



Caerphilly County Borough
Local Development Plan up to 2021

AMR Executive Summary 2012

Monitoring Period 1st April 2011 to 31 March 2012

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Contents

| | | |
|---|--|----|
| 1 | Introduction | .2 |
| 2 | A Review of changes to National and Regional policy and guidance and their implications for the LDP. | .2 |
| 3 | Strategic Environmental Assessment/Sustainability Appraisal Monitoring. | .3 |
| 4 | LDP Monitoring | .3 |
| 5 | Mandatory Indicators | .6 |
| 6 | Recommendations | .9 |

1 Introduction

- ES1 Section 76 of the Planning and Compulsory Purchase Act 2004 requires local planning authorities to monitor the implementation of their Adopted LDPs by preparing an Annual Monitoring Report (AMR) that is to be submitted to the Welsh Government (WG) each year. This is the first AMR for the Caerphilly LDP and is required to be submitted to WG by the end of October 2012.
- ES2 The LDP Regulations require that the AMR include:
- A Review of changes to National and Regional policy and guidance and their implications for the LDP
 - SEA/SA Monitoring based on the SEA/SA Monitoring Framework (LDP Appendix 18)
 - LDP Monitoring based on the LDP Monitoring Framework (LDP Appendix 19)
 - Statutory Indicators
 - Recommendation on course of action in respect of policies and the LDP as a whole.
- ES3 In addition to these the AMR will also address any cross boundary issues and any other relevant matters arising from the monitoring period, along with their implications for the LDP.

2 A Review of changes to National and Regional policy and guidance and their implications for the LDP

- ES4 The following documents, which could potentially have implications for the LDP, have been published during the monitoring period and have been reviewed as part of the AMR process:
- Climate Change Strategy for Wales (2010)
 - A Low Carbon Revolution – The Welsh Assembly Government Energy Policy Statement
 - Planning for Renewable and Low Carbon Energy - A Toolkit for Planners (2010)
 - Planning Policy Wales Edition 4 (PPW4)
 - National Transport Plan
 - Sewta Rail Strategy Review & Roll Forward Study

This study identified that reinstating a passenger line between Caerphilly to Newport, via Machen, was feasible and the inclusion and protection of the line in the LDP should be considered. However a planning application for housing, which would prejudice the reinstatement of the line, has been recently refused and is likely to be appealed. Further consideration of this issue should be deferred until the outcome of the appeal is known, or the deadline for appealing has passed.

- ES5 The above documents have not resulted in any significant changes in context for the plan at the present time. Further consideration of the implications of the Sewta Rail Strategy Review & Roll Forward Study may need to be undertaken in subsequent AMRs.

3 Strategic Environmental Assessment/ Sustainability Appraisal Monitoring

- ES6 The SEA/SA monitoring framework sets aspirational targets that reflect the changes to the environment that the Plan could realise. The SEA/SA monitoring considers whether changes are being made toward these identified targets and uses the traffic light symbology to show the results. There are 86 indicators in the SEA/SA Monitoring Framework. For monitoring purposes these have been grouped together into 25 overarching Objectives and the monitoring has been based on these rather than considering each indicator separately.
- ES7 The SEA/SA monitoring realised the following results:
- 0 double negative results
 - 8 single negative results
 - 6 single positive results
 - 3 double positive results
 - 7 neutral results
 - 1 indicator not monitored.
- ES8 Whilst the monitoring realised 8 single negative results, it also realised 6 single positives along with three double positives. The positive results more than balance out the negative results and the fact that three double positive results have been realised, when no double negative effects have, means that SEA/SA monitoring can only conclude that there has been a slight positive effect on the environment. This is backed up by consideration of the individual indicators, which realise a slightly higher number of positive results than negative results.

4 LDP Monitoring

- ES9 The LDP Monitoring process realised four indicators that had reached their trigger points, namely:
- SP8 - Minerals Safeguarding
- The policy seeks to ensure that the plan makes sufficient provision for minerals production. The policy triggered due to the low level of yearly mineral production averaged over the previous 3 years. Mineral production directly reflects minerals demand and it is a significant drop in demand that has caused the policy to trigger, rather than a failure of the policy itself.
- Given that the policy has been triggered by factors beyond the control of the LDP, it is not considered necessary to initiate a review of this policy or the Adopted LDP

- SP17 - Promoting Commercial Development

The policy seeks to ensure that sufficient land is available to facilitate commercial development, particularly in retail centres. The policy has triggered against two indicators:

- Firstly, the policy has triggered by realising a high level of commercial (retail) developments outside of retail centres. In total 9 commercial developments have been approved in the monitoring period, 2 petrol filling stations, 2 used car sales, 1 A3 drive through restaurant, 1 hotel, 1 mixed use development. Of these, only the latter proposals (mixed use development) would be considered to be a town centre use and was part of a regeneration scheme just outside a retail centre. Given this the approved developments are not considered to compromise the policy
- Secondly the policy has triggered due to the lack of commercial development in the Caerphilly Commercial Opportunity Area. Commercial development can be greatly influenced by economic conditions and the economic downturn has had a significant effect in reducing commercial development generally. There has been a reduction in the level of commercial development in the retail centres and vacancy levels in the centres have been rising. The current economic climate is considered to be the factor that has realised the low levels of development and, therefore, the triggered indicator does not identify a failing policy.

Given that the policy has been triggered by factors outside the influence of the LDP, it is not considered necessary to initiate a review of this policy or the Adopted LDP

- SP18 Protection of Strategic Leisure Network

The policy seeks to ensure that sufficient levels of open and play space are maintained to meet the needs of the county borough communities. The policy has triggered because of a lack of development of new play facilities through S106 agreements. More specifically the policy triggered because less than four facilities had been realised over the past 3 years. It is recognised that planning application numbers have fallen significantly since the beginning of the economic downturn and the number of large applications, particularly housing applications, have reduced even further. Given this the potential to realise new facilities is becoming increasingly reduced and has resulted in the low levels of provision that have triggered the policy. It should be noted, however, that 3 facilities were actually delivered within the monitoring period and, as such, the indicator is on the limit of the trigger level and is likely to not to trigger in subsequent AMRs.

Given that the policy has been triggered by factors beyond the control of the LDP, and that the policy has been triggered by the smallest of margins, it is not considered necessary to initiate a review of this policy or the Adopted LDP

- SP20 Road Hierarchy

This road establishes the hierarchy of roads, which is used to determine the appropriate use of roads for the efficient and effective movement of traffic. The policy has triggered because the monitoring has realised one highway link that is congested, which does not have a corresponding improvement scheme aimed at relieving the congestion. The particular link is along the Caerphilly Northern Bypass, is only just above the congestion threshold and this is the first time it has realised congested status. By contrast the overall number of congested links has reduced when compared to those identified in the practice run. In addition to this the overall traffic levels in the Caerphilly Basin reduced in the monitoring period. Given this the most appropriate course of action is considered to be monitoring the situation and see if the traffic reduction in the Caerphilly basin continues, which is likely to reduce the traffic levels on this link and reduce it below the trigger point. If not consideration will need to be given to identifying an improvement scheme for the link.

Given the above, it is not considered necessary to initiate a review of this policy or the Adopted LDP at this time.

ES10 With the exception of the issue of the reinstatement of the Caerphilly-Machen-Newport rail line, no information has been identified that indicates that policies in the LDP are not being implemented.



5 Mandatory Indicators

ES11 Paragraph 9.5.4 of the LDP Manual identifies a set of 12 indicators that must be included in the AMR. There is no requirement for the interpretation or consideration of these indicators as part of the AMR. However, the information required for these indicators is already embedded into the SEA/SA and LDP Monitoring Frameworks and is considered as part of the overall monitoring process. The information in respect of the mandatory indicators is included as Appendix 1 to this document.

| Appendix 1 - New Dwelling Completions – Private /Affordable Split and Housing land Supply | | | | | | |
|---|--------------------------------------|--------------------------------------|--------------------------------------|--------------------------------------|--------------------------------------|-------|
| | 2006 JHLAs Apr 2005 - Mar 2006 | 2007 JHLAs Apr 2006 - Mar 2007 | 2008 JHLAs Apr 2007 - Mar 2008 | 2009 JHLAs Apr 2008 - Mar 2009 | 2010 JHLAs Apr 2009 - Mar 2010 | Total |
| Private Sector | 576 | 852 | 646 | 308 | 250 | 2632 |
| H.A. Public | 0 | 0 | 11 | 79 | 50 | 140 |
| Total | 576 | 852 | 657 | 387 | 300 | 2772 |
| Land Supply (Residual method) | 13.2* | 17.3* | 22.5* | 21.2* | 14.2* | |
| Figures taken from Joint Housing Land Availability Studies | | | | | | |
| * Figures realised under the Caerphilly UDP (LDP Adopted November 2010) | | | | | | |



| Indicator | | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | |
|-----------|---|---|--------|------|------|------|------|--|
| M1 | The housing land supply taken from the current Housing Land Availability Study (TAN 1); (years) | 14.2 | | | | | | |
| M2 | The number of net additional affordable and general market dwellings built in the LPA's area (TAN 2). | 50 | | | | | | |
| | | 199 | | | | | | |
| M3 | Net employment land supply/development (ha/sq m.); | 101.9 | | | | | | |
| | | 3.72 | | | | | | |
| M4 | Amount of development, including housing, permitted on allocated sites in the development plan as a % of development plan allocations and as % of total development permitted (ha and units); | %age development on LDP Allocations as %age of Total Allocations (area ha) | 2.43% | | | | | |
| | | %age development on LDP Allocations as %age of Total Development (area ha) | 30.76% | | | | | |
| | | %age of Housing development on LDP Allocations as a %age of Total Housing Allocations (area ha) | 0.26% | | | | | |
| | | %age of Housing development on LDP Allocations as a %age of Total LDP Allocations (area ha) | 0.05% | | | | | |
| | | %age of Housing development on LDP Allocations as a %age of Total Housing Development (area ha) | 4.33% | | | | | |
| | | %age of Housing development on LDP Allocations as a %age of Total Development (area ha) | 0.64% | | | | | |
| | | %age of housing units on LDP Allocations as a percentage of Total Number of Units Developed | 82.17% | | | | | |
| | | %age of housing units on LDP Allocations as a percentage of Total Housing Allocations Units | 4.42% | | | | | |

| Indicator | | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | |
|-----------|---|--|-------|------|------|------|------|--|
| M5 | Average density of housing development permitted on allocated development plan sites; | 30.7/Ha | | | | | | |
| M6 | Amount of new development (ha) permitted on previously developed land (brownfield redevelopment and conversions) expressed as a percentage of all development permitted; | 77.44% | | | | | | |
| M7 | Amount of major retail, office and leisure development (sq m) permitted in town centres expressed as a percentage of all major development permitted (TAN 4); | 39.0% | | | | | | |
| M8 | Amount of development (by TAN 15 paragraph 5.1 development category) permitted in C1 and C2 floodplain areas not meeting all TAN 15 tests (paragraph 6.2 i-v); | Emergency Services (number of developments) | 0 | | | | | |
| | | Highly Vulnerable Development (number of developments) | 6 | | | | | |
| | | Less Vulnerable Development (umber of developments) | 5 | | | | | |
| M9 | Amount of waste management capacity permitted expressed as a percentage of the total capacity required, as identified within the Regional Waste Plan (TAN 21); | Greenfield Land Lost to Development (Hectares) | 12.46 | | | | | |
| | | Open Space lost to development (Hectares) | 13.37 | | | | | |
| M10 | Amount of waste management capacity permitted expressed as a percentage of the total capacity required, as identified within the Regional Waste Plan (TAN 21); | The authorities are working together to bring forward regional facilities that will meet all of their requirements, although the facilities will be provided outside f the county borough. In any event the LDP includes 10.4 hectares of land to accommodate the future capacity requirements of the county borough | | | | | | |
| M11 | The extent of primary land-won aggregates permitted in accordance with the Regional Technical Statement for Aggregates expressed as a percentage of the total capacity required as identified in the Regional Technical Statement (MTAN); | 186.1% | | | | | | |
| M12 | The capacity of Renewable Energy developments (MW) installed inside Strategic Search Areas by type (TAN 8). | There are no Strategic Search areas within the County Borough. Consequently this Indicator will not be monitored | | | | | | |

ES11 This Report does not identify any policies that require amendment as well as identifying that the Strategy is being implemented. The report does raise one issue that will need to be monitored and considered in subsequent Annual Monitoring Reports. Therefore the Annual Monitoring Report for 2011 concludes and recommends as follows:

1. **No changes be made in respect of the LDP Policy Framework or the LDP strategy**
2. **The following issue be flagged for continued monitoring and consideration in subsequent AMRs:**
 - **the potential for reinstatement of passenger services along the Caerphilly-Machen-Newport rail line.**



