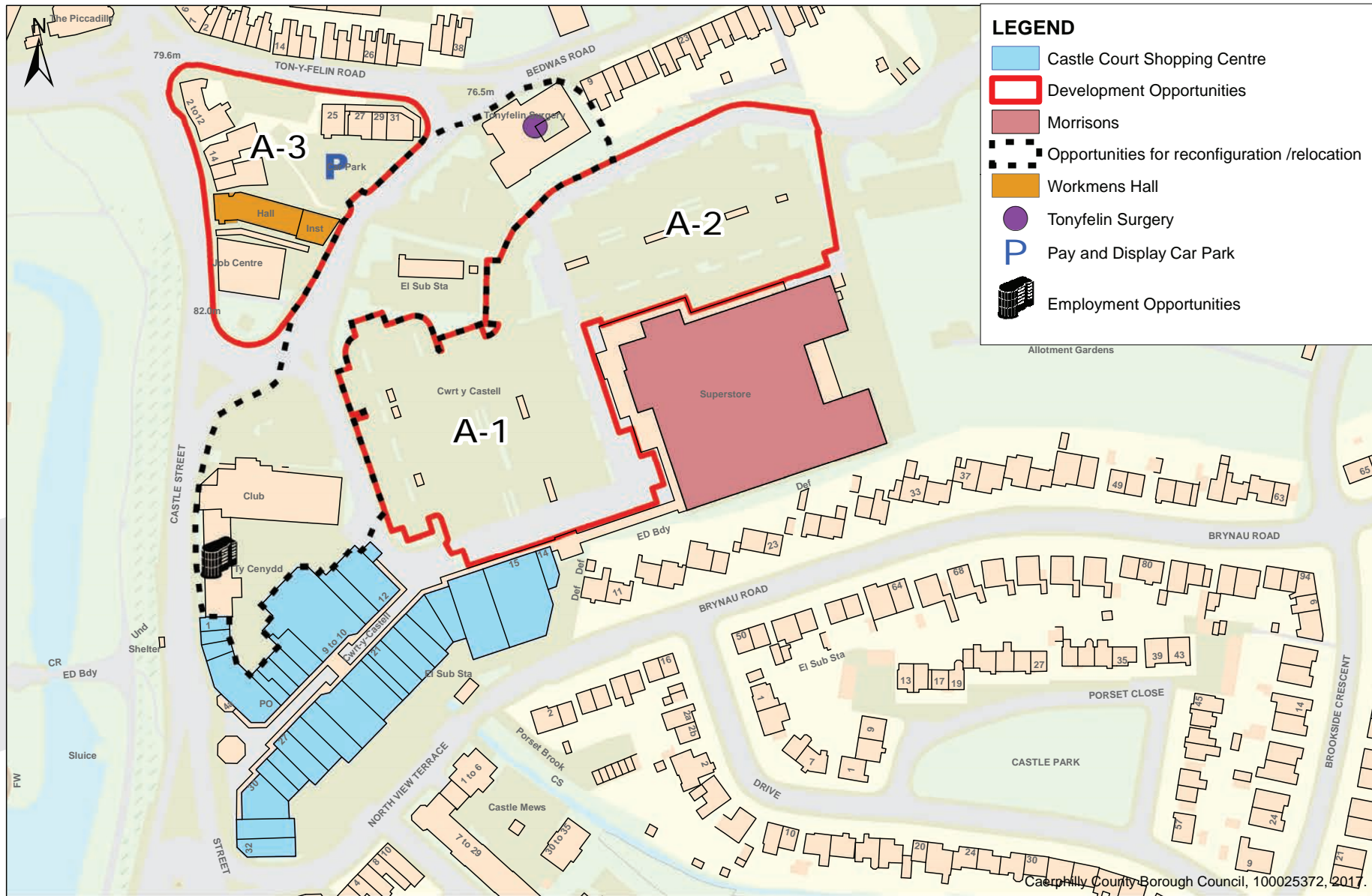
### A - 3 Ton Y Felin Road and Castle Street Triangle

#### 6.3

A key redevelopment opportunity is around the triangular site at the apex of the junctions of Ton Y Felin Road, Bedwas Road and Castle Street. There are currently a mix of commercial properties and businesses in the area, together with a pay and display car park,

**Figure 3: Map of the Northern part of the Town Centre**

0 0.0125 0.025 0.05 Miles



but the development is disjointed and the existing units do not complement the setting of the castle or provide an attractive gateway into the retail centre.

### Development Principles

- Opportunity for a high quality landmark building offering a mix of uses – ground floor A1/A3 and offices/apartments above.
- Improve the public realm and prioritisation of routes for pedestrians.
- The listed Caerphilly Workmen’s Hall and Institute **should** remain as an integral focal building.
- Investigate opportunities to relocate Tonyfelin doctors’ surgery and adjoining car park to increase the size of the development site.

### Cardiff Road and the Top of Town

#### 6.4

The Cardiff Road area has the potential to become a thriving mix of independent retailers supported by a range of service

providers and A3 cafes/restaurants, but significant investment is required to improve the urban fabric of this part of the town and create an environment that people want to visit and spend time and money in.

### A - 4 Cardiff Road (Blocks between Clive Street and Park Lane)

#### 6.5

Cardiff Road is the key thoroughfare between the station and the castle and the buildings on the western side of the road are visually unattractive and lack coherence.

#### 6.6

The three storey former Ladies Lounge store at the junction of Pentrebane Street and Cardiff Road is a landmark building within the town centre, which has fallen into serious disrepair and now detracts extensively from the street scene. There is a current planning permission to convert the upper floors to apartments but the condition of the building is very poor. The Council have begun the process of taking action

under section 215 of the Town and Country Planning Act, which gives the Council the power to require the proper maintenance of the property. Investment in the refurbishment of this important property will significantly improve the appearance of Cardiff Road.

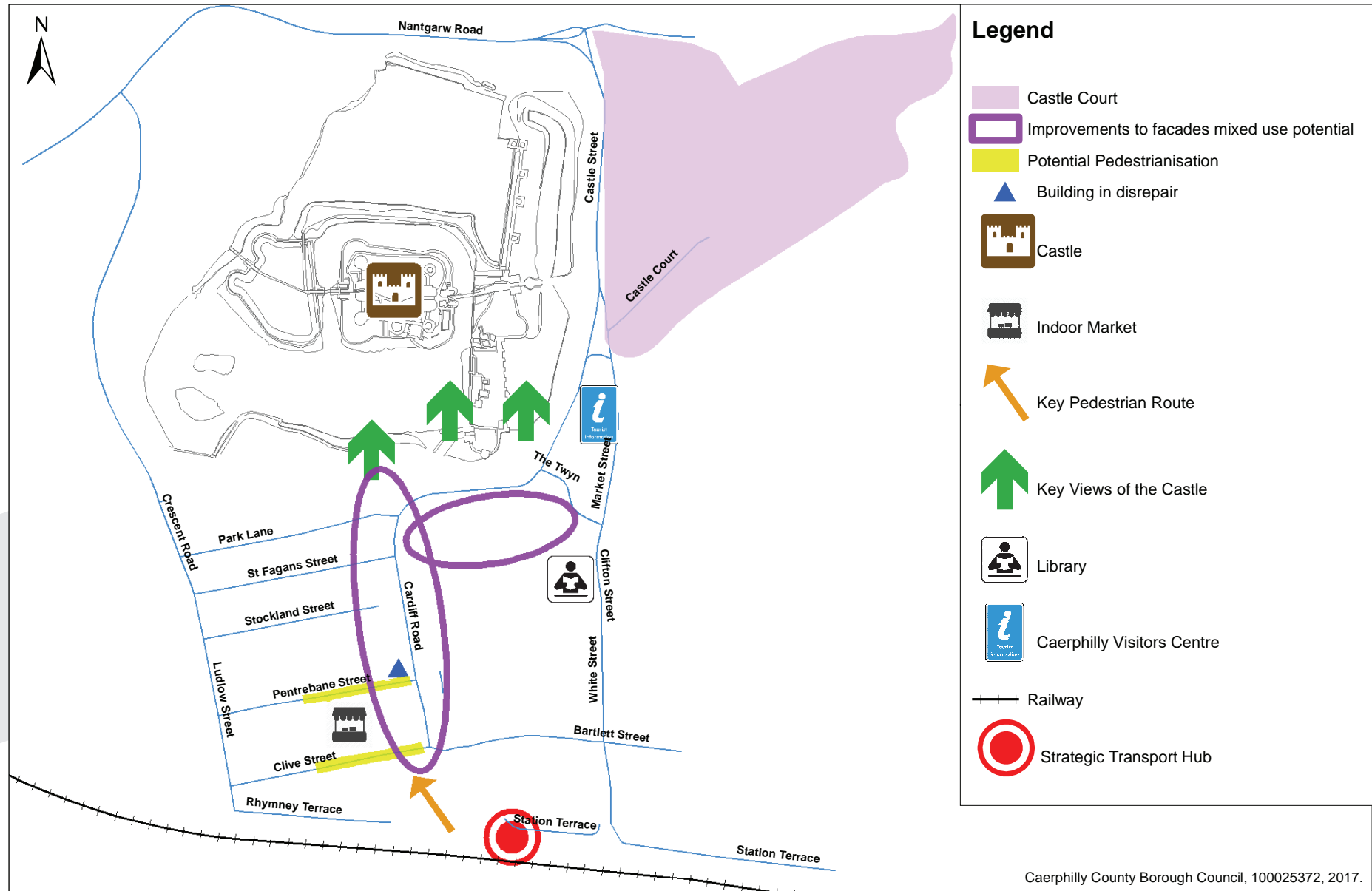
### Development Principles

- In the short term, opportunities to improve the visual appearance of the facade of buildings on Cardiff Road through tailored facade treatments in different textures and colours will be encouraged.
- Where shops are vacant, explore opportunities with the owners to utilise the properties for temporary uses, such as pop up shops or art galleries.
- In the longer term, the comprehensive redevelopment of units on Cardiff Road would significantly improve the visual richness and offer the opportunity to create a high quality mixed use development encompassing ground floor



**Figure 4: Map of Cardiff Road and the Top of Town**

0 0.0425 0.085 0.17 Miles



Caerphilly County Borough Council, 100025372, 2017.

A1 uses suitable for small to medium size retailers, cafes/restaurants and service providers, together with a mix of small offices and/or apartments on upper floors.

## A - 5 1-20 Cardiff Road

### 6.7

The retail units directly south of Caerphilly Castle are of a low quality design and provide an uninviting and unattractive backdrop to the castle. Whilst a successful restaurant has recently opened above the Principality Building Society, other units are not exploiting the opportunities presented by their position overlooking the Castle. Significant areas within and behind the buildings are under-utilised as servicing and/or parking areas.

### Development Principles

- In the short term, there is a need to improve the facades of existing properties fronting the castle.
- The longer term redevelopment of 1-20 Cardiff Road as a parade of shops would

allow for higher standard of design to reflect their prominent location and visual proximity to the castle.

- There is the potential to redevelop the area as an arcade style shopping complex similar to the Castle Quarter Arcades<sup>2</sup> in Cardiff, comprising small independent shops or cafes on the ground floor, complemented by restaurants, offices or residential on the upper floors, exploiting the views overlooking the castle. This type of retailing is likely to appeal to tourists and will offer opportunities for start up businesses in iconic premises.
- Ground floor A1 uses in units that meet the requirements of national retailers should be complemented by A3 use on the upper floors or residential, exploiting the views overlooking the castle.
- Improvements to the physical environment and retail offer in the locality will improve the connection between Castle Court and Cardiff Road.

## A - 6 Caerphilly Indoor Market

### 6.8

The indoor market has been in Caerphilly since 1927 and is seen as a key part of the history of the town. This privately owned building offers the low rent accommodation that many start-up retail businesses require and is an important part of the foundational economy. However, footfall is low due to its edge of high street location, changing shopping demand and poor access. It also lacks the architectural value and prominence that other town indoor markets possess (e.g. Cardiff, Abergavenny, Pontypridd). There is therefore a need for significant refurbishment or redevelopment of the building itself, and a rebranding and marketing exercise which could be based on a specific theme or niche (for example artisan products, vintage clothes, vinyl, etc.) in order to emulate the success of markets elsewhere. The market could also offer additional seasonal events including late night markets, street food markets, toy fairs

<sup>2</sup> <http://castlequarterarcades.co.uk/>

etc. to diversify the retail offer within the top of the town.

## 6.9

The existing fabric of the market is poor and its redevelopment is essential to ensure its longevity within the town. Any redevelopment will need to address the access constraints associated with the difference in levels between the two entrances, which could also offer an opportunity to maximise the use of the space that is available.

### Development Principles

- In the short term, improvements to the poor facades of the building, particularly along Pentrebane Street.
- The redevelopment of the building on its existing footprint could include the creation of a mezzanine floor to exploit the difference in levels and maximise the use of the internal space. There is also potential to increase light levels through appropriate roofing materials to give the space a lighter, brighter feel.

- Give detailed consideration to the potential for the pedestrianisation of a section of Clive Street and/or Pentrebane Street to increase footfall to the market, which could provide space for pop up stalls and events.
- Improved signage to the Indoor Market from Cardiff Road is necessary as a means of increasing footfall.

### B - Create a vibrant and accessible visitor destination

#### Food, Drink and Entertainment

## 6.10

If Caerphilly is to attract young, creative or technology led businesses into the town, it is important to consider how the night-time economy might help support this growth. Whilst there are a number of pubs within the town centre, there is a limited range of restaurants, wine bars or business/family friendly eateries, which are fundamental to enhancing Caerphilly's role as a business and visitor destination. Such facilities are also



important if the area is to attract professionals to spend money in the town centre.

### 6.11

It is recognised that there is the potential for conflict between town centre residents and expanded town centre provision for A3 food and drink establishments linked to anti-social behaviour, noise or odour. The Council's Planning, Environmental Health and Licensing functions will ensure that the appropriate protection is given to the amenity of residents when considering the appropriateness of proposals for specific properties/sites.

### B - 1 Crescent Road/Park Lane

#### 6.12

There is an opportunity to expand the tourism offer on sites overlooking the castle, linked to Crescent Road, Dafydd Williams Park and Park Lane. This could be achieved through the redevelopment of the Llys Ifor office building for a use that complements tourism, together with the reconfiguration of the Crescent Road car park, or as an integral part of a tourism led development on Park Lane.

26

### B - 2 Cardiff Road and the area around the station

#### 6.13

There are opportunities to expand the night-time economy around the station and the top of town as part of the development of a thriving metro hub. Opportunities to allow for the development of al fresco dining and wine bars as have developed around stations in other towns and cities, e.g. Mill Lane in Cardiff, should be explored. A study into the potential to improve the night-time economy would be important in ensuring that there is an appropriate offer.

### B - 3 Caerphilly Workmen's Hall and Institute

#### 6.14

The listed Caerphilly Workmen's Hall and Institute, which is in a prominent position opposite the castle, is under-utilised. There is a substantial opportunity to upgrade and enhance the building and its facilities to create an arts and entertainment venue that is fit for the modern world while still

maintaining the history and heritage of the town, following the success of examples such as the Newbridge Memo and the Maxime Cinema in Blackwood. The building has a main hall, which can seat over 400 people. This could be upgraded to enhance the entertainment offer. There is also the potential for a number of other rooms and areas to be upgraded and utilised for any number of arts and entertainment programmes, projects and events.

### B - 4 Bedwas Workmen's Hall

#### 6.15

There is also the potential to upgrade and enhance the facilities at Bedwas Workmen's Hall to ensure that this prominent listed building is better utilised and can contribute towards both the day and night time entertainment offer in the Basin.

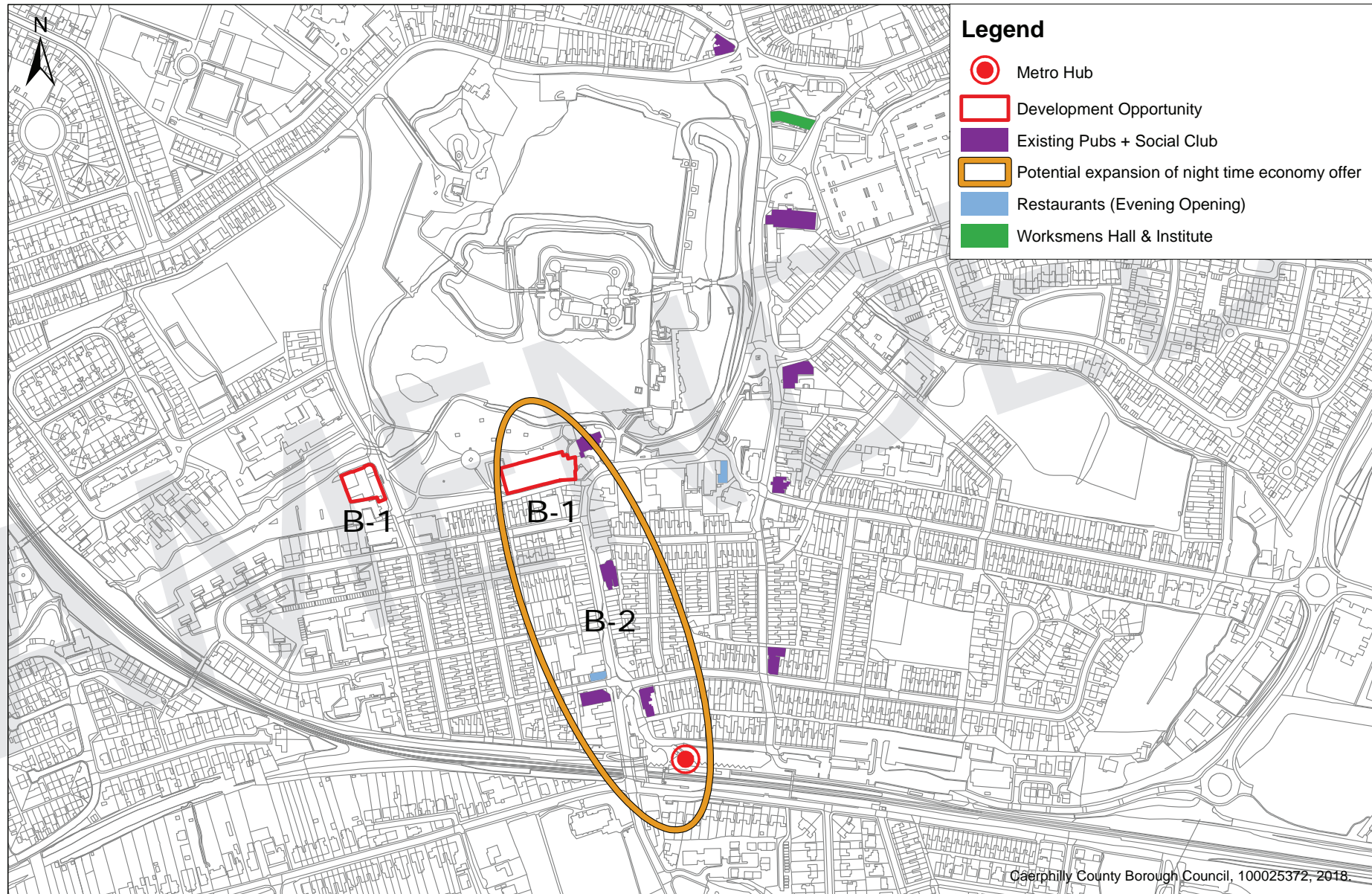
### B - 5 Enhanced Parking Facilities

#### 6.16

Whilst it is envisaged that the enhancements to public transport as part of the Metro will

**Figure 5: Night Time Economy Opportunities**

0 0.05 0.1 0.2 Miles





increase the number of people travelling to Caerphilly town centre by public transport, there is still a need for car parking to serve the town centre. The availability of quality parking in the right locations plays a key role in the perception and attractiveness of the town centre and in turn is fundamental to increasing footfall, particularly in the top of the town.

### 6.17

It will be necessary for a Town Centre Parking Plan to be prepared to address the following key elements:

- The likely increase in footfall in the town centre and the number and location of car parking spaces that will be required to cater for it;
- The potential to locate car parks to intercept cars prior to them entering the Caerphilly Town Centre AQMA, to assist in improving air quality within the centre;
- Ensure that car parking is well designed

and secure. The Masterplan promotes the development of multi-storey car parks at Morrisons and potentially at the station, in order to maximise the use of scarce land within the town centre. It is important that these car parks are well designed and are secured through good surveillance and CCTV;

● Innovative parking solutions should be considered to maximise the use of land.

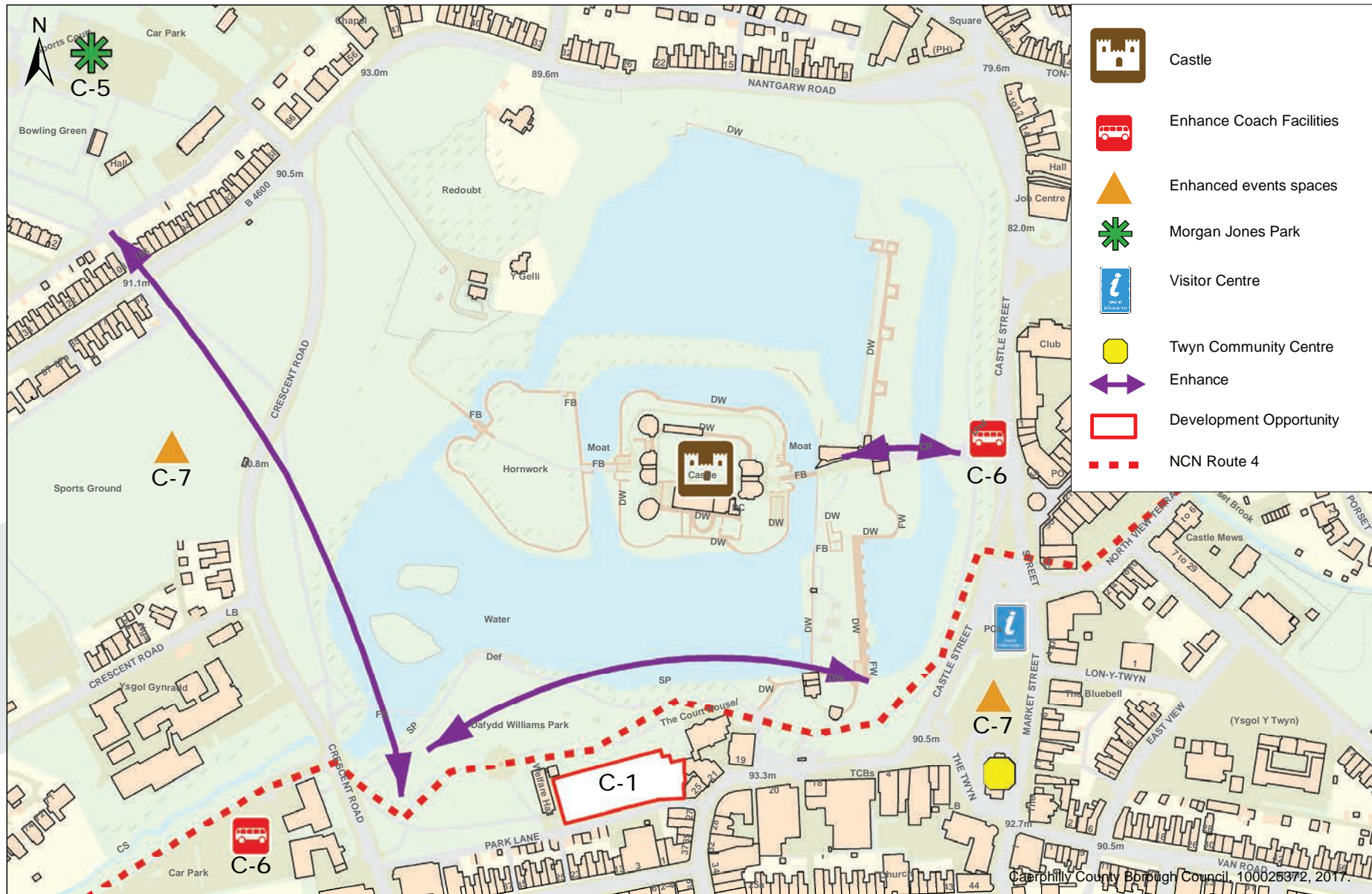
- Charges are a disincentive to using car parks so the need for charging, the level of charge and the processes for payment will need to be carefully considered against the regeneration objectives;
- Balance the need for residents only parking with the need for short term parking to serve local businesses;
- The strict enforcement of residents only parking areas to deter illegal parking. It is likely that Civil Parking Enforcement will be introduced over the next 2 years;

- Opportunities for electric vehicle charging points within existing or proposed parking areas.



Figure 6: Tourism Potential

0 0.0275 0.055 0.11 Miles



## C - Maximise the presence of Caerphilly Castle

### 6.18

Caerphilly Castle, surrounded by extensive artificial lakes, is the key tourism attraction and the unique selling point for Caerphilly. However, whilst this is an excellent draw, there is a need for the castle to develop its offer further to widen its appeal. CADW are in the process of developing a Masterplan for the castle, which will set out a number of improvements to move the castle from a tier two visitor attraction to a tier one. This will include features such as an interactive maze, a dragon's lair and regular live firing of siege engines.

### 6.19

Additional tourism, leisure and commercial attractions are also needed to provide a stronger offer within the town and the wider area, in order to encourage people to stay for longer. Whilst there are several budget hotels on the periphery of the town, Caerphilly does not have a high quality hotel within

the heart of the town centre that could add value to the tourism experience and increase trip length. A well located quality hotel would support the potential for the castle to facilitate more weddings and events by offering high end accommodation for visitors. It could also provide conference facilities for use by businesses which will be encouraged to increasingly cluster around the important Caerphilly Metro hub.

### 6.20

There are a number of key initiatives throughout the town, therefore, which are outlined below that could: increase the benefits of the castle from a tourism perspective; help raise the profile of Caerphilly as a tourist destination in its own right; increase expenditure in the area; and importantly create employment opportunities for local residents.

## C - 1 Park Lane

### 6.21

The Council owns a prominent site overlooking Dafydd William Park and the castle, which is identified within the LDP for

tourism and commercial development. Given its elevated position above the castle, the site offers a real opportunity to create a high quality development overlooking the castle that will increase the tourism offer in the town, which will in turn increase visitor spend and provide job opportunities in the service sector.

## Development Principles

- Research indicates that the site would lend itself to a boutique/independent 'destination' hotel potentially including a high end restaurant (B-1).
- Park Lane is a key pedestrian gateway into the town from the west. However it is also a service lane for retail units on St Fagan's Street and as such the functional nature of the area means that the area is unsightly. An enhancement to the appearance of the rear of the existing properties and the public realm along this service lane is essential if a scheme for a new hotel is to succeed at this location.





- In the short term, the Council should work with businesses to explore opportunities to upgrade and enhance the rear elevation and boundary treatments for the properties that back onto Park Lane.

## C - 2 Tourism Attraction

### 6.22

There is a need for an additional visitor attraction (such as a museum) to expand on the tourism offer within the town. It will be necessary to identify a suitable building in close proximity to the town centre to accommodate the use.

### 6.23

One possibility is to utilise a part of the Twyn Community Centre, which overlooks the castle and which has close links with Caerphilly Cheese. Erected in 1791 as the Twyn Methodist Chapel, it became a community centre in 1974 and today is also home to Caerphilly Town Council. Behind the building was a hall (now demolished) which hosted a cheese market, **where** local farmers **sold** traditional Caerphilly cheese to the public.

## C - 3 Tourism Trail

### 6.24

A tourism trail that links the key sites and buildings of interest within Caerphilly Basin should be an integral part of the tourism strategy. Within the town itself this should provide a link between Caerphilly Castle, Tommy Cooper Way, the Visitors Centre and the museum, but also explore places in the wider area including the Dovecote and Van Mansion, Ruperra Castle, **Wernddu Lime Kilns** Morgan Jones Park and the National Mining Memorial and Garden in Senghenydd. The trail could also link to other places in the county borough, including Llancaiach Fawr Manor House and the Country Parks that form part of the Valleys Landscape Park.

## C - 4 Activity Tourism

### 6.25

Activity tourism is a key driver of the tourism industry in Wales and Caerphilly Basin is well positioned to capitalise on this through the provision of accommodation and facilities to support walking, cycling, horse riding and

mountain climbing. National Cycle Network (NCN) Route 4 (Fishguard to London) travels through Caerphilly, Bedwas, Machen and Draethen. The Basin is also well placed to serve the mountain bike centres at Cwmcarn Forest Drive and Bike Park Wales in Merthyr Tydfil, as well as other facilities including Mountain View Ranch and Rockwood Riding Centre, both on Caerphilly Mountain. The provision of a wider range of accommodation such as lodges, camping/glamping etc. in appropriate locations within the Caerphilly Basin should be encouraged and supported.

## C - 5 Morgan Jones Park

### 6.26

Morgan Jones Park is a large public park, which has Green Flag status which is located north west of the castle. The Park to the west of the town centre offers an extensive area of formal sports facilities, a playground, splash pad and community café in easy walking distance of the castle and Owain Glyndwr Field. Despite their proximity, there is poor connectivity between these areas and visitors





to the town are not necessarily aware that this attractive Park is so close. There is a need therefore to strengthen their relationship through improved signage, improved footpath and cycle path links, and through their marketing and promotion through the tourism trail.

## **C - 6 Improvements to Coach Facilities**

### **6.27**

Crescent Road car park is currently the primary drop off point for coach trips to Caerphilly Castle. Whilst the route between the car park and the castle is attractive, signage is poor and it does not encourage visitors who are unfamiliar with the area to visit the town centre. The provision of a coach lay-by opposite the entrance to the Castle will improve the relationship between the castle and the retail centre and potentially increase dwell time.

### **6.28**

Opportunities to include a dedicated visitor coach stop at the improved Caerphilly Metro Hub should also be fully explored.

### **6.29**

Whilst a small number of local businesses do offer free refreshments, the facilities available for long stay coach drivers within the town are limited, which is a hurdle in maximising the tourism offer. Limited parking for large vehicles is available at the Crescent Road car park, but there are no toilets or opportunities for refreshments. There is a demand for a small kiosk serving the needs of those using the car park.

## **C - 7 Events**

### **6.30**

Like the castle, Caerphilly Cheese has long been synonymous with Caerphilly. There are a number of successful events within the town each year, including the Big Cheese, Caerphilly Food Festival, the monthly farmer's market and the Caerphilly 10k, which have all generated significant footfall and expenditure within the town. The town has a number of event spaces at Owain Glyndwr playing field and around the Twyn, but opportunities to expand the programme of events and

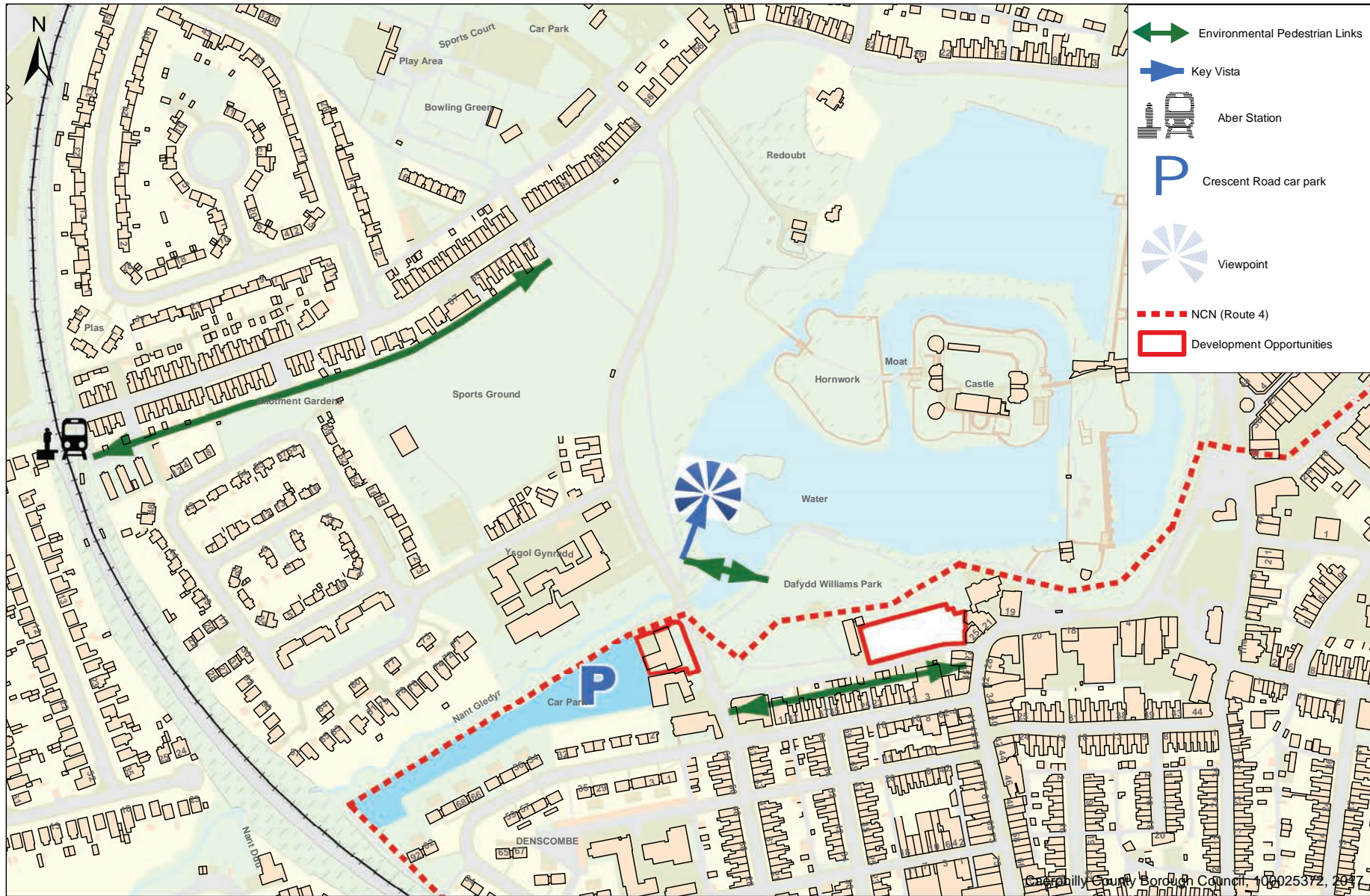
the number of event spaces in the town and wider area, particularly as a means of increasing footfall on Cardiff Road area should be promoted.

### **6.31**

Improvements in accessibility to the Caerphilly Basin and the town centre will have significant benefits in accommodating increasing numbers of people attending events in the town. Increased park and ride provision at Llanbradach and further provision at halts on the proposed reinstatement of the Machen line provide significant scope for expanding the level of park and ride facilities to events, whilst a faster more efficient transport link to Newport (the first direct link to Newport from the Caerphilly Basin) will in the longer term, increase the catchment population for such events.

**Figure 7: Western Gateway**

0 0.035 0.07 0.14 Miles



## D - Improve the Key Gateways

### Western Gateway

#### 6.32

The western approach to the town via Nantgarw Road is the key route used by many visitors from outside of the county borough due to the links with the A470. The Crescent Road car park provides parking for those approaching the town centre from the west, with NCN Route 4 also passing through the car park, and Aber station to the north west. The area between the car park and the town centre is a key gateway into the town for both pedestrians and cyclists. The gateway into the town has significant potential to be enhanced to increase the tourism offer and improve the environment. The following proposals would support this:

- The two storey Llys Ifor office building at the entrance to Crescent Road car park is currently vacant. Whilst the building could be re-occupied for employment purposes, the site has an attractive view of the castle and the redevelopment of the site

for a use such as a family pub/restaurant or bed and breakfast accommodation would increase spending within the area, enhance the day and night-time economy and create employment opportunities (B-1).

- Enhancements to pedestrian linkages through Dafydd Williams Park, including improvements to footbridges, soft landscaping, seating and other facilities (D-1).
- The redevelopment of the Council owned site at Park Lane for a quality bespoke hotel including restaurant (B-1, C-1).
- Improved signage and infrastructure (soft landscaping, planters, boundary treatments) in the Crescent Road car park (D-2).
- Improved signage and footways between Aber station and the town centre (D-3).



## Northern Gateway

### 6.33

The gateway into the town from the north is dominated by traffic to the detriment of pedestrians. The area suffers from significant traffic congestion due to the concentration of several major road junctions in a small area, and does not provide the gateway feature or focal points that should frame the entrance to the castle and town centre.

There are several under-utilised or vacant sites that could offer key opportunities for redevelopment and environmental enhancement and a development brief should be prepared which considers how this area can be developed in a comprehensive manner. The development brief would need to be informed by a traffic review. The key development sites in this area are:

- The redevelopment of the Ton Y Felin Road and Castle Street Triangle as a retail/A3 led mixed use scheme (A-3).

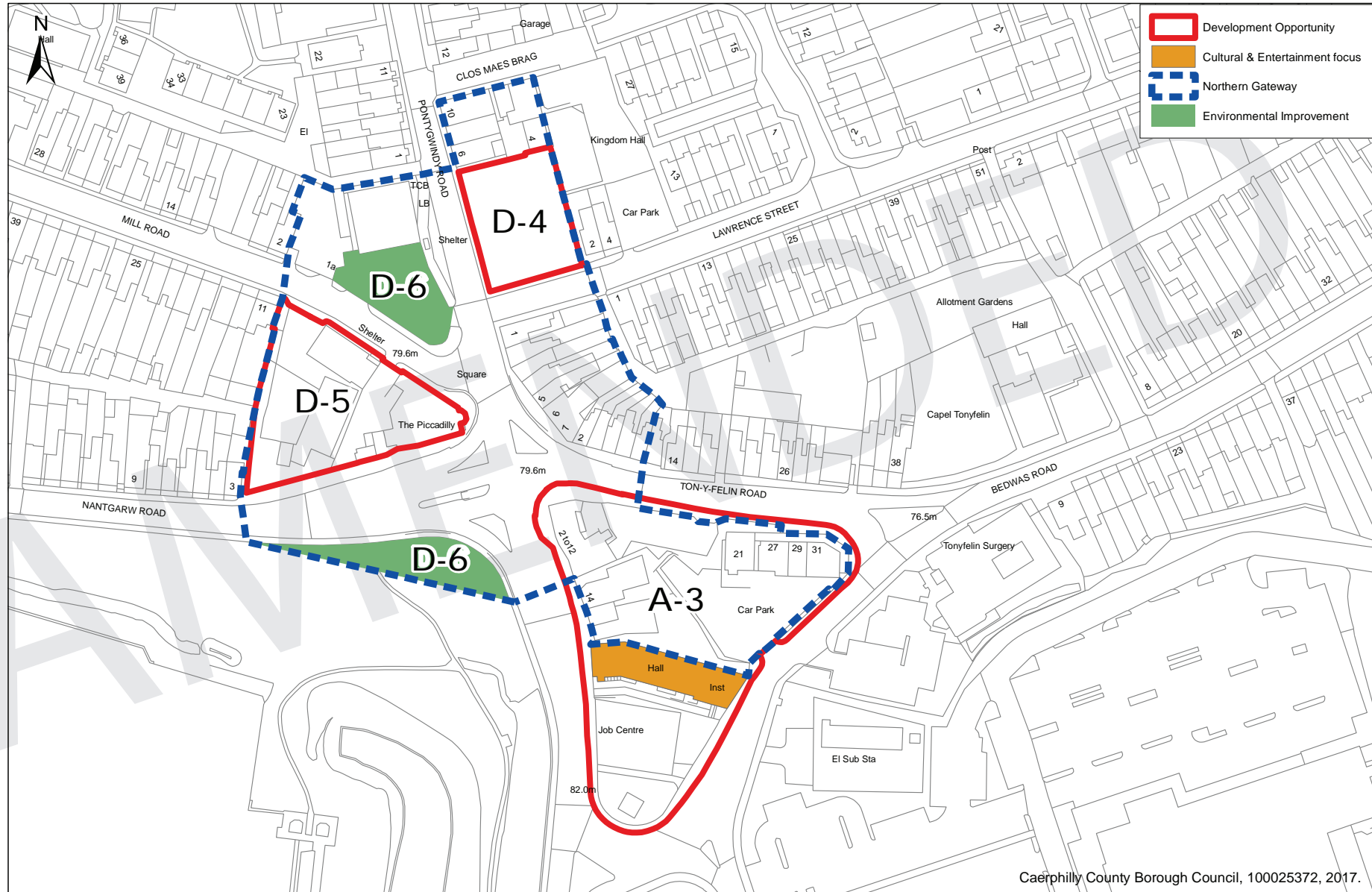
- The site of the former Beulah Church on Pontygwindy Road has planning permission for a mixed use development comprising retail on the ground floor and offices above. This use, or alternatively, a residential development comprising high end well designed apartments, would create an attractive focal building on this derelict site and significantly improve the visual amenity of the area. There may be the opportunity to include additional under-utilised land adjoining the site to expand the developable area (D-4)
- Redevelopment of the prominent Piccadilly Public House and adjoining tool hire/builders yard for offices or mixed use development could be explored with the owners. Opportunities to open out the junction to allow views of the castle should be considered as part of any redevelopment scheme (D-5)
- Potential to undertake environmental improvements around the setting of the

castle and the Piccadilly Square car park to increase the attractiveness of the area, potentially stimulating investment (D-6).

- Schemes should be supported by a strategic approach to traffic management across the Caerphilly Basin to reduce the traffic dominance and improve air quality.

**Figure 8: Northern Gateway**

0 0.015 0.03 0.06 Miles



Caerphilly County Borough Council, 100025372, 2017.

## Southern Gateway

### 6.34

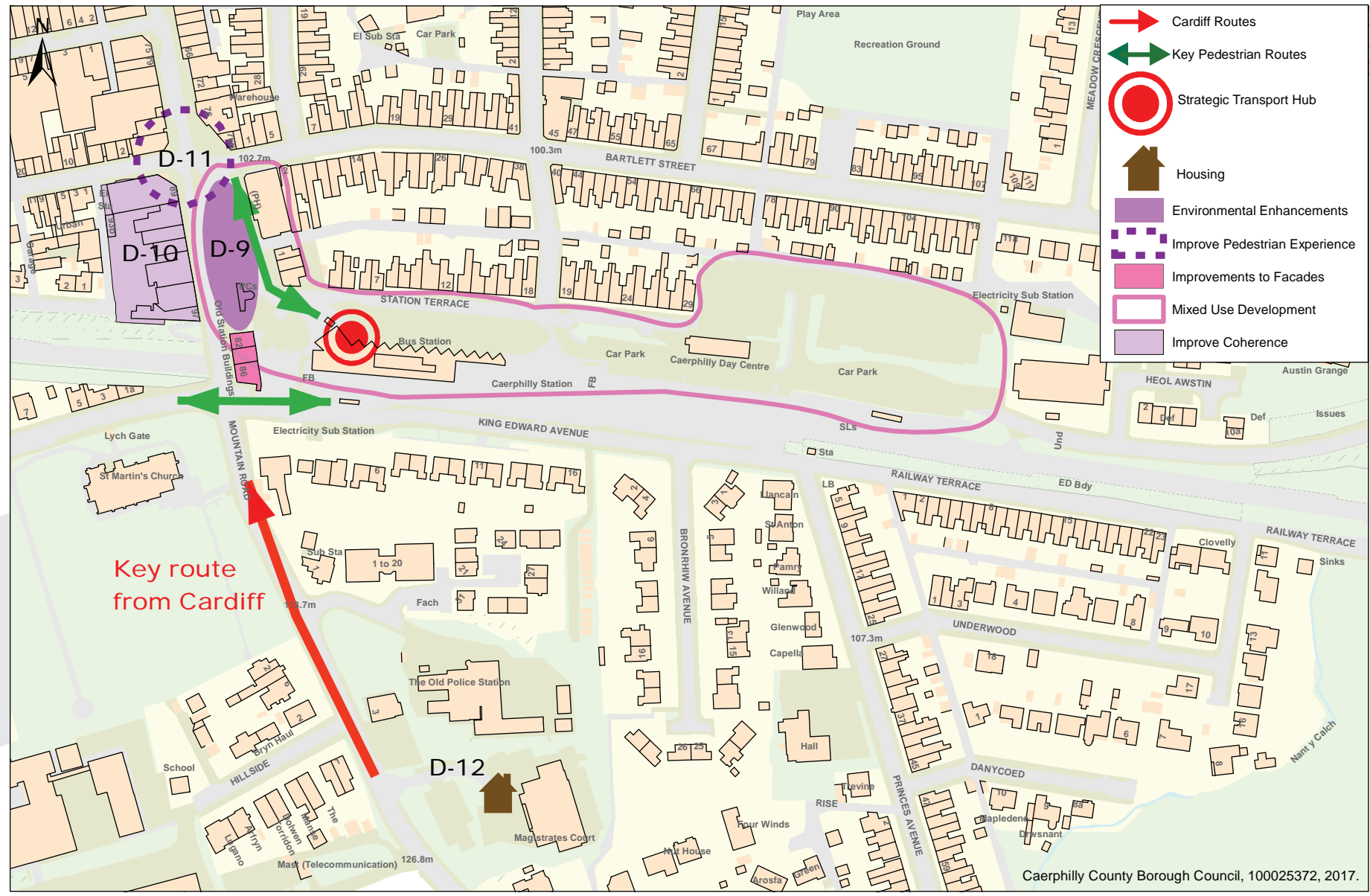
The entrance into the town from the south via the A469 Mountain Road is a key arterial route between Caerphilly and Cardiff and is another major gateway into the town centre. There are several notable buildings at the entrance into the town, but the approach is dominated by vehicles due to the convergence of several roads – (Clive Street, Cardiff Road, Bartlett Street and Station Terrace) at the start of the one way system through the town centre. The proposals set out within Section E regarding the Metro hub around the bus and rail interchange are a critical part of transforming the Southern Gateway, but there are also a number of key opportunities to improve the road network through this gateway. These opportunities include:

- Enhancements to the facade of the former station building on the bridge over the railway, which is dominated by signage and detracts from the character of the building (D-8).
- Introduce soft landscaping in the area between Cardiff Road and Station Terrace, which is dominated by paving and railings (D-9).
- Improve the coherence of Units 89 to 97 Cardiff Road, where shop units are currently a mix of heights and styles, through redevelopment or refurbishment. These units should be an attractive focal point at this key transport node (D-10).
- Consider measures to improve the pedestrian experience and reduce car dominance (D-11).
- Redevelopment of the former magistrate's court and the site of the police station, for residential use. Both sites are being promoted for older persons housing, which would assist in diversifying the housing stock in this area, potentially releasing family homes that are under-occupied within the town (D-12).
- The proposals set out under Section E will also fundamentally 'reimagine' the station area, which will act as a key Metro Investment Hub.
- If the Caerphilly South East Bypass is delivered, the potential to close Mountain Road to through traffic to Cardiff should be considered in the longer term.



**Figure 9: Southern Gateway**

0 0.02 0.04 0.08 Miles



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Caerphilly County Borough Council, 100025372, 2017.



## Eastern Gateway

### 6.35

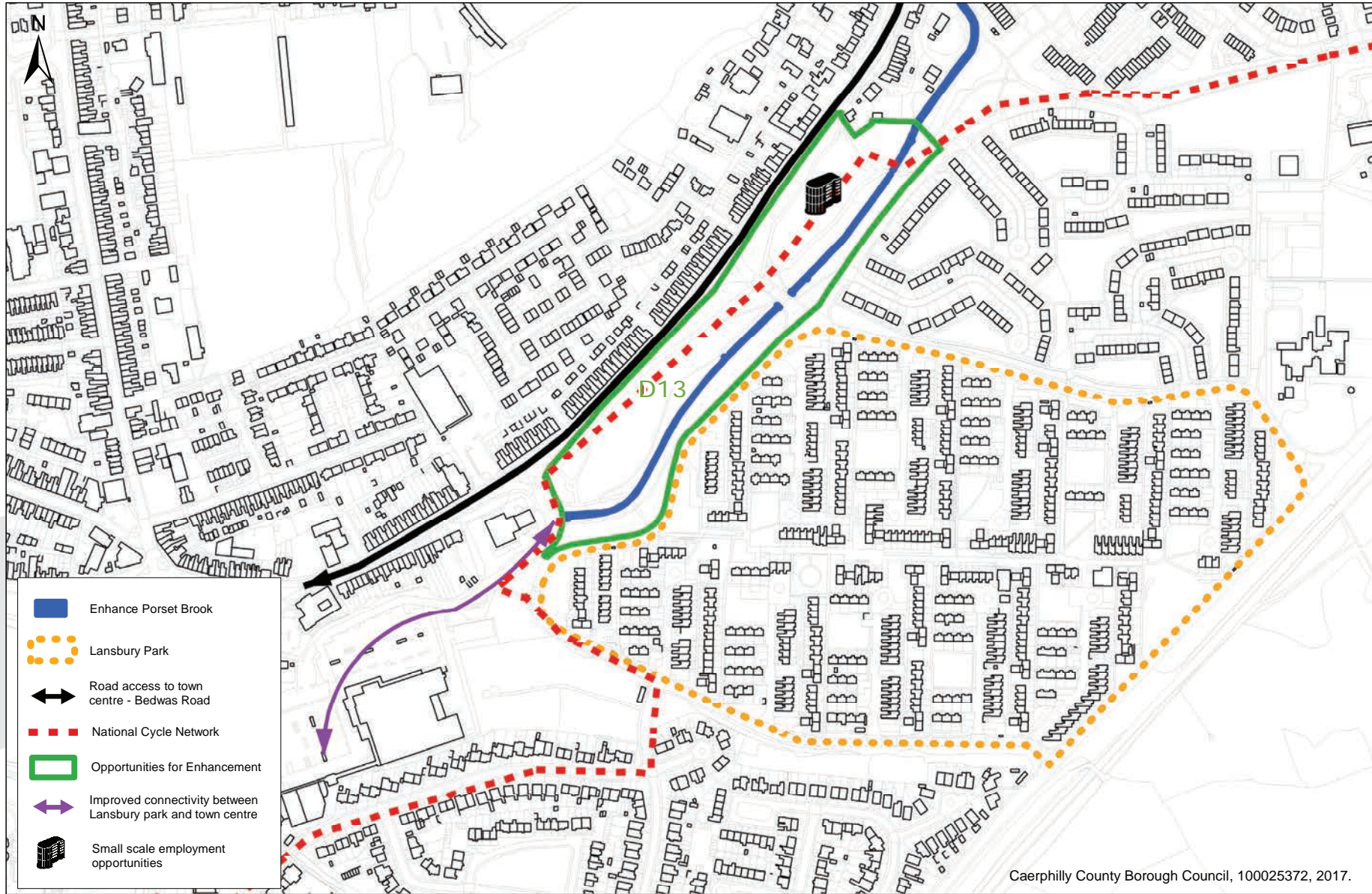
Bedwas Road is the main access road into the town centre from the east of Caerphilly Basin, also providing the link between Gallagher Retail Park and the town. There are significant opportunities to make improvements to this gateway by:

- Enhancing a large area of amenity green space located between the housing on Bedwas Road and the northern edge of the Lansbury Park estate, which acts as an unintentional psychological barrier. This open area is traversed by the National Cycle Network and Porset Brook, but is otherwise under-utilised and offers a real opportunity to improve the visual amenity and create a recreation space that will be used by both residents and visitors. This green corridor also has a role in improving air quality within the town, with the potential for biodiversity enhancement with the Brook as a focal point for the proposals.

- Most of the site lies within Zone C2 of the flood plain. However, there may be opportunities for limited small scale employment as part of the reconfiguration and enhancement of the area if designed appropriately.
- Improving the pedestrian access from Lansbury Park to the town centre - this is currently via the car-dominated Morrisons access road at the rear of the store and through the car park.

**Figure 10: Eastern Gateway**

0 0.0425 0.085 0.17 Miles



Caerphilly County Borough Council, 100025372, 2017.

## E - Create the conditions for the area to become a thriving Metro Hub

### 6.36

There is an excellent opportunity to transform the key corridor between Caerphilly bus and rail interchange and Caerphilly Business Park to create a thriving hub of enterprise, offering the opportunity for new business investment, directly linked to the commercial and retail development in the town centre. The potential exists to create an exceptional area that welcomes visitors, business people and residents alike, providing a high quality experience that conveys the Caerphilly character. A detailed Masterplan will be prepared to address this project in more detail.

### E - 1 Caerphilly Transport Interchange and Investment Hub

#### 6.37

The current interchange, comprising the bus and train stations, is uninviting, with under-utilised space, poor building design and issues with anti-social behaviour. It is essential that the relationship between the

town and castle is strengthened to enhance the tourist experience and to increase the diversity of uses around the station. There is a significant opportunity to transform the urban fabric, aligned to the Metro place-making programme, to create a high quality area that provides positive experiences and improves the image of Caerphilly as a place to visit, work and live. In addition there is also the potential to link the reinstated former Machen Line into the interchange to increase the accessibility of the town centre to a wider hinterland.

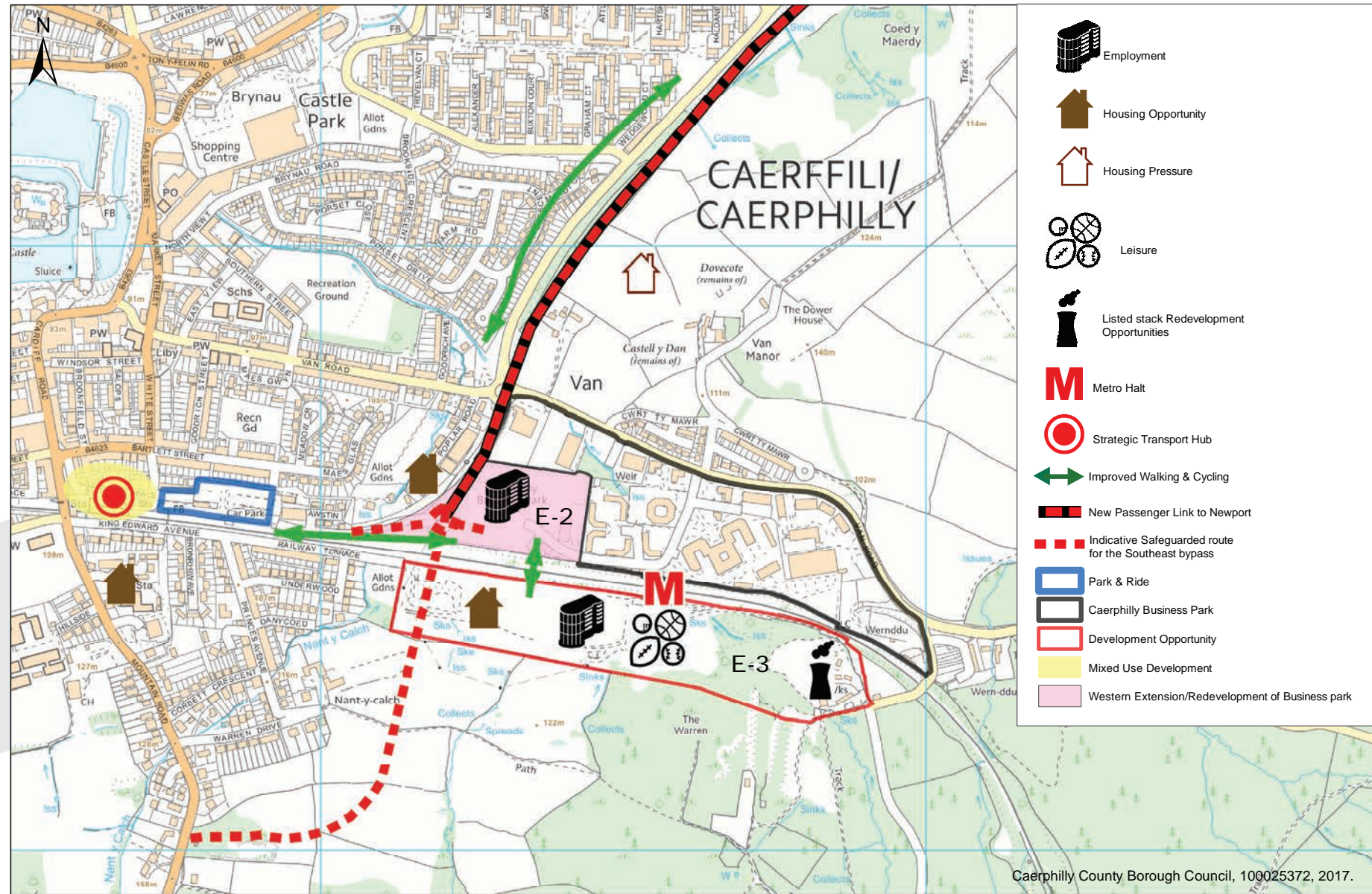
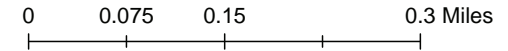
#### Development Principles

- Central to the proposal is the redevelopment of the existing station to create a well-designed, fit for purpose, modern, multi-modal and energy efficient station, as a landmark building that serves the wider Valleys Metro region.
- This will be complemented by bold and radical enhancements to the surrounding public realm aligned to the Metro place-

making programme. This includes the selective redevelopment of key areas and buildings around Station Terrace to create a vibrant commercial and residential area that would diversify both the day and night-time offer (B-2).

- It is envisaged that redevelopments would comprise well-designed, modern, mixed-use development with ground floor A3 and A1 uses and offices and/or apartments above.
- The taxi rank on Station Terrace to be incorporated within the redevelopment of the interchange to provide a better-related, more efficient facility.
- To improve legibility between the Interchange and the castle, opportunities to open up and exploit views to the castle should be considered together with new intuitive signage.
- Redevelopment of the existing park and ride car park to maximise the number of spaces available and provide for bicycle

Figure 11: Metro Hub



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parking, supported by environmental enhancements including the introduction of soft landscaping.

- Explore the potential for the creation of a well-designed multi-storey car park as an integral part of the Interchange to significantly increase the number of car parking spaces at this town centre location.
- All proposals ensure that direct linkages between the redeveloped interchange and the proposed station at the head of the Machen Line reinstatement can be delivered.
- **Consideration should be given to existing bus routes to explore opportunities to re-route certain bus journeys in order to reduce the number of buses travelling within the AQMA.**

## E - 2 Expansion of Caerphilly Business Park

### 6.38

Caerphilly Business Park currently offers 200,000 sq ft of office space. A significant number of units across the Business Park

are occupied by companies working under the umbrella of Welsh ICE <sup>2</sup>, which is a community of over 140 co-working start-up and micro-businesses, primarily operating in the digital tech and professional service industries. There are plans to expand this business model through the acquisition and refurbishment or redevelopment of vacant and under-utilised units on the site to create a regional centre of excellence. Together these would support more business start-ups and further exploit the potential that small and medium size business have to provide employment and training opportunities, and develop higher level skills. There is also an opportunity to provide a new modern office development on the western part of the Business Park. There is also the potential to incorporate redevelopment of the former Ness Tar site as part of the development of a sustainable live-work complex. The expansion of the business uses across the site would be further supported by the provision of a new Metro Halt to serve the Business Park and the reinstatement of the former Machen Line

which would provide direct access to the site from the east through Newport.

### Development Principles

- The 2.2 Ha undeveloped land on the western part of the Business Park should be released to facilitate the development of further office accommodation.
- As they become vacant, redevelop/refurbish units on the Business Park that are no longer fit for purpose to meet the needs of modern occupiers.
- Increased employment on the site would support the business case for the introduction of a metro station serving the Business Park & the Ness Tar site. This would also be beneficial for the communities on the eastern side of Caerphilly.
- Explore the potential to integrate the redevelopment of the former Ness Tar site (E-3) as part of a sustainable live-work complex.

<sup>3</sup> <https://welshice.org/>

## E - 3 Ness Tar and Pesci's Scrap Yard

### 6.39

The former Ness Tar Plant is a heavily contaminated former industrial site that represents a major redevelopment opportunity located in a prime location adjoining the Caerphilly interchange. The site could also be extended to incorporate the current Pesci's scrap yard which is located to the east. The two sites currently create a negative impression of Caerphilly for rail passengers as they approach the Caerphilly interchange. The redevelopment of these sites for a mixture of well designed, quality uses would significantly improve this important gateway into Caerphilly. Both the former Ness Tar Plant and the Pesci's site require funding for remediation prior to any redevelopment taking place.

#### Development Principles

- The site affords the opportunity for the development of a sustainable settlement, based on its close proximity to the Caerphilly Interchange and Caerphilly

Business Park, and should be redeveloped for a mixed-use scheme comprising a range of dwelling types and tenures, together with offices/starter units and leisure/health uses.

- As part of any redevelopment proposal the opportunity to incorporate live/work units and/or start-up units on part of site should be actively pursued; there is also the potential to deliver an innovative, sustainable, car-free mixed use development.
- Within the Pesci's part of the site is a rare and well preserved listed industrial chimney stack which is a prominent landmark within the wider area. The sensitive restoration and integration of this fine listed structure will need to be explored as part of any remediation of the site. The restoration of the structure could offer a unique opportunity to offer some conservation skills training.
- The site also offers the potential to relocate the town's leisure centre to

a location more accessible by public transport, which would serve not only the deprived communities in the Caerphilly Basin but also within easy access of the deprived Heads of the Valleys. There is potential for this to be a new cutting edge, state of the art, energy efficient centre which could: become an attractor in its own right within the region; and be used to host conferences for businesses in the area.

- As part of the remediation process, contaminated material will be contained within an on-site cell that will restrict the potential after-use for that area of land. Any redevelopment should ensure that this area is actively designed into the proposed development, accommodating an appropriate use to the benefit of the residents and users of the development.
- It is essential that direct active travel linkages between the site and the metro hub, town centre and proposed station on the former Machen Line



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should be incorporated as part of any redevelopment.

- An appropriate corridor of land should be safeguarded within the site to allow for the delivery of a South Eastern bypass for Caerphilly. This corridor should be actively designed into the development and could be used in the short term as open space (with the caveat that in the longer term it will facilitate the development of the new road).
- Vehicular access to the site in advance of any bypass will need detailed consideration.



## F - Improve connectivity within the Caerphilly Basin and to other areas

### 6.40

The anticipated outcome of delivering the significant enhancements to the town centre is an increase in footfall. Add to that the increased employment opportunities in the town centre and the Basin's employment sites and there is a significant increase in the demand for travel to, and within, the Caerphilly Basin. A key factor in delivering sustainable growth in the Caerphilly Basin is, therefore, improving accessibility to and within the Caerphilly Basin by public transport and active travel, together with improvements to the strategic highway network. **Traffic reviews will be needed on a regular basis to help prioritise schemes and to consider the cumulative impact of proposals on existing infrastructure.**

### 6.41

Policy TR6 of the adopted LDP identifies a number of improvement schemes to the strategic network, which will seek to

alleviate congestion on the key routes within Caerphilly Basin. The following schemes have yet to be implemented and opportunities should be explored to secure funding to deliver these important improvements to the network.

- TR6.1 Tafwys Walk
- TR6.3 Pwllypant Roundabout (scheme is currently being implemented)
- TR6.4 Bedwas Bridge Roundabout
- TR6.5 Piccadilly Gyratory
- TR6.6 Penrhos to Pwllypant
- TR6.7 Pwllypant to Bedwas

### 6.42

The opportunity exists to deliver public transport improvements that are in accordance with, and supplement the delivery of the Metro. Active travel improvements can further enhance and widen the scope of the Metro by providing local links to the strategic transport network, all of which can assist in delivering the Metro objectives.

### 6.43

To facilitate accessibility to and within the Caerphilly Basin, new facilities that reduce the level of traffic entering the Basin would also have significant benefits, primarily by reducing journey times and improving the town centre environment.

## F - 1 Llanbradach Park and Ride

### 6.44

There is a major opportunity to provide a large park & ride facility, which has the potential to capture a significant proportion of commuter traffic, and which would reduce the level of traffic entering the Caerphilly Basin from the north. Land at the former Wingfield Tip can accommodate a park and ride facility that could provide in excess of 1,000 park and ride spaces along with a relocated station, with potential for business and commercial development on adjoining land to complement the delivery of this new transport hub.



### Development Principles

- The provision of 500 spaces with expansion space to increase the number of spaces to over 1,000.
- The existing station is inappropriately located to be served by the new provision and should be redeveloped/relocated adjoining the new provision.
- The park and ride provision should be designed with integral, high-quality landscaping to soften the street scene and make provision for pedestrians and cyclists.
- The new/relocated station and the park and ride provision should be carefully designed in accordance with the Metro Place Making Programme principles.
- The potential for a new access to the site, utilising the existing Wingfield Junction should be considered to improve access from the Llanbradach bypass.
- Consideration should be given to utilising the adjoining Wingfield Tip land and any

nearby redevelopment opportunities for business/commercial uses to complement the new transport hub.

### F - 2 Newport Machen Rail Line

#### 6.45

A major opportunity exists to reopen the former Machen rail line for passenger transport. This will provide a direct, dedicated transport link between Caerphilly and Newport, providing enhanced access from the east to the Caerphilly Basin. The line, if reopened for light rail/tram or dedicated/guided bus services, could serve major residential areas like Waterloo and Lansbury Park and its Caerphilly terminus would form part of the wider Caerphilly transport interchange.

### Development Principles

- The preference is for the reinstatement of the former Machen line for light/tram or dedicated/guided bus transport due to the significantly reduced impacts on communities that are located along

the route, however this is outside of the Council's control.

- New halts should be considered for Lansbury Park, Waterloo, Trethomas, and Machen.
- Consideration should be given to providing a meaningful level of park and ride provision as part of any proposed halt.
- Consideration will need to be given to how the services integrate with the services on the Ebbw Valley rail line, with particular consideration given to a new station south of the Pye Corner station to provide the appropriate integration with the Cardiff bound services.
- The Caerphilly terminus for the line would be located adjacent to Caerphilly Business Park, providing direct access to significant employment opportunities and will form part of the redeveloped Caerphilly Interchange providing direct access to the town centre and castle.





- All stations and halts will need to be designed in accordance with the Metro Place Making Programme.
- The Caerphilly Terminus should form part of the overall redesign of the Caerphilly interchange, being an active part of the interchange whilst maintaining direct links to the Caerphilly Business Park.

### F - 3 Caerphilly South East Bypass

#### 6.46

The south-east bypass for Caerphilly, which would complete a ring road around the town, has been an aspiration for a considerable period of time. To this effect the proposed line for a bypass has been protected in the adopted LDP, based on its requirement as part of the measures to improve air quality in Caerphilly town centre. The provision of the bypass is aimed at redistributing the travel patterns within the Caerphilly Basin, particularly in respect of the town centre, where through traffic will be taken from the town centre, so reducing traffic levels and improving air quality.

### Development Principles

- The south-east bypass should connect the Lansbury Park Distributor Road in the east to Mountain Road in the west.
- The design of the road should provide access to the Ness Tar/Pesci's site.
- The alignment of the road should be carefully considered and should seek to minimise visual and landscape impacts.
- Consideration should be given to stopping the northern link from the town centre to Cardiff (through the stopping up of Mountain Road), once the bypass has been delivered.
- The bypass will include a dedicated active travel route as part of its design that will link into existing active travel routes where appropriate.

### F - 4 Cycle Parking Facilities

#### 6.47

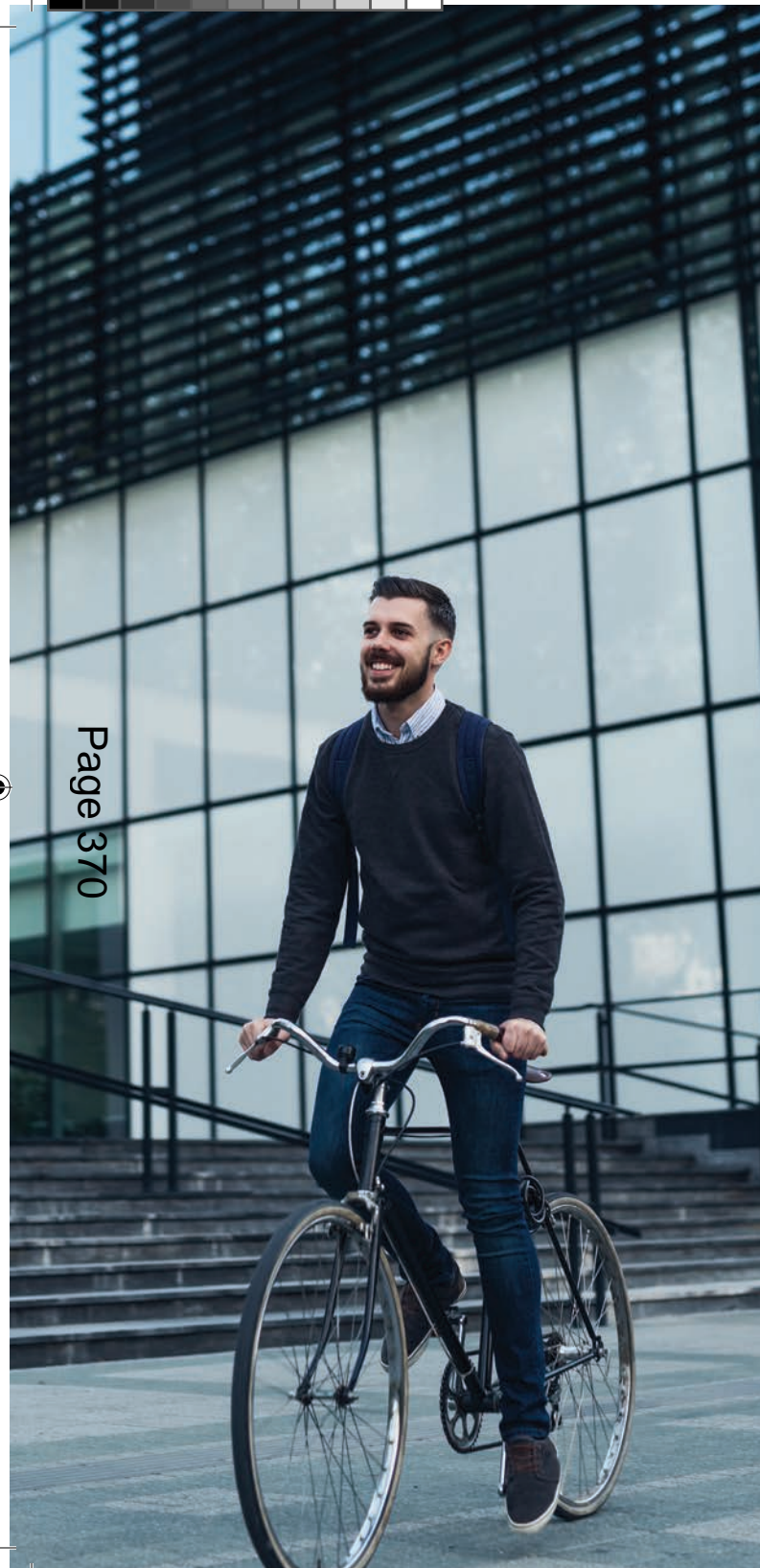
The strategy seeks to ensure that the town centre, employment centres and transport

hubs are accessible by sustainable forms of transport. Whilst the Metro caters for strategic travel, a significant amount of journeys will require additional travel to reach their final destination. The strategy seeks that movement from Metro hubs and within the Caerphilly Basin is undertaken through active travel measures and this is most likely to be done through cycle travel. Given this, there is a need to deliver safe, secure and convenient cycle parking facilities at all transport hubs, within the town centre and employment centres in order to facilitate this movement. This should be coordinated on a regional basis so that the offer is coordinated.

### Development Principles

- New developments should ensure that they provide appropriate cycle parking facilities that can meet both current and future demand.
- Provision should be made throughout the town centre, particularly at the locations of key attractors.





- Provision should be made at all transport hubs, particularly at the Caerphilly Interchange where provision will serve multiple uses.
- Provision should be easily accessible, easy to locate and conveniently located to the destination to encourage use.
- It should also be safe, secure and be visible to ensure surveillance.
- Provision should be connected to existing active travel routes wherever possible.
- For short duration parking (town centres etc.) sufficient parking should be provided to ensure that space is consistently available.
- For long duration parking (employment centres, commuting etc.) provision should be covered to provide protection from the elements.
- Provision should be regularly monitored, maintained and managed to ensure its attractiveness is retained.
- The design and location of the provision

should ensure compatibility with other users and uses.

- Provision should be considered where the parking links to other associated uses, e.g. located by cycle repair premises.
- Consideration should also be given to providing facilities for safely storing ancillary accessories, such as helmets and lights.

## F - 5 Cycle Hire Scheme

### 6.48

Whilst the Metro will address longer distance travel, there is a need to ensure that, once off the principal Metro routes, people can continue journeys within the Caerphilly Basin by sustainable means. A key issue for this travel is that there is a ban on carrying bikes on trains at peak hours and there is limited, if any, potential for bus services to carry bikes. Cycling, however, has a hugely important role to play in tackling issues such as congestion and pollution and therefore ways of exploiting this mode of transport need to be considered. One solution is the



provision of a bike-sharing hire scheme. This would require an integrated system of hire points at key destinations, such as major employment areas, the town centre as well as at the transport hubs (Caerphilly's version of the Boris Bikes scheme in London<sup>4</sup>).

### Development Principles

- Consideration should be given to the setting up of a bike-sharing hire scheme throughout the Caerphilly Basin, with facilities provided at significant destinations, transport hubs and the town centre. This should also include electric bikes.
- Consideration be given to linking the bike hire facilities to existing cycle related uses, e.g. bike hire at bike parking facilities, bike hire related to existing cycle maintenance/retail uses.
- The scheme should ensure that there are appropriate facilities located at destinations, including employment sites, to encourage use and reduce cost.

### Other Active Travel Measures

#### 6.49

The adopted LDP identifies a number of improvements to radial routes in the Caerphilly Basin that will improve community access and provide walking and cycling links to public transport, tourism, locations, employment areas and other key attractors.

#### 6.50

Many of the LDP proposals are also contained within the Caerphilly Active Travel Integrated **Network Map**, which includes 40 schemes designed to increase connectivity and accessibility throughout Caerphilly Basin.

These measures seek to address active travel issues in the short term. However, an ongoing programme of improvements will be required to address future issues as they arise from the redevelopment & growth of Caerphilly Basin.

#### 6.51

It is recognised that the increased use of electric bikes offers a realistic alternative mode of travel over longer distances for

a wider section of the population. The extension of, and linkages to, the National Cycle Network and routes suitable for electric bikes will be encouraged.

### New Links

#### 6.52

This strategy identifies a number of significant development opportunities that will require links to ensure that the need to travel generated from growth can be accommodated sustainably.

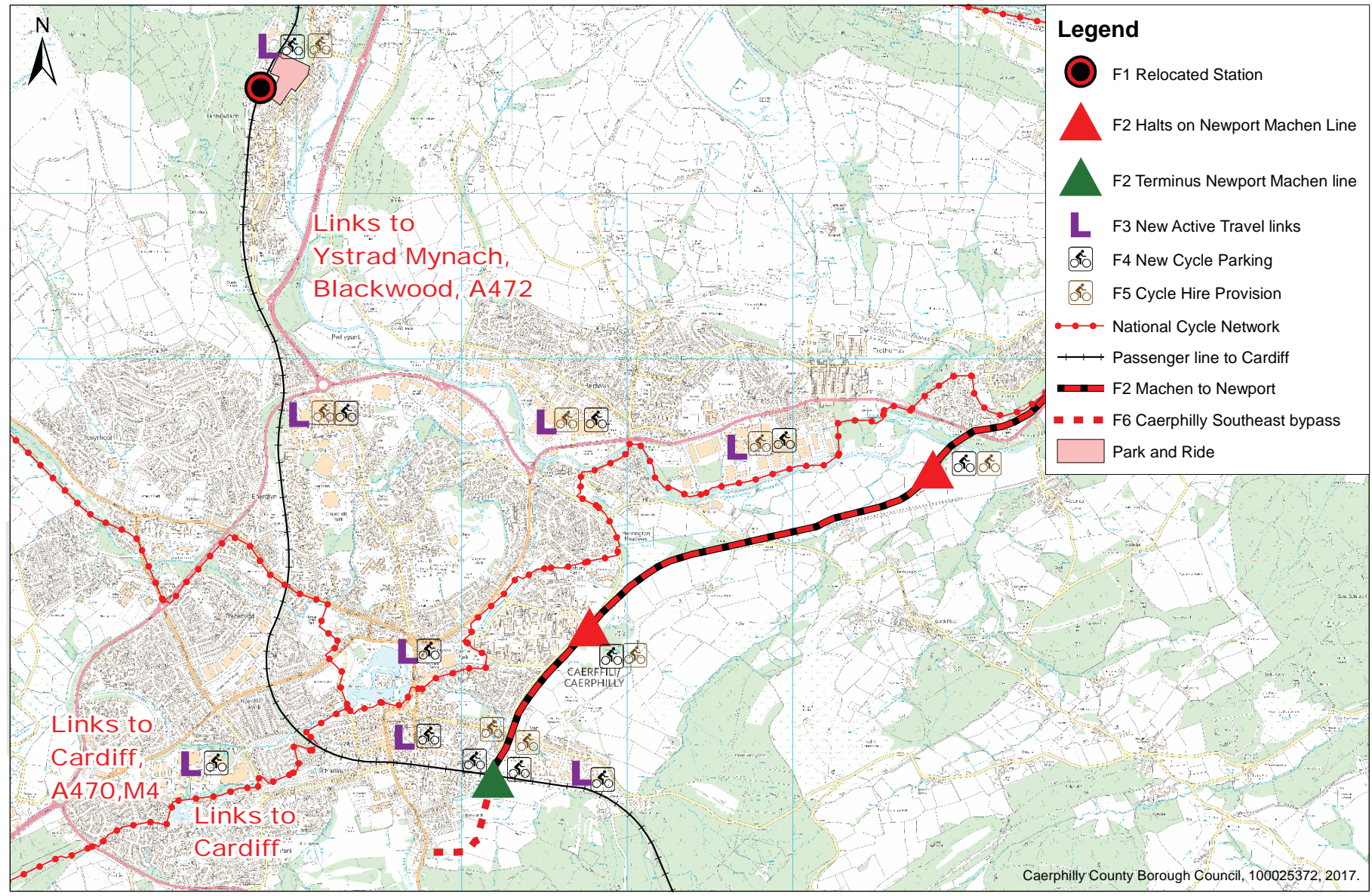
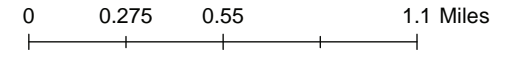
### Development Principles

- Areas of significant new growth should include active travel proposals that would ensure the sites are linked, as directly and efficiently as possible, to the town centre, the Caerphilly Interchange and all local Metro hubs.
- Active travel measures should complement and enhance existing routes.

<sup>4</sup> <https://tfl.gov.uk/modes/cycling/santander-cycles>



**Figure 12: Connectivity**



## G - Provide the conditions to strengthen employment opportunities

### 6.53

The proposals for the strategic hub around Caerphilly interchange, Ness Tar, Caerphilly Business Park and the proposed station on the former Machen Line will offer the opportunity for the creation of a significant number of new jobs and support skills development. However, there are a number of other potential opportunities to expand the range and choice of jobs available.

### 6.54

In addition to the opportunities identified below, the development of new housing, retail, offices and other infrastructure across Caerphilly Basin will create jobs in the construction industry and support the local supply chain. Many of these jobs will be within the foundational economy, which will support the objectives set out within the Regeneration Strategy.

## G - 1 Ty Cenydd

### 6.55

The Ty Cenydd office building is located in a prime position directly opposite the castle. It has been vacant for several years, but could offer 900 sq m of office space in a key location, with car parking provision in the basement. The building has been sub-divided on a floor by floor basis so it can either be let on an individual floor basis or as a whole building.

## G - 2 Land adjoining Llanbradach Park and Ride

### 6.56

The proposed relocation of Llanbradach station and creation of a park and ride facility on the Wingfield Tip will offer the potential to create some high quality B1 office units and/or start up units in what will be a highly accessible location with good access to the rail network and strategic highway network. There is potential for the northern part of Wingfield tip to be redeveloped for employment uses as part of a hub around

the new station, together with the Morgan Street works and under-utilised land around it, subject to land acquisition.

## G - 3 Trecenydd Business Park

### 6.57

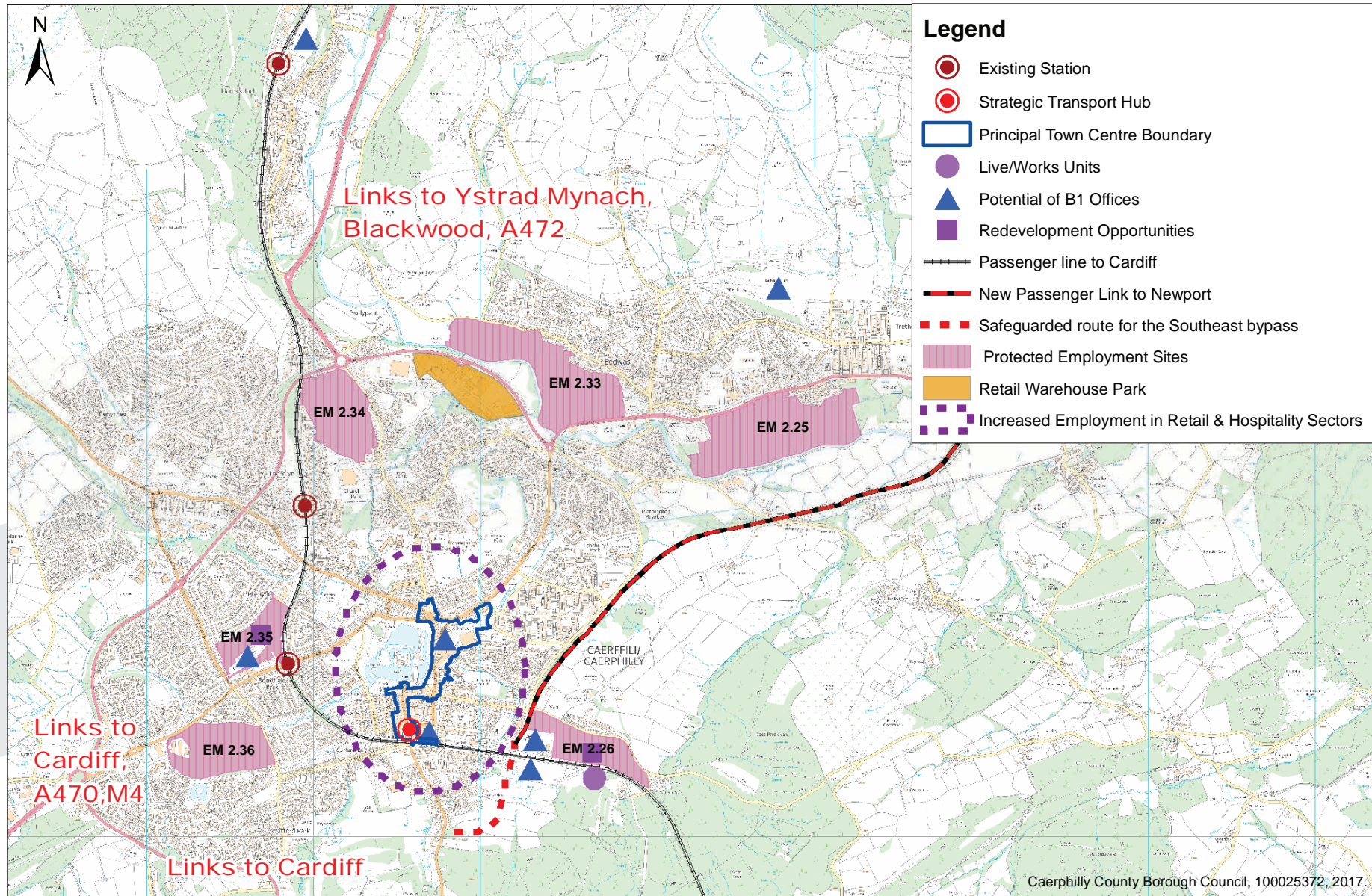
The 10.2 ha Trecenydd Business Park is allocated/protected for employment use. It comprises a number of B Class uses in building stock aimed primarily at light industry. There is an undeveloped strip of land within the centre of the site, which could be developed. Aber Station park and ride car park is located adjacent to the Business Park, but the station is separated itself from the Business Park by Nantgarw Road.

## Development Principles

- Establish clear linkages between the Business Park and Aber Station.
- Investigate the potential for a new light rail halt adjacent to the Business Park, if light rail is pursued along this stretch of line under the Metro initiative.

**Figure 13: Employment Opportunities**

0 0.275 0.55 1.1 Miles





- Explore opportunities to expand the park and ride
- Redevelop the site for new class B development, in order to make premises fit for purpose and more attractive to potential occupants.
- Small, flexible terraces of B1 units offering accommodation from 500 sq ft would be the most attractive as they would benefit from low business rates and running costs and would serve a local market.





## H - Support the development of housing, including affordable housing, on previously developed land and in sustainable locations within settlements

### 6.58

The strategy for the Local Development Plan promotes the development of new housing on brownfield sites within the Caerphilly Basin. This has been successful with several key contaminated or under-utilised sites having been developed in recent years. Whilst these have made an important contribution to housing in the Basin, there remains an acute need for affordable housing.

### 6.59

There are a number of key brownfield sites that offer the opportunity for housing or mixed use development incorporating an element of housing. Many of these sites have constraints by virtue of previous uses and contamination, which means that they are unlikely to be brought forward by the market without public sector intervention.

### 6.60

The key development opportunities on brownfield sites within existing settlements in Caerphilly Basin and their indicative capacities are:

- H - 1 Windsor Colliery, Abertridwr - 200-250 dwellings;
- H - 2 Waterloo Works, Waterloo - 545 dwellings, potential community facilities
- H - 3 Catnic, Caerphilly - 170 dwellings;
- H - 4 Bedwas Colliery, Bedwas - 630 dwellings, potential community facilities, and the potential for B1 offices;
- H - 5 Ness Tar, Caerphilly - 200 dwellings, potential offices, live/work units.

### 6.61

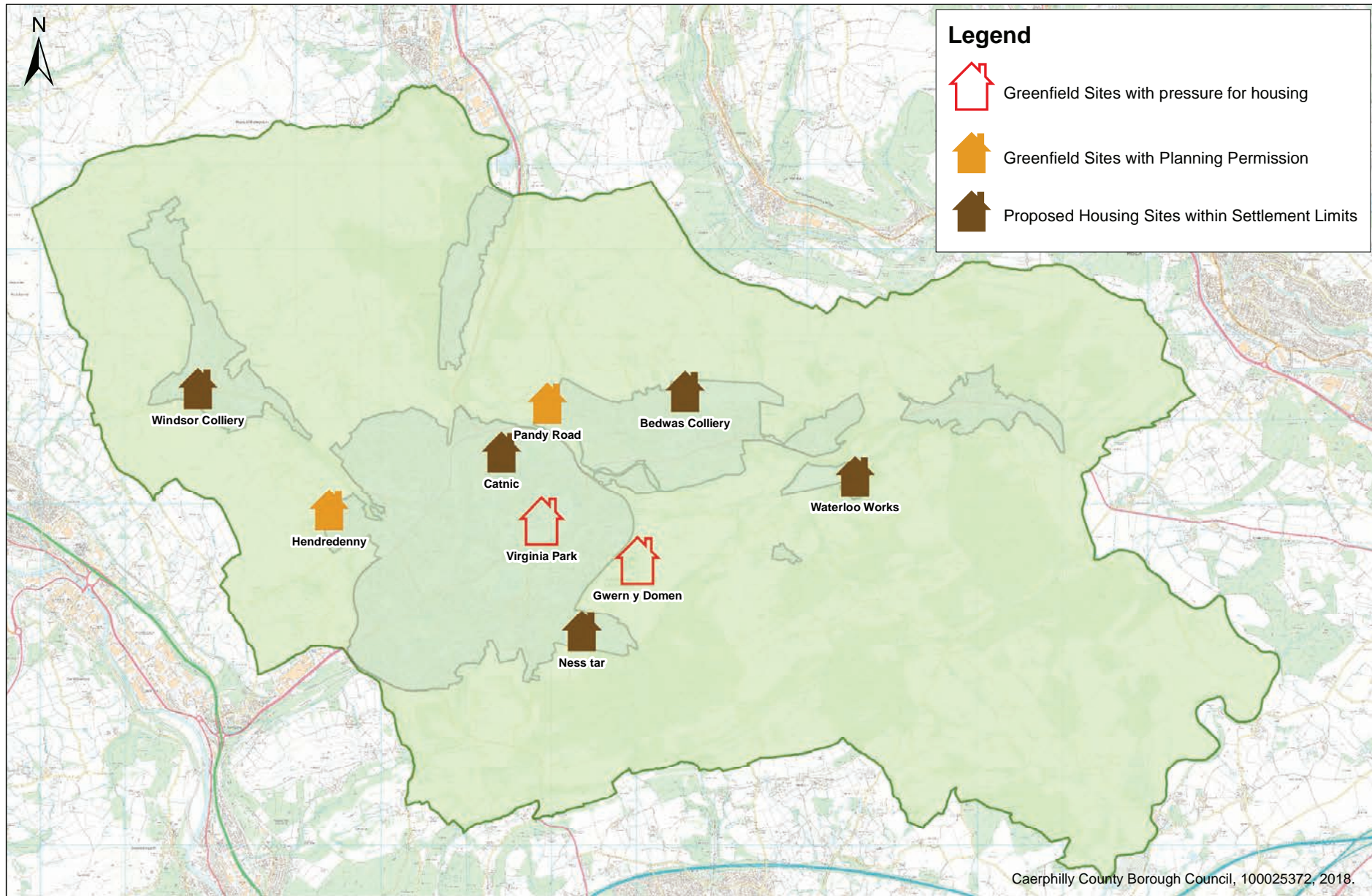
In addition to sites within existing settlements in Caerphilly Basin, there has been development pressure for housing on a number of major greenfield sites within and on the edge of settlements. Figure 14 identifies the position with regards to sites at

the time that the Masterplan was prepared, but it is recognised that additional windfall opportunities and greenfield sites may be promoted by the development industry in the future. Where planning applications are submitted, it is necessary to consider each application on its merits, having regard to planning policies, the need for housing and the sustainability of the location.



Figure 14: Potential Housing Sites

0 0.5 1 2 Miles



## I - Provide a suitable level of community leisure and education facilities to support the potential level of population and housing growth in the Caerphilly Basin

### 6.62

Caerphilly Basin has a wide range of formal leisure facilities that are well used by local residents. New development will place additional pressure on facilities and it is important that key community leisure facilities are safeguarded for public use. The development of a plan for the improvement or replacement of facilities is needed to ensure that there is the range of services required by a modern society and at a level capable of meeting demand created by the planned population growth.

### I - 1 Caerphilly Leisure Centre

#### 6.63

Caerphilly Leisure Centre is an integral part of leisure provision in Caerphilly Basin, but there is a need to improve the facility to ensure that it meets modern standards. There

is the potential to refurbish or redevelop the leisure centre on its existing site at Virginia Park. Alternatively, there may be scope to incorporate a new purpose built facility at another location, such as the Ness Tar site (E-3).

### School Provision

#### 6.64

The number of school aged children is expected to increase within the Caerphilly Basin as a result of new development and it is important that there are opportunities for schools to expand to accommodate additional pupils. **The Council has recently agreed in principle the provision of additional school places in the Caerphilly Basin, subject to funding being confirmed for individual projects, business cases being approved by Welsh Government and the outcome of individual consultations.**

#### 6.65

The key proposals relating to the Caerphilly Basin are as follows:

- New build school to replace the existing

Tynywern Primary School on the Bedwas High School site I-2

- Refurbishment of the existing Tynywern Primary School site to create a new Welsh Medium Primary School (I-3)
- New build school to replace the existing Plasyfelin School on the current school site (I-4)
- Expansion of St James Primary School (I-5)

#### 6.66

Each project will be subject to a full consultation process as prescribed by WG in the School organisation code 2013. In addition there is a refurbishment programme of £33million planned for schools across the Caerphilly Borough. The schools are yet to be identified, but is likely to include the Caerphilly Basin Secondary schools.

### Caerphilly Miners Centre for the Community (I-6)

#### 6.67

Following the closure of the Caerphilly Miners hospital in 2011, the building known as 'The

Beeches' has been restored and is currently being utilised as a community centre offering the local community a place to socialise, learn and develop skills, access information, and participate in community activities. The next phase of the Centre's development will include the refurbishment of upper floors to deliver a kitchen, function room, craft and music room, together with a social enterprise centre.

## **J - Support and protect the natural environment and heritage of the area**

### **6.68**

It is important that the most important landscapes are protected and enhanced, as these provide the setting for the Caerphilly Basin. The rich and varied heritage of the area is an asset, and we should make the most of the opportunities that it provides. The council's emerging Green Infrastructure Strategy will provide the basis for such proposals.

## **K - Ensure that accessibility for all is embedded in all improvement schemes**

### **6.69**

Accessibility is a cross cutting objective, which is relevant to schemes identified within this plan. All development proposals should adhere to the principles of inclusive design to ensure that schemes meet the accessibility needs of all those living, working and visiting the Caerphilly Basin, including those with mobility impairments, learning difficulties and sensory impairment.

## **L - Ensure all of Caerphilly's communities are able to engage and benefit from the Masterplan.**

### **6.70**

The 2014 Welsh Index of Multiple Deprivation (WIMD) identified the local authority housing estate of Lansbury Park (St James 3 LSOA) as the most deprived area in Wales. It has been agreed that there will be a priority focus to implement a new way of working in Lansbury Park, and in a number of the other deprived communities within the county borough. A map of Lansbury Park and its relationship to the town centre can be seen in Figure 2.

### **6.71**

A fundamental change to how public services are collectively delivered and approached is required to address the multi faceted needs in the county borough's most deprived communities. There should be far more emphasis upon local government enabling our communities to deliver, rather than delivering for them.

### **6.72**

A greater emphasis on identifying community assets is required. When practitioners begin with a focus on what communities have, as opposed to what they don't have, a community's efficacy in addressing its own needs increases, as does its capacity to lever in external support. Currently services are designed to 'fill gaps' and 'fix problems' creating dependency and disempowering individuals who become passive recipients of services.

### **6.73**

Caerphilly's new approach to service provision will provide a changing perspective

on building bridges with communities, mobilising individual and community assets, and enabling a process of co-production, with community members as active agents in their own and their families' lives. Co production requires users of services to be seen as experts in their own circumstances and capable of making decisions, while service providers move from being fixers to facilitators. This will necessitate new relationships to be developed with front line professionals, and an enabling role adopted.

#### 6.74

This will require an approach to public service provision that seeks to better coordinate services to achieve maximum impact. The intention is to adopt a place based focus, with a review of public services to assess how well they meet the outcomes required by residents, and how they could improve impact and value for money. The role of the Public Service Board, and the support of partners, is key to implementing this approach, and having endorsed the approach

to Lansbury Park it provides an opportunity to develop this across a number of key areas across the borough.

#### 6.75

A Deep Place Plan<sup>5</sup> has been prepared for Lansbury Park, which explores the complex challenges associated with reversing the cycle of long-term poverty on the estate. The Deep Place Plan recognises that there is a need to improve the physical environment of Lansbury Park, as an integral part of any commitment to estate renewal. Further, it recognised that the physical environment of the estate does little to support good physical and mental health and wellbeing, which is an important part of ensuring that residents can access opportunities for training and work.

#### 6.76

Working with its Public Service Board partners, the local business and third sector communities and the residents of Lansbury Park, the Council is working to develop and implement a place-based theory of change

outlined in the Lansbury Park Deep Place Plan (2017). The Lansbury Park Deep Place Plan has been endorsed and is being supported by the Caerphilly Public Service Board, and is consistent with its obligations under the Well-being of Future Generations Act.

#### 6.76

The Caerphilly Masterplan will actively ensure that there is full consideration in all of its strategic objectives, of how it supports the Lansbury Park Plan as the work progresses.

#### 6.77

The projects identified in the Caerphilly Basin Masterplan also have the potential to provide far reaching benefits for all residents, including those living on Lansbury Park and other deprived estates in Caerphilly Basin and the wider county borough.

<sup>5</sup> Adamson, D. and Lang, M (2017) Lansbury Park: A Deep Place Plan

# Section 7: Delivering and Implementing Change

The table below sets out the projects identified in Section 6 of the report, together with the expected outputs that the project will deliver and how these proposals will

address the objectives of the Council's Regeneration Strategy (Appendix 1). The table identifies the indicative costs of each scheme and highlights any funding that has been

secured to date. It should be noted that many of these projects are at an embryonic stage and, as such, the outputs and costs can only be estimated.

Strategic Objective	Project	Description	Expected/Indicative outputs	Objectives of Regeneration Strategy met	Funding secured and potential costs
<b>A - Enhance the retail offer in the town</b>	A - 1 and A - 2 Morrisons Car Park ( <i>Castle Court Retail Expansion</i> )	Develop part of existing car park adjoining Castle Court shopping centre for retail units suitable for multiple retailers.  Develop a modern multi-storey car park on land north of Morrisons	<ul style="list-style-type: none"> <li>Strengthen retail offer in Town Centre;</li> <li>Re-develop approx. 1.52 Ha of land</li> <li>Increase footfall;</li> <li>Job creation - create in the region of 150 new retail/commercial jobs</li> <li>Construction contract could create a number of jobs during the construction period;</li> <li>Prevent leakage of retail expenditure</li> </ul>	<ul style="list-style-type: none"> <li>SB1</li> <li>SQL3</li> <li>SQL7</li> <li>SP4</li> </ul>	<p>Funding Secured: None to date</p> <p>Total Costs: to be determined but likely to be circa £30 - £40m.</p> <p>Predominantly private sector investment but there will probably be a viability funding gap to be filled</p> <p>Dialogue is open between private sector owners and the Council over the possible improved parking provision and expansion of the shopping mall complex.</p>

Strategic Objective	Project	Description	Expected/Indicative outputs	Objectives of Regeneration Strategy met	Funding secured and potential costs
A - Enhance the retail offer in the town	A - 3 Ton Y Felin Road and Castle Street Triangle	<p>Redevelopment of units and a car park at a key junction to create a high quality landmark building as part of the gateway to the town centre and castle</p> <p>Also part of Strategic Objective D</p>	<ul style="list-style-type: none"> <li>● Redevelop approx. 0.32 Ha of prime land</li> <li>● Develop approx. 2,700 m2 of retail/office space</li> <li>● Creation of circa 80 jobs in retail sector</li> <li>● Creation of circa 120 jobs in office based industries</li> <li>● Improve the appearance of this key gateway</li> <li>● Strengthen retail offer in town centre</li> <li>● Enhance the setting of the listed Workmen's Hall and Institute and Castle</li> <li>● Employment opportunities in the construction industry and local supply chain benefits</li> </ul>	<ul style="list-style-type: none"> <li>● SB1</li> <li>● SB2</li> <li>● SB4</li> <li>● SQL3</li> <li>● SQL7</li> <li>● SP4</li> </ul>	<p>Funding Secured: None to date</p> <p>Total Costs: To be determined - but could be in the region of £4.7M+</p> <p>Public Sector/Private Sector partnerships required due to multiple landowners within area.</p> <p>May however require CPO of land or buildings to maximise the site area/potential.</p>
	A - 4 Cardiff Road (Blocks between Clive Street and Park Lane)	<p>Short term improvement to the visual appearance of the buildings through tailored façade treatment</p> <p>Long term redevelopment of the whole block for a mix use development comprising small to medium sized retail units, A3, offices and residential</p>	<ul style="list-style-type: none"> <li>● Improve the visual amenity of the area in the short term</li> <li>● Redevelop approx. 0.58 Ha of prime land</li> <li>● Develop approx. 5,000 m2 of mixed use space</li> <li>● Creation of circa 170 jobs in retail/hospitality sectors</li> <li>● Creation of circa 180 jobs office based industries</li> <li>● Increased footfall on Cardiff Road</li> <li>● Strengthen mix of uses in the town centre</li> <li>● Increase the diversity of the housing stock, including affordable housing provision</li> </ul>	<ul style="list-style-type: none"> <li>● SB1</li> <li>● SB2</li> <li>● SB4</li> <li>● SQL3</li> <li>● SQL5</li> <li>● SQL7</li> <li>● SP4</li> </ul>	<p>Funding Secured: None to date</p> <p>Total Costs: To be determined - but could be in the region of £480K for short term vision and £8M+ for longer term vision.</p> <p>Public Sector/Private Sector partnerships required due to multiple landowners within area.</p> <p>May however require CPO of land or buildings to maximise the site area/potential.</p>



Strategic Objective	Project	Description	Expected/Indicative outputs	Objectives of Regeneration Strategy met	Funding secured and potential costs
<b>A - Enhance the retail offer in the town</b>	A - 5 1 - 20 Cardiff Road	Improvement to facades of prominent buildings overlooking the castle.  Redevelopment of the block in the longer term to create a high quality retail led mixed use development	<ul style="list-style-type: none"> <li>● Redevelop approx. 0.7 Ha of prime land</li> <li>● Develop approx. 4,600 m2 of mixed use space</li> <li>● Creation of circa 115 jobs in retail/hospitality sectors</li> <li>● Creation of circa 180 jobs office based industries</li> <li>● Enhance the setting of Caerphilly Castle</li> <li>● Increase footfall on Cardiff Road</li> <li>● Strengthen retail offer in town centre</li> </ul>	<ul style="list-style-type: none"> <li>● SB1</li> <li>● SB2</li> <li>● SB4</li> <li>● SQL3</li> <li>● SQL7</li> <li>● SP4</li> </ul>	Funding Secured: None to date  Total Costs: To be determined - but could be in the region of £120K for short term vision and £8M+ for longer term vision.  Public Sector/Private Sector partnerships required due to multiple landowners within area.  May however require CPO of land or buildings to maximise the site
	A - 6 Caerphilly Indoor Market	Redevelopment to create a thriving market space as an integral part of the retail offer of the top of town  Consider the feasibility of pedestrianisation of a section of Clive Street and/or Pentrebane Street	<ul style="list-style-type: none"> <li>● Redevelop approx. 0.080 Ha of prime building/land</li> <li>● Redevelop approx. 0.156 Ha of prime commercial streetscape</li> <li>● Develop approx. 680 m2 of market/retail space</li> <li>● Safeguard existing jobs</li> <li>● Creation of circa 40 jobs</li> <li>● Opportunities for start-up businesses</li> <li>● Enhance Caerphilly's position as a market town</li> <li>● Increase footfall at the Top of Town</li> <li>● Create a niche that will increase tourism and visitor spend</li> </ul>	<ul style="list-style-type: none"> <li>● SB1</li> <li>● SB2</li> <li>● SB4</li> <li>● SQL3</li> <li>● SQL7</li> <li>● SP4</li> </ul>	Funding Secured: None to date  Total Costs: To be determined - but could be in the region of £50K - £150K for internal & external improvements.  Feasibility study for pedestrianisation of part of Clive Street and/or Pentrebane Street required  Potential cost for Study could be around £10K - £20K. Cost estimates for enhancement works would be determined as part of Study.

Strategic Objective	Project	Description	Expected/Indicative outputs	Objectives of Regeneration Strategy met	Funding secured and potential costs
B - Create a vibrant and accessible visitor destination	B - 1 Crescent Road	Redevelopment of Llys Ifor site for a use that complements tourism  Park Lane - see C - 1 (Below)  Also see Strategic Objective D	<ul style="list-style-type: none"> <li>● Redevelop approx. 0.131 Ha of prime building/land</li> <li>● Redevelopment of a long-term vacant building in a prominent position over-looking the castle</li> <li>● Redevelopment of approx. 600 m2 of floorspace</li> <li>● Potential creation of circa 30 jobs in the hospitality</li> <li>● Increased visitor dwell time and spend</li> <li>● Bolster the night-time economy</li> </ul>	<ul style="list-style-type: none"> <li>● SB1</li> <li>● SQL4</li> <li>● SQL7</li> <li>● SP4</li> </ul>	<p>Funding Secured: None to date</p> <p>Total Costs: To be determined - (Private Sector led)</p> <p>However, funding may be needed to bridge a viability gap.</p> <p>Currently Llys Ifor building is "to let" with rent set at £10.50 per sq ft per annum. Though there may be an option to buy.</p>
	B - 2 Cardiff Road and area around station	Enhance the night - time economy around Caerphilly station through the creation of an al fresco dining/ wine bar area  Undertake a study into the potential to improve the night time economy.  Also see Strategic Objective E	<ul style="list-style-type: none"> <li>● Creation of hospitality jobs</li> <li>● Increased visitor dwell time and spend</li> <li>● Bolster the night-time economy</li> </ul> <p>(See also Strategic Objective E)</p>	<ul style="list-style-type: none"> <li>● SB1</li> <li>● SQL4</li> <li>● SQL7</li> <li>● SP4</li> </ul>	<p>Funding Secured: None to date</p> <p>Total Costs: To be determined (See also Strategic Objective E)</p> <p>Part of a larger scheme to create a thriving Metro hub around the station.</p>
	B - 3 Caerphilly Workmen's Hall and Institute	Enhance the <b>facility</b> to create a thriving cultural and events venue in the heart of the town	<ul style="list-style-type: none"> <li>● Secure the long-term use of a key listed (Grade II) building within the town</li> <li>● Enhance approx. 0.49 Ha of building/land</li> <li>● <b>Creation of circa 10 jobs in the entertainment and arts sector</b></li> <li>● Increased visitor dwell time and spend</li> <li>● Bolster the night-time economy</li> </ul>	<ul style="list-style-type: none"> <li>● SB1</li> <li>● SQL2</li> <li>● SQL4</li> <li>● SQL7</li> <li>● SP4</li> </ul>	<p>Funding Secured: None to date</p> <p>Total Costs: To be determined - (Private Sector led but potential for Private/CISWO/Public Sector Partnership)</p>

Strategic Objective	Project	Description	Expected/Indicative outputs	Objectives of Regeneration Strategy met	Funding secured and potential costs
<b>B - Create a vibrant and accessible visitor destination</b>	B - 4 Bedwas Workmen's Hall	Upgrade and enhance the facilities	<ul style="list-style-type: none"> <li>Secure the long-term use of a key listed (Grade II) building within town</li> <li>Support community facilities in the wider Caerphilly Basin</li> <li>Bolster the night-time economy</li> </ul>	<ul style="list-style-type: none"> <li>SB1</li> <li>SQL2</li> <li>SQL4</li> <li>SP4</li> </ul>	Funding Secured: None to date Total Costs: To be determined
	B - 5 Enhanced parking facilities	Preparation of a town centre parking plan	<ul style="list-style-type: none"> <li>Improve air quality in the AQMA</li> <li>Increase footfall in the town centre</li> <li>Improve quality of life for residents</li> </ul>	<ul style="list-style-type: none"> <li>CPP1</li> <li>CPP3</li> <li>CPP4</li> <li>SQL7</li> </ul>	Funding Secured: None to date Total Costs: To be determined - potentially between £10K - £15K to develop the plan. Cost of electric charging points to be determined
<b>C - Maximise the presence of Caerphilly Castle</b>	C - 1 Park Lane	Development of a key site overlooking Caerphilly Castle for a hotel, potentially encompassing a high end restaurant and/or conference facilities  Also meets Strategic Objective D	<ul style="list-style-type: none"> <li>Approx. 0.2 Ha of land at Park Lane developed/vacant land returned to beneficial use;</li> <li>Job creation - related development opportunity could create Approx. 42 FTE jobs within the commercial sector;</li> <li>Construction Contract could create a number of jobs during the construction period;</li> <li>Training opportunities/apprentices during construction - approx. 4 no people;</li> <li>Private sector investment induced;</li> <li>Combined, the enhanced tourism offer would see increased spend in the Town Centre by 5 - 10%.</li> <li>Increase dwell-time and spend from tourists and business people.</li> <li>Bolster the night-time economy</li> </ul>	<ul style="list-style-type: none"> <li>SB1</li> <li>SQL2</li> <li>SQL4</li> <li>SQL7</li> <li>SP4</li> </ul>	Funding Secured: None to date Total Costs: £5M - 6M  Private Sector led - potentially public sector gap funding required - land sale requirements/cost to be determined. <i>Potential for CCBC Capital receipt from land sale to be recycled within wider town centre regeneration initiatives.</i>  CCBC Park Lane investment of £750k to make the site clean to stimulate private sector development

Strategic Objective	Project	Description	Expected/Indicative outputs	Objectives of Regeneration Strategy met	Funding secured and potential costs
C - Maximise the presence of Caerphilly Castle	C - 2 Tourism Attraction	Development of a tourism attraction in the town centre	<ul style="list-style-type: none"> <li>Job creation within the tourism/heritage sector</li> <li>Greater tourist offer to increase dwell time in the town</li> <li>Increased footfall and spend</li> </ul>	<ul style="list-style-type: none"> <li>SQL2</li> <li>SQL4</li> <li>SQL7</li> </ul>	Funding Secured: None to date Total Costs: To be determined. Will depend upon proposed location.
	C - 3 Tourism trail	Creation of a tourist trail linking key sites and buildings of interest	<ul style="list-style-type: none"> <li>Improve Caerphilly's status as a tourist destination</li> <li>Greater tourist offer to increase dwell time in the town</li> <li>Increased footfall and spend</li> <li>Increase visitor numbers at other attractions</li> </ul>	<ul style="list-style-type: none"> <li>SQL2</li> <li>SQL4</li> <li>SQL7</li> </ul>	Funding Secured: None to date Total Costs: To be determined - could be in the region of £5K - £30K depending on the scope of works.
	C - 4 Activity Tourism	Increase accommodation suitable for the active tourism market <i>(Linked with Strategic Objective C1)</i>	<ul style="list-style-type: none"> <li>Improve Caerphilly's status as a tourist destination</li> <li>Greater tourist offer to increase dwell time in the town</li> <li>Increase footfall and spend increase visitor numbers at other attractions</li> </ul>	<ul style="list-style-type: none"> <li>SQL1</li> <li>SQL2</li> <li>SQL4</li> </ul>	Funding Secured: None to date Total Cost: dependent on scale and type of accommodation. It is envisaged that this will be delivered by the private sector without the need for funding.
	C - 5 Morgan Jones Park	Improve connectivity between the town and the park	<ul style="list-style-type: none"> <li>Improve Caerphilly's status as a tourist destination</li> <li>Greater tourist offer to increase dwell time in the town</li> <li>Increase footfall and spend Increase visitor numbers at other attractions</li> <li>Improve connectivity</li> </ul>	<ul style="list-style-type: none"> <li>SQL2</li> <li>SQL4</li> </ul>	Funding Secured: None to date Total Costs: To be determined - will be dependant on the scope of works desired to improve connectivity.

Strategic Objective	Project	Description	Expected/Indicative outputs	Objectives of Regeneration Strategy met	Funding secured and potential costs
C - Maximise the presence of Caerphilly Castle	C - 6 Improvements to Coach Facilities	Develop infrastructure to better accommodate coach tour operators including new coach drop off point	<ul style="list-style-type: none"> <li>● Improve Caerphilly's status as a tourist destination</li> <li>● Greater tourist offer to increase dwell time in the town</li> <li>● Increase footfall and spend</li> </ul>	<ul style="list-style-type: none"> <li>● CPP1</li> <li>● SQL2</li> <li>● SQL4</li> <li>● SQL7</li> </ul>	Funding Secured: None to date Coach infrastructure - £200k
	C - 7 Events	Expand the programme of events in the town  Increase the number of event spaces	<ul style="list-style-type: none"> <li>● Improve Caerphilly's status as a tourist destination</li> <li>● Greater tourist offer to increase dwell time in the town</li> <li>● Increase footfall and spend</li> <li>● Create temporary job opportunities</li> <li>● Maximise the use of key spaces within the town centre</li> </ul>	<ul style="list-style-type: none"> <li>● SQL2</li> <li>● SQL4</li> <li>● SQL7</li> </ul>	Funding Secured: None to date Total Costs: To be determined - could be in the region of £100K.
D - Improve the key gateways	D - 1 Western Gateway - linkages	Enhancements to Dafydd Williams Park	<ul style="list-style-type: none"> <li>● Improve pedestrian connectivity</li> <li>● Environmental improvement</li> <li>● Increased dwell time</li> </ul>	<ul style="list-style-type: none"> <li>● SQL4</li> <li>● CPP3</li> <li>● SQL7</li> </ul>	Funding Secured: None to date Total Costs: To be determined - will be dependent on the scope of works desired to improve linkages/connectivity.
	D - 2 Western Gateway - signage - Crescent Road	Improved signage and infrastructure in the Crescent Road car park	<ul style="list-style-type: none"> <li>● Improve pedestrian connectivity</li> <li>● Environmental improvement</li> <li>● Increase footfall and spend</li> </ul>	<ul style="list-style-type: none"> <li>● CPP3</li> <li>● SQL7</li> </ul>	Funding Secured: None to date Total Costs: To be determined - will be dependent on the scope of works desired to improve linkages/connectivity. Could be in the region of £5K - £10K.

Strategic Objective	Project	Description	Expected/Indicative outputs	Objectives of Regeneration Strategy met	Funding secured and potential costs
D - Improve the key gateways	D - 3 Western Gateway - signage - Aber station	Improved signage between the town centre and Aber station	<ul style="list-style-type: none"> <li>Improved pedestrian connectivity</li> <li>Increase footfall and spend</li> </ul>	<ul style="list-style-type: none"> <li>CPP3</li> <li>SQL7</li> </ul>	Funding Secured: None to date Total Costs: To be determined - will be dependent on the scope of works desired to improve linkages/ connectivity. Could be in the region of £5K - £10K.
	D - 4 Northern Gateway - Former Beulah Church	Redevelop site for high end residential development (flats/ houses)	<ul style="list-style-type: none"> <li>Re-use of a derelict site in a prominent location</li> <li>Generation of CIL revenue</li> <li>Diversification of the housing stock</li> <li>Employment opportunities in the construction industry and local supply chain benefits</li> </ul>	<ul style="list-style-type: none"> <li>SB1</li> <li>SB2</li> <li>SQL5</li> <li>SQL7</li> <li>SP4</li> </ul>	Funding Secured: None to date Total Costs: To be determined - could be in the region of £8M, however it is envisaged that this site will be brought forward by the private sector.
	D - 5 Northern Gateway - Piccadilly Public House	Long-term redevelopment of pub and surrounding land for a mixed use development	<ul style="list-style-type: none"> <li>Re-use of an under-utilised site in a prominent location</li> <li>Re-develop approx. 0.207 Ha of land</li> <li>Opportunities to open out congested area and improve air quality in the AQMA</li> <li>Generation of CIL revenue if residential included as part of scheme</li> <li>Diversification of the housing stock</li> <li>Employment opportunities in the construction industry and local supply chain benefits</li> </ul>	<ul style="list-style-type: none"> <li>SB1</li> <li>SB2</li> <li>SQL5</li> <li>SQL7</li> <li>CPP1</li> <li>SP4</li> </ul>	Funding Secured: None to date Total Costs: To be determined Multiple landowners - public/ private sector partnerships and may require CPO of land or buildings to maximise the site area.

Strategic Objective	Project	Description	Expected/Indicative outputs	Objectives of Regeneration Strategy met	Funding secured and potential costs
<b>D - Improve the key gateways</b>	D - 6 Northern Gateway - Environmental improvements	Environmental improvements around the castle and Piccadilly Square Car Park	<ul style="list-style-type: none"> <li>● Improve the visual amenity of areas in close proximity to the castle</li> <li>● Potential to improve air quality in the AQMA</li> </ul>	<ul style="list-style-type: none"> <li>● CPP1</li> <li>● CPP3</li> </ul>	Funding Secured: None to date Total Costs: To be determined - could be in the region of £30K - £100K depending on the specification of enhancements
	D - 7 Northern Gateway - traffic management	Consider traffic management around the Piccadilly Junction	<ul style="list-style-type: none"> <li>● Potential to improve air quality in the AQMA</li> <li>● Reduce traffic congestion within the town</li> </ul>	<ul style="list-style-type: none"> <li>● CPP1</li> <li>● CPP3</li> </ul>	Funding Secured: None to date Total Costs: To be determined
	D - 8 Southern Gateway - former station building	Improvements to appearance of the former station building	<ul style="list-style-type: none"> <li>● Improve the visual amenity of the area</li> </ul>	<ul style="list-style-type: none"> <li>● CPP3</li> </ul>	Funding Secured: None to date Total Costs: To be determined - Potential CIG opportunity (£15K max grant)
	D - 9 Southern Gateway - landscaping	Increase soft landscaping in an area dominated by paving and railings	<ul style="list-style-type: none"> <li>● Improve the visual amenity of the area</li> </ul>	<ul style="list-style-type: none"> <li>● CPP3</li> </ul>	Funding Secured: None to date Total Costs: To be determined
	D - 10 Southern Gateway - Units 89 - 97 Cardiff Road	Refurbish units to improve coherence at this key gateway  Long-term redevelopment opportunity	<ul style="list-style-type: none"> <li>● Improve the visual amenity of the area in the short term</li> <li>● Redevelopment of approx. 0.257 Ha of land</li> <li>● Creation of approx. 65 jobs in retail, hospitality sector in the longer term</li> <li>● Creation of approx. 100 jobs in office based industries in the longer term</li> <li>● Increased footfall on Cardiff Road</li> <li>● Strengthen mix of uses in the town centre</li> </ul>	<ul style="list-style-type: none"> <li>● SB1</li> <li>● CPP3</li> <li>● SQL7</li> <li>● SP4</li> </ul>	Funding Secured: None to date Total Costs: To be determined but could be in the region of £105K for short term vision and £3M+ for longer term vision.  Multiple landowners - may require CPO of land or buildings to maximise the site area.

Strategic Objective	Project	Description	Expected/Indicative outputs	Objectives of Regeneration Strategy met	Funding secured and potential costs
<b>D - Improve the key gateways</b>	D - 11 Southern Gateway - traffic management	Consider traffic management around the Bartlett Street/ Cardiff Road	<ul style="list-style-type: none"> <li>Potential to improve air quality in the AQMA</li> <li>Reduce traffic congestion within the town</li> </ul>	<ul style="list-style-type: none"> <li>CPP1</li> </ul>	Funding Secured: None to date Total Costs: To be determined
	D - 12 Southern Gateway - police station and magistrates court	Redevelopment of the former police station and magistrates court sites for housing	<ul style="list-style-type: none"> <li>Development of between 50 and 70 units across the two sites - the police station is proposed for older person housing, which will diversify the housing stock</li> <li>Generation of CIL revenue</li> <li>Employment opportunities in the construction industry and local supply chain benefits</li> </ul>	<ul style="list-style-type: none"> <li>SB1</li> <li>SB2</li> <li>SQL5</li> <li>SP4</li> </ul>	Funding Secured : None to Date It is envisaged that the police station will be brought forward by the private sector. It is anticipated that the magistrates' court will be developed by an RSL.
	D - 13 Eastern Gateway - Land between Bedwas Road and Lansbury Park	Enhancement of open space in collaboration with the community as part of the implementation of the Lansbury Park Deep Place Plan	<ul style="list-style-type: none"> <li>Delivery of the Lansbury Park Deep Placed Plan.</li> </ul>	<ul style="list-style-type: none"> <li>SB1</li> <li>SQL2</li> <li>SP8</li> </ul>	Funding secured: None to date Total Costs: To be determined To be delivered by the Coalition for Change Board



Strategic Objective	Project	Description	Expected/Indicative outputs	Objectives of Regeneration Strategy met	Funding secured and potential costs
<p><b>E - Create the conditions for the area to become a thriving Metro Hub</b></p>	<p>E - 1 Caerphilly Transport Interchange and Investment Hub</p>	<p>Redevelopment of the transport interchange to create a Metro Hub, supported by mixed use development as an 'investment hub'</p>	<ul style="list-style-type: none"> <li>● Creation of a thriving Metro Hub</li> <li>● Land re-developed - approx. 2.2 Ha in total (inclusive of the proposed Investment Hub area);</li> <li>● New landmark public transport interchange;</li> <li>● Improved transport network;</li> <li>● Opportunities for commercial development within station building;</li> <li>● Increase in more sustainable travel and use of train &amp; bus services;</li> <li>● Better pedestrian/cycling links and facilities.</li> <li>● Land re-developed - approx. 2.2 Ha in total (inclusive of the Transport Interchange area);</li> <li>● Up to 10 no. redundant or underutilised buildings either demolished and rebuilt or brought back into beneficial use;</li> <li>● Approx. 10% increase in footfall in the town centre (around 2500 - 3000 additional visitors a week);</li> <li>● Job creation - Approx. 145 no. jobs in commercial/retail/tourism and the business sectors;</li> <li>● Support continued business growth</li> </ul>	<ul style="list-style-type: none"> <li>● SB1</li> <li>● SB2</li> <li>● SQL3</li> <li>● SQL7</li> </ul>	<p>Funding Secured : None to Date</p> <p><u>Interchange:</u> £13m - £15m - Modern landmark Transport Interchange</p> <p><u>Investment Hub:</u> £5m - 10m to purchase, demolish building stock and introduce infrastructure and new development.</p> <p>Compulsory Purchase Orders required to create investment hub around station - £4m (based on 20 properties at circa £200k)</p>

Strategic Objective	Project	Description	Expected/Indicative outputs	Objectives of Regeneration Strategy met	Funding secured and potential costs
<p><b>E - Create the conditions for the area to become a thriving Metro Hub</b></p>	<p>E - 2 Expansion of Caerphilly Business Park &amp; Welsh ICE Expansion</p>	<p>Development of 2.2 Ha of brownfield land on the west of Caerphilly Business Park, Redevelopment of units elsewhere on the Business Park that are not fit for purpose.</p>	<ul style="list-style-type: none"> <li>● Development of 2.2 ha of prime vacant employment land;</li> <li>● Development of new iconic 2/3 storey Office Building;</li> <li>● Create approx. 1956 sq.m of new office space;</li> <li>● A conservative provision of 30 no. new flexible starter units;</li> <li>● Job Creation - Estimated 75 full/part time jobs; (based on an average 2.5 FTE persons per unit);</li> <li>● Associated supply chain jobs within locality;</li> <li>● Help develop the Welsh ICE model of business growth;</li> <li>● Support the creation, and improve survival of start-up businesses through ICE support (creating high aspiration jobs for the region);</li> <li>● Creation of 250 new start-ups per year (aiming to reach 1,250 in 5 years) county borough wide through ICE support;</li> <li>● 40-60 Construction related jobs;</li> <li>● Approx. 6 - 8 No. training opportunities (based on 1 trainee per £1m spend).</li> <li>● Support the regional priorities for skills development</li> </ul>	<ul style="list-style-type: none"> <li>● SB2</li> <li>● SB3</li> <li>● SB4</li> <li>● SB5</li> <li>● SQL3</li> <li>● SP5</li> </ul>	<p>Funding secured: None to date.</p> <ul style="list-style-type: none"> <li>● Commitment from ICE</li> <li>● Commitment from private land owners for expansion plans</li> <li>● CCBC land earmarked for development.</li> </ul> <p>Total Costs: To be determined but could be in the region of £6 - £8m+</p> <p><i>Est Costs associated with contamination &amp; drainage - £500K</i></p> <p><i>Est Costs associated with highway infrastructure - £1.5m</i></p>

Strategic Objective	Project	Description	Expected/Indicative outputs	Objectives of Regeneration Strategy met	Funding secured and potential costs
E - Create the conditions for the area to become a thriving Metro Hub	E - 3 Ness Tar and Pesci's Scrap Yard	Redevelopment of two contaminated sites in a prime location at the edge of the town centre for mixed development - residential, B1 offices, live/work units and leisure (potential leisure centre). Land safeguarded for a bypass as part of the development.	<ul style="list-style-type: none"> <li>● Remediation of approx. 10Ha of contaminated land (removing any potential threat for future generations);</li> <li>● De-risk the strategic site at Ness tar and Plymouth Estates for the private sector;</li> <li>● Strengthen the town centre retail/service offer;</li> <li>● Preserve and enhance the historic environment (Grade II Listed Brick Stack);</li> <li>● 3 Hectares of employment land released (close to the town centre and transport hub);</li> <li>● Creation of approx. 124 new light industrial units;</li> <li>● Job Creation - accommodate in the region of 120 - 240 full time jobs within the employment land;</li> <li>● New Leisure provision in the heart of town at an easily accessible location;</li> <li>● Provision of 200 homes (including affordable housing);</li> <li>● Approx. 220 indirect/induced jobs from residential development;</li> <li>● Approx. 20 new permanent operational jobs created through residential expenditure;</li> <li>● Approx. £41m net effect on economy from residential development.</li> </ul>	<ul style="list-style-type: none"> <li>● SB2</li> <li>● SB3</li> <li>● SB4</li> <li>● SB5</li> <li>● SQL3</li> <li>● SQL5</li> <li>● SP5</li> </ul>	<p>Funding Secured: None to date</p> <p>Total Costs: To be determined - Could be in the region of £25m - £30m</p> <p>To include for remediation, infrastructure, new development and overcoming access issues</p> <p><i>Est Costs of remediation and provision of infrastructure circa £6m</i></p> <p>Potentially up to £13m for new Leisure Centre (CCBC)</p>

Strategic Objective	Project	Description	Expected/Indicative outputs	Objectives of Regeneration Strategy met	Funding secured and potential costs
<b>F - Improve connectivity within the Caerphilly Basin and to other areas</b>	LDP Improvement schemes <i>(identified in TR6 of the LDP)</i>	Improvements to the strategic highway network at <ul style="list-style-type: none"> <li>● Tafwys Walk</li> <li>● Pwllpant Roundabout (scheme is currently being implemented)</li> <li>● Bedwas Bridge Roundabout</li> <li>● Piccadilly Gyratory</li> <li>● Penrhos to Pwllpant</li> <li>● Pwllpant to Bedwas</li> </ul> Further details of the proposals are set out within Appendix 15 of the LDP	<ul style="list-style-type: none"> <li>● Improve air quality in the AQMA</li> <li>● Improvement to existing highway infrastructure</li> <li>● Alleviate traffic congestion</li> <li>● Reducing delays for business</li> <li>● Employment opportunities in the construction industry and local supply chain benefits</li> </ul>	<ul style="list-style-type: none"> <li>● CPP1</li> </ul>	Funding secured for Pwllpant Scheme (circa £6 million) but no other improvements to date  Total Cost for other schemes: To be determined. Detailed designs required

Strategic Objective	Project	Description	Expected/Indicative outputs	Objectives of Regeneration Strategy met	Funding secured and potential costs
F - Improve connectivity within the Caerphilly Basin and to other areas	F - 1 Llanbradach Park and Ride	Creation of a new park and ride at Llanbradach, linked to a relocated station. Development of supporting employment uses as part of a new hub	<ul style="list-style-type: none"> <li>● Approx. 7.2 Ha of 'brownfield' land developed</li> <li>● Development of new transport infrastructure (rail halt) to help stimulate investment</li> <li>● Provision of approx. 500 - 1,000 Park and Ride Spaces</li> <li>● Alleviates traffic congestion within the locality and towards Cardiff</li> <li>● Improved connectivity across the locality &amp; wider region</li> <li>● Of the 7.2 Ha - approx. 2.9 Ha of undeveloped brownfield land brought back into employment use</li> <li>● Job creation - Up to 120 - 200 jobs created</li> <li>● Create approx. 8,700 sq.m of new employment space</li> </ul>	<ul style="list-style-type: none"> <li>● SB2</li> <li>● SB4</li> <li>● CPP3</li> <li>● CPP4</li> </ul>	<p>Funding secured: none to date</p> <p>Total Cost: To be determined <i>(Potentially £6M+ for development of employment/ starter units)</i></p> <p>Feasibility and studies detailing costings required.</p>
	F - 2 Newport - Machen Rail Line	Reinstatement of the former Caerphilly to Newport rail line for passenger transport	<ul style="list-style-type: none"> <li>● Create better links between Caerphilly and Newport;</li> <li>● Stimulate investment along route;</li> <li>● Increase attractiveness of Caerphilly for inward investment;</li> <li>● Alleviate road congestion in Caerphilly</li> </ul>	<ul style="list-style-type: none"> <li>● CPP2</li> <li>● CPP4</li> </ul>	<p>Funding secured: None to date</p> <p>Total Cost: To be determined - Feasibility and studies detailing costings required.</p> <p>Acquisition of required land once mode and design have been determined.</p>

Strategic Objective	Project	Description	Expected/Indicative outputs	Objectives of Regeneration Strategy met	Funding secured and potential costs
<b>F - Improve connectivity within the Caerphilly Basin and to other areas</b>	F - 3 Caerphilly South East Bypass (Highways Corridor Safeguarding included under Policy TR9 of LDP)	Long-term aspiration to develop a South East bypass to complete the ring road around Caerphilly town	<ul style="list-style-type: none"> <li>● Improve air quality in the AQMA</li> <li>● Creation of approx. 0.5 miles of new highway infrastructure</li> <li>● Alleviate traffic congestion</li> <li>● Will improve access to key sites in the investment hub</li> <li>● Employment opportunities in the construction industry and local supply chain benefits</li> </ul>	<ul style="list-style-type: none"> <li>● CPP1</li> </ul>	<p>Funding Secured: None to date</p> <p>Total Costs: The cost will be dependent on the preferred route - but could be in the region of £25M - £30M.</p>
	F - 4 Cycle Parking Facilities	Provision of cycle facilities at all transport hubs (Caerphilly, Aber, Energlyn and Churchill and Llanbradach stations) together with key employment and retail destinations	<ul style="list-style-type: none"> <li>● Increase usage of sustainable forms of transport</li> <li>● Alleviate congestion</li> </ul>	<ul style="list-style-type: none"> <li>● CPP2</li> </ul>	<p>Funding Secured: None to date</p> <p>Total Costs: To be determined - anticipated to form part of other contracted works.</p>
	F - 5 Cycle Hire Scheme	Provision of a cycle hire scheme with hire points at key designations.	<ul style="list-style-type: none"> <li>● Increase usage of sustainable forms of transport</li> <li>● Alleviate congestion</li> </ul>	<ul style="list-style-type: none"> <li>● CPP2</li> </ul>	<p>Funding Secured: None to date</p> <p>Total Costs: To be determined</p>

Strategic Objective	Project	Description	Expected/Indicative outputs	Objectives of Regeneration Strategy met	Funding secured and potential costs
<b>G - Provide the conditions to strengthen employment opportunities -</b>	G - 1 Ty Cenydd (former UWHA building)	Utilise the Ty Cenydd office building for B1 office use	<ul style="list-style-type: none"> <li>Re-develop/re-use approx. 0.07Ha of prime land</li> <li>Utilise 913 m2 of office space</li> <li>Creation of approx. 65 FTE jobs</li> <li>Maximise usage of a key building in a prominent location</li> </ul>	<ul style="list-style-type: none"> <li>SB2</li> <li>SB4</li> </ul>	Funding Secured: None to date It is envisaged that the site will be delivered by the private sector - Potential 'Rateable Value' of £90,275 from April 2017. Rates Payable for 2017 could be £43,874 per annum (£4.46 per sq ft per annum).
	G - 2 Land adjoining Llanbradach Park and Ride	See F - 1	See F - 1	<ul style="list-style-type: none"> <li>See F - 1</li> </ul>	See F - 1
	G - 3 Trecenydd Business Park	Development of 2.2 Ha for employment at Trecenydd Business Park and redevelopment of existing quality units to maximise the potential of this key employment site in close proximity to Aber Station.	<ul style="list-style-type: none"> <li>2.23 Hectares of employment land released at Trecenydd Business Park;</li> <li>Creation of approx. 91 new light industrial units;</li> <li>Job Creation - accommodate in the region of 90 - 180 full time jobs within the employment land;</li> <li>Develop residential/employment uses at Energlyn.</li> <li>Employment opportunities in the construction industry and local supply chain benefits</li> <li>Support the regional priorities for skills development</li> </ul>	<ul style="list-style-type: none"> <li>SB1</li> <li>SB2</li> <li>SB3</li> <li>SB4</li> <li>SP5</li> </ul>	Funding Secured: None to date Total Costs: To be determined - could be in the region of £9M for starter units.

Strategic Objective	Project	Description	Expected/Indicative outputs	Objectives of Regeneration Strategy met	Funding secured and potential costs
H - Support the development of housing, including affordable housing, on previously developed land and in sustainable locations within settlements -	H - 1 Key Development Opportunities within Existing Settlements – Windsor Colliery, Abertridwr	Delivery of housing in an area where there is a need to diversify the housing supply and address the need for market and affordable housing	<ul style="list-style-type: none"> <li>Development of between 200 and 250 market and affordable dwellings</li> <li>Approx. 275 indirect/induced jobs from residential development;</li> <li>Approx. 25 new permanent operational jobs created through residential expenditure;</li> <li>Approx. £52m net effect on economy from residential development.</li> <li>Employment opportunities in the construction industry and local supply chain benefits</li> </ul>	<ul style="list-style-type: none"> <li>SB1</li> <li>SB2</li> <li>SQL5</li> <li>SP4</li> </ul>	<p>Funding Secured: None to date</p> <p>Potential to be developed as part of an innovative leasing model through partnership between the LA and RSLs.</p> <p>May require funding to bridge viability gap as the site is in a low viability area</p>
	H - 2 Key Development Opportunities within Existing Settlements - Waterloo Works, Waterloo	Delivery of housing in an area where there is a need to diversify the housing supply and address the need for market and affordable housing.	<ul style="list-style-type: none"> <li>Redevelopment of a 16.6 ha brownfield site;</li> <li>Provision of 545 homes including affordable housing, public open space;</li> <li>Approx. 600 indirect/induced jobs from residential development;</li> <li>Approx. 55 new permanent operational jobs created through residential expenditure;</li> <li>Approx. £112m net effect on economy from residential development;</li> <li>Provision of new community facilities.</li> <li>Generation of CIL revenue and s106 contribution</li> <li>Employment opportunities in the construction industry and local supply chain benefits</li> </ul>	<ul style="list-style-type: none"> <li>SB1</li> <li>SB2</li> <li>SQL5</li> <li>SP2</li> <li>SP4</li> </ul>	<p>Funding Secured: None to date</p> <p>Extensive remediation costs to date. It is envisaged that the site will be delivered by the private sector but there may be a viability gap should remediation costs be exceeded further.</p> <p>Full Planning Application submitted (P/06/0037) - subject to Sec 106 Agreement.</p> <p>Ongoing dialogue with the owners of Ness Tar, Bedwas Colliery and Waterloo concerning the redevelopment of these important brownfield sites.</p>



Strategic Objective	Project	Description	Expected/Indicative outputs	Objectives of Regeneration Strategy met	Funding secured and potential costs
<b>H - Support the development of housing, including affordable housing, on previously developed land and in sustainable locations within settlements -</b>	H - 3 Key Development Opportunities within Existing Settlements - Catnic, Caerphilly	Delivery of housing in an area where there is a need to diversify the housing supply and address the need for market and affordable housing	<ul style="list-style-type: none"> <li>● Redevelopment of approx. 5 Ha of land</li> <li>● Development of 175 dwellings</li> <li>● Approx. 193 indirect/induced jobs from residential development;</li> <li>● Approx. 18 new permanent operational jobs created through residential expenditure;</li> <li>● Approx. £36m net effect on economy from residential development.</li> <li>● Generation of CIL revenue</li> <li>● The sale of the site is facilitating the relocating and expansion of an existing businesses, generating additional jobs overall</li> <li>● Employment opportunities in the construction industry and local supply chain benefits</li> </ul>	<ul style="list-style-type: none"> <li>● SB1</li> <li>● SB2</li> <li>● SQL5</li> <li>● SP4</li> </ul>	Funding Secured: None to date  It is envisaged that the site will be delivered by the private sector.  Outline Planning Application submitted (Ref: 16/0208/OUT)

Strategic Objective	Project	Description	Expected/Indicative outputs	Objectives of Regeneration Strategy met	Funding secured and potential costs
H - Support the development of housing, including affordable housing, on previously developed land and in sustainable locations within settlements -	H - 4 Key Development Opportunities within Existing Settlements – Bedwas Colliery, Bedwas	Delivery of housing in an area where there is a need to diversify the housing supply and address the need for market and affordable housing. Provision for new community facilities, Potential for B1 offices	<ul style="list-style-type: none"> <li>Remediation of a prominent brownfield site and colliery tips, removing any potential threat for future generations;</li> <li>3 Hectares of employment land released in close proximity to Graig y Rhacca;</li> <li>Creation of approx. 124 new light industrial units;</li> <li>Job Creation - accommodate in the region of 120 - 240 full time jobs within the employment land;</li> <li>Provision of much needed leisure provision to serve Caerphilly Basin;</li> <li>De-risk the site for the private sector;</li> <li>Provision of 500 homes (including affordable housing) in a sustainable location in an area of acute housing need;</li> <li>Approx. 550 indirect/induced jobs from residential development;</li> <li>Approx. 50 new permanent operational jobs created through residential expenditure;</li> <li>Approx. £103m net effect on economy from residential development.</li> </ul>	<ul style="list-style-type: none"> <li>SB1</li> <li>SB2</li> <li>SB4</li> <li>SQL5</li> <li>SP2</li> <li>SP4</li> </ul>	<p>Funding Secured: None to date</p> <p>£30 - £32million - to include for remediation, infrastructure, new development and overcoming access issues</p> <p>There is a significant viability gap. Feasibility/Concept - Ongoing dialogue with the owners of Ness Tar, Bedwas Colliery and Waterloo concerning the redevelopment of these important brownfield sites.</p>
	H - 5 Key Development Opportunities within Existing Settlements Ness Tar, Caerphilly	See E - 3	See E - 3	See E - 3	See E - 3

Strategic Objective	Project	Description	Expected/Indicative outputs	Objectives of Regeneration Strategy met	Funding secured and potential costs
I - Provide a suitable level of community leisure and education facilities to support the potential level of population and housing growth in the Caerphilly Basin	I-1 Caerphilly Leisure Centre	Redevelop or refurbish the existing Caerphilly Leisure Centre	<ul style="list-style-type: none"> <li>● Provide new modern leisure facilities</li> <li>● Improve health of population</li> <li>● Safeguarded jobs</li> </ul>	<ul style="list-style-type: none"> <li>● SQL2</li> <li>● SP4</li> <li>● SP8</li> </ul>	Funding Secured: None to date The refurbishment costs for the leisure centre are estimated to be £8-9 million. A new build leisure centre would be in the region of £14 - £15 million.
	I - 2 Tynywern Primary-replacement	New build school to replace the existing Tynywern Primary School on the Bedwas High School site	<ul style="list-style-type: none"> <li>● Address potential shortfall in school places linked to new development</li> <li>● Provide modern education facilities</li> <li>● Safeguarded teaching and support jobs</li> </ul>	<ul style="list-style-type: none"> <li>● SP2</li> </ul>	21 <sup>ST</sup> Century schools bid submitted. Total cost: £5.5 million
	I - 3 Refurbishment of Tynywern Primary site for Welsh Medium	Refurbishment of the existing Tynywern Primary School site to create a new Welsh Medium Primary School	<ul style="list-style-type: none"> <li>● Address potential shortfall in Welsh Medium school places linked to new development</li> <li>● Provide modern education facilities</li> <li>● New teaching and support jobs</li> </ul>	<ul style="list-style-type: none"> <li>● SP2</li> </ul>	21 <sup>ST</sup> Century schools bid submitted. Total cost: £750,000
	I - 4 Replacement Pasyfelin Primary	New build school to replace the existing Pasyfelin School on the current school site	<ul style="list-style-type: none"> <li>● Address potential shortfall in school places linked to new development</li> <li>● Provide modern education facilities</li> <li>● Safeguarded teaching and support jobs</li> </ul>	<ul style="list-style-type: none"> <li>● SP2</li> </ul>	21 <sup>ST</sup> Century schools bid submitted. Total cost: £9 million
	I - 5 St James Primary	Expansion of St James Primary School	<ul style="list-style-type: none"> <li>● Address potential shortfall in school places linked to new development</li> <li>● Provide additional modern education facilities</li> <li>● Additional teaching and support jobs</li> <li>● Diversification of the mix of children</li> </ul>	<ul style="list-style-type: none"> <li>● SP2</li> </ul>	21 <sup>ST</sup> Century schools bid submitted. Total cost: £2 million

Strategic Objective	Project	Description	Expected/Indicative outputs	Objectives of Regeneration Strategy met	Funding secured and potential costs
	I-6 Caerphilly Miners Centre for the Community	Refurbishment of upper floors to deliver a kitchen, function room, craft and music rooms and social enterprise centre (Phase 3 - 5)	<ul style="list-style-type: none"> <li>Better utilisation of a prominent community building – an additional 490m2 space</li> <li>Creation of spaces that will support jobs and training and accommodate social enterprises</li> <li>New/better opportunities to tackle inequality, poverty, economic exclusion and social isolation as well as people's well-being and community cohesion;</li> <li>External environmental enhancements that enrich the setting of the building and parking facilities.</li> </ul>	<ul style="list-style-type: none"> <li>SP1</li> <li>SP2</li> <li>SP4</li> <li>SP6</li> <li>SB5</li> <li>SB6</li> <li>SQL2</li> </ul>	Buildings for the Future grant funding has been approved in principle, subject to CMCC securing match funding.  Total cost: £900,000
<b>J - Support and protect the natural environment and heritage of the area</b>	J-1 Preparation of a Green Infrastructure Strategy	A 20 year programme for the integration, development and management of a network of green infrastructure, supported by a five year delivery and action plan	<ul style="list-style-type: none"> <li>Identification and prioritisation of key green spaces within the County Borough</li> <li>Ensure that green infrastructure is embedded into the design of new development</li> <li>Adapted management and utilisation of green corridors.</li> </ul>	<ul style="list-style-type: none"> <li>SQL1</li> <li>SQL4</li> </ul>	Funding secured: Funding to prepare Strategy secured from Welsh Government
	J-2 Southern Caerphilly Landscape Partnership	A landscape and recreation plan for the Caerphilly Basin area	<ul style="list-style-type: none"> <li>Protection of key landscape</li> <li>Development of the recreation offer</li> </ul>	<ul style="list-style-type: none"> <li>SQL1</li> <li>SQL4</li> </ul>	Funding secured: EU funded as part of Rural Development Plan

Strategic Objective	Project	Description	Expected/Indicative outputs	Objectives of Regeneration Strategy met	Funding secured and potential costs
<b>K - Ensure that accessibility for all is embedded in all improvement schemes</b>		This is a cross-cutting objective that should be considered as an integral part of all projects		<ul style="list-style-type: none"> <li>● SQL3</li> </ul>	
<b>L - Ensure that all of Caerphilly's communities are able to engage and benefit from the Masterplan</b>	L - 1 Lansbury Park Deep Place Plan	Development and implementation of a place-based theory of change outlined in the Lansbury Park Deep Place Plan (2017).	<ul style="list-style-type: none"> <li>● The Lansbury Park Deep Place Plan is a multi-faceted programme for sustainable place-making in the community. As such there are multiple outputs that relate to the social, economic and environmental foundations of the community.</li> </ul>	<ul style="list-style-type: none"> <li>● SB1</li> <li>● SB6</li> <li>● SQL3</li> <li>● SQL6</li> <li>● SP1 - SP11</li> </ul>	Funding Secured: None to date Total Costs: To be determined

# Appendix 1 – Regeneration Strategy Objectives

## Supporting Businesses

- SB1: Building a more resilient & diversified Economy
- SB2: Supporting Economic Growth and Innovation
- SB3: Creating an environment that nurtures businesses
- SB4: Key Sites and Infrastructure for Employment Opportunities
- SB5: Boost Business Support & Enterprise
- SB6: Improve the links between businesses, schools and education & training providers

## Supporting Quality of Life

- SQL1: Manage the natural heritage and its resources appropriately for future generations, whilst accommodating much needed sustainable development,

protecting wildlife and encouraging the use of green spaces to promote wellbeing

- SQL2: Improve access to culture, leisure and the arts
- SQL3: Active Place Making
- SQL4: There is a need to increase tourism in Caerphilly, focusing on the historic and natural heritage of the area and the opportunities that this presents.
- SQL5: Improve the delivery of new housing and diversify housing across all tenures.
- SQL6: Improve the quality of the existing housing stock through targeted intervention; particularly in terms of Council owned housing stock.
- SQL7: Refocus town centres to serve the needs of residents and businesses.

## Connecting People and Places

- CPP1: Promote and identify major highway projects that would significantly improve connectivity and accessibility
- CPP2: Promote Public Transport Integration and Connectivity.
- CPP3: Promote place-making development around key transport hubs and nodes
- CPP4: Actively promote rail improvements and the reinstatement of new links
- CPP5: Seek to reduce travelling distance and reduce out-commuting
- CPP6: Promote digital connectivity

## Supporting People

- SP1: Increase Employability
- SP2: Raise Educational Attainment

- SP3: Reduce worklessness
- SP4: Improve Resilience and Support the development of the foundational Economy
- SP5: Develop skills in key growth areas.
- SP6: Targeted Intervention of key groups
- SP7: Ensure a clear co-ordinated 'package of services' is available in order to reconnect people to employment
- SP8: Support Interventions to improve health
- SP9: Reduce inequality by reducing the number of lower super output areas within the top 10% deprived within Wales
- SP10: Ensure that Cultivational Procurement is a key consideration in the procurement of goods and services
- SP11: Tackle in-work poverty



## Appendix 2 - Well-being of Future Generations

The Masterplan has had regard for the seven well-being goals set out within the Well-being of Future Generations (Wales) Act 2015. In order to demonstrate this, an assessment has been made as to which well-being goals each strategic objective would support. The Strategic Objectives of the Masterplan are:

- A Enhance the retail offer in the town
- B Create a vibrant and accessible visitor destination
- C Maximise the presence of Caerphilly Castle
- D Improve the key gateways;
- E Create the conditions for the area to become a thriving Metro Hub;
- F Improve connectivity within the Caerphilly Basin and to other areas
- G Provide the conditions to strengthen employment opportunities

- H Support the development of housing, including affordable housing, together with the necessary infrastructure on previously developed land and in sustainable locations within settlements
- I Provide a suitable level of community leisure and education facilities to support the potential level of population and housing growth in the Caerphilly Basin
- J Support and protect the natural environment and heritage of the area
- K Ensure that accessibility for all is embedded in all improvement schemes
- L Ensure all of Caerphilly's communities are able to engage and benefit from the Masterplan



Goal	Description of the goal	How it will be achieved by the Masterplan
<b>A prosperous Wales</b>	An innovative, productive and low carbon society which recognises the limits of the global environment and therefore uses resources efficiently and proportionately (including acting on climate change); and which develops a skilled and well-educated population in an economy which generates wealth and provides employment opportunities, allowing people to take advantage of the wealth generated through securing decent work.	<p><i>Relevant Strategic Objectives - A, D, G, I, J</i></p> <p>A number of the projects identified will increase employment across a range of sectors. The expansion of the retail and employment offer in the town will reduce the need to travel outside of the County Borough, reducing the carbon footprint. The Masterplan also seeks to provide appropriate education facilities, which will contribute to delivering a skilled and well-education population.</p>
<b>A resilient Wales</b>	A nation which maintains and enhances a biodiverse natural environment with healthy functioning ecosystems that support social, economic and ecological resilience and the capacity to adapt to change (for example climate change).	<p><i>Relevant Strategic Objectives - B, F, J</i></p> <p>Central to the Vision of the Masterplan is the recognition that Caerphilly Basin is set within an attractive natural environment. This is also highlighted in the development strategy, where it is highlighted that the need to maintain and enhance biodiversity and promote the resilience of ecosystems will be a key policy consideration in the preparation of proposals. Furthermore, the strategy in the Masterplan seeks to promote the redevelopment of brownfield sites to reduce the impact of development on the natural environment. It also promotes the use of more sustainable modes of transport and references the opportunities to incorporate renewable technologies within development proposals.</p> <p>It is recognised that the natural environment is important from a tourism and employment perspective and also as an area valued by residents.</p>
<b>A healthier Wales</b>	A society in which people's physical and mental well-being is maximised and in which choices and behaviours that benefit future health are understood.	<p><i>Relevant Strategic Objectives - I, F, J</i></p> <p>There are projects included within the Masterplan that promote active travel and improve connectivity between key open spaces. The Masterplan also recognises the need to improve leisure centre provision within the town. Improvements to the physical environment of the town will benefit both physical and mental well-being.</p>

Goal	Description of the goal	How it will be achieved by the Masterplan
<b>A more equal Wales</b>	A society that enables people to fulfil their potential no matter what their background or circumstances (including their socio economic background and circumstances).	<p><i>Relevant Strategic Objectives - H, J, L</i></p> <p>The projects identified will increase employment opportunities in all sectors, including the foundational economy. The Masterplan also recognises the challenges experienced in the more deprived communities (e.g. Lansbury Park) and Section 7 identifies how the projects link to the objectives of the Regeneration Strategy, where equality is an integral part.</p> <p>The delivery of housing, including affordable housing, so that everyone has a place to live will also contribute to this.</p>
<b>A Wales of cohesive communities</b>	Attractive, viable, safe and well-connected communities.	<p><i>Relevant Strategic Objectives - B, D, F, K</i></p> <p>There are a number of proposals that will improve connectivity between areas. Furthermore, the physical regeneration of a number of key sites for a mix of uses, together with environmental improvements, will make Caerphilly a more attractive, viable and safe area.</p> <p>The Masterplan seeks to promote housing in sustainable locations, including as part of mixed use developments within the town centre, which will ensure that new developments are well-connected to services and facilities.</p>
<b>A Wales of vibrant culture and thriving Welsh language</b>	A society that promotes and protects culture, heritage and the Welsh language, and which encourages people to participate in the arts, and sports and recreation.	<p><i>Relevant Strategic Objectives - B, C, I, J</i></p> <p>Maximising the presence of Caerphilly Castle is a key element of the Masterplan and proposals to enhance the tourism offer associated with this key heritage attraction will be supported. The Masterplan will be available bilingually.</p>
<b>A globally responsive Wales</b>	A nation which, when doing anything to improve the economic, social, environmental and cultural well-being of Wales, takes account of whether doing such a thing may make a positive contribution to global well-being.	<p><i>Relevant Strategic Objectives - J</i></p> <p>There are strong links between this goal and a resilient Wales. The development strategy highlights that there is a need to maintain and enhance biodiversity and promote the resilience of ecosystems, and this will be a key policy consideration in the preparation of proposals. Furthermore, the strategy in the Masterplan seeks to promote the redevelopment of brownfield sites to reduce the impact of development on the natural environment. It also promotes the use of more sustainable modes of transport and references the opportunities to incorporate renewable technologies within development proposals.</p>



The development of the Masterplan has also been informed by the five ways of working.

**Involvement** – The Masterplan has been developed through engagement workshops with a number of key stakeholders, including the Town Centre Management Group, key landowners and interested parties, local authority ward members representing Caerphilly Basin, community councillors and key representatives. A full public consultation was held between 26 March and 9 May 2018 to obtain the views of wider stakeholders. All comments from the consultation have been considered and changes have been made to the document where relevant.

**Collaborate** – The development of the Masterplan has drawn upon the expertise from key representatives from across local authority departments, including Planning, Regeneration, Housing, Engineering, Education, Leisure, Property and Countryside. The delivery of the projects identified within

the Masterplan will involve collaboration between the public, private and third sectors.

**Long term** – The objectives identified, and the projects that will deliver these objectives, are part of a longer-term vision of enhancing Caerphilly’s role as a thriving, vibrant town. The Masterplan recognising the need for development in order to support economic growth, but recognises that this development should be in sustainable locations.

**Integration** – The projects identified in the Masterplan will help deliver a number of the Objectives identified within the Council’s Regeneration Strategy ‘A Foundation for Success’ (as set out in Section 7 of this report). They will also deliver against the Council’s own Well-being Objectives for 2017/18 by identifying projects that will lead to job creation and training opportunities, which will help address poverty. The projects promote more active and healthy lifestyles

and reduced the carbon footprint through improved active travel routes and facilities locally.

**Prevention** – The Masterplan recognises that there are a number of challenges within Caerphilly town that need to be addressed in order to achieve the Vision. The projects identified will respond to these key concerns in order to ensure that they do not get worse. The projects identified will increase the tourism offer and therefore visitor spend, diversify the mix of uses with the town centre and reduce the leakage of retail expenditure to other areas, create job opportunities, improve air quality enhance connectivity, and improve the quality of life for those living, working and visiting Caerphilly.



# Appendix 3 - Assessment of Site Specific Proposals against the national well-being goals and the CCBC Well-being objectives

This Appendix provides an initial assessment of the projects identified within the Masterplan against the national well-being goals and the Council’s well-being objectives, as set out within the Corporate Plan 2018-

2023. The national well-being objectives are set out in Appendix 2, and the corporate objectives are set out below. It should be noted that many of the projects identified are at an embryonic stage and therefore

a detailed analysis of the relationship between proposals and the well-being goals and objectives cannot be undertaken at this stage.

## Caerphilly CBC Well-Being Objectives

Number	Description
Objective 1	Improve education opportunities for all
Objective 2	Enabling Employment
Objective 3	Address the availability, condition and sustainability of homes throughout the county borough and provide advice, assistance or support to help improve people’s well-being
Objective 4	Promote a modern, integrated and sustainable transport system that increases opportunity, promotes prosperity and minimises the adverse impacts on the environment
Objective 5	Creating a county borough that supports a healthy lifestyle in accordance with the Sustainable Development Principle within the Wellbeing of Future Generations (Wales) Act 2015
Objective 6	Support citizens to remain independent and improve their well-being

Strategic Objective	Project	Description	National well-being goals	CCBC Well-being objectives 2018-2023
A	A - 1 and A - 2 Morrisons Car Park (Castle Court Retail Expansion)	Develop part of existing car park adjoining Castle Court shopping centre for retail units suitable for multiple retailers. Develop a modern multi-storey car park on land north of Morrisons.	<ul style="list-style-type: none"> <li>● A prosperous Wales</li> <li>● A healthier Wales</li> </ul>	<ul style="list-style-type: none"> <li>● 2 - Enabling employment</li> </ul>
	A - 3 Ton Y Felin Road and Castle Street Triangle	Redevelopment of units and a car park at a key junction to create a high quality landmark building as part of the gateway to the town centre and castle	<ul style="list-style-type: none"> <li>● A prosperous Wales</li> <li>● A healthier Wales</li> </ul>	<ul style="list-style-type: none"> <li>● 2 - Enabling employment</li> </ul>
	A - 4 Cardiff Road (Blocks between Clive Street and Park Lane)	<p>Short term improvement to the visual appearance of the buildings through tailored façade treatment</p> <p>Long term redevelopment of the whole block for a mix use development comprising small to medium sized retail units, A3, offices and residential</p>	<ul style="list-style-type: none"> <li>● A prosperous Wales</li> <li>● A healthier Wales</li> </ul>	<ul style="list-style-type: none"> <li>● 2 - Enabling employment</li> </ul>
	A - 5 1-20 Cardiff Road	<p>Improvement to facades of prominent buildings overlooking the castle.</p> <p>Redevelopment of the block in the longer term to create a high quality retail led mixed use development</p>	<ul style="list-style-type: none"> <li>● A prosperous Wales</li> <li>● A healthier Wales</li> <li>● A Wales of vibrant culture and thriving Welsh language</li> </ul>	<ul style="list-style-type: none"> <li>● 2 - Enabling employment</li> </ul>
	A-6 Caerphilly Indoor Market	<p>Redevelopment to create a thriving market space as an integral part of the retail offer of the top of town</p> <p>Consider the feasibility of pedestrianisation of a section of Clive Street and/or Pentrebane Street</p>	<ul style="list-style-type: none"> <li>● A prosperous Wales</li> <li>● A healthier Wales</li> </ul>	<ul style="list-style-type: none"> <li>● 2 - Enabling employment</li> </ul>

Strategic Objective	Project	Description	National well-being goals	CCBC Well-being objectives 2018-2023
B	B - 1 Crescent Road	Redevelopment of Llys Ifor site for a use that complements tourism	<ul style="list-style-type: none"> <li>● A prosperous Wales</li> <li>● A healthier Wales</li> <li>● A Wales of vibrant culture and thriving Welsh language</li> </ul>	<ul style="list-style-type: none"> <li>● 2 - Enabling employment</li> </ul>
	B - 2 Cardiff Road and area around station	<p>Enhance the night-time economy around Caerphilly station through the creation of an al fresco dining/ wine bar area</p> <p>Undertake a study into the potential to improve the night time economy.</p>	<ul style="list-style-type: none"> <li>● A prosperous Wales</li> <li>● A healthier Wales</li> <li>● A Wales of vibrant culture and thriving Welsh language</li> </ul>	<ul style="list-style-type: none"> <li>● 2 - Enabling employment</li> </ul>
	B - 3 Caerphilly Workmen's Hall and Institute	Enhance the facility to create a thriving cultural and events venue in the heart of the town	<ul style="list-style-type: none"> <li>● A prosperous Wales</li> <li>● A healthier Wales</li> <li>● A Wales of vibrant culture and thriving Welsh language</li> </ul>	<ul style="list-style-type: none"> <li>● 1 – Improve education opportunities for all</li> <li>● 2 - Enabling employment</li> </ul>
	B - 4 Enhanced parking facilities	Preparation of a town centre parking plan	<ul style="list-style-type: none"> <li>● A prosperous Wales</li> <li>● A Wales of cohesive communities</li> </ul>	

Strategic Objective	Project	Description	National well-being goals	CCBC Well-being objectives 2018-2023
C	C - 1 Park Lane	Development of a key site overlooking Caerphilly Castle for a hotel, potentially encompassing a high end restaurant and/or conference facilities	<ul style="list-style-type: none"> <li>● A prosperous Wales</li> <li>● A Wales of vibrant culture and thriving Welsh language</li> </ul>	<ul style="list-style-type: none"> <li>● 2 - Enabling employment</li> </ul>
	C - 2 Tourism Attraction	Development of a tourism attraction in the town centre	<ul style="list-style-type: none"> <li>● A prosperous Wales</li> <li>● A Wales of vibrant culture and thriving Welsh language</li> </ul>	<ul style="list-style-type: none"> <li>● 2 - Enabling employment</li> </ul>
	C - 3 Tourism trail	Creation of a tourist trail linking key sites and buildings of interest	<ul style="list-style-type: none"> <li>● A prosperous Wales</li> <li>● A healthier Wales</li> <li>● A Wales of vibrant culture and thriving Welsh language</li> </ul>	<ul style="list-style-type: none"> <li>● 5 - Support a healthy lifestyle</li> </ul>
	C - 4 Activity Tourism	Increase accommodation suitable for the active tourism market	<ul style="list-style-type: none"> <li>● A prosperous Wales</li> <li>● A healthier Wales</li> <li>● A Wales of vibrant culture &amp; thriving Welsh language</li> </ul>	<ul style="list-style-type: none"> <li>● 5 - Support a healthy lifestyle</li> </ul>
	C - 5 Morgan Jones Park	Improve connectivity between the town and the park	<ul style="list-style-type: none"> <li>● A prosperous Wales</li> <li>● A resilient Wales</li> <li>● A healthier Wales</li> <li>● A Wales of cohesive communities</li> <li>● A Wales of vibrant culture &amp; thriving Welsh language</li> </ul>	<ul style="list-style-type: none"> <li>● 5 - Support a healthy lifestyle</li> </ul>
	C - 6 Improvements to Coach Facilities	Develop infrastructure to better accommodate coach tour operators including new coach drop off point.	<ul style="list-style-type: none"> <li>● A prosperous Wales</li> <li>● A Wales of vibrant culture and thriving Welsh language</li> </ul>	
	C - 7 Events	Expand the programme of events in the town Increase the number of event spaces	<ul style="list-style-type: none"> <li>● A prosperous Wales</li> <li>● A Wales of vibrant culture and thriving Welsh language</li> </ul>	

Strategic Objective	Project	Description	National well-being goals	CCBC Well-being objectives 2018-2023
D	D - 1 Western Gateway - linkages	Enhancements to Dafydd Williams Park	<ul style="list-style-type: none"> <li>● A resilient Wales</li> <li>● A healthier Wales</li> <li>● A Wales of cohesive communities</li> <li>● A Wales of vibrant culture and thriving Welsh language</li> </ul>	<ul style="list-style-type: none"> <li>● 5 - Support a healthy lifestyle</li> </ul>
	D - 2 Western Gateway – signage – Crescent Road	Improved signage and infrastructure in the Crescent Road car park	<ul style="list-style-type: none"> <li>● A Wales of cohesive communities</li> </ul>	
	D - 3 Western Gateway – signage – Aber station	Improved signage between the town centre and Aber station	<ul style="list-style-type: none"> <li>● A Wales of cohesive communities</li> </ul>	<ul style="list-style-type: none"> <li>● 4 - Promote a modern, integrated and sustainable transport system</li> </ul>
	D - 4 Northern Gateway – Former Beulah Church	Redevelop site for high end residential development (flats/houses)	<ul style="list-style-type: none"> <li>● A healthier Wales</li> <li>● A Wales of cohesive communities</li> </ul>	<ul style="list-style-type: none"> <li>● 2 - Enabling Employment</li> <li>● 3 - Address the availability, condition and sustainability of homes</li> </ul>
	D - 5 Northern Gateway – Piccadilly Public House	Long-term redevelopment of pub and surrounding land for a mixed use development	<ul style="list-style-type: none"> <li>● A healthier Wales</li> <li>● A Wales of cohesive communities</li> </ul>	
	D - 6 Northern Gateway – Environmental improvements	Environmental improvements around the castle and Piccadilly Square Car Park	<ul style="list-style-type: none"> <li>● A resilient Wales</li> <li>● A healthier Wales</li> </ul>	



Strategic Objective	Project	Description	National well-being goals	CCBC Well-being objectives 2018-2023
D	D-7 Northern Gateway – traffic management	Consider traffic management around the Piccadilly Junction	<ul style="list-style-type: none"> <li>● A healthier Wales</li> </ul>	
	D-8 Southern Gateway – former station building	Improvements to appearance of the former station building	<ul style="list-style-type: none"> <li>● A healthier Wales</li> </ul>	
	D - 9 Southern Gateway – former station building	Increase soft landscaping in an area dominated by paving and railings	<ul style="list-style-type: none"> <li>● A healthier Wales</li> </ul>	
	D -10 Southern Gateway – Units 89-97 Cardiff Road	Refurbish units to improve coherence at this key gateway Long-term redevelopment opportunity	<ul style="list-style-type: none"> <li>● A prosperous Wales</li> <li>● A healthier Wales</li> </ul>	<ul style="list-style-type: none"> <li>● 2 – Enabling Employment</li> </ul>
	D - 11 Southern Gateway – traffic management	Consider traffic management around the Bartlett Street/Cardiff Road	<ul style="list-style-type: none"> <li>● A healthier Wales</li> </ul>	
	D - 12 Southern Gateway – police station and magistrates court	Redevelopment of the former police station and magistrates court sites for housing	<ul style="list-style-type: none"> <li>● A prosperous Wales</li> <li>● A Wales of cohesive communities</li> <li>● A more equal Wales</li> </ul>	<ul style="list-style-type: none"> <li>● 2 – Enabling Employment</li> <li>● 3 - Address the availability, condition and sustainability of homes</li> </ul>
	D - 13 Eastern Gateway - Land between Bedwas Road and Lansbury Park	Enhancement of open space in collaboration with the community as part of the implementation of the Lansbury Park Deep Place Plan	<ul style="list-style-type: none"> <li>● A prosperous Wales</li> <li>● A Wales of cohesive communities</li> </ul>	

Strategic Objective	Project	Description	National well-being goals	CCBC Well-being objectives 2018-2023
E	E - 1 Caerphilly Transport Interchange and Investment Hub	Redevelopment of the transport interchange to create a Metro Hub, supported by mixed use development as an 'investment hub'	<ul style="list-style-type: none"> <li>● A prosperous Wales</li> <li>● A healthier Wales</li> <li>● A Wales of cohesive communities</li> <li>● A globally responsible Wales</li> </ul>	<ul style="list-style-type: none"> <li>● 2 – Enabling Employment</li> <li>● 4 - Promote a modern, integrated and sustainable transport system</li> </ul>
	E - 2 Expansion of Caerphilly Business Park & Welsh ICE Expansion	Development of 2.2 Ha of brownfield land on the west of Caerphilly Business Park. Redevelopment of units elsewhere on the Business Park that are not fit for purpose.	<ul style="list-style-type: none"> <li>● A prosperous Wales</li> </ul>	<ul style="list-style-type: none"> <li>● 2 – Enabling Employment</li> </ul>
	E - 3 Ness Tar and Pesci's Scrap Yard	Redevelopment of two contaminated sites in a prime location at the edge of the town centre for mixed development - residential, B1 offices, live/work units and leisure (potential leisure centre. Land safeguarded for a bypass as part of the development.	<ul style="list-style-type: none"> <li>● A prosperous Wales</li> <li>● A healthier Wales</li> <li>● A Wales of cohesive communities</li> </ul>	<ul style="list-style-type: none"> <li>● 2 – Enabling Employment</li> <li>● 3 - Address the availability, condition and sustainability of homes</li> </ul>
F	LDP Improvement schemes (identified in TR6 of the LDP)	<p>Improvements to the strategic highway network at</p> <ul style="list-style-type: none"> <li>● Tafwys Walk</li> <li>● Pwllpant Roundabout (scheme is currently being implemented)</li> <li>● Bedwas Bridge Roundabout</li> <li>● Piccadilly Gyratory</li> <li>● Penrhos to Pwllpant</li> <li>● Pwllpant to Bedwas</li> </ul> <p>Further details of the proposals are set out within Appendix 15 of the LDP</p>	<ul style="list-style-type: none"> <li>● A prosperous Wales</li> <li>● A Wales of cohesive communities</li> </ul>	

Strategic Objective	Project	Description	National well-being goals	CCBC Well-being objectives 2018-2023
F	F - 1 Llanbradach Park and Ride	Creation of a new park and ride at Llanbradach, linked to a relocated station. Development of supporting employment uses as part of a new hub	<ul style="list-style-type: none"> <li>● A prosperous Wales</li> <li>● A Wales of cohesive communities</li> </ul>	<ul style="list-style-type: none"> <li>● 4 - Promote a modern, integrated and sustainable transport system</li> </ul>
	F - 2 Newport-Machen Rail Line	Reinstatement of the former Caerphilly to Newport rail line for passenger transport	<ul style="list-style-type: none"> <li>● A prosperous Wales</li> <li>● A healthier Wales</li> <li>● A Wales of cohesive communities</li> </ul>	<ul style="list-style-type: none"> <li>● 4 - Promote a modern, integrated and sustainable transport system</li> </ul>
	F - 3 Caerphilly South East Bypass (Highways Corridor Safeguarding included under Policy TR9 of LDP)	Long-term aspiration to develop a South East bypass to complete the ring road around Caerphilly town	<ul style="list-style-type: none"> <li>● A prosperous Wales</li> <li>● A healthier Wales</li> <li>● A Wales of cohesive communities</li> </ul>	
	F - 4 Cycle Parking Facilities	Provision of cycle facilities at all transport hubs (Caerphilly, Aber, Energlyn and Churchill and Llanbradach stations) together with key employment and retail destinations	<ul style="list-style-type: none"> <li>● A healthier Wales</li> <li>● A resilient Wales</li> <li>● A Wales of cohesive communities</li> <li>● A globally responsive Wales</li> </ul>	<ul style="list-style-type: none"> <li>● 4 - Promote a modern, integrated and sustainable transport system</li> <li>● 5 – Support a healthy lifestyle</li> </ul>
	F - 5 Cycle Hire Scheme	Provision of a cycle hire scheme with hire points at key designations.	<ul style="list-style-type: none"> <li>● A healthier Wales</li> <li>● A resilient Wales</li> <li>● A Wales of cohesive communities</li> <li>● A globally responsive Wales</li> </ul>	<ul style="list-style-type: none"> <li>● 4 - Promote a modern, integrated and sustainable transport system</li> <li>● 5 – Support a healthy lifestyle</li> </ul>

Strategic Objective	Project	Description	National well-being goals	CCBC Well-being objectives 2018-2023
<b>G</b>	G - 1 Ty Cenydd (former UWHA building)	Utilise the Ty Cenydd office building for B1 office use	<ul style="list-style-type: none"> <li>● A prosperous Wales</li> </ul>	<ul style="list-style-type: none"> <li>● Enabling employment</li> </ul>
	G - 2 Land adjoining Llanbradach Park and Ride	See F-1	<ul style="list-style-type: none"> <li>● A prosperous Wales</li> <li>● A Wales of cohesive communities</li> </ul>	<ul style="list-style-type: none"> <li>● Enabling employment</li> </ul>
	G - 3 Trecenydd Business Park	Development of 2.2 Ha for employment at Trecenydd Business Park and redevelopment of existing quality units to maximise the potential of this key employment site is close proximity to Aber Station.	<ul style="list-style-type: none"> <li>● A prosperous Wales</li> <li>● A Wales of cohesive communities</li> </ul>	<ul style="list-style-type: none"> <li>● Enabling employment</li> </ul>
<b>H</b>	H1 Key Development Opportunities within Existing Settlements – Windsor Colliery, Abertridwr	Delivery of housing in an area where there is a need to diversify the housing supply and address the need for market and affordable housing	<ul style="list-style-type: none"> <li>● A prosperous Wales</li> <li>● A Wales of cohesive communities</li> <li>● A more equal Wales</li> </ul>	<ul style="list-style-type: none"> <li>● 2 – Enabling Employment</li> <li>● 3 - Address the availability, condition and sustainability of homes</li> </ul>
	H2 Key Development Opportunities within Existing Settlements – Waterloo Works, Waterloo	Delivery of housing in an area where there is a need to diversify the housing supply and address the need for market and affordable housing.	<ul style="list-style-type: none"> <li>● A prosperous Wales</li> <li>● A Wales of cohesive communities</li> <li>● A more equal Wales</li> </ul>	<ul style="list-style-type: none"> <li>● 2 – Enabling Employment</li> <li>● 3 - Address the availability, condition and sustainability of homes</li> </ul>
	H3 Key Development Opportunities within Existing Settlements – Catnic, Caerphilly	Delivery of housing in an area where there is a need to diversify the housing supply and address the need for market and affordable housing	<ul style="list-style-type: none"> <li>● A prosperous Wales</li> <li>● A Wales of cohesive communities</li> <li>● A more equal Wales</li> </ul>	<ul style="list-style-type: none"> <li>● 2 – Enabling Employment</li> <li>● 3 - Address the availability, condition and sustainability of homes</li> </ul>

Strategic Objective	Project	Description	National well-being goals	CCBC Well-being objectives 2018-2023
H	H4 Key Development Opportunities within Existing Settlements – Bedwas Colliery, Bedwas	Delivery of housing in an area where there is a need to diversify the housing supply and address the need for market and affordable housing. Provision for new community facilities, Potential for B1 offices	<ul style="list-style-type: none"> <li>● A prosperous Wales</li> <li>● A Wales of cohesive communities</li> <li>● A more equal Wales</li> </ul>	<ul style="list-style-type: none"> <li>● 2 – Enabling Employment</li> <li>● 3 - Address the availability, condition and sustainability of homes</li> </ul>
	H5 Key Development Opportunities within Existing Settlements – Ness Tar, Caerphilly	See E - 3	<ul style="list-style-type: none"> <li>● A prosperous Wales</li> <li>● A Wales of cohesive communities</li> <li>● A more equal Wales</li> </ul>	<ul style="list-style-type: none"> <li>● 2 – Enabling Employment</li> <li>● 3 - Address the availability, condition and sustainability of homes</li> </ul>
I	I - 1 Caerphilly Leisure Centre	Redevelop or refurbish the existing Caerphilly Leisure Centre	<ul style="list-style-type: none"> <li>● A healthier Wales</li> </ul>	<ul style="list-style-type: none"> <li>● 5 - Support a healthy lifestyle</li> </ul>
	I - 2 Tynywern Primary-replacement	New build school to replace the existing Tynywern Primary School on the Bedwas High School site.	<ul style="list-style-type: none"> <li>● A prosperous Wales</li> <li>● A more equal Wales</li> </ul>	<ul style="list-style-type: none"> <li>● 1 - Improve education opportunities for all</li> </ul>
	I - 3 Refurbishment of Tynywern Primary site for Welsh Medium	Refurbishment of the existing Tynywern Primary School site to create a new Welsh Medium Primary School	<ul style="list-style-type: none"> <li>● A prosperous Wales</li> <li>● A more equal Wales</li> </ul>	<ul style="list-style-type: none"> <li>● 1 - Improve education opportunities for all</li> </ul>
	I - 4 Replacement Plasyfelin Primary	New build school to replace the existing Plasyfelin School on the current school site	<ul style="list-style-type: none"> <li>● A prosperous Wales</li> <li>● A more equal Wales</li> </ul>	<ul style="list-style-type: none"> <li>● 1 - Improve education opportunities for all</li> </ul>
	I - 5 St James Primary	Expansion of St James Primary School	<ul style="list-style-type: none"> <li>● A prosperous Wales</li> <li>● A more equal Wales</li> </ul>	<ul style="list-style-type: none"> <li>● 1 - Improve education opportunities for all</li> </ul>
	I - 6 Caerphilly Miners Centre for the Community	Refurbishment of upper floors to deliver a kitchen, function room, craft and music rooms and social enterprise centre (Phase 3 - 5)	<ul style="list-style-type: none"> <li>● A prosperous Wales</li> <li>● A more equal Wales</li> <li>● A healthier Wales</li> </ul>	<ul style="list-style-type: none"> <li>● 1 - Improve education opportunities for all</li> <li>● 5 - Support a healthy lifestyle</li> </ul>

Strategic Objective	Project	Description	National well-being goals	CCBC Well-being objectives 2018-2023
J	J-1 Preparation of a Green Infrastructure Strategy	A 20 year programme for the integration, development and management of a network of green infrastructure, supported by a five year delivery and action plan	<ul style="list-style-type: none"> <li>● A prosperous Wales</li> <li>● A resilient Wales</li> <li>● A healthier Wales</li> <li>● A Wales of vibrant culture and thriving Welsh language</li> <li>● A globally responsible Wales</li> </ul>	<ul style="list-style-type: none"> <li>● 5 – support a healthy lifestyle</li> </ul>
	J-2 Southern Caerphilly Landscape Partnership	A landscape and recreation plan for the Caerphilly Basin area	<ul style="list-style-type: none"> <li>● A prosperous Wales</li> <li>● A resilient Wales</li> <li>● A healthier Wales</li> <li>● A Wales of vibrant culture and thriving Welsh language</li> <li>● A globally responsible Wales</li> </ul>	<ul style="list-style-type: none"> <li>● 5 – support a healthy lifestyle</li> </ul>
K		This is a cross-cutting objective that should be considered as an integral part of all projects	<ul style="list-style-type: none"> <li>● A more equal Wales</li> <li>● A healthier Wales</li> </ul>	<ul style="list-style-type: none"> <li>● Promote a modern, integrated and sustainable transport system</li> </ul>
L	L1 - Lansbury Park Deep Place Plan	Development and implementation of a place-based theory of change outlined in the Lansbury Park Deep Place Plan (2017).	<ul style="list-style-type: none"> <li>● A more equal Wales</li> <li>● A Wales of cohesive communities</li> </ul>	



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# EQUALITY IMPACT ASSESSMENT FORM

## THE COUNCIL'S EQUALITIES STATEMENT

This Council recognises that people have different needs, requirements and goals and we will work actively against all forms of discrimination by promoting good relations and mutual respect within and between our communities, residents, elected members, job applicants and workforce.

We will also work to create equal access for everyone to our services, irrespective of ethnic origin, sex, age, marital status, sexual orientation, disability, gender reassignment, religious beliefs or non-belief, use of Welsh language, BSL or other languages, nationality, responsibility for any dependents or any other reason which cannot be shown to be justified.

<b>NAME OF NEW OR REVISED PROPOSAL *</b>	Foundation for Success, Draft Regeneration Strategy
<b>DIRECTORATE</b>	Communities
<b>SERVICE AREA</b>	Regeneration
<b>CONTACT OFFICER</b>	Dave Lucas
<b>DATE FOR NEXT REVIEW OR REVISION</b>	Regular Monitoring, 5 year plan up to 2023

**\*Throughout this Equalities Impact Assessment Form, 'proposal' is used to refer to what is being assessed, and therefore includes policies, strategies, functions, procedures, practices, initiatives, projects and savings proposals.**



## INTRODUCTION

The aim of an Equality Impact Assessment (EIA) is to ensure that Equalities and Welsh Language issues have been proactively considered throughout the decision making processes governing work undertaken by every service area in the Council as well as work done at a corporate level.

The form should be used if you have identified a need for a full EIA following the screening process covered in the **Equalities Implications in Committee Reports** guidance document (available on the **Equalities and Welsh Language Portal** on the Council's intranet).

The EIA should highlight any areas of risk and maximise the benefits of proposals in terms of Equalities. It therefore helps to ensure that the Council has considered everyone who might be affected by the proposal.

It also helps the Council to meet its legal responsibilities under the Equality Act 2010 (Statutory Duties) (Wales) Regulations 2011, the Welsh Language (Wales) Measure 2011 and supports the wider aims of the Well-being of Future Generations (Wales) Act 2015. There is also a requirement under Human Rights legislation for Local Authorities to consider Human Rights in developing proposals.

Specifically, Section 147 of the Equality Act 2010 is the provision that requires decision-makers to have 'due regard' to the equality implications of their decisions and Welsh Language Standards 88-97 require specific consideration of Welsh speakers under the Welsh Language Standards (No.1) Regulations 2015.

The Older People's Commissioner for Wales has also published 'Good Practice Guidance for Equality and Human Rights Impact Assessments and Scrutinising Changes to Community Services in Wales' to ensure that Local Authorities, and other service providers, carry out thorough and robust impact assessments and scrutiny when changes to community services are proposed, and that every consideration is given to mitigate the impact on older people and propose alternative approaches to service delivery.

The Council's work across Equalities, Welsh Language and Human Rights is covered in more detail through the **Equalities and Welsh Language Objectives and Action Plan 2016-2020**.

This approach strengthens work to promote Equalities by helping to identify and address any potential discriminatory effects before introducing something new or changing working practices, and reduces the risk of potential legal challenges.

When carrying out an EIA you should consider both the positive and negative consequences of your proposals. If a project is designed for a specific group e.g. disabled people, you also need to think about what potential effects it could have on other areas e.g. young people with a disability, BME people with a disability.

There are a number of supporting guidance documents available on the **Equalities and Welsh Language Portal** and the Council's Equalities and Welsh Language team can offer support as the EIA is being developed. Please note that the team does not write EIAs on behalf of service areas, the support offered is in the form of advice, suggestions and in effect, quality control.

Contact [equalities@caerphilly.gov.uk](mailto:equalities@caerphilly.gov.uk) for assistance.

## PURPOSE OF THE PROPOSAL

1	<p><b>What is the proposal intended to achieve?</b> <i>(Please give a brief description of the purpose of the new or updated proposal by way of introduction.)</i></p> <p>A Foundation for Success is the draft regeneration strategy that has been developed as the basis of a public consultation exercise and is intended to provide a platform for the continuing transformation of Caerphilly County Borough for the next 5 years up to 2023.</p> <p>In order to benefit from investment and funding streams it is necessary to set out the strategic priorities for regeneration and enhancement of the borough, identifying opportunities that will make Caerphilly more prosperous, healthier, resilient and equal and setting priorities that align and enhance with regional work and are readily capable of being realised.</p> <p>The Strategy concentrates on 4 strategic themes, namely, Supporting People, Supporting Business, Supporting Quality of Life; and Connecting People and Places.</p>
2	<p><b>Who are the service users affected by the proposal?</b> <i>(Who will be affected by the delivery of this proposal? e.g. staff members, the public generally, or specific sections of the public i.e. youth groups, carers, road users, people using country parks, people on benefits etc.)</i></p> <p>The Regeneration Strategy covers the County Borough, the vision of the strategy is: "To make Caerphilly County Borough a more prosperous, resilient, healthier, more equal place with strong cohesive communities where everyone is empowered to participate and make a difference, where local achievements are celebrated and visitors are welcomed and residents are proud to say where they are from."</p> <p>In main, the service users affected by this strategy will be residents, visitors and businesses that operate within the borough.</p>

## IMPACT ON THE PUBLIC AND STAFF

3	<p><b>Does the proposal ensure that everyone has an equal access to all the services available or proposed, or benefits equally from the proposed changes, or does not lose out in greater or more severe ways due to the proposals?</b> <i>(What has been done to examine whether or not these groups have equal access to the service, or whether they need to receive the service in a different way from other people?)</i></p> <p>The Strategy identifies a number of actions under 4 strategic themes that could potentially deliver economic, environmental and social benefits to residents, businesses and visitors to the Borough. These projects will be prioritised and detailed project proposals will be prepared with a view to informing funding bids from City Deal and other funding programmes. At this early stage, the Strategy sets out actions and a framework for change, but the exact impacts of any proposal will not be known until detailed plans are prepared.</p>
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	<p>Many of the regeneration and physical development proposals will require a planning application to be submitted. Inclusivity is a fundamental part of the national planning policy framework. Ensuring equal opportunities for all to proposed and existing facilities is a key aim of the Local Development Plan (LDP) and planning applications will need to demonstrate that they adhere to policies on equality, including accessibility and good design.</p>
	<p><b>Actions required:</b> Consider the consequences for specific groups when detailed proposals are prepared.</p>

<p><b>4</b></p>	<p><b>What are the consequences of the above for specific groups?</b> <i>(Has the service delivery been examined to assess if there is any indirect affect on any groups? Could the consequences of the policy or savings proposal differ dependent upon people’s disability, race, gender, sexuality, age, language, religion/belief?)</i></p> <p>The Council’s Strategic Equality Plan 2016-2020 sets out an equalities statement which makes a commitment that <i>“This Council recognises that people have different needs, requirements and goals and we will work actively against all forms of discrimination by promoting good relations and mutual respect within and between our communities, residents, elected members, job applicants and workforce.</i></p> <p><i>We will also work to create equal access for everyone to our services, irrespective of ethnic origin, sex, age, marital status, sexual orientation, disability, gender reassignment, religious beliefs or non-belief, use of Welsh language, BSL and other languages, nationality, responsibility for any dependents or any other reason which cannot be shown to be justified.”</i></p> <p>The document identifies 14 protected characteristics, protected either through the Equality Act 2010 or Human Rights or Welsh Language legislation or regulations. The Strategic Equality Plan covers the following areas:</p> <ul style="list-style-type: none"> <li>• Age</li> <li>• Disability</li> <li>• Gender Reassignment / Transgender</li> <li>• Gypsies and Travellers</li> <li>• Human Rights</li> <li>• Linguistic Skills</li> <li>• Marital Status</li> <li>• Nationality</li> <li>• Pregnancy and Maternity</li> <li>• Race</li> <li>• Religion or Belief</li> <li>• Sex (Gender)</li> <li>• Sexual Orientation</li> <li>• Welsh Language</li> </ul> <p>As explained in Section 3, the consequences for any specific groups would not be known until the detailed proposals are developed. It will be more appropriate to consider this when detailed proposals have been developed as there are many factors to consider. An example is timescales, how quickly a project can be</p>
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	<p>implemented, the cumulative benefits etc.</p> <p>The Strategy, once adopted will be subject to a monitoring procedure and will be informed by a multi agency advisory board.</p>
	<p><b>Actions required:</b> Consider the consequences for specific groups when detailed proposals are prepared.</p>
5	<p><b>In line with the requirements of the Welsh Language Standards. (No.1) Regulations 2015, please note below what effects, if any (whether positive or adverse), the proposal would have on opportunities for persons to use the Welsh language, and treating the Welsh language no less favourably than the English language.</b> <i>(The specific Policy Making Standards requirements are Standard numbers 88, 89, 90, 91, 92 and 93. The full detail of each Standard is available on the Equalities and Welsh Language Portal)</i></p> <p>The Welsh Language Standards have been followed in the preparation and publication of the Strategy for consultation. The document and all consultation material has been provided bilingually, respondents have had the opportunity to complete surveys in Welsh and we have asked people to inform us if they wish to use Welsh at the public consultation events as per Standard 33.</p> <p>It is not anticipated that the initial proposals in the Strategy would have an impact on the Welsh language. With regards to the public consultation no concerns were specifically raised about the impact on the Welsh Language. No representations were received in Welsh.</p>
	<p><b>Actions required:</b> Consider the impact on the Welsh Language when detailed proposals are prepared.</p>

## INFORMATION COLLECTION

6	<p><b>Is full information and analysis of users of the service available?</b> <i>(Is this service effectively engaging with all its potential users or is there higher or lower participation of uptake by one or more groups? If so, what has been done to address any difference in take up of the service? Does any savings proposals include an analysis of those affected?)</i></p> <p>The strategy has been informed by a robust evidence base containing baseline data that provides the context and latest economic, social and environmental data for the borough. The Strategy is also in accordance with and is informed by a number of regional and borough wide strategies and documents that have has extensive public engagement.</p> <p>The Strategy addresses actions under the themes Supporting People, Supporting Business, Supporting Quality of Life and Connecting People and Places. There are targeted actions for a number of different users but ultimately the strategy seeks to improve prosperity and wellbeing and to reduce inequality.</p>
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	<p><b>Actions required:</b> To monitor the implementation of the actions and projects arising from the strategy against benchmark data contained in the evidence base to determine benefits and outcomes achieved.</p>

## CONSULTATION

7	<p><b>What consultation has taken place?</b> <i>(What steps have been taken to ensure that people from various groups have been consulted during the development of this proposal? Have the Council's Equalities staff been consulted? Have you referred to the Equalities Consultation and Monitoring Guidance?)</i></p> <p>The Masterplan has been prepared in accordance with the Council's Equalities and Welsh Language Consultation and Monitoring Guidance.</p> <p>A number of stakeholder events have taken place to inform the development of the draft strategy, engagement to date includes:</p> <ul style="list-style-type: none"> <li>• Meetings with then Regeneration Strategy Working Group (Working Group of Council officers)</li> <li>• The Group has met regularly from the agreeing the scoping report for the structure of the plan (subsequently agreed by Director), emerging issues, evidence base etc.</li> <li>• Caerphilly Basin Workshop – TCM Group representatives, key landowners and interested parties</li> <li>• Valleys Taskforce Strategic Hubs Workshops – Meeting with key Businesses to discuss the vision for the strategic hubs of Caerphilly and Ystrad Mynach</li> <li>• Members Workshop 2nd October 2017 – to consider the evidence base and discuss regeneration priorities that the strategy will need to address (members aware of PSB priorities and Response Areas) but Regeneration Strategy whilst not contradicting any of this work has a wider scope and is a 5 year strategy (2018-2023) and so can be wider in focus.</li> <li>• Workshop Session with Youth Forum to gauge regeneration priorities and perception of the borough</li> <li>• Internal consultation on draft Strategy</li> <li>• Meeting with Corporate Policy</li> <li>• Meetings with Public Service Board Partners</li> </ul> <p>A six week public consultation was held between 26<sup>th</sup> March 2018 and 9<sup>th</sup> May 2018. As the survey asks only a small number of questions (7 relatively straightforward key questions in total), the guidance advocates the use of an alternative 'equalities-specific' question. This question asks whether any of the questions in this survey have been impacted by any of following (age, disability, ethnic origin, gender, gender reassignment, marital status, religious belief or non-belief, use of Welsh language, BSL or other languages, nationality or respondents. The survey also records key data on the age group of respondents, their gender and their postcode (all optional questions). The purpose of collecting postcode data is to determine the proportion of respondents to the survey who were residents in Caerphilly Basin, and the proportion living elsewhere.</p>
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	<p>The survey was intended to reach a wide audience rather than a very small scale survey, so it is not anticipated that equalities monitoring could compromise the privacy and anonymity of individual responses.</p> <p>Consultation emails were sent to a range of stakeholders, including residents groups, organisations delivering services in Caerphilly Basin, landowners, town centre management group representatives, AMs, MPs, all CCBC members, all town and community councils and neighbouring authorities. Consultation emails were sent to the equalities organisations listed in Section 4 of the Consultation and Monitoring Guidance, which includes the Parents Network and organisations representing older people, younger people, disability, gypsies and travellers, race, religion, sexual orientation and Welsh Language.</p> <p>All retailers in the town centre also received a bilingual letter advising them that the consultation was taking place and how they could get involved.</p> <p>All consultation material has been prepared bilingually. In addition, a bilingual exhibition was available to view in the accessible location of Caerphilly Library through the duration of the consultation period, and officers were available on several dates to discuss proposals. The posters advertising the events indicated that translation facilities, Welsh speakers, a hearing loop and help with access would be available on request.</p> <p>A report on the consultation on the Regeneration Strategy has been prepared, considering the issues raised as part of the public consultation.</p> <p>In line with the Council's Equalities Monitoring procedures, respondents were asked whether any of their answers to questions in the survey were impacted by any of the following (age, disability, ethnic origin, gender, gender reassignment, marital status, religious belief or non-belief, use of Welsh language, BSL or other languages, nationality or responsibility for any dependents).</p> <p>No respondents answered this question.</p>
	<p><b>Actions required:</b></p> <ul style="list-style-type: none"> <li>• Further consultation and engagement with stakeholders will be carried out as projects are progressed. This will include the statutory consultation as part of the planning process where planning applications are required.</li> </ul>

**MONITORING AND REVIEW**

<p><b>8</b></p>	<p><b>How will the proposal be monitored?</b>  <i>(What monitoring process has been set up to assess the extent that the service is being used by all sections of the community, or that the savings proposals are achieving the intended outcomes with no adverse impact? Are comments or complaints systems set up to record issues by Equalities category to be able analyse responses from particular groups?)</i></p> <p>The Strategy, once adopted, will be supported by a Delivery Plan. This contains projects, initiatives and strategies aimed at delivering the actions identified under each theme of the strategy. Both documents will be subject to annual monitoring and</p>
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	<p>review to assess the delivery and implementation of projects, however this process will not focus specifically on the impact of all sectors of the community.</p>
	<p><b>Actions required:</b>  A Regeneration Project Panel will be set up to assess projects using a toolkit, which sets out the criteria for prioritising proposals as they arise. The toolkit is linked to the 4 themes of the Regeneration Strategy where it will assess the benefits of a particular project. This will include consideration of matters including reducing inequality, creating healthier, prosperous and cohesive communities, providing the right physical environment and improving connectivity, which are likely to have significant benefits from an equalities perspective.</p>
<b>9</b>	<p><b>How will the monitoring be evaluated?</b>  <i>(What methods will be used to ensure that the needs of all sections of the community are being met?)</i></p> <p>The Strategy, once adopted, will be supported by a Delivery Plan. This contains projects, initiatives and strategies aimed at delivering the actions identified under each theme of the strategy. A section on equalities implications and monitoring as schemes progress to a more detailed stage could be included within this Delivery Plan.</p>
	<p><b>Actions required:</b>  Consider the inclusion of a section on equalities implications and monitoring as part of the Delivery Plan</p>
<b>10</b>	<p><b>Have any support / guidance / training requirements been identified?</b>  <i>(Has the EIA or consultation process shown a need for awareness raising amongst staff, or identified the need for Equalities or Welsh Language training of some sort?)</i></p> <p>Officers involved in the preparation and implementation of this document have attended the Council's Equalities Impact Awareness training and intend to attend additional training on Equality Impact Assessments to aid the development of future EIAs.</p>
	<p><b>Actions required:</b></p> <p>Those officers that will be implementing projects to attend additional training on Equality Impact Assessments if they haven't already.</p>
<b>11</b>	<p><b>Where you have identified mitigating factors in previous answers that lessen the impact on any particular group in the community, or have identified any elsewhere, please summarise them here.</b></p> <p>The strategy seeks to identify opportunities and actions that will make Caerphilly more prosperous, healthier, resilient and equal. It seeks to identify opportunities and actions that seek to help some of the most deprived communities within the borough, whilst also improving the prosperity and wellbeing of the borough as a whole.</p>
<b>12</b>	<p><b>What wider use will you make of this Equality Impact Assessment?</b>  <i>(What use will you make of this document i.e. as a consultation response, appendix</i></p>

	<p><i>to approval reports, publicity etc. in addition to the mandatory action shown below?)</i></p> <p>The document will be available on request and will inform the report of public consultation that will be prepared upon completion of the public consultation.</p> <p>The Equalities Impact Assessment will be monitored and updated regularly to ensure that any negative impacts are mitigated.</p>
	<p><b>Actions required:</b></p> <p>Regular updates of the EIA as more detail is available on projects.</p>

<b>Completed by:</b>	Dave Lucas
<b>Date:</b>	Updated July 2018
<b>Position:</b>	Principal Planner, Strategic Planning
<b>Name of Head of Service:</b>	Rhian Kyte



# EQUALITY IMPACT ASSESSMENT FORM

## THE COUNCIL'S EQUALITIES STATEMENT

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<b>NAME OF NEW OR REVISED PROPOSAL*</b>	Caerphilly Basin Masterplan
<b>DIRECTORATE</b>	Communities
<b>SERVICE AREA</b>	Planning
<b>CONTACT OFFICER</b>	Victoria Morgan
<b>DATE FOR NEXT REVIEW OR REVISION</b>	

**\*Throughout this Equalities Impact Assessment Form, 'proposal' is used to refer to what is being assessed, and therefore includes policies, strategies, functions, procedures, practices, initiatives, projects and savings proposals.**

## INTRODUCTION

The aim of an Equality Impact Assessment (EIA) is to ensure that Equalities and Welsh Language issues have been proactively considered throughout the decision making processes governing work undertaken by every service area in the Council as well as work done at a corporate level.

The form should be used if you have identified a need for a full EIA following the screening process covered in the **Equalities Implications in Committee Reports** guidance document (available on the **Equalities and Welsh Language Portal** on the Council's intranet).

The EIA should highlight any areas of risk and maximise the benefits of proposals in terms of Equalities. It therefore helps to ensure that the Council has considered everyone who might be affected by the proposal.

It also helps the Council to meet its legal responsibilities under the Equality Act 2010 (Statutory Duties) (Wales) Regulations 2011, the Welsh Language (Wales) Measure 2011 and supports the wider aims of the Well-being of Future Generations (Wales) Act 2015. There is also a requirement under Human Rights legislation for Local Authorities to consider Human Rights in developing proposals.

Specifically, Section 147 of the Equality Act 2010 is the provision that requires decision-makers to have 'due regard' to the equality implications of their decisions and Welsh Language Standards 88-97 require specific consideration of Welsh speakers under the Welsh Language Standards (No.1) Regulations 2015.

The Older People's Commissioner for Wales has also published 'Good Practice Guidance for Equality and Human Rights Impact Assessments and Scrutinising Changes to Community Services in Wales' to ensure that Local Authorities, and other service providers, carry out thorough and robust impact assessments and scrutiny when changes to community services are proposed, and that every consideration is given to mitigate the impact on older people and propose alternative approaches to service delivery.

The Council's work across Equalities, Welsh Language and Human Rights is covered in more detail through the **Equalities and Welsh Language Objectives and Action Plan 2016-2020**.

This approach strengthens work to promote Equalities by helping to identify and address any potential discriminatory effects before introducing something new or changing working practices, and reduces the risk of potential legal challenges.

When carrying out an EIA you should consider both the positive and negative consequences of your proposals. If a project is designed for a specific group e.g. disabled people, you also need to think about what potential effects it could have on other areas e.g. young people with a disability, BME people with a disability.

There are a number of supporting guidance documents available on the **Equalities and Welsh Language Portal** and the Council's Equalities and Welsh Language team can offer support as the EIA is being developed. Please note that the team does not write EIAs on behalf of service areas, the support offered is in the form of advice, suggestions and in effect, quality control.

Contact [equalities@caerphilly.gov.uk](mailto:equalities@caerphilly.gov.uk) for assistance.

## PURPOSE OF THE PROPOSAL

<b>1</b>	<p><b>What is the proposal intended to achieve?</b> <i>(Please give a brief description of the purpose of the new or updated proposal by way of introduction.)</i></p> <p>The Masterplan sets out the future development and regeneration opportunities proposed for Caerphilly town centre within the context of the wider Caerphilly Basin.</p> <p>The Masterplan has been prepared within the context of the adopted Caerphilly County Borough Local Development Plan (LDP), which sets out the Council's land use objectives for the county borough in the period up to 2021.</p> <p>The Masterplan identifies 11 objectives that would support the delivery of a Vision for the town. Over 50 projects are identified within the Masterplan that would contribute to achieving these objectives and deliver a Vision <i>"To develop and enhance the Caerphilly Basin as a tourist destination in its own right. Caerphilly will be a thriving, vibrant town that is well served by the Metro, with an expanded visitor and night time offer and a growing economy, set within an attractive natural environment. It will continue to be a place where businesses want to locate, develop and grow and where people want to live, work, visit and socialise.</i></p> <p><i>It will be a community where everyone is empowered to participate and make a difference, where local achievements are celebrated and visitors are welcomed and residents are proud to say they are from."</i></p>
<b>2</b>	<p><b>Who are the service users affected by the proposal?</b> <i>(Who will be affected by the delivery of this proposal? e.g. staff members, the public generally, or specific sections of the public i.e. youth groups, carers, road users, people using country parks, people on benefits etc.)</i></p> <p>The proposals could potentially affect residents of Caerphilly Basin, and residents of the wider County Borough or other areas who work, visit or travel through Caerphilly Basin.</p> <p>Many of the proposals within the Masterplan intend to improve the visitor experience for tourists visiting Caerphilly.</p> <p>The proposals for new housing development could affect those currently living in an area and those who would like to move to an area – the existing and potential residents, including those requiring affordable housing.</p> <p>Furthermore, the proposed improvements to the strategic highways infrastructure and sustainable transport network will affect those using the transport network – residents, commuters travelling to and from Caerphilly Basin and visitors.</p> <p>There may be an impact on local businesses, particularly within the town centre.</p> <p>The document reflects the 21<sup>st</sup> Century Schools programme, which identifies the replacement, refurbishment and new classroom provision in the County Borough. This could potentially affect school children, staff and parents. All relevant EIAs for</p>

individual projects will be undertaken prior to moving to consultation stage.

## IMPACT ON THE PUBLIC AND STAFF

3	<p><b>Does the proposal ensure that everyone has an equal access to all the services available or proposed, or benefits equally from the proposed changes, or does not lose out in greater or more severe ways due to the proposals?</b> <i>(What has been done to examine whether or not these groups have equal access to the service, or whether they need to receive the service in a different way from other people?)</i></p> <p>The Masterplan identifies a cross-cutting objective to “ensure that accessibility for all is embedded in all improvement schemes.” The inclusion of this cross-cutting objective will ensure that equality is a key consideration when developing proposals. This will include accessibility for all of the protected characteristics identified within the Equalities and Welsh Language Objectives and Action Plan 2016-2020, including the Welsh language.</p> <p>Furthermore, the Masterplan also includes an objective to ensure that the most deprived communities benefit from the proposals identified – to “ensure all of Caerphilly’s communities are able to engage and benefit from the Masterplan”</p> <p>The Masterplan identifies a number of initial proposals that could potentially deliver economic, environmental and social benefits to residents in the Caerphilly Basin. These projects will be prioritised and detailed project proposals will be prepared with a view to informing funding bids from City Deal and other funding programmes. At this early stage, the Masterplan sets out the initial framework for change, but the exact impacts of any proposal will not be known until detailed plans are prepared.</p> <p>Many of the regeneration and development proposals will require a planning application to be submitted. Inclusivity is a fundamental part of the national planning policy framework. Ensuring equal opportunities for all proposed and existing facilities is a key aim of the Local Development Plan (LDP) and planning applications will need to demonstrate that they adhere to policies on equality, including accessibility and good design.</p> <p>A six week public consultation has been carried out to determine views on the Masterplan. The responses have been reviewed and amendments to the Masterplan are proposed as a result of the consultation. There were no specific changes that relate directly to equalities issues, although one representor highlighted an issue with regards to disabled access. This is discussed in the next section.</p>
	<p><b>Actions required:</b></p> <ul style="list-style-type: none"><li>• Ensure that the cross-cutting objective on accessibility for all is an integral part when initial proposals are prioritised and detail project proposals are prepared as part of the delivery of the Masterplan. This will also be a consideration in the determination of planning applications.</li></ul>

- Take steps to mitigate any negative impacts identified in particular access to services, tourist locations, businesses etc.

**4 What are the consequences of the above for specific groups?**

*(Has the service delivery been examined to assess if there is any indirect affect on any groups? Could the consequences of the policy or savings proposal differ dependent upon people’s disability, race, gender, sexuality, age, language, religion/belief?)*

The Council’s Strategic Equality Plan 2016-2020 sets out an equalities statement which makes a commitment that *“This Council recognises that people have different needs, requirements and goals and we will work actively against all forms of discrimination by promoting good relations and mutual respect within and between our communities, residents, elected members, job applicants and workforce.*

*We will also work to create equal access for everyone to our services, irrespective of ethnic origin, sex, age, marital status, sexual orientation, disability, gender reassignment, religious beliefs or non-belief, use of Welsh language, BSL and other languages, nationality, responsibility for any dependents or any other reason which cannot be shown to be justified.”*

The document identifies 14 protected characteristics, protected either through the Equality Act 2010 or Human Rights or Welsh Language legislation or regulations. The Strategic Equality Plan covers the following areas:

- Age
- Disability
- Gender Reassignment / Transgender
- Gypsies and Travellers
- Human Rights
- Linguistic Skills
- Marital Status
- Nationality
- Pregnancy and Maternity
- Race
- Religion or Belief
- Sex (Gender)
- Sexual Orientation
- Welsh Language

As explained in Section 3, the consequences for any specific groups would not be known until the detailed proposals are developed. As an example, the Masterplan identifies a key objective (I) to provide a suitable level of community leisure and education facilities to support the potential level of population and housing growth in the Caerphilly Basin. It identifies Caerphilly Leisure Centre as an integral part of leisure provision in the County Borough, but that there is a need to improve the facility. The Masterplan identifies three potential options – refurbishment or replacement on the existing site, or relocation to a new facility of a different site. In theory, each of these proposals may have different impacts for specific groups but without the detail of what is proposed (i.e. whether any services/facilities would be

gained or lost), the impacts cannot be assessed. It will be more appropriate to consider this when detailed proposals have been developed.

It would also be dependent on the timescales for each project and how the projects relate to each other, as the impact of one project (e.g. measures to reduce car dominance, which could, for example, affect where those with disabilities could park within the town centre) may be mitigated by other projects, (such as improvements to the public transport interchange and services through the Metro, which may make areas more accessible for all groups, including those with disabilities). The level of detail required to assess this is not available within the Masterplan, but will be considered as detailed proposals are progressed.

One response was received in respect of the Draft Caerphilly Basin Masterplan that raised an issue in respect of impact on a person with a disability. The respondent indicated that they had a disability and would be adversely affected by the proposal to develop the allocated park and ride site at Llanbradach, near their home, that they currently use for dog walking. The principle of development on this site has already been established through the Adopted LDP. There are a number of other areas suitable for dog walking in very close proximity to the site, including Llanbradach Park. In addition to this the proposed use for the site is as a public car park associated with the railway line, and its development would not preclude access to the general public. As such it would still be available for dog walking, although this would not be off-lead. It is, therefore, considered that the respondent would not be unduly affected by the development of the site.

The site in question has been allocated for the alternative use in the adopted Local Development Plan so the principle of development has been established. There are a number of other areas in close proximity to this site, including a formal park that can be used for dog walking.

**Actions required:**

- Consider the consequences for specific groups when detailed proposals are prepared and as part of the drafting process.

5	<p><b>In line with the requirements of the Welsh Language Standards. (No.1) Regulations 2015, please note below what effects, if any (whether positive or adverse), the proposal would have on opportunities for persons to use the Welsh language, and treating the Welsh language no less favourably than the English language.</b></p> <p><i>(The specific Policy Making Standards requirements are Standard numbers 88, 89, 90, 91, 92 and 93. The full detail of each Standard is available on the Equalities and Welsh Language Portal)</i></p> <p>The Welsh Language Standards have been followed in the preparation and publication of the Masterplan for consultation. The document and all consultation material has been provided bilingually, respondents have had the opportunity to complete surveys in Welsh and we have asked people to inform us if they wish to use Welsh at the public consultation events as per Standard 33.</p> <p>It is not anticipated that the initial proposals in the Masterplan would have an impact on the Welsh language. Section I of the document identifies a need to provide a suitable level of community leisure and education facilities to support the potential level of population and housing growth in the Caerphilly Basin. This could be Welsh medium school provision if a need is identified, and the Masterplan is sufficiently flexible to allow for this.</p> <p>There could be an impact on the Welsh language should housing developments be proposed in pockets where the community is currently a Welsh speaking community. This needs to be considered in relation to planning and development and ensuring that the Welsh language is included and embedded in any plans. WG's strategy for A million Welsh speakers by 2050 is an ambitious target but is one we all have to contribute to. The Five Year Welsh Language Strategy for the county borough includes a target increase of 3% over the five years in the number of Welsh speakers we have in the county borough (2017-2022)</p> <p>The Masterplan will ensure that the Welsh language is not treated less favourably than the English language and due regard and consideration will be given to the Welsh language when planning any changes/developments etc.</p> <p>With regards to the public consultation no concerns were specifically raised about the impact on the Welsh Language. One representation was received in Welsh.</p>
	<p><b>Actions required:</b></p> <ul style="list-style-type: none"> <li>• Consider the impact on the Welsh Language when detailed proposals are prepared.</li> </ul>

## INFORMATION COLLECTION

6	<p><b>Is full information and analysis of users of the service available?</b></p> <p><i>(Is this service effectively engaging with all its potential users or is there higher or lower participation of uptake by one or more groups? If so, what has been done to address any difference in take up of the service? Does any savings proposals include an analysis of those affected?)</i></p> <p>The Masterplan has been informed by data collected on the current usage of the</p>
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town centre and its surroundings. The Council undertakes an annual survey of the occupiers of retail units within Caerphilly town centre to determine vacancy rates. A survey is also carried out of businesses on Industrial Estates in the County Borough, including Caerphilly Basin, but there is no specific analysis of the demographic make-up of employees within Caerphilly town centre or out of town businesses.

With regards to users of the town centre, basic equalities information on socio-economic group, age and gender is collected as part of the triennial Shopper Attitude Survey, where household telephone surveys were carried out with the Caerphilly town centre catchment area, together with on-street surveys in Caerphilly town centre. The collection of this information will allow a comparison to be made of the demographic profile across years to determine any changes to town centre usage by certain groups, which may have equalities implications. For example, an increase in vacancy rates in the town centre will mean less shops and services could be available, and this may disproportionately affect those who cannot travel to other locations due to certain protected characteristics and/or financial constraints. The Masterplan aims to strengthen the role of the town centre as a retail and service centre, complimented by food and drink uses, which will benefit the existing users of the town centre and attract more people into the town.

The age profile of Caerphilly Basin is broadly similar to the County Borough as a whole. However, in terms of survey responses, there have been a significantly greater proportion of 25-44 and 45-64 age groups responding. It is important that as projects are progressed, appropriate consultation is carried out with younger people too.

Age Group	Caerphilly Basin	County Borough	Responses
Under 15	19.3	18.3	5.0*
15-24	11.9	12.4	5.0*
25-44	26.9	26.2	34.0
45-64	26.3	26.6	39.0
65+	15.5	16.5	17.0

\*Figures for Under 16 years old

The gender profile of respondents matches the profile for Caerphilly Basin (51% female and 49% male). In 2016 26.9% of people in the county borough aged 16-64 were disabled as defined by the Equalities Act.

In the 2011 Census 97.3% of the County Borough population are identified as English/Welsh/Scottish/Northern Irish/British. The Caerphilly Basin proportion is marginally lower at 96.5%.

There were 6 people in the 2011 Census who identified themselves to be within the Gypsy or Irish Traveller ethnic group (0.01% of the Caerphilly Basin population).

No data on the demographics of visitors is currently recorded.

**Actions required:**

- Continue to monitor retail vacancies and the demographic profile of those using the town centre through the Annual Monitoring Report and Shopper



	<p>Attitude Survey. It will be necessary for future Shopper Attitude Surveys to include equalities monitoring information.</p>
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- Consider collecting demographic data on visitors.

## CONSULTATION

<b>7</b>	<p><b>What consultation has taken place?</b> <i>(What steps have been taken to ensure that people from various groups have been consulted during the development of this proposal? Have the Council's Equalities staff been consulted? Have you referred to the Equalities Consultation and Monitoring Guidance?)</i></p> <p>The Masterplan has been prepared in accordance with the Council's Consultation and Monitoring Guidance.</p> <p>A number of stakeholder events have taken place to inform the development of the Masterplan. This included:</p> <ul style="list-style-type: none"><li>• Meetings and consultation with the Caerphilly Basin internal working group (representatives from Planning, Regeneration, Housing, Engineering, Education, Leisure, Property, Countryside, Corporate Policy Unit)</li><li>• Caerphilly Basin Stakeholder Workshop – Town Centre Management Group representatives, key landowners and interested parties – 13<sup>th</sup> June 2017 – discussed key issues facing the town and how these can be addressed.</li><li>• Caerphilly Basin Members and Community Councillors Workshop - 22<sup>nd</sup> June 2017 – discussed key issues facing the town and how these can be addressed</li><li>• Valleys Taskforce Strategic Hubs Workshops – Meeting with key Businesses to discuss the vision for the strategic hubs of Caerphilly and Ystrad Mynach - 25<sup>th</sup> September 2017.</li><li>• Caerphilly Basin Members and Community Councillors Workshop - 25 January 2018 – discussion on key projects identified in the Masterplan</li><li>• Presentation to the TCMG on the key proposals in the Masterplan – 6<sup>th</sup> March 2018</li></ul> <p>A six week public consultation was held between 26<sup>th</sup> March 2018 and 9<sup>th</sup> May 2018. As the survey asks only a small number of questions (7 relatively straightforward key questions in total), the guidance advocates the use of an alternative 'equalities-specific' question. This question asks whether any of the questions in this survey have been impacted by any of following (age, disability, ethnic origin, gender, gender reassignment, marital status, religious belief or non-belief, use of Welsh language, BSL or other languages, nationality or respondents. The survey also records key data on the age group of respondents, their gender and their postcode (all optional questions). The purpose of collecting postcode data is to determine the proportion of respondents to the survey who were residents in Caerphilly Basin, and the proportion living elsewhere.</p> <p>The survey was intended to reach a wide audience rather than a very small scale survey, so it is not anticipated that equalities monitoring could compromise the privacy and anonymity of individual responses.</p> <p>Consultation emails were sent to a range of stakeholders, including residents groups, organisations delivering services in Caerphilly Basin, landowners, town centre management group representatives, AMs, MPs, all CCBC members, all town and community councils and neighbouring authorities. Consultation emails were sent to the equalities organisations listed in Section 4 of the Consultation and Monitoring</p>
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	<p>Guidance, which includes the Parents Network and organisations representing older people, younger people, disability, gypsies and travellers, race, religion, sexual orientation and Welsh Language.</p> <p>All retailers in the town centre also received a bilingual letter advising them that the consultation was taking place and how they could get involved.</p> <p>All consultation material has been prepared bilingually. In addition, a bilingual exhibition was available to view in the accessible location of Caerphilly Library through the duration of the consultation period, and officers were available on several dates to discuss proposals. The posters advertising the events indicated that translation facilities, Welsh speakers, a hearing loop and help with access would be available on request.</p> <p>A report on the consultation on the Masterplan has been prepared, considering the issues raised as part of the public consultation.</p>
	<p><b>Actions required:</b> Further consultation and engagement with stakeholders will be carried out as schemes in the Masterplan are progressed. This will include the statutory consultation as part of the planning process.</p>

## MONITORING AND REVIEW

<p><b>8</b></p>	<p><b>How will the proposal be monitored?</b> <i>(What monitoring process has been set up to assess the extent that the service is being used by all sections of the community, or that the savings proposals are achieving the intended outcomes with no adverse impact? Are comments or complaints systems set up to record issues by Equalities category to be able analyse responses from particular groups?)</i></p> <p>The Annual Monitoring Report (AMR) prepared for the LDP records data for a number of indicators on issues that the Masterplan is seeking to address – footfall in town centres, vacancy rates, satisfaction with town centres, retail spend, development on brownfield sites. A comparison of data against monitoring targets will provide an understanding of the vitality and viability of the town centre. However, this monitoring process will not focus specifically on the impact of all sectors of the community.</p> <p>As discussed in Section 7, the triennial Shopper Attitude Study records certain information about the users of the town centre. Future studies will allow comparisons on how the demographic profile of town centre users is changing, which may be influenced by schemes in the Masterplan being implemented in the longer term.</p> <p>The comments made as part of the public consultation exercise have been reviewed and it is considered that the impact on service users is minimal based on the initial information. However, as detailed proposals are progressed, a more detailed review process would be needed.</p>
	<p><b>Actions required:</b></p>

	<ul style="list-style-type: none"> <li>• Monitoring of the triennial Shopper Attitude Study</li> <li>• More detailed monitoring and review as projects are progressed.</li> </ul>
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<b>9</b>	<p><b>How will the monitoring be evaluated?</b>  <i>(What methods will be used to ensure that the needs of all sections of the community are being met?)</i></p> <p>Section 7 of the Masterplan ‘Delivering and Implementing Change’ sets out the expected/indicative outputs, as well as funding secured and potential costs. Once the Masterplan is adopted, it is proposed that this will form the basis of an Action Plan, with timescales and priorities for delivery. A section on equalities implications and monitoring as schemes progress to a more detailed stage could be included within this Action Plan.</p>
	<p><b>Actions required:</b></p> <ul style="list-style-type: none"> <li>• Include a section on equalities implications and monitoring as part of the Action Plan that will be developed following on from the adoption of the Masterplan as the framework for development in the Caerphilly Basin.</li> <li>• To consider all comments and observations received through the consultation process</li> </ul>

<b>10</b>	<p><b>Have any support / guidance / training requirements been identified?</b>  <i>(Has the EIA or consultation process shown a need for awareness raising amongst staff, or identified the need for Equalities or Welsh Language training of some sort?)</i></p> <p>Officers involved in the preparation and implementation of this document have attended the Council’s Equalities Impact Awareness training and intend to attend additional training on Equality Impact Assessments to aid the development of future EIAs.</p>
	<p><b>Actions required:</b></p> <ul style="list-style-type: none"> <li>• Those officers that will be implementing proposals in the Masterplan to attend additional training on Equality Impact Assessments if they haven’t already.</li> </ul>

<b>11</b>	<p><b>Where you have identified mitigating factors in previous answers that lessen the impact on any particular group in the community, or have identified any elsewhere, please summarise them here.</b></p> <p>It has been highlighted that many of the projects are inter-related, so the delivery of certain proposals may mitigate against the impact of others. However, at this initial stage in the Masterplan process, any potential impacts cannot be fully determined. This will be considered in detail as projects are progressed.</p> <p>However, there will be considerable benefits to particular protected characteristics including i.e. improved transport links, improved retail provision to serve the needs of all groups, more accessible buildings, availability of services to all, the development of fit for purpose housing, including affordable housing built to accessible standards, improved leisure facilities for all.</p>
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<b>12</b>	<p><b>What wider use will you make of this Equality Impact Assessment?</b> <i>(What use will you make of this document i.e. as a consultation response, appendix to approval reports, publicity etc. in addition to the mandatory action shown below?)</i></p> <p>The document will be available on request and will inform the report of public consultation that will be prepared upon completion of the public consultation.</p> <p>The Equalities Impact Assessment will be monitored and updated regularly to ensure that any negative impacts are mitigated.</p>
	<p><b>Actions required:</b></p> <ul style="list-style-type: none"> <li>Regular updates of the EIA as more detail is available on projects.</li> </ul>

<b>Completed by:</b>	Victoria Morgan
<b>Date:</b>	Updated July 2018
<b>Position:</b>	Principal Planner, Strategic Planning
<b>Name of Head of Service:</b>	Rhian Kyte

# CAERPHILLY REGENERATION PROJECT BOARD

Section of wider "Project Assessment Report" - Strategic fit only

## PROJECT ASSESSMENT TOOLKIT - STRATEGIC FIT



**DOES THE PROJECT CONTRIBUTE TO THE 4 KEY THEMES OF THE CCBC REGENERATION STRATEGY?**

Please identify which Theme(s) the Project aligns with\*

**DOES THE PROJECT CONTRIBUTE TO THE WIDER 'STRATEGIC FRAMEWORK' (SF)?**

*NB: All the following 'Objectives' propose to increase prosperity & people's well-being*

Please identify which of the "Strategic Framework Objectives" the project aligns with

SF PROJECT ASSESSMENT\*\*

		Please mark with X			Please mark with X	Score (out of 10)	Weighting (TBD)	TOTAL	RAG Status
<b>1 - SUPPORTING PEOPLE:</b>									
(a) Reducing Inequality			1	Develop a skilled workforce to improve education & skills opportunities for all					
(b) Building capacity and resilience			2	Support a vibrant and sustainable economy					
(c) Create healthier, prosperous and cohesive communities			3	Create a County Borough that supports a healthy lifestyle through equality and inclusion					
			4	Supports people to remain independent and improve their well-being					
			5	Contribute to people & community well-being and quality of life now and in the future					
<b>2 - SUPPORTING BUSINESS:</b>									
(a) Creating Employment opportunities			6	Enable employment, jobs and business growth					
(b) Increasing entrepreneurial activities			7	Encourage innovation & entrepreneurship					
(c) Encouraging innovation									
(d) Improving access to employment									
<b>3 - SUPPORTING QUALITY OF LIFE:</b>									
(a) Providing the right physical environment for our communities that allows them to prosper			8	Address the availability, condition and sustainability of homes throughout the County Borough					
			9	Sustain and enhance the natural and local heritage & culture					
			10	Develop quality places through physical regeneration and infrastructure					
			11	Increase the use of and engagement with the natural environment to improve mental health and physical well-being					
			12	Enhance our destination identity through improved tourism and recreation opportunities					
			13	Develop and sustain the use and application of natural resources and sustainable energy technologies					
<b>4 - CONNECTING PEOPLE &amp; PLACES:</b>									
(a) Improving connectivity locally, regionally & globally			14	Enable connectivity through a modern, integrated and sustainable transport system					
			15	Creates an integrated and sustainable digital "future proofed" network					

Notes:  
 \* A Project must align with **at least 2?** of the Regeneration Strategy Themes to be considered by the Regeneration Project Board.  
 \*\* The 15 Strategic Framework Objectives outlined above align with the key priorities of the Cardiff Capital Region City Deal, Valleys Task Force (VTF) & CCBC Well-Being Objectives. A Project must therefore be of a **Green** RAG Status to be considered by the Project Board.

R A G Key:

R A G Status	Overall Project Score	Notes:
Red	Between ?-?	Rejected: Project Doesn't progress
Amber	Between ?-?	Reserve: Project held in abeyance (subject to review / further info)
Green	Between ?-?	Priority: Project progresses to Project Board



## COUNCIL – 17TH JULY 2018

**SUBJECT: QUESTIONS RECEIVED UNDER RULE OF PROCEDURE 10(2)**

**REPORT BY: INTERIM MONITORING OFFICER**

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### **1. TOWN CENTRE MANAGEMENT**

To the Deputy Leader and Cabinet Member for Economy, Infrastructure and Sustainability from Councillor Kevin Etheridge.

- (1) To ask the Deputy Leader and Cabinet Member with the recent unfilled and deletion of the Assistant Town Centre Manager Post would he provide re-assurance and detailed reasons that all the front line services to all the Town Centres, High Street and Retailers will not be reduced and each town will be protected equally.
- (2) To ask the Deputy Leader and Cabinet Member to provide the terms of reference, timescale and implications of any re-structure in regard to the Town Centres, and how this will affect retailers, and define what consultation has been undertaken with Town Centre Management Committees in each location in this regard and in relation to question 1.
- (3) To ask the Deputy Leader and Cabinet Member to provide a list of services he proposes to reduce, and stop following the removal of one full time post, and will he reconsider this decision within the interests of our Town Centre, and list the consultation undertaken with the local elected members in the Towns and Wards affected prior to this decision being implemented.

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