

Deposit Replacement Caerphilly County Borough
Local Development Plan up to 2031

WRITTEN STATEMENT

JANUARY 2016

Amnewidiad Adneuo Cynllun Datblygu Lleol
Bwrdeistref Sirol Caerffili Hyd at 2031

DATGANIAD YSGRIFENEDIG

IONAWR 2016



FOREWORD

Many people do not like change, but change is inevitable as communities evolve over time, the economy changes and diversifies, and development pressure on our valuable countryside increases from our need to identify land for new homes and jobs to our quest to find sustainable sources of energy generation to mitigate climate change. There is no doubt that Caerphilly is changing and we need to ensure that those changes are delivered sensitively and do not compromise those aspects of the area that are valued by our citizens.

Caerphilly County Borough Council is committed to a plan-led approach to new development. In November 2010, we became the first Unitary Authority in Wales to adopt a Local Development Plan. The Caerphilly County Borough Local Development Plan up to 2021 (LDP) identified land for essential new development to meet the social and economic needs of residents and business within the area. In October 2013 the Council resolved to review that plan in order to maintain an up to date policy framework. The new Replacement Caerphilly County Borough Local Development Plan (Replacement LDP) will cover the period up to 2031 and when adopted it will supersede the existing adopted LDP.

This 'Deposit' document represents a key stage in the preparation of the Replacement LDP. It has been based on an extensive evidence base of specialist social, economic and environmental studies, and on the information gathered from the community's response to the Draft Preferred Strategy that was the subject of public consultation in early 2015. I would like to thank all of the members of the public and stakeholders and in particular the Caerphilly Business Forum that took the time to participate in this early stage of plan preparation, which has been critical in shaping this Deposit Replacement LDP. An initial Consultation Report, which outlines how comments on the Draft Preferred Strategy have influenced the plan, accompanies this document.

The Deposit Replacement Caerphilly County Borough Local Development Plan up to 2031 (Deposit Replacement LDP) presents the Council's new Development Strategy to guide development up to 2031. It is significantly different from that of the Adopted LDP and reflects more closely the relationship of Caerphilly with Cardiff and Newport and also our position within the wider Cardiff Capital Region. It aims to create a sustainable network of towns and villages throughout Caerphilly that can capitalise on the County Borough's position in the heart of the Cardiff Capital Region and outlines proposals for key areas of planned change, important sites for protection and specific sites to be used for particular purposes for example employment, housing, education etc. Importantly it also identifies key pieces of infrastructure (local and strategic) necessary to support the planned development of the area.

This is an exciting time. We have the opportunity to shape the way in which our area will grow for decades to come. We must therefore ensure that the planning decisions we take now, not only improve the sustainability and well-being of Caerphilly now but also for future generations. This is your opportunity to get involved in shaping the future direction of growth in the county borough, please take the time to make your views known so that we can take them into account.

Councillor K James
Cabinet Member, Regeneration, Planning & Sustainable Development

Caerphilly County Borough Council

This publication is available in Welsh, other languages or formats on request.
Mae'r cyhoeddiad hwn ar gael yn Gymraeg ac mewn ieithoedd neu fformatau eraill ar gais.

PREFACE

The preparation of the Local Development Plan has taken place over a number of years and has been prepared using the base date of 2011.

The Planning system is dynamic and during this plan preparation period, development would have continued to take place on the ground and policy documents would have been produced, updated and revised. However the statutory framework for the preparation of the Plan identifies the Deposit Plan to be the point at which the Council publishes its complete plan.

After publication of the Deposit Plan, the only changes that can be made to it are those recommended by the Inspector in his/her Report of Examination. There is no provision in the statutory framework for the Council to make changes to the plan itself.

As a result the plan context reflects the circumstances that prevailed at the time of the publication of the Deposit Replacement Local Development Plan in 2016. Consequently there will be matters that are outdated, although this does not materially affect the policy content of the plan.

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DEVELOPMENT PLAN PROCESS

INTRODUCTION

0.1 The Local Development Plan is the statutory framework for the development and use of land within Caerphilly County Borough. Caerphilly County Borough Council adopted its first Local Development Plan in 2010 and when adopted this document will formally replace the Caerphilly County Borough Local Development Plan up to 2021 (November 2010) and provide the land use policy framework for decision making up to 2031. This introduction outlines the role of the Plan, its relationship to other strategies and guidance, and the consultation process.

The Development Plan and the Planning System

- 0.2** The Town and Country Planning system is designed to regulate the development and use of land in the public interest. It seeks to reconcile the development needs of the population with the wider environmental concerns for the conservation of the man-made and natural environment. It also aims to ensure that the most efficient use is made of limited land resources, whilst at the same time stimulating the local economy, for the benefit of present and future generations.
- 0.3** The Planning and Compulsory Purchase Act 2004 requires the Council to prepare a Local Development Plan (LDP) for the County Borough to act as the framework for the control of the development and use of land within its administrative boundary. The Planning (Wales) Bill (Part 2) proposes an evolution of the current development plan system, seeking to make improvements based on experience gained since the 2004 Act was introduced. A new pan-Wales planning framework, comprising Planning Policy Wales (PPW) and the National Development Framework (NDF) are to be produced by Welsh Government by 2019. At a regional level, Strategic Development Plans with an anticipated adoption date of 2021 are proposed, to provide a coherent approach to the consideration and reconciliation of strategic cross boundary issues.
- 0.4** To complement this new approach, LDPs in their current form will no longer be required, rather they will be replaced by 'light – touch' LDPs, primarily dealing with site allocations and development management policies. In the intervening period local planning authorities still have a duty to keep all matters within their area under review and to this end the Deposit Replacement Caerphilly County Borough Local Development Plan up to 2031 (Replacement Deposit LDP) will provide the development strategy and policy framework for the development and conservation needs of the County Borough for the period up to 2031. It is anticipated that this will be the last LDP that Caerphilly will produce in the current form as in future the policy framework will be provided by the SDP and a new LDP Light.
- 0.5** The focus of the Deposit Replacement LDP is to be clear, transparent, concise and accessible to the public.
- 0.6** The preparation of the Deposit Replacement LDP has had regard to European legislation and national planning policy. Various background reports and other technical data referred to as the 'Evidence Base' have informed the Plan's development strategy, policies and proposals.
- 0.7** As a part of the process the Council has engaged with residents, service users, stakeholders and partners in a meaningful and cost effective way.

The Local Development Plan Purpose

0.8 The purpose of the Replacement Deposit is to:

- Provide an up to date practical and detailed basis for the control of the development and use of land through the development management system. It will provide potential developers with a clear indication of the type and location of development, which the County Borough Council would accept and encourage, and an equally clear indication of the circumstances in which development will be resisted.
- Afford protection to the natural and built environment to ensure that in the long term the most valuable aspects of the natural and built environment are conserved for the benefit of future generations.
- Provide an incentive to developers by allocating land for particular types of development, thus stimulating the use and development of land. The Plan, therefore, has a promotional role in the development of the County Borough and provides a framework for investment decisions.
- Bring local and detailed planning issues before the public. The Deposit Replacement LDP provides a clear indication of the likely land-use changes within the County Borough, and how those changes are likely to affect specific interests. Arrangements are made for people and organisations to comment on the policies and proposals in the Plan and so influence its content.

0.9 The Deposit Replacement LDP covers all types of development and use of land. It is concerned with land-use issues and spatial planning, rather than the management of land and/or development priorities or programmes.

National Legislation and Guidance

0.10 In Wales, planning policy and the implementation of primary legislation has been devolved to the Welsh Government (WG). While there are many similarities to the guidance in England, the systems do diverge however, and Westminster guidance is not directly applicable in Wales, except for matters that relate to England and Wales together or to the UK as a whole.

0.11 In preparing its Replacement Deposit LDP, the Council remains committed to placing sustainable development at the heart of decision-making and policy formulation. As such regard has been had to the Planning (Wales) Act, the Well-being of Future Generations (Wales) Act and the emerging Environment (Wales) Bill and Historic Environment (Wales) Bill. Further, due consideration has been given to Welsh Government Strategies and Guidance, including:

- The Wales Spatial Plan
- National Transport Plan
- Towards Zero Waste - One Wales: One Planet
- Vibrant and Viable Places
- National Planning Policy:
 - Planning Policy Wales (PPW)
 - Minerals Planning Policy Wales (MPPW)
 - Technical Advice Notes (Wales) (TANs) (a series)
 - Minerals Technical Advice Notes (Wales) (MTANs) (a series)
 - Planning Circulars (a series)

Regional Collaboration

0.12 Collaboration on matters of greater than local significance or on issues that impact on more than one local authority is critical to the

soundness of the Deposit Replacement LDP. In December 2011, South East Wales Regional Partnership Board comprising the Leaders of the ten local authorities in SE Wales asked the Directors of Environment and Regeneration to establish a task and finish group to research, critically evaluate and advise on the essential requirements to establish its vision for ***South East Wales: a thriving region, visible internationally and distinctively Welsh.***

0.13 As an integral part of this work the South East Wales Directors of Environment and Regeneration Group (SEWDERG) have sought to co-ordinate and build upon existing work in order to ensure that the best use is made of finite resources. In many ways, South East Wales is already operating as a city region, albeit not formally constituted as such. There is a high degree of interdependence and cooperation between the local authorities and a proven track record (historically) of working closely together through regional working groups such as South East Wales Transport Alliance (Sewta), South East Wales Regional Housing Forum (Sewrhf), South East Wales Strategic Planning Group (Sewspg) and South East Wales Economic Forum (Sewef).

0.14 The publication of the SE Wales Regional Strategic Framework entitled *Delivering a Future with Prosperity*, represents a critical stage in regional working, and as well as taking forward the collaborative agenda of the local authorities, it sets out priorities to complement and support key Welsh Government policies and initiatives, for example in relation to tackling poverty, implementing regeneration initiatives, securing economic development, effective planning, affordable housing, efficient and accessible transport and excellent connectivity in its widest sense.

0.15 This collaboration is maturing and work is being progressed by the 10 local authorities in SE Wales to develop a City Deal for the Cardiff Capital Region. Key priorities for the City Deal will be to secure greater investment in new

and improved infrastructure for the region and measures to tackle poverty and bolster the economic recovery of the South Wales Valleys, including Caerphilly.

0.16 Further the Planning (Wales) Act 2015 sets out the process for establishing and preparing a Strategic Development Plan (SDP) for the region. Collaboration on the preparation of the SDP for South East Wales is at a very early stage and the Deposit Replacement LDP will precede this work being undertaken. Nevertheless the Council has ensured that the strategies and views of neighbouring local planning authorities have been taken into account in the preparation of the Deposit Replacement LDP and that cross boundary issues and issues of greater than local significance have been given due consideration and are properly addressed in the plan.

Plan Preparation Procedure and Delivery Agreement

0.17 Guidance on preparation procedures can be found in the following:

- Local Development Plan Manual, Edition 2
- The Planning and Compulsory Purchase Act, 2004, Part 6.
- The Town and Country Planning (Local Development Plan) (Wales) Regulations 2005 – (“the LDP Regulations”) ¹.
- The Town and Country Planning (Local Development Plan) (Wales) (Amendment) Regulations 2015 – (“the LDP Regulations”) ².
- Planning Policy Wales latest edition (Welsh Government).
- Planning Your Community (Public Guide to Local Development Plans [2006]) (Welsh Government).
- Local Development Plan Examinations: Procedure Guidance [2015] (the Planning Inspectorate Wales).

- LDPs: Preparing for submission – Guidance for Local Planning Authorities” [2015] (the Planning Inspectorate Wales).
- The statutory requirements for Strategic Environmental Assessment (SEA), Sustainability Appraisal (SA) and Habitats Regulations Assessment (HRA).

0.18 The Local Development Plan has been prepared in accordance with the WG approved Delivery Agreement (DA) which contains the following:

- The Community Involvement Scheme (CIS), and
- The timetable for the preparation of the Plan

0.19 The CIS sets out the Council’s principles, strategy and mechanisms for early and continuous community and stakeholder engagement throughout the LDP process. This is a fundamental element of the development plan system. These principles ensure that community involvement carried out by, or on behalf of, the Council is done in a way that is consistent, coherent and co-ordinated. The Council has complied with the requirements for community engagement set out in the CIS.

0.20 The Council’s project management timetable details the various stages of the preparation of the Deposit Replacement LDP, how the process of plan preparation has been project-managed and the resources that have been required at each stage.

Sustainability Appraisal (SA), Strategic Environmental Assessment (SEA), and Habitat Regulations Assessment (HRA)

0.21 Under Section 62 (6a) of the Planning and Compulsory Purchase Act 2004, local

authorities are required to carry out a Sustainability Appraisal (SA) of development plans. The SA balances economic and social justice criteria with environmental issues. In addition, the EU’s Directive (2001/42/EC) Strategic Environmental Assessment (SEA) requires that protection of the environment be given a high priority in the preparation of development plans. The SA and SEA can be handled in one assessment process, as the SEA forms an integral part of the SA.

0.22 The SEA/SA process ensures that sustainability is at the heart of decisions at every stage of plan preparation. The purpose of the SEA/SA is to appraise the social, environmental and economic effects of LDP proposals and policies to ensure that they accord with the principles of sustainable development as well as improving the environmental performance of the Plan as a whole.

0.23 The following SEA/SA reports have been prepared and are published for consultation purposes, alongside the Deposit Replacement LDP:

Part One

- The Scoping Report
- The Review of Relevant Plans, Programmes and Policies
- The Assessment of the Preferred and Alternative Strategies

Part Two

- The Environmental Report
- The Habitats Regulation Assessment

0.24 The European Habitats Directive (92/43/EEC) requires a habitats regulation assessment (HRA), encompassing an appropriate assessment (AA), to be undertaken for any

¹ As amended, including by The Town and Planning (Local Development Plan) (Wales) (Amendment) Regulations 2015 (“the 2015 Amendment Regulations”)

² As amended, including by The Town and Planning (Local Development Plan) (Wales) (Amendment) Regulations 2015 (“the 2015 Amendment Regulations”)

plan or project that may have an effect, either individually or in combination with other plans or projects, on a European designated site. European designated sites are defined as Ramsar sites (wetlands of international importance) Special Protection Areas for birds (SPAs) and Special Areas of Conservation (SACs). Whilst there are no Ramsar sites or SPAs in the County Borough, Caerphilly has one SAC, namely Aberbargoed Grasslands.

- Section A The Development Strategy
- Section B County-Wide Policies
- Section C Allocations and Designations

Tests of Soundness

0.25 As an integral part of the development plan system it is the responsibility of the appointed independent Inspector to consider the soundness of the Development Plan as a whole during the Examination into the Plan. A straightforward interpretation of “sound” is that the plan is: 1) consistent with other plans, 2) appropriate for the area having regard to the evidence, and 3) is likely to be effective. A self assessment in respect of the soundness of the Deposit Replacement LDP has been undertaken and can be viewed at www.caerphilly.gov.uk

0.26 To ensure that time is not spent examining in detail a plan that is procedurally unsound the Inspector will carry out an early screening of the Deposit Replacement LDP to ensure that it has been prepared in accordance with the Delivery Agreement including the Community Involvement Scheme. It is in the Council’s interest therefore to ensure that the Delivery Agreement including the Community Involvement Scheme has been adhered to throughout the plan preparation process. It is also the responsibility of all stakeholders in the process to facilitate the process by meeting the requirements made of them as outlined in the Delivery Agreement.

Form of the Plan

0.27 The Deposit Replacement LDP comprises three parts:

0.28 **Section A** comprises a written statement that presents the Council’s new Development Strategy and the strategy policies that will deliver it over the plan period. In this respect, Section A indicates: the general provision to be made for housing, employment, retail and transport throughout the plan period; defines the settlement strategy and the road hierarchy; provides an indication of where improvement and protection of the strategic highway, leisure and infrastructure network will be pursued and provides an indication of the areas within the County Borough where policies for restraint will be appropriate. Section A identifies the broad Aims of the Plan and provides the Objectives that need to be met to achieve these Aims.

0.29 **Section B** comprises the criteria-based policies against which development proposals submitted as planning applications across the **whole** of the County Borough will be determined.

0.30 **Section C** contains the site-specific allocations where development is expected to locate, and where land use protection areas are to be found. The realisation of these land allocations within the lifetime of the Plan will ensure the success of the development strategy.

0.31 At the end of Section C there is a list of **Appendices** providing supporting information to the main body of the Deposit Replacement LDP text. These Appendices form part of the plan and have been referenced throughout the main document as appropriate.

0.32 The **Proposals Map** shows the geographical location and extent of the site-specific development and protection policies that are designated within the Deposit Replacement LDP.

0.33 Alongside the Plan, a Constraints Map has been produced which shows the geographical location and extent of constraints to development arising outside of the Deposit Replacement LDP. It includes the location of features such as sites of special scientific interest, conservation areas and flood plains. Although the Constraints Map is not part of the Deposit Replacement LDP the Council will also have regard to these factors where relevant in the consideration of development proposals. The matters shown on the Constraints Map are in some cases designations by statutory bodies other than the Council, and may be subject to change. The Council Web Site will host the dynamic Constraints Map, which will illustrate the up-to-date data at www.caerphilly.gov.uk.

0.34 The Deposit Replacement LDP should be read as a whole, many of the Plan's objectives, strategies and policies are crosscutting and inter-related. Decisions on development proposals will have regard to the relevant policies in the Plan and the requirements of National Planning Policy.

Supporting Documents and Strategies

0.35 The Deposit Replacement LDP is the only document that the planning authority is statutorily required to produce as the framework of the land-use element of the planning system. However, the planning system is far more than a development management framework. It also has a major role in community regeneration, environmental improvement, setting quality standards and encouraging development. The Deposit Replacement LDP is designed to be part of a package of documents and strategies that support and strengthen each other.

0.36 There are three types of supporting document:

- **Background Papers** which set out the detailed information and reasoning behind the policies and proposals

(for example: Topic based Papers and documents detailing the SA / SEA / HRA processes)

Supplementary Planning Guidance:

- **Action Plans** which set out a framework for the development of and improvement to specific locations linking management proposals and action programmes to the land-use framework in the Deposit Replacement LDP (Town Centre Action Plans, Local Action Plans, Conservation Area Enhancement Plans)
- **Design Guides/Development Guides** which set out in detail the standards which development conforming to the policy criteria of the Deposit Replacement LDP must adhere to (Obligations SPG, Development Design Guides, Site Development / Design Briefs and Conservation Area Design Guides)

0.37 Supplementary Planning Guidance (SPG) will be produced and will be the subject of appropriate public consultation. SPG is not part of the Deposit Replacement LDP itself. Where appropriate, cross-reference is made to supporting documents, which should be read in conjunction with the land-use policies and proposals so that advice and guidance is both clear and complete.

The Status of the Document and Cancellations

0.38 The Replacement LDP will become operative on the date it is adopted by the Council for the purposes of Section 38(6) of the Planning and Compulsory Purchase Act 2004. As a consequence of the adoption of the Replacement LDP the Caerphilly County Borough Local Development Plan up to 2021 (Adopted November 2010) will be cancelled.

NATIONAL AND REGIONAL CONTEXT

DELIVERING SUSTAINABLE DEVELOPMENT

National Context

0.39 Since the ground-breaking duty in the Government of Wales Act put Sustainable Development at the heart of devolution, Wales has taken a distinctive path to development. In the time since devolution in 1999, sustainable development has grown in strength, with increasingly widespread recognition and growing numbers of successful examples of its application in all sectors.

0.40 The Welsh *Government's Programme* for Government reinforces the importance of sustainable development's place as the core principle in defining the best development path for Wales. In addition, it commits to ensuring that all the Government's policies and programmes reflect this central commitment to sustainable development.

0.41 The Welsh Government is committed to further strengthening sustainable development's place in the Welsh constitution and has introduced legislation via the Well-being of Future Generations (Wales) Act 2015 to embed sustainable development as the central organising principle of the wider public service in Wales. The Welsh Government considers that enshrining sustainable development as the central organising principle, not just of the Welsh Government, but of the wider public service in Wales will further reinforce this commitment. The aim is to ensure that in pursuit of a better long term future, the best possible decisions are made that achieve the maximum possible long term benefits to the economic, social and environmental well-being of Wales, within environmental limits.

Planning and Compulsory Purchase Act 2004

0.42 The Planning and Compulsory Purchase Act 2004 requires the Local Planning Authority, in this case, Caerphilly County Borough Council, to prepare a Local Development Plan (LDP) for the whole of the County Borough. The development plan should provide a positive framework for sustainable and quality development, which enables the provision of homes and economic investment, whilst protecting all that is best in the local environment. The Council must therefore exercise its strategic planning function with the objective of contributing to the achievement of sustainable development.

0.43 In line with statutory requirements, the Council formally adopted the Caerphilly County Borough Local Development Plan Up to 2021 (LDP) on the 23 November 2010. In October 2013 the Council resolved to review that plan in order to maintain an up to date policy framework. The new *Replacement Caerphilly County Borough Local Development Plan (Replacement LDP)* will cover the period up to 2031 and when adopted it will supersede the existing adopted development plan.

Planning (Wales) Act

0.44 The Planning (Wales) Act became law on 6 July 2015. The Act will deliver a planning system which is fair, resilient and enables development, helping to create sustainable places where citizens have improved access to quality homes, jobs and infrastructure, whilst protecting our most important built and natural environments and supporting the use of the Welsh language.

0.45 The act puts in place delivery structures, processes and procedures to make Wales' planning system fit for the 21st century.

The benefits of the act include:

- providing a modern delivery framework for the preparation of development plans and planning decisions, including allowing Welsh Ministers to decide a limited number of planning applications in defined circumstances
- strengthening the plan-led approach to decisions on planning applications by providing a legal framework for the preparation of a National Development Framework and Strategic Development Plans
- improving collaboration by allowing the Welsh Ministers to direct local planning authorities to work together and for local planning authorities to be merged
- improving engagement with communities by introducing a statutory pre-application consultation process for significant planning applications
- modernising the planning enforcement system so that breaches of planning control can be dealt with quickly.

National Planning Policy and Guidance

0.46 In producing the Deposit Replacement LDP the Council must have regard to national planning policies. The Welsh Government's national land use planning policies are set out in Planning Policy Wales and Minerals Planning Policy Wales supplemented by Technical Advice Notes (TANs), Minerals Technical Advice Notes (MTANs) and Circulars. Taken together these national planning policies set out the planning framework to help achieve sustainable development.

Minerals Planning Policy

0.47 Mineral Planning Policy Wales (MPPW) sets out the land use planning policy of the Assembly Government in relation to mineral extraction and related development in Wales, which

includes all minerals and substances (including onshore oil, gas and coal bed methane) in, on or under land, extracted either by underground or surface working. MPPW is supplemented by Mineral Technical Advice Notes (MTANs).

Repetition of National guidance

0.48 In accordance with guidance contained in Planning Policy Wales, LDPs should have regard to national planning policies, but they should not repeat them. It should be noted therefore that the Deposit Replacement LDP only provides the policy framework for issues of a locally distinct nature. **Development Proposals that do not present specific locally distinct issues will be assessed in accordance with the requirements of National Planning Policy.**

0.49 Caerphilly County Borough Council is the Mineral Planning Authority with responsibility for planning control over minerals exploration and working within the County Borough. The Council considers that, on minerals issues, national policy and guidance is sufficiently clear and therefore will be relied upon in the determination of planning applications in relation to mineral extraction and related development, in conjunction with any relevant countywide policies and site-specific policies contained within the Deposit Replacement LDP.

0.50 National policy and guidance, taken together with the policies in the Deposit Replacement LDP, set out the planning framework for Caerphilly County Borough. It is important to remember that policies are interrelated and must be read together to understand their combined effect upon a planning proposal.

People and Places: The Wales Spatial Plan

0.51 The Wales Spatial Plan (WSP), approved by the Welsh Assembly in 2004 (Updated in 2008), provides a broad strategic framework for development and other plans. The National Development Framework for Wales (NDG) when prepared will supersede the WSP.

0.52 The WSP divides South East Wales functionally into three zones. The City and Coast zone includes the M4 corridor and the cities of Cardiff and Newport, just south of Caerphilly County Borough. The central zone, termed the Connections Corridor, links the prosperous City and Coast zone to deprived communities in the Heads of the Valleys Plus zone.

0.53 The bulk of the County Borough, containing over 80% of the population, lies in the Connections Corridor, with the remainder in the Heads of the Valleys zone. The Deposit Replacement LDP carries this sub-division further by defining a 'Southern Connections Corridor' (SCC) comprising Caerphilly Basin and Lower Islwyn in which development pressures from Cardiff and Newport are strongest where the environment is under particular pressure, and a 'Mid Valleys Corridor' (MVC) where the County Borough's major conurbation is situated and where the capacity for economic growth is greatest.

0.54 The WSP identifies 'Key Settlements' in each of the six areas of Wales. These key settlements are seen as locations for growth and for the provision of services and employment for the wider catchment areas they serve. Unlike the other five areas of Wales, the South East Area section of the WSP does not identify all the key settlements in the region but only the 14 'primary' key settlements. These include Caerphilly and Blackwood, which are referred to in the Deposit Replacement LDP as Sub Regional Principal Towns.

0.55 The Deposit Replacement LDP develops the WSP strategy in more detail by identifying a further three important Key Settlements (Bargoed, Ystrad Mynach and Risca) in addition to Caerphilly and Blackwood. For the purposes of the plan, these settlements have been termed 'Sub Regional Principal Towns' and 'Principal Towns'. The Plan also identifies four other centres, equivalent to WSP 'Local Centres', namely Newbridge, Nelson, Bedwas and Rhymney.

0.56 The other five area sections of the WSP also grouped related and complementary Key Settlements into 'hubs' offering a wider range of facilities and greater economic potential than the individual settlements on their own. The Deposit Replacement LDP identifies such a 'hub' in the Mid Valleys Corridor that encompasses Blackwood, Ystrad Mynach, Bargoed and Newbridge, together containing a population of approximately 75,000.

Turning Heads - A Strategy for the Heads of the Valleys (2006)

0.57 The Heads of the Valleys Strategy sits firmly within the context of the Wales Spatial Plan and has provided the broad framework for change within the Heads of the Valleys Area. The Strategy was developed around five priority themes:

- An attractive and well-used natural historic and built environment
- A vibrant economic landscape offering new opportunities
- A well-educated, skilled and healthier population
- An appealing and coherent tourism and leisure experience
- Public confidence in a shared brighter future

0.58 The Heads of the Valleys Strategy Area includes the Upper Rhymney Valley and the Upper Sirhowy Valley areas encompassing the settlements of Princetown, Rhymney, Abertyswg, Pontlottyn, Fochriw, Deri, New Tredegar, Bargoed, Aberbargoed, Gilfach, Argoed, Markham and Hollybush. The development strategy for the Plan harnesses and exploits the opportunities afforded to the north of the County Borough brought about by the Heads of the Valleys Strategy.

Vibrant and Viable Places (2013)

0.59 Vibrant and Viable Places (VVP) sets out the Welsh Government National Regeneration Framework that seeks to establish a more

integrated way of reversing economic, social and physical decline throughout Wales. Its vision for the future is that:

“Everybody in Wales should live in well-connected vibrant, viable and sustainable communities with a strong local economy and good quality of life.”

- 0.60 It promotes amongst other things a place-based approach to regeneration to create successful physical and environmental improvements to an area. It recognises that settlements are key to regeneration and that there is a growing need for town centre regeneration to create developmental hubs that can have a wider economic impact, providing a place of employment, leisure activity and the location of public services, the promotion of cultural activities, the nurturing of civic identity, to provide the community and visitors with an enriched town environment. The vision is for diversified town centres in which retailing constitutes a key element of the offer but is supported by learning, health and leisure facilities providing multiple reasons for town centre footfall.
- 0.61 The Deposit Replacement LDP develops this strategy by identifying five Principal Towns (Blackwood, Caerphilly, Bargoed, Ystrad Mynach and Risca) and four Local Centres (Newbridge, Nelson, Bedwas and Rhymney) based on their functions as major employers, retail centres, providers of services and centres of population.
- 0.62 The VVP recognises that transport plays a central role in terms of influencing where people live and work, their leisure options, and their opportunities to interact with friends, family and the wider community. An effective, accessible and affordable transport system therefore is identified as a key building block of the Welsh Government regeneration framework.
- 0.63 The Deposit Replacement LDP develops and builds on the excellent work undertaken over

the last decade to enhance the connectivity and efficiency of the transportation network. It identifies and safeguards land to enhance and facilitate the provision of a networked transportation system through the Metro Concept that will increase the connectivity of the area to the Cardiff Capital Region and beyond.

Regional Policy Context

Delivering a Future with Prosperity: SE Wales Regional Strategic Framework (October 2013)

- 0.64 The publication of the SE Wales Regional Strategic Framework entitled *Delivering a Future with Prosperity*, represents a critical stage in regional working, and as well as taking forward the collaborative agenda of the local authorities, it sets out priorities to complement and support key Welsh Government policies and initiatives, for example in relation to tackling poverty, implementing regeneration initiatives, securing economic development, effective planning, affordable housing, efficient and accessible transport (The Metro) and excellent connectivity in its widest sense. The Deposit Replacement LDP provides the development strategy and policy framework for the necessary developments associated with the delivery of the agreed strategic priorities for the region in terms of Place, Business Support and & Development and People and Skills.

Strategic Development Plan – Cardiff Capital Region

- 0.65 In future the LDP for the County Borough will be required to be in conformity with the relevant Strategic Development Plan (SDP). Where an SDP covers an LDP area, the LDP will need to be rationalised so that it only focuses on local matters, particularly site specific allocations, in accordance with the scale and location of growth set out in the SDP and local development management policies. Issues such as the overall level of housing,

employment, retail provision and strategic sites will have already been addressed in the SDP and will not need to be repeated. In future that will result in a much slimmer LDP in both scope and content and it is anticipated that there will be a reduction in the time associated with plan preparation and review.

- 0.66 Welsh Government has indicated that a pre-requisite for the preparation of SDPs will be comprehensive coverage in the region of adopted LDPs. This is likely to take time given that a number of authorities in the region, most notably Cardiff, have yet to adopt their development plan. In the interim, it is important that Caerphilly County Borough continues to ensure that there is an up to date planning policy framework against which to take informed decisions on planning matters in order to stimulate economic growth and afford certainty to stakeholders and the development industry.

Regional Transport Plan

- 0.67 The South East Wales Regional Transport Plan (RTP) was published in March 2010 and included a 5-year programme of projects and a 15-year strategy to deliver an integrated transport system for the region. The RTP's long term vision, objectives and priorities for transport in SE Wales remain current and form the basis of the Local Transport Plan (LTP).

- 0.68 In line with the Welsh Government guidance, the LTP does not include rail or trunk road schemes i.e. schemes that are not within the Local Authority's remit. In future such schemes will be prioritised, progressed and delivered directly by Welsh Government in consultation with the Cardiff Capital Region Board. These strategic schemes are included in the National Transport Plan (NTP) and some of these form part of the Metro programme. It is important that the land use implications of these potential schemes are considered during the preparation of the Deposit Replacement LDP in order to ensure that potential schemes are not prejudiced by a lack of coordinated policy making.

South Wales Regional Aggregates Working Party – Regional Technical Statement

- 0.69 Minerals Planning Policy Wales (2000) has set out the overarching policy guidance for all types of mineral extraction in Wales. The guidance provides positively for the working of minerals resources to meet society's needs and advocates identifying areas for future working where practicable and by safeguarding mineral resources from permanent development that would prevent their future working.
- 0.70 The South Wales Regional Aggregates Working Party (SWRAWP) is charged with producing the Regional Technical Statement (RTS). A first review of the RTS originally published in October 2008 was issued in 2014. The RTS sets out a strategy for the provision of aggregates within Wales until 2036, developing national mineral planning policy and providing apportionments and allocations for each local planning authority (LPA) which will be carried through the policies contained within the LDP.

Local Policy Context

Caerphilly Delivers (Single Integrated Plan) 2013

- 0.71 The Caerphilly Local Service Board (LSB) is a partnership of equals comprising the Aneurin Bevan Health Board, Gwent Police, Gwent Association of Voluntary Organisations, Caerphilly County Borough Council and Welsh Government. The Single Integrated Plan **Caerphilly Delivers** has been prepared by the LSB and replaces a number of existing plans that were previously required, such as the Community Strategy, the Health, Social Care and Well-Being Strategy, Children and Young People's Plan, and the Community Safety Plan, it represents a determined commitment by all partners to accelerate change, strengthen partnership working, multi-agency collaboration, and accountability for delivery.

0.72 **Caerphilly Delivers** has been developed based on the following principles of:

- **Sustainable development** where we promote social justice and equality of opportunity and enhance the natural and cultural environment and respect its limits.
- **Equalities and Welsh language** where we all promote and mainstream equalities and the Welsh language in accordance with our legislative requirements and strategic equality objectives.
- **Early intervention and prevention goals** with the aim of either preventing matters from getting worse or occurring in the first place, by identifying those in greatest need from their vulnerability, their risk of becoming vulnerable or from otherwise becoming disadvantaged.
- **Community cohesion** where people from different backgrounds enjoy similar life opportunities, understand their rights and responsibilities and trust one another and are trusting of local institutions to act fairly.

0.73 In order to realise the long term Strategic Vision for the County Borough, Caerphilly Delivers identifies 5 key outcomes as follows:

Prosperous Caerphilly - The Deposit Replacement LDP will therefore seek to increase the economic prosperity of the people and communities of the County Borough through the provision of land for employment opportunities, supported by appropriate housing (including affordable housing and homes for the elderly) and ancillary facilities and services (including community and health facilities, recreation, leisure etc). Further it will seek to facilitate the provision of a modern, integrated and sustainable transport system that increases opportunity, promotes prosperity and

protects the environment; where public transport, walking and cycling provide real travel alternatives.

Safer Caerphilly - Deposit Replacement LDP will seek to make Caerphilly County Borough a clean, green, safe and pleasant place to live and work with decent public services. It should enhance the vibrancy and diversity of local communities, in order to ensure good health and social cohesion. It will facilitate the creation of new developments, which help to enhance social cohesion so that people feel safe and secure and it will deliver high quality design that deters opportunities for crime and anti social behaviour.

Learning Caerphilly - Deposit Replacement LDP will recognise the importance of modern education facilities and the role that they play in up skilling the population. It will therefore protect existing facilities and make adequate provision for sufficient land to be released to enable the improvement of education facilities throughout the County Borough.

Healthier Caerphilly - Deposit Replacement LDP will contribute to improving public health, by promoting land use developments that contribute to healthy lifestyles and well-being. The plan will make provision for a transportation network that increases the opportunities for walking and cycling and provide a policy framework for the protection and enhancement of recreation and leisure facilities to ensure that they are accessible for all.

Greener Caerphilly - Deposit Replacement LDP will protect the environment as a whole whilst balancing the need for new development with the need to conserve valuable resources. Further it will underpin all development with the principle of good design, that meets a diversity of needs; which uses resources efficiently; and which makes adequate provision for recycling and waste management and ensure that new development minimises emissions of

greenhouse gases as far as is practically possible in order to mitigate the effects of climate change. Finally it will seek to ensure that resources are used efficiently making the best use of our valuable assets.

0.74 The Well-being of Future Generations Act 2015 establishes Public Services Boards (PSBs) for each local authority area in Wales. Each PSB must improve the economic, social, environmental and cultural well-being of its area by working to achieve the seven well-being goals set out in the Act. In this context the PSB will be required to prepare and publish a plan setting out its objectives and the steps it will take to meet them. When prepared, the Local Well-being Plan will supersede the Single Integrated Plan. Taken together the Adopted Replacement LDP and the Approved Well Being Plan will provide the future policy and land use framework for the County Borough.

KEY LAND USE ISSUES

INTRODUCTION

0.75 In order to ensure a robust basis for the development strategy, a review has been undertaken of the social, economic and environmental data available for issues affecting the County Borough. A detailed discussion of the broad issues that are relevant up to 2031 are outlined in the 'Strategic Environmental Assessment / Sustainability Appraisal Scoping Report- 2031'.

Spatial Context

0.76 Caerphilly County Borough is located in the heart of the South East Wales Capital City Region. The County Borough occupies some 28,000 ha of the Valleys area of South East Wales. It stretches over 40 kms between the coastal belt of the Cities of Cardiff and Newport in the south and the Brecon Beacons in the north, taking in the valleys of three rivers: the Rhymney, Sirhowy and Ebbw.

0.77 The County Borough is well positioned within South East Wales with easy access to the M4 Corridor and so the rest of the UK. The A465 Heads of the Valleys Road runs through the extreme north of the County Borough and offers good road links to the west to Merthyr Tydfil, Swansea, West Wales and Ireland, and to Ebbw Vale and the Midlands to the east.

0.78 Caerphilly's position between the Capital City of Cardiff and the Heads of the Valleys area gives it a strategic importance as a gateway to the valleys and a link between the relative wealth of the Capital, and the deprived valley communities.

0.79 The County Borough and the surrounding valleys sub-region do not presently function as a connected city region, but as a loose network of settlements. There is a strategic

desire to address this however through the creation of the Cardiff Capital Region supported by a Metro Transport System to improve the connectivity within the region and to other parts of the country.

Settlement Strategy

0.80 Caerphilly County Borough comprises three valleys, namely Rhymney, Sirhowy and the Lower Ebbw. The topographical constraints associated with valleys communities presents significant challenges in terms of the inter-relationship between towns and villages and the way in which they function. As a consequence there tends to be a strong north south influence.

0.81 Very few areas within the County Borough are capable of being self sufficient. As a consequence, settlements within the area enjoy a close relationship with a cluster of other villages and towns.

0.82 The functional analysis of the County Borough identified five Principal Towns within the County Borough, namely Blackwood, Risca, Bargoed, Ystrad Mynach and Caerphilly, supported by four Local Centres at Newbridge, Rhymney, Nelson and Bedwas. These main centres perform as the principal areas for employment and retail provision and are generally where services can be accessed. Blackwood and Caerphilly are also important as sub regional centres.

0.83 The remaining settlements in the County Borough are mainly residential urban areas. There are also a number of more remote valleys settlements that are rural in nature.

Healthier Caerphilly – Social Characteristics

Population

0.84 Towards the end of the 20th Century the population of the County Borough remained relatively stable. The Census indicated that there had been remarkably little variation in population between the 1981 Census at 171,700 and the 2001 Census at 169,500. However the 2011 Census indicated that the population of Caerphilly was considerably higher than had previously been estimated, at 178,806 people. This was over 5,400 higher than the Council's projections had assumed for 2011 and nearly 5,000 higher than the Welsh Government 2008 based projections indicated for 2011. Notably Caerphilly had one of the highest differences in Wales in the anticipated population (as per the MYE) and the actual Census figures.

0.85 The 2011 Census also indicated that there has been significant change in the distribution of the population within the County Borough, and significantly, the population decline in the Heads of the Valleys Regeneration Area has generally been halted, with a slight increase in the population from 30,626 in 2001 to 31,087 in 2011.

0.86 Despite the generally held view that Britain is culturally diverse, 80.5% of the resident population indicate that they are of Welsh National Identity compared to 65.9% of residents in Wales.

0.87 In terms of the Welsh Language, 84% of the population of the County Borough however indicate that they have no knowledge of the welsh language compared to 73% overall in Wales. 8.5% of residents in the County Borough indicate that they can speak, read and write welsh compared to 14.6% in Wales (Census 2011).

Households and Housing

0.88 The number of houses required for residents has increased because of the long-term trend

towards slightly smaller households, which is caused by several factors. There has been a long-term trend for families to have fewer children compared to past rates. The break up of households due to divorce, and the increasing numbers of single-parent families, has led to smaller households. There has been a significant increase in elderly households, reflecting both increased longevity and relative decline in the provision of institutional care (Office for National Statistics). It should be noted however that the household size between 2001 and 2011 did not reduce by the levels envisaged over that period.

0.89 A comparison between the 2001 and 2011 Census indicates that there has been a decline in the number of older person households compared to other household compositions, but the number of one person households not containing an older person has increased.

0.90 There have been small changes in the proportion of households where all the children are non-dependent, indicating that more children are living with their parents for longer. This is likely to indicate that there are issues with young people entering the housing market due to affordability issues.

0.91 Average houses prices in the County Borough have fallen steadily since the economic downturn, with the average house price falling from £133,000 in 2008 to £94,272 in 2014. There are substantial differences in prices across the County Borough, with prices in the south of the County Borough significantly higher than in the north (Land Registry).

0.92 The Local Housing Market indicates the need for 526 affordable houses to be built per annum to meet housing need.

0.93 Welfare reform requires an increase in the provision of 1 and 2 bedroom houses to meet the need of smaller households. At present there is a mismatch between housing supply and demand.

0.94 69.6% of households in the County Borough own their own home, slightly higher than the national average of 67.8%. However this is a drop from the 2001 Census when 72.6% of households in the County Borough indicated that they owned their own home.

0.95 There has been a marked increase in the number of households relying on private landlord accommodation in the County Borough, rising from 4.3% of households in 2001 to 9.6% in 2011 (Census).

0.96 Viability continues to be a major issue in the County Borough, particularly in the Heads of the Valleys Regeneration Area where land values are low.

Health & Well Being

0.97 Nearly a third (31%) of adults in the County Borough report having a life-limiting long-term illness (compared with 27% for Wales), whilst 60% of adults aged 65 and over report that they have a life-limiting long-term illness (compared with 56% for Wales).

0.98 Life expectancy in the County Borough is increasing. The average number of years a man in the County Borough can expect to live healthily is 60 years, whilst a woman can expect to live healthily for 61.1 years. However, there are inequalities within the County Borough. Men living in the most deprived areas can expect to live over 19 years less healthy than those in the least deprived areas; for women the difference is 17 years. (Public Health Wales Observatory, using ADDE/MYE (ONS), WIMD/WHS (WG)).

0.99 The causes of health inequities are multifaceted and include lifestyle factors, e.g. smoking, alcohol intake, diet and physical activity. Wider determinants such as poverty, housing and education also play an integral part, along with access to appropriate healthcare.

Prosperous Caerphilly – Economic Characteristics

Deprivation

0.100 12 of the 110 statistical areas in Caerphilly County Borough are in the top 10% of the most deprived areas in Wales (Welsh Index of Multiple Deprivation 2014).

0.101 St. James 3, Caerphilly is the most deprived small area in Wales (it was ranked 2 in WIMD 2011) (Welsh Index of Multiple Deprivation 2014).

0.102 The highest overall concentration of deprivation in the County Borough is located in the Upper Rhymney Valley and the Upper Sirhowy Valley areas (Heads of the Valleys Regeneration area), although there are pockets of deprivation in the Mid Valleys Corridor and Southern Connection Corridor (Welsh Index of Multiple Deprivation, 2014).

Economic Activity

0.103 The manufacturing sector remains the largest employment sector in the County Borough with 16.2% of the workforce being employed in manufacturing compared to 10% in Wales (Census 2011). The sector remains over-represented in the County Borough when compared to Wales thereby increasing the significance of these declines to the Caerphilly economy. The sector however is in long-term decline in the UK and its significance to the Caerphilly economy in terms of employment is likely to gradually decrease over the coming years. However the structure of the manufacturing sector in Caerphilly has been changing. Those in decline have been the traditional/basic manufacturing activities, whilst more high-value activities have been growing, particularly small and medium size operations.

0.104 The retail sector is second to manufacturing in the County Borough, with 15.1% of the workforce being employed in retailing compared to 12.8% in Wales (Census 2011).

The Principal Towns and Local Centres continue to perform well with relatively low vacancy rates. Footfall has remained fairly consistent within each town centre, but slight reductions have been seen throughout the recession, which is consistent with the rest of the UK. However the decline in the retail sector is clearly a cause for concern.

0.105 The outstanding natural beauty of the County Borough, coupled with the intensely rural nature of many communities, makes Caerphilly an ideal place to benefit from the growth in the low-carbon economy and the increasing links between economic development, regeneration and the environment.

0.106 Only 70% of working age men (16 to 64) and 59.9% of working age women (16 to 59) are economically active in the County Borough (Census 2011).

0.107 38.3 % of the economically active population are in full-time work whilst, 13.2% are in part-time work. Notably 5% of the workforce is unemployed (Census 2011).

0.108 Over 9% of the population of Caerphilly were unemployed in 2012 (higher than the 8.3% figure for Wales). Male unemployment was 9.5% and female unemployment was 8.5%. Unemployment figures for both Caerphilly and Wales were higher than the UK average (7.9%) (NOMIS 2013).

0.109 Local Planning Authorities are required by national guidance to support economic and employment growth alongside social and environmental considerations within the context of sustainable development.

Transport and economic activity

0.110 In June 2012 central government announced an extension of the electrification of the railways programme to include the main line to Swansea and the valleys railways as well. Electrification of the rail lines will enable and facilitate future expansion and

improvement in rail services throughout the County Borough and the SE Region affording improved access to job opportunities within the region.

0.111 32,200 Caerphilly residents commute outside of the County Borough to work. Overall, there is a net out-commuting of 18,100 workers to jobs outside of Caerphilly.

0.112 The largest commuting destination is Cardiff, which accounts for over 10,900 of out-commuters, closely followed by Newport at 7,700. Cardiff is also the largest source of in-commuting, with a total of 3,300 people working in Caerphilly, closely followed by Blaenau Gwent at 2,300 and Rhondda Cynon Taf at 2,200. This shows that whilst the most obvious commuting flows between Caerphilly and Cardiff are strong, there is also a high level of lateral commuting across the Valleys. Significantly 80% of people that commute can get to work within 30 minutes (Statistics on Commuting in Wales, 2010).

0.113 Congestion problems combined with Government policies to limit car usage and car parking as well as the growing emphasis on the environment means that access to public transport will become an increasingly important element in the viability of employment sites. Different modes of transport (private and public) as well as reliable transport links will therefore be key to the success of future employment sites.

0.114 73% of households in the County Borough have access to a motor vehicle compared to 76% of the Welsh Average (Welsh Transport Statistics 2006).

0.115 When travelling to work, 80% of residents travel by car, compared to 10% by public transport with the remainder travelling by foot or by bicycle (Statistics on Commuting in Wales, 2010).

0.116 Travel distance to job opportunities is an important factor in determining access to

employment. Two factors play a significant role, namely travel costs and public transport availability.

- 0.117** Rail improvements will need to continue, particularly if the Metro concept is to be implemented, as new rail routes will need to open. Continued frequency and capacity improvements will need to continue to further enhance improvements already made.
- 0.118** Rhymney Valley Line has been subject of major improvements to allow 4 trains per hour frequency and accommodate 4 carriage trains. Further improvements are required to increase the capacity to six carriage trains in the future.
- 0.119** Whilst the transportation strategy for the County Borough is very much focused on measures to encourage the greater use of the public transport system, there remains parts of the County Borough that also require investment in the highway infrastructure, and this is particularly the case in the Rhymney Valley which is overly reliant on the A469 for access.

Learning Caerphilly

- 0.120** The proportion of the Caerphilly population with no qualifications is 31.4% (Census 2011). This is a significant improvement when compared to 39.8 % in 2001 and is to be welcomed. However when compared to the Wales figure of 26% the lack of qualifications is a matter of concern.
- 0.121** Similarly the proportion of the Caerphilly work force qualified to degree level or equivalent (18.7%) is considerably lower than that of Wales (24.5%).
- 0.122** The number of schools over subscribed in terms of the school rolls has increased.
- 0.123** There is a need to identify land for schools for the Council's ambitious 21st Century Schools Programme.

Greener Caerphilly – Environmental Characteristic

Natural and Built Heritage

- 0.124** Maintaining and enhancing the natural heritage of Caerphilly is important as it contributes to our quality of life, a healthier environment, attracts tourism and benefits the local economy. There are a variety of statutory (local, national and international) designations and non-statutory designations in the County Borough. The weight to be attached to nature conservation interests is dependent on the relative significance of the designation.
- 0.125** Caerphilly has one European designated Special Area of Conservation (SAC) within the County Borough, namely Aberbargoed Grasslands. This grassland area is of importance for the Molinea Meadows and Marsh Fritillary Butterfly. This area is also designated as a National Nature Reserve, the only one in the County Borough.
- 0.126** The County Borough has 13 nationally important Sites of Special Scientific Interest (SSSI), 8 have been designated for their nature conservation value and 5 for their geological interest. There are also 4 Local Nature Reserves (LNR) and 190 Sites of Importance for Nature Conservation (SINC).
- 0.127** Furthermore, 6 Special Landscape Areas (SLA) have been designated in order to protect those areas considered to be important to the overall landscape, history, culture, biodiversity and geology of the County Borough, along with 4 Visually Important Local Landscapes (VILLs), designated to protect the visual and sensory landscape of the County Borough.
- 0.128** The potential loss of significant areas of woodland, forestry and individual trees in both the rural and urban environment as a result of disease poses a serious threat to the landscape and biodiversity of the County Borough. A more subtle consequence would be the impact upon the soil quality and

carbon sink stores, both of which have now been identified in PPW as key drivers within a development plan.

- 0.129** The County Borough has 16 Conservation Areas and 411 Listed buildings. There are 47 scheduled ancient monuments and 4 historic parks and gardens, whilst Gelligaer Common is a Historic Landscape.
- 0.130** There are 68 listed buildings at risk within CCBC and an additional 52 listed buildings that are considered vulnerable. However, buildings at risk can be restored, adapted and reused and the active promotion of these buildings as an asset should be seen as a priority and encouraged accordingly.

Air Quality

- 0.131** The main sources of air pollution today arise from heavy traffic flow in and around the town centres, particularly in the Caerphilly area, where there is frequent queuing and congestion. As such, an Air Quality Management Area (AQMA) has been declared in Caerphilly Town through the Local Air Quality Management Process. The measures required to deliver tangible air quality improvements in Caerphilly are likely to involve road infrastructure changes. A second AQMA has also recently been designated at Hafodyrynys.

Waste

- 0.132** CCBC are currently exceeding the national targets set for recycling, which are 52% of all waste to be recycled/ composted by 2012/13. CCBC recycling rate for household waste in 2011-12 was 63.9%, for municipal recycling was 59.1% and for local authority municipal waste was 55.9%.

Minerals

- 0.133** Within the County Borough there are resources of coal, sand and gravel and other minerals that need to be identified and safeguarded in the Deposit Replacement LDP.

- 0.134** The Upper Rhymney Valley offers the most significant potential in terms of energy production within the County Borough due to the presence of coal resources at Nant Llesg.

- 0.135** The County Borough has potential in terms of coal bed methane extraction and a considerable proportion of the County Borough has been licensed. The license has no basis in planning however and planning consent needs to be given to enable any exploration of the resource.

Land Contamination

- 0.136** Given the industrial legacy associated with the past development and use of land there is the potential for some brownfield sites to be contaminated. Land contamination has the potential to cause significant harm to ecosystems, humans, property and pollution of controlled waters (including groundwater, lakes, ponds, coastal waters and surface watercourses) because of the presence of particular substances in, on, or under the ground. In proposing the development of brownfield land for future development, it is important to ensure that all risks associated with potential land contamination have been addressed so that the land is suitable for use.

- 0.137** Planning legislation and guidance places the responsibility on owners and developers to determine the extent of any contamination on their site. The Local Planning Authority's duty is to ensure that owners and developers carry out the necessary investigations and proposals for dealing with any land contamination in a responsible and effective manner.

Safer Caerphilly

Crime and Fear of Crime

- 0.138** The crime rate in the County Borough has generally been falling year-on-year over the last 10 years and the current crime rate is at an historic low level. The crime rate fluctuates at slightly above or slightly below the crime rate

in Wales, but has followed a similar trend over time. The scale of the reduction over this time is significant with 3494 (-25%) fewer victims of crime and 9970 (-49%) fewer victims of anti-social behaviour in 2012, compared to 2008.

The Strategic Vision for Caerphilly County Borough

0.139 It is important that a Strategic Vision of what the County Borough should look like in fifteen/twenty years time is formulated. This has already been achieved with partners through the development of the Community Strategy and the Adopted Local Development Plan. More recently this Strategic Vision has been refined through the work undertaken by the Local Service Board in respect of the Single Integrated Plan entitled Caerphilly Delivers. The overall Strategic Vision therefore reflects and draws upon this earlier work and looks ahead to 2031.

Strategic Vision for 2031

The Development Strategy for Caerphilly County Borough will capitalise on our strategic location at the heart of the Cardiff Capital Region. It will ensure that by 2031 the social, economic and environmental needs and well being of all residents and business are met through the:

- ***Provision of a wide range and diversity of housing sites that will deliver high quality and appropriately located homes to support the planned expansion of the Principal Towns of Ystrad Mynach, Blackwood and Caerphilly; &***
- ***Provision of jobs and services throughout the County Borough supported by a modern, well connected, integrated sustainable transport system; and***
- ***Sustainable regeneration of our historic environment and our unique network of well connected towns and villages.***

- ***Protection and enhancement of the natural environment. Where appropriate access to the surrounding countryside and our natural environment will be exploited, and will complement the provision of a strategic network of recreation, leisure and community facilities that: are easy to access; encourage healthy active lifestyles and promote the well being of residents and visitors alike.***

0.140 In order to achieve the 5 key outcomes identified in Caerphilly Delivers, the Deposit Replacement LDP translates the Strategic Vision into a series of social, economic and environmental objectives. These objectives are at the centre of the Deposit Replacement LDP and will form the basis for future policy development.

Key Aims and Objectives

- 0.141 The Key Aims of the Deposit Replacement Caerphilly County Borough Local Development Plan up to 2031 are therefore to:
- A. Promote Caerphilly County Borough as an area with a distinctive identity and as an area in its own right within the Cardiff Capital Region.
 - B. Increase the resident population of the area in order to sustain vital services, economic prosperity and support an ageing population.
 - C. Increase the economic prosperity of the people and communities of the County Borough through the provision of land for employment opportunities, ancillary facilities and services (including community and health facilities, recreation, leisure etc).
 - D. Facilitate the development of modern, well-designed, accessible, suitable and affordable housing that meets the needs of all sections of the community through the identification of appropriate land for housing in sustainable locations.

- E. Provide a modern, integrated and sustainable transport system that increases opportunity, promotes prosperity and protects the environment; where public transport, walking and cycling provide real travel alternatives to the private car.
- F. Improve education facilities to help 'up skill' the population.
- G. Ensure that new development minimises emissions of greenhouse gases as far as is practically possible and use resources efficiently making the best use of our assets in order to mitigate the effects of climate change.
- H. Facilitate the creation of new developments that deliver high quality design that enhances social cohesion and deters opportunities for crime and anti social behaviour so that people feel safe and secure.
- I. Promote the Principal Towns and Local Centres as hubs of enterprise through the provision of land for new commercial and mixed-use development to enhance the vibrancy and vitality of these important centres.
- J. Encourage the sensitive restoration and redevelopment of important historic assets that contribute to the rich urban fabric of the County Borough and which serve to define the unique sense of place of individual towns and villages.
- K. Ensure equal opportunities for all to proposed and existing homes, jobs, important social facilities and relevant services within the County Borough.
- L. Contribute to improving public health, by promoting land use developments that contribute to healthy lifestyles and well-being.
- M. Underpin all development with the principle of good design that meets

a diversity of needs; integrates biodiversity; uses resources efficiently and which makes adequate provision for recycling and waste management.

- N. 'Balance the social and economic need for development with the need to protect the environment as a whole and conserve valuable finite resources'

0.142 Each of the **Key Objectives** outlined below contribute to the achievement of one or more of the Aims of the Plan and also serve to realise the Vision.

1. Accommodate sustainable levels of population growth. (Aim B)
2. Ensure that the County Borough is well served by accessible public open space and accessible natural green space. (Aim C & G)
3. Ensure the effective and efficient use of natural and built resources while preventing the unnecessary sterilisation of finite resources through inappropriate development. (Aims A, G, J, M & N)
4. Ensure that the environmental impact of all new development is minimised. (Aims D, E, H, J & N)
5. Improve energy, waste and water efficiency while promoting environmentally acceptable renewable energy to maintain a cleaner environment and help reduce our impact on climate change. (Aims D, G & N)
6. Encourage waste management based on a hierarchy of reduce, re-use, recovery (including material recycling, energy recovery and composting) and safe disposal. (Aims C, G & M)
7. Encourage the re-use and / or reclamation of appropriate brownfield and contaminated land and prevent the incidence of further contamination and dereliction. (Aims C & D)

8. Concentrate new development in appropriate locations along existing and proposed infrastructure networks that are accessible to pedestrians, cyclists and to public transport in order to sustain and complement the role and function of individual settlements. (Aims C, D, E, G, I & N)
9. Ensure an adequate and appropriate range of housing sites are available across the County Borough in the most suitable locations to meet the housing requirements of all sections of the population. (Aims D)
10. Ensure that all new development is well designed and has regard for its surroundings in order to reduce the opportunity for crime to occur. (Aims D, H & M)
11. Identify, protect and, where appropriate enhance, valuable landscapes and landscape features and protect them from unacceptable development. (Aims A & N)
12. Create appropriate new landscape and ecological features and habitats as an integral part of new development wherever appropriate. (Aim G & M)
13. Manage, protect and enhance the quality and quantity of the water environment and reduce water consumption. (Aims G, L, M & N)
14. Reduce the impact of flooding by ensuring that highly vulnerable development is directed away from areas of risk wherever possible. (C, D & L)
15. Reduce congestion by minimising the need to travel, promoting more sustainable modes of transport and making the most efficient use of existing transport infrastructure. (Aim E)
16. Capitalise on Caerphilly's strategic position further developing its role as a commercial and employment centre in the heart of the Cardiff Capital Region with strong links to the Heads of the Valleys area and as the smart alternative for locating development to Cardiff and Newport. (Aim A)
17. Provide and protect a diverse portfolio of employment land for a variety of employment uses, focusing in particular on higher value employment opportunities and sites to meet local need, including waste management facilities. (Aims C, I, J, K & N)
18. Encourage the development of high quality, all season tourist attractions and tourist accommodation that complements the natural and built environment of the County Borough. (Aims A, C, H, I & J)
19. Protect and provide a wide range of community and health facilities which are appropriately located and easily accessible, and which meet the needs of all sections of the population. (Aims F, I, K & L)
20. Maintain the vitality, viability and character of the County Borough's town and village centres and re-establish them as a focus for economic activity and community pride. (Aims A, B, C, H, I, J, K & L)
21. Maintain, enhance and develop a hierarchy of town and village centres which are easily accessible, and which meet the needs of all sections of the population. (Aims I, K & L)
22. Protect and enhance the overall quality of the historic natural and built environment of the County Borough. (Aims A, C, E, H, I, J, L, M & N)

MONITORING AND IMPLEMENTATION

Monitoring

0.143 Monitoring is a crucial part of the development plan process, providing the basis for the review of the Plan, and the preparation of modifications where necessary. The essential outputs of monitoring are to identify matters that may affect the planning and development of the County Borough, and to record the progress of implementation of the Plan. The results of this monitoring will form the basis for a review of the Plan, and the preparation of modifications where necessary. The current intention is that the Replacement LDP when adopted will be subject to review on a four-year cycle.

0.144 The framework to monitor progress on the implementation of the policies and proposals in the Replacement LDP is contained in **Appendix 19**.

0.145 WG Planning Guidance requires authorities to prepare an Annual Monitoring Report that identifies the main issues arising from the monitoring exercise: the report will also incorporate the results of the SEA/SA monitoring. These reports monitor the period 1 April to 31 March annually and are submitted to Welsh Government in October of each year.

0.146 In order to monitor the Replacement LDP, key performance indicators are identified and monitored to measure its overall effectiveness. The following sets of indicators are identified in planning guidance:

- (a) national core indicators;
- (b) SEA/SA indicators; and
- (c) strategic policy indicators.

0.147 The Welsh Government considers that national core output indicators are essential for assessing the implementation of national policy. Core indicators that should be

monitored through the plan are prescribed by Regulation 37 & are outlined in **Appendix 17**.

0.148 The SEA/SA Scoping Report identifies the indicators and targets that will be used to monitor progress on sustainability issues, and for convenience these are shown in **Appendix 18**.

0.149 In order to monitor the policies in the Replacement LDP, targets and indicators have been identified to assess whether the Strategic Policies are achieving their stated objectives: these targets and indicators are identified in **Appendix 19**.

0.150 Progress on the site allocation policies contained in Section C of the Replacement LDP will also be reported in the AMR.

Implementation

0.151 In general, it is expected that the retail and housing allocations will be delivered by the private sector, including Registered Social Landlords. The private sector is also expected to make a contribution towards much of the public infrastructure through s106 obligations and through the Community Infrastructure Levy, including transport improvements and leisure, education and community facilities.

0.152 It must be appreciated that the ability of the private sector to deliver the above will be heavily influenced by external economic circumstances, including the UK and World economic cycles. For this reason it is highly likely that delivery of housing completions in particular will vary considerably over the 15 year plan period.

0.153 Public sector budgets are expected to continue to diminish over the plan period. Further, public sector capital programmes have relatively short time horizons, i.e. three or five years, so it is impossible to be precise about the implementation of much of the infrastructure over a 15-year time period. Beyond the first five years, facilities have

therefore been scheduled to the “2nd Phase” or “3rd Phase” of the Plan Period, meaning the years 2020 to 2025 and 2026 to 2031 respectively

0.154 More detail on delivery and implementation is provided in **Appendix 20**.

SECTION A: THE DEVELOPMENT STRATEGY

The Sustainable Urban Network Growth Strategy

Introduction

1.1 This Section sets out the Development Strategy for Caerphilly County Borough up to 2031. It sets out the broad location for planned growth in terms of employment, housing and retail development and identifies the key pieces of strategic infrastructure necessary to support that planned growth.

1.2 The Deposit Replacement LDP has taken into account: the pressure for development in different parts of the County Borough; the availability of suitable sites in those areas; the willingness and ability of the private sector to invest; the sensitivity of the environment; and has identified the basic transport and service infrastructure that is needed to support the level of growth proposed.

1.3 In line with government guidance and principles of sustainability underpinning the Deposit Replacement LDP, a Development Strategy is advanced based on the following:

- The functional analysis that has been undertaken of the County Borough;
- Identification of key trends from the existing and emerging evidence base;
- Consideration of alternative population and household growth scenarios;
- Consideration of different employment growth scenarios;
- Feedback from the consultation with partner organisations and key stakeholders as an integral part of the plan preparation process ;

- Consideration of the cumulative impact of development on infrastructure;
- Consideration of the issues raised through the annual monitoring of the Adopted Caerphilly County Borough Local Development Plan up to 2021;
- Availability of land proposed for development;
- Consideration of regional issues and cross boundary issues including neighbouring local planning authorities development strategies;
- Comments raised at Preferred Strategy Stage;
- Consideration of the up to date evidence base; and
- Outcome of the Sustainability Appraisal and Strategic Environmental Assessment.

1.4 An examination of the evidence clearly indicates that different parts of the County Borough require different levels of policy intervention. The Development Strategy therefore separates the County Borough into three Strategy Areas as follows:

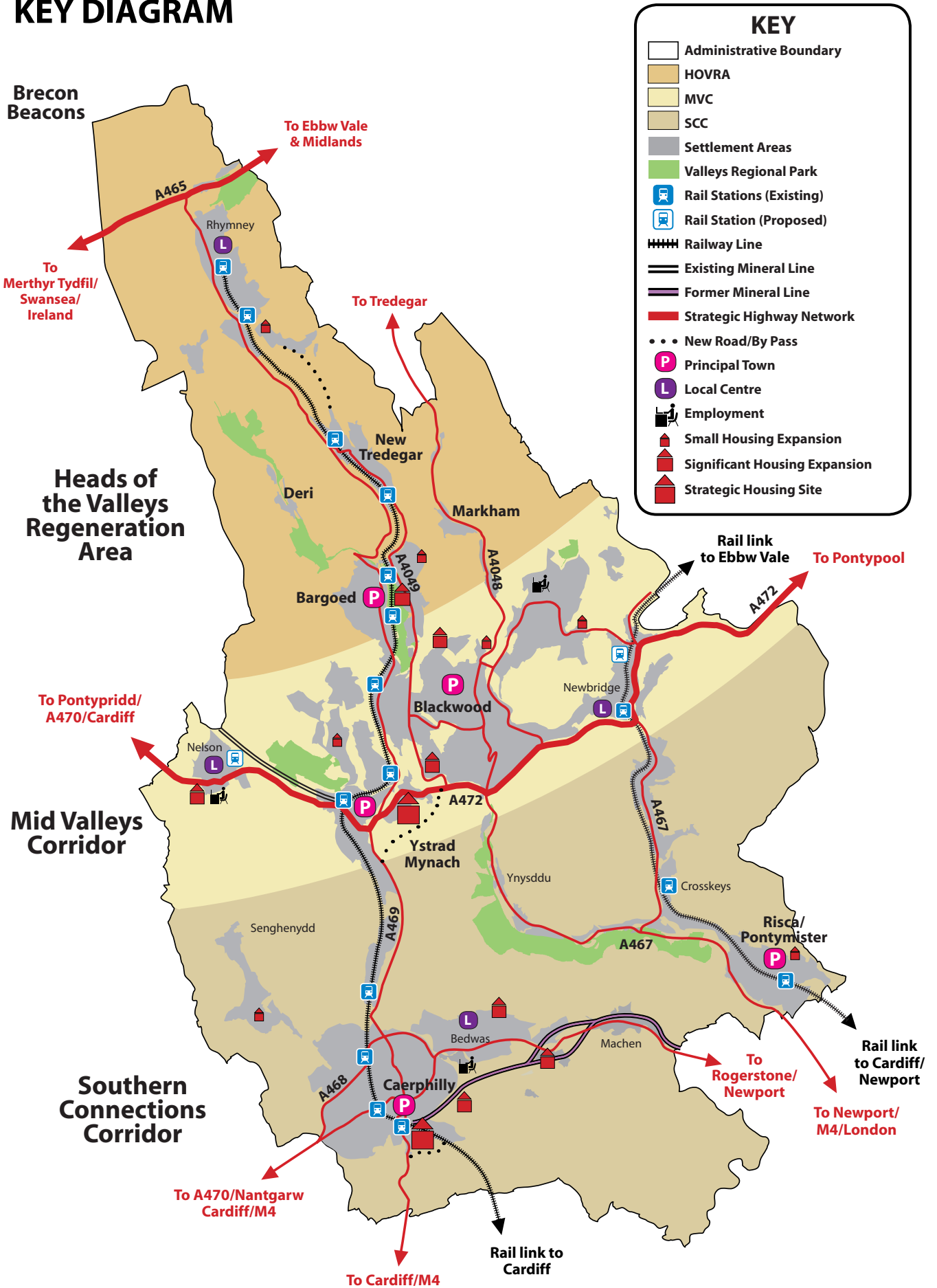
THE HEADS OF THE VALLEYS REGENERATION AREA (HOVRA)

THE MID VALLEYS CORRIDOR (MVC)

THE SOUTHERN CONNECTIONS CORRIDOR (SCC) – Caerphilly Basin & Lower Islwyn

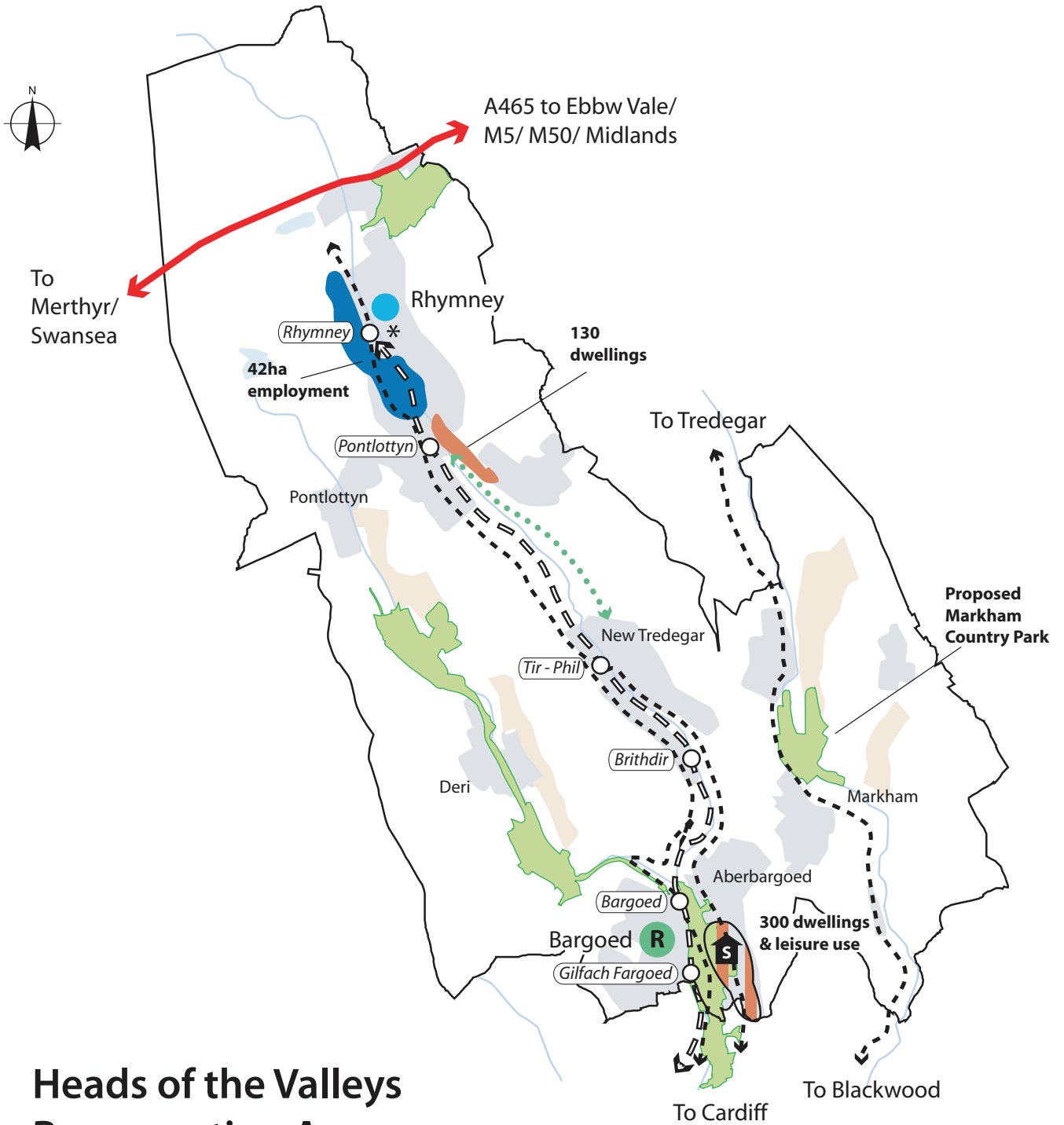
NOTE: The geographical extent of each of the strategy areas is illustrated in the Key Diagram.

KEY DIAGRAM



HEADS OF THE VALLEYS REGENERATION AREA (HOVRA)

- 1.5** The HOVRA has the highest levels of unemployment and social deprivation in the County Borough and to compound these matters further, it is also the area that has the most difficulty in attracting private sector investment. Notwithstanding this there is a strategic desire to encourage development within the HOVRA that will serve to regenerate the area and diversify both the housing and employment stock.
- 1.6** In recent years the HOVRA has experienced unprecedented levels of public investment in its infrastructure, in particular in the transportation network (road and rail network) and in the Principal Town of Bargoed. More investment is needed however if the HOVRA is to successfully compete in the 21st Century and become more resilient within the wider Heads of the Valleys sub region and the Cardiff Capital Region.
- 1.7** Further investment is needed in particular in the road infrastructure to make the HOVRA more resilient and more attractive to inward investors and to connect it more effectively to the south.
- 1.8** The vitality of Bargoed Town Centre is a key challenge that needs to be addressed and the plan will identify commercial opportunities within the town to diversify the retail and service offer to make the town more vibrant and ultimately more viable for the future. The night time offer also needs to be enhanced and opportunities will be explored to encourage new developments that enhance dwell time in the Town.
- 1.9** There is an identified need for the provision of small and medium sized business units to facilitate new business start ups and to accommodate the expansion needs of indigenous businesses within the HOVRA. Land is therefore identified for employment at a scale that is reflective of market demand.
- 1.10** There is also a pressing need in the HOVRA to identify suitable sites for new housing, particularly private sector housing to diversify the housing stock in the area. A number of attractive greenfield and brownfield sites are therefore identified throughout the HOVRA to enable new house building to take place.
- 1.11** The HOVRA's potential contribution to the Valleys Regional Park is immense and the strategy will ensure the positive protection and development of the surrounding countryside to facilitate the tourism potential of the area.
- 1.12** The objective in the HOVRA is to attract people to live, work and invest in the area and increase employment and leisure opportunities for residents.



Heads of the Valleys Regeneration Area

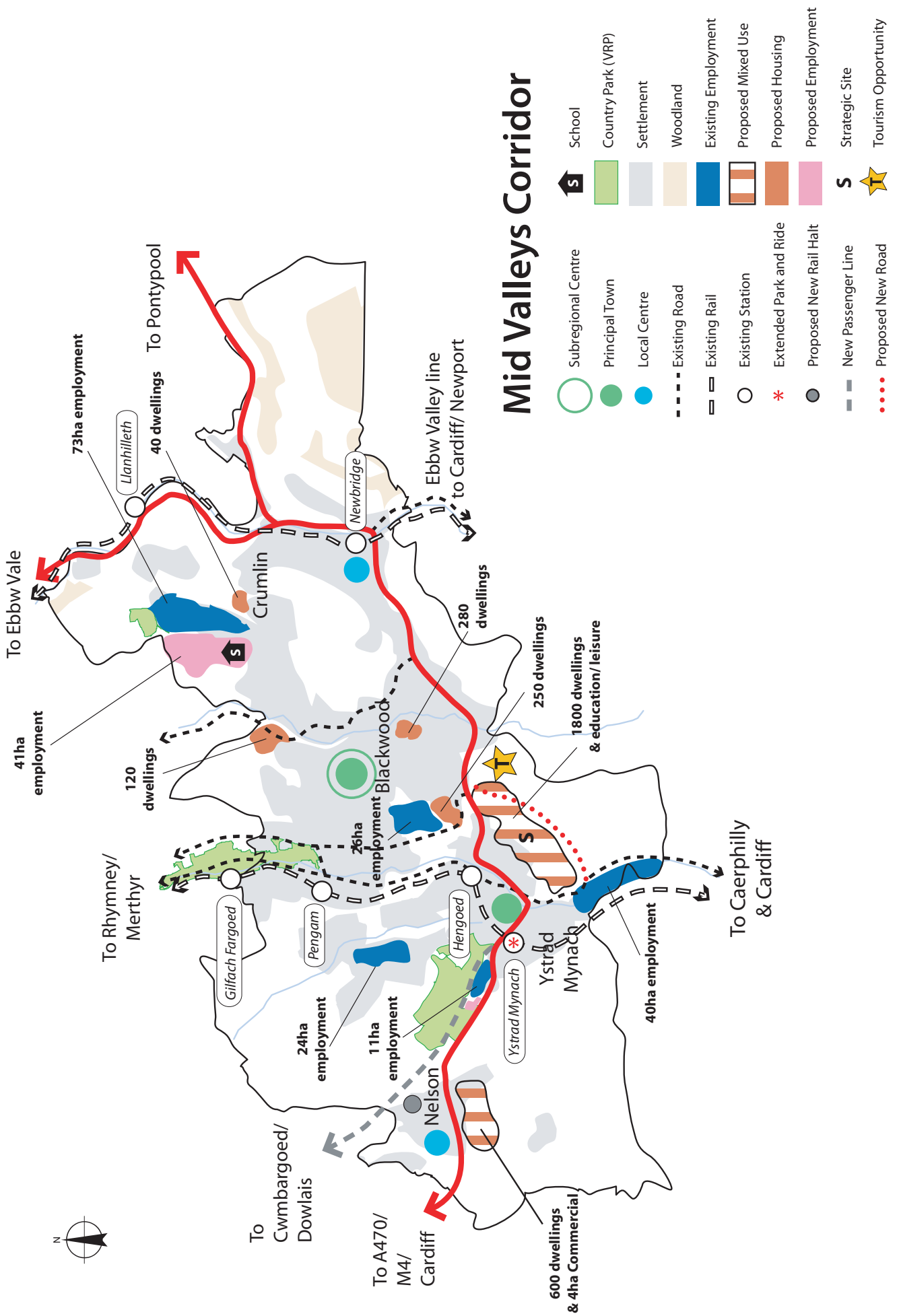
- | | | | | | |
|----------|---|--|---------------------------|--|---------------------|
| | Principal Town | | Existing Rail | | Existing Employment |
| | Local Centre | | Existing Station | | Country Park (VRP) |
| | Proposed Mixed Use | | Existing Park and Ride | | Settlement |
| | Proposed Housing | | Existing Road | | Woodland |
| R | Bargoed Town Centre Regeneration Scheme | | A469 Resilience Programme | | School |

MID VALLEYS CORRIDOR (MVC) – Planned Area of Growth

- 1.13** The MVC comprises a contiguous area of urban development spanning the mid valleys along the strategic A472 transport corridor. The settlement pattern is more like a conventional urban conurbation rather than the traditional linear settlements typical of the Valleys.
- 1.14** The role of the MVC is expected to increase over the plan period as the Principal Town of Blackwood increases in importance within the sub region. The night time offer in Blackwood has increased in recent years with the refurbishment of the Blackwood Miners Institute and the development of a multi screen cinema in the town centre. Ystrad Mynach has also increased in importance as not only a retail centre but also a key location for vital public service and leisure provision. The presence of these major services means that Ystrad Mynach is a significant employment centre for the MVC. The complementary offer of these two Principal Towns within the MVC makes this strategy area an extremely attractive area within which to invest.
- 1.15** The MVC is also a key area for employment, 70% of new employment allocations are within this strategy area. The Deposit Replacement LDP will continue to target new employment growth to the MVC. In this context the success of Oakdale Business Park (one of the largest industrial plateaux in South Wales) and Ty Du, Nelson are critical in ensuring the economic prosperity of the County Borough and in terms of offering much needed employment opportunities to residents in the HOVRA.
- 1.16** It is appropriate that provision for economic growth to be paralleled by provision for house building. The strategy therefore targets significant new housing growth to the MVC on both brownfield and greenfield sites. Approximately 5,000 new houses will be provided in the MVC, 1,800 of which will be provided at **Parc Gwernau Maescymmer** over

the plan period, a residential scheme of 2,400 houses with associated community and leisure uses (including a primary school) focused on an upgraded A472 transport corridor; a further 600 houses will be developed at Ty Du Nelson as part of a mixed use scheme (employment and housing) to support the Local Centre of Nelson.

- 1.17** Over the last two decades the MVC has attracted substantial private and public sector investment, giving confidence that a strategy based on growth in this area is viable and is likely to be effective to the benefit of the whole County Borough. The objective in the MVC is therefore to stimulate development centered on improvements to the A472 transport corridor coupled with the provision of much needed infrastructure, housing and employment growth.



THE SOUTHERN CONNECTIONS CORRIDOR (SCC) – Caerphilly Basin & Lower Islwyn

1.18 The Southern Connections Corridor comprises Caerphilly Basin in the west and Lower Islwyn in the east. Both areas experience significant development pressure given their proximity to Cardiff, Newport and the M4 corridor.

Caerphilly Basin – Planned Area of Growth

1.19 Caerphilly Basin remains under extreme pressure for development arising from its proximity to Cardiff and the growth in the M4 Corridor. Over the last two decades development within this strategy area has been constrained to brownfield sites within settlement limits. This has proven to be a highly effective strategy and has been instrumental in securing the redevelopment of a number of significant brownfield sites in Caerphilly Basin. Most notable are the residential developments at the former Penrhos site, (Castlegate), Land at Pontypandy, Virginia Park, the Gas Works Site, Mackworth Grange and Caerphilly Miners Hospital.

1.20 In recognition of market realities and the very real need to release housing in an area of extreme housing pressure, a suitable range and choice of housing sites has been identified within the Caerphilly Basin to cater for the development of approximately 2400 houses to meet housing need up to 2031.

1.21 Only three significant brownfield sites remain available for redevelopment in the Caerphilly Basin, namely: Waterloo Works (17ha), Bedwas Colliery, Bedwas (23ha) and the Ness Tar Plant (12ha). It is acknowledged that there will always be new brownfield sites available for redevelopment as the town restructures and changes, however the continuing reliance on a mainly brownfield strategy to deliver the much needed employment and housing growth that is needed in the Caerphilly Basin is no longer a realistic strategy option for this part of the County Borough.

1.22 The Deposit Replacement LDP will continue to allocate those brownfield sites that have a realistic prospect of delivery over the plan period. In this context 545 houses and a new school are proposed for the Waterloo Works. This site is presently being remediated and it is anticipated that this scheme will commence development in the first part of the plan period and be delivered in its entirety by 2031. Bedwas Colliery is also identified as a mixed use development site, but this is an aspirational allocation and cannot be relied on to deliver the level of housing required over the plan period.

1.23 Finally, the Ness Tar Plant forms part of a strategic housing site identified in south-east Caerphilly. This site targets new development to the town centre to an excellent location directly adjacent to the Caerphilly Bus/Rail Interchange. It comprises the former Ness Tar Plant and Scrap Yard (brownfield) and the adjacent Nant y Calch Farm (greenfield). The release of Nant y Calch Farm enhances the deliverability of this important strategic site. This site is of a sufficient size to facilitate new and improved infrastructure provision to support the proposed level of growth, including new leisure provision and the first phase of a south-east bypass.











1.24 Caerphilly Town is an important sub-regional retail centre, serving not only residents of Caerphilly but also residents of North Cardiff. It has a strong retail core and has considerable tourism potential due to the presence of the Castle. The night time and tourism offer of Caerphilly however needs to be enhanced. The Deposit Replacement LDP therefore identifies a number of town centre sites to enable new development, enhance dwell time and attract visitors to stay in the town for longer periods of time.

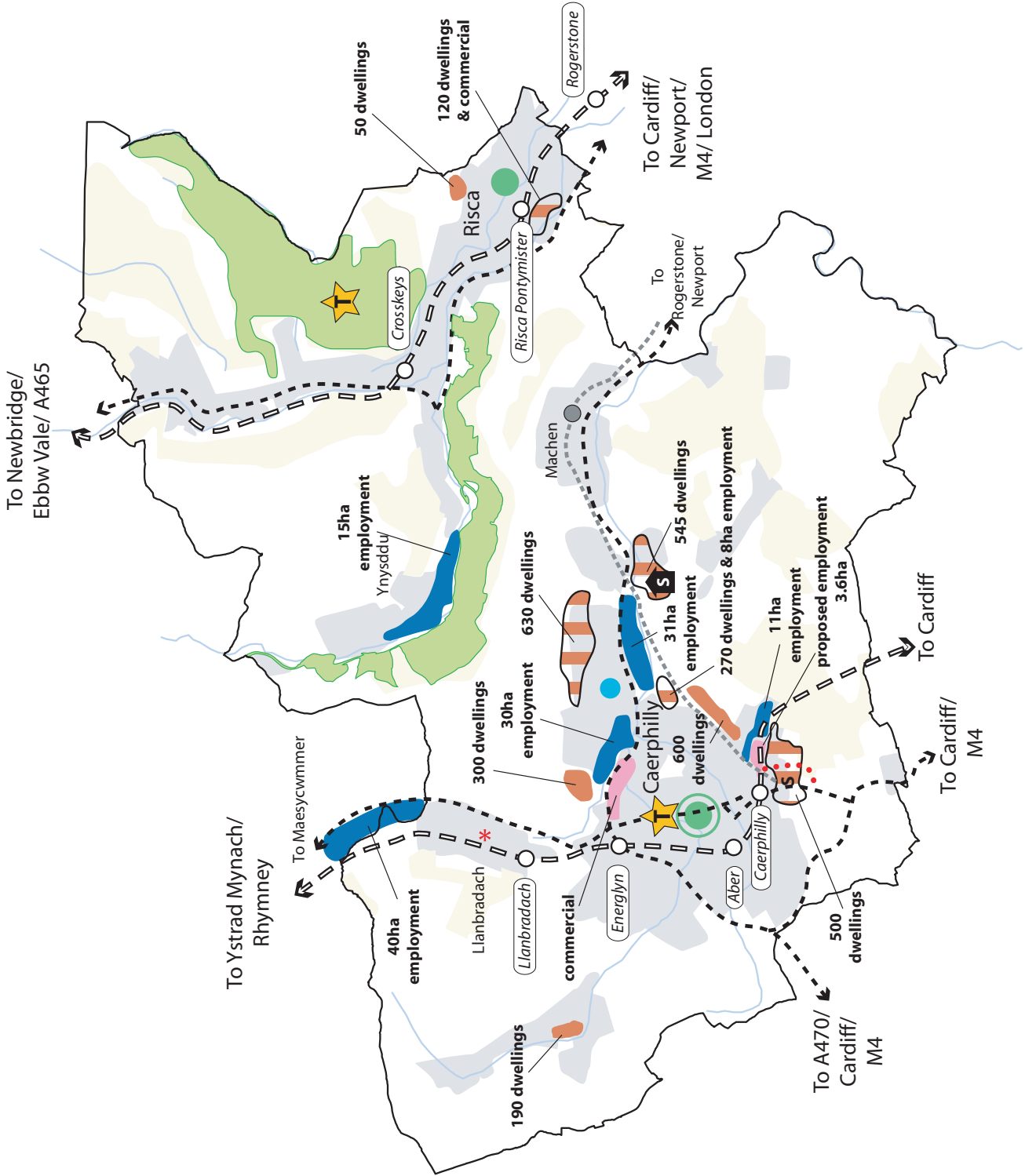
1.25 The Caerphilly Basin is also an important centre for employment within the County Borough, comprising a number of Primary Employment Sites and a well located Business Park providing centrally located employment land, in addition

to employment provision within the town centre itself. However there is an identified need for the provision of small and medium sized business units to facilitate new business start ups and to accommodate the expansion needs of indigenous businesses within the Caerphilly Basin. Suitable land is therefore identified to the East of Caerphilly Town to meet this need.

1.26 Over the last two decades the Caerphilly Basin has attracted substantial private and public sector investment, giving confidence that a strategy based on growth in this area is viable and is likely to be effective to the benefit of the whole County Borough. The objective in the Caerphilly Basin is therefore to exploit the town's relationship to the Cardiff Capital City and the Region and target much needed housing and employment growth to a limited number of large sites to the south east of the town centre linked to an improved highway network and an improved public transport network.

Southern Connections Corridor

-  Subregional Centre
-  Principal Town
-  Local Centre
-  Strategic Site
-  Existing Road
-  School
-  Existing Rail
-  Existing Station
-  New Park and Ride
-  Proposed Station
-  New Passenger Line
-  Proposed New Road
-  Tourism Opportunity
-  Country Park (VRP)
-  Settlement
-  Woodland
-  Existing Employment
-  Proposed Mixed Use
-  Proposed Housing
-  Proposed Employment



Lower Islwyn

- 1.27** Lower Islwyn area lies north west of Newport in the former County of Gwent. The area comprises two steep-sided and narrow valleys, carved out by the River Ebbw and its tributary, the River Sirhowy, which are surrounded by mountain plateaux. The urban settlements cover a relatively small percentage of this area, and in the main, they occupy the valley floor. As a consequence many of the sites that are available for redevelopment in this area lie within the flood plain and are therefore constrained.
- 1.28** The consolidation of development within settlement limits in the SCC has been instrumental in securing the remediation of a number of significant areas of contaminated and /or brownfield sites for redevelopment. Most notable in the Lower Islwyn Area is the land west of the A467 and Afon Ebbw for residential use and the new retail store on the former Foundry Site, Pontymister
- 1.29** As one of two Principal Towns in the SCC, Risca fulfils a wide range of functions. New residential development in the town would seek to diversify and enhance the range of housing available in the area. This would enable it to become a more popular residential location, particularly now that the rail passenger service is open. However, given the topography and flooding issues within this area there are very few opportunities for new housing. The Deposit Replacement LDP therefore identifies limited greenfield release within this area for the provision of much needed new housing.
- 1.30** The implementation of a Flood Alleviation Scheme in 2015/16 will help to unlock a number of brownfield sites throughout Risca Town for town centre related activities and development. By taking advantage of redevelopment opportunities, particularly along the river frontage, the town could develop an enhanced employment role as a rail-oriented location for small and medium sized office-based businesses.
- 1.31** The commercial function of Risca has the potential to be overshadowed by its close proximity to Newport. Improvements to the retail provision in the shopping centre are needed to ensure that the town continues to modernise and meet the needs of its resident population. This has been achieved, in part, with the redevelopment of the former Foundry Site as a superstore and through the conversion of the Palace Cinema in the heart of town, which now contains a retail use as well as the town's library and Customer First centre. There is however scope to modernise the town further, through the extension of the town centre boundary. To this end, the town centre boundary has been extended to incorporate the former Foundry Site in its entirety, facilitating the expansion of the commercial area of the town.
- 1.32** The natural setting of the town and the nearby riverside, offers the potential for Risca to become one of the most attractive towns in the County Borough. There is also an opportunity to increase the connectivity of the area through the provision of a passenger service to Newport on the Ebbw Valley Line. This improved connectivity, coupled with the existing tourism attractions in the locality at Cwmcarn Forest Drive, Sirhowy Country Park and the Monmouthshire and Brecon Canal, offers significant potential to attract visitors to the area. There is the potential for new visitor accommodation to be provided within the heart of the town, where there is good connectivity to the rail network and thus the wider region.
- 1.33** The objective in Lower Islwyn is therefore to exploit the town's relationship with Newport City and the wider Cardiff Capital Region and target much needed housing, employment and tourism growth to a number of small sites throughout the area linked to an improved public transport system.
- 1.34** What follows is a short overview of the key components of the strategy as they relate to the three defined strategy areas

Key Components

1.35 Twelve key components form the Development Strategy and underpin the Strategy Policies.

They are to:

- A. *Target development to reflect the role and function of individual settlements within the settlement and retail hierarchies;*
- B. *Allow for the planned expansion of settlements within the Mid Valleys Corridor, in particular the strategic expansion of Maesycwmmmer;*
- C. *Allow for the planned expansion of Caerphilly Town to the South East within the Southern Connections Corridor;*
- D. *Improve the strategic highway infrastructure within the HOVRA to increase the attractiveness of the area and improve its resilience through the development of a new link road between New Tredegar and Pontlottyn;*
- E. *Improve the strategic highway network in the Mid Valleys Corridor through the development of a new link road to alleviate congestion through Maesycwmmmer;*
- F. *Improve the strategic highway infrastructure within the Southern Connections Corridor through the development of the first phase of a south east bypass for Caerphilly Town;*
- G. *Make provision for new and enhanced railway stations and associated park and ride at Ystrad Mynach, Nelson; Llanbradach, Crumlin and Newbridge;*
- H. *Explore opportunities to improve the strategic rail network, including: safeguarding land to facilitate the reopening of the Caerphilly-Machen-Newport disused rail line; introducing a new passenger service on the Cwmbargoed line to Dowlais; and the Ebbw Valley Line to Newport;*

I. *Reallocate suitable surplus employment sites for housing use across the Mid Valleys Corridor;*

J. *Reduce the scale and number of new housing allocations in the Heads of the Valleys Regeneration Area to more closely align with market activities and market demand;*

K. *Exploit opportunities afforded by the Valleys Regional Park and identify sites that are suitable for tourism;*

L. *Minimise the impact of development on the countryside whilst allowing for appropriate planned levels of growth.*

Functional Analysis

1.36 This strategy will establish a highly connected sustainable urban network of Sub Regional Centres (SR), Principal Towns and Local Centres that are vibrant, accessible and safe and which contribute to the economic prosperity of the County Borough and the overall quality of life for residents. The emphasis in the Principal Towns, namely Bargoed, Blackwood (SR), Ystrad Mynach, Caerphilly (SR) and Risca will be on modernising, regenerating and developing them as a focus for economic activity whilst ensuring that their vitality and viability is strengthened. The strategy achieves this through the identification of land for a diverse variety of new services, facilities and uses in each town to complement the unique selling point of each area.

1.37 The Local Centres at Rhymney, Nelson, Newbridge and Bedwas are generally smaller and not as strategically significant at the Principal Towns but nevertheless they perform a wider role than serving local needs. They have a valuable role, providing a range of local services and facilities that meet the day-to-day needs of residents. The emphasis in these areas will be on sustaining and diversifying the existing facilities to reinforce their importance as a Local Centre. The Strategy will improve

the connectivity of the Local Centres to the Principal Towns and to the wider population of the County Borough with a view to sustaining and enhancing their role into the future through improvements to existing infrastructure.

- 1.38** All other towns and villages within settlement limits are referred to as primarily residential areas, although it is important to note that these areas will also contain other complementary local facilities such as schools and local shops within them and often some local employment as well, so that they should not be seen as 'just' housing areas. The emphasis within these areas (with the exception of Maesycwmmmer) will be on: small scale expansion; retaining their distinct, local identity; providing a choice of house types; increasing connectivity to the Principal Towns, Local Centres and to the Cardiff Capital Region and maintaining and creating attractive well connected sustainable communities where people will want to live. Maesycwmmmer is identified as an Area of Significant Change and as such it is the location of one of two strategic sites.
- 1.39** Rural Villages and Hamlets are located in the open countryside and are outside of defined settlement boundaries. As a general principle these areas will not be subject of further expansion. Furthermore, within these areas, there will be a general presumption against new residential development. Infilling or minor extensions may be acceptable if it can be shown that there is a local need for affordable housing or for housing associated with rural enterprise. New building in the open countryside away from existing villages and hamlets will continue to be strictly controlled.
- 1.40** In order for this network of urban settlements to function effectively, provision for social, physical and green infrastructure is made to support the education, leisure and health needs of the people that live in them, and to ensure that there is good connectivity between where people work, live and relax. In particular, the

strategy makes provision for a strategic network of new and improved leisure and education facilities that have excellent connectivity to the communities that they serve and that are fit for the 21st Century.

Areas of Significant Change

- 1.41** This strategy promotes new development in particular housing and employment throughout the County Borough but targets significant new development to the Mid Valleys Corridor and the Southern Connections Corridor. Housing sites are identified in the Heads of the Valleys Regeneration Area but are scaled to reflect market demand.
- 1.42** The emphasis is on balancing the need for small scale organic expansion of existing urban settlements throughout the County Borough to serve and sustain Local Centres and services, and the contribution such expansion would have in respect of regeneration initiatives; with the need for larger scale expansions of mixed-use developments that are targeted to key transportation and growth corridors within the Mid Valleys Corridor and the Southern Connections Corridor to meet the housing and employment needs of the population up to 2031.
- 1.43** The scale of the proposals to be targeted at each of the strategy areas is based on an appraisal of the ability of the area to accommodate further growth having regard to the existing social and physical capacity of the area, the presence of environmental constraints, and the extent to which development can provide, or compensate for necessary social or physical infrastructure.
- 1.44** Having regard for the above, two strategic sites are proposed in the Deposit Replacement LDP, one focused on the MVC along the A472 strategic highway corridor at Maesycwmmmer and one focused on the rail network resulting in a south-east expansion of Caerphilly Town in the SCC. These sites are of a sufficient size to facilitate new and improved infrastructure

provision to support the proposed level of growth planned for both areas.

- 1.45** By targeting development to a limited number of growth corridors this will prevent the proliferation of larger developments in the open countryside throughout the County Borough and limit pressure on other environmentally sensitive areas.
- 1.46** Within the MVC the urban expansion of existing towns and centres is targeted at mainly greenfield sites due to the lack of brownfield sites available. Where greenfield sites are released this is considered necessary to diversify the existing housing stock, release land for economic development purposes in particular for small and medium-sized enterprises (SMEs) and new office development and to make the area more attractive for future inward investment.
- 1.47** The Southern Connections Corridor comprises Caerphilly Basin in the west and Lower Islwyn in the east. Both areas experience significant development pressure given their proximity to Cardiff, Newport and the M4 corridor. Caerphilly Town is only 17 minutes by train from the centre of Cardiff. This is an extremely important economic advantage that the Deposit Replacement LDP exploits. Within the SCC (Caerphilly Basin) the Deposit Replacement LDP allocates the Ness Tar Plant Site together with Nant y Calch Farm as a Strategic Site. This is an extremely well located site close to the town centre adjacent to the Caerphilly Bus/rail interchange. The release of the adjacent greenfield land is considered appropriate in order to facilitate the development of the first phase of the SE Bypass which is required to access the site.

Strategic Transportation Network

- 1.48** As a general principle development is directed to locations that offer a choice of transportation. Particular importance is placed on ensuring that development both supports and where necessary contributes towards

the development of a sustainable modern integrated transport system in the County Borough. The Deposit Replacement LDP therefore promotes development proposals that: improve the connectivity of the area within the Cardiff Capital Region; increase the ability of people to travel to work by public transport (in particular rail); but also alleviates problems on the strategic road network where appropriate.

- 1.49** Whilst the transport strategy is very much focused on measures to encourage the greater use of the public transport system, there remain parts of the County Borough that also require investment in the highway infrastructure, and this is particularly the case in:
- the Heads of the Valleys Regeneration Area where there is a pressing need to increase the resilience of the area to the impact of disruption caused by the closure of sections of the A469;
 - Maesycwmmer which remains a traffic pinch point on the main A472 strategic highway route between Blackwood and Ystrad Mynach; and
 - the Caerphilly Basin where there is a pressing need to make specific improvements to the strategic network, to ease congestion and alleviate air pollution in the town.

Strategic Road Network

- 1.50** The Deposit Replacement LDP therefore identifies the need to implement the final section of the strategic highway network in the HOVRA between New Tredegar and Pontlottyn, in order to realise a long-term ambition to provide a modern road network that meets the needs of business, residents and visitors and which would complete the high quality route between the Caerphilly Northern Bypass and the Heads of the Valleys Road. The precise alignment of the road has yet to be identified however and therefore cannot be shown on the Proposals Map at this time.

- 1.51** The provision of a first class road and public transport network is key to the economic success of the MVC. The A472 forms the main east-west highway along the southern edge of the MVC. From Newbridge to Blackwood the road is dual carriageway, as is the A469 between Ystrad Mynach and Caerphilly. However the single carriageway through Maesycwmmmer continues to act as a constraint to the overall flow of traffic using the network. There is a continuing need to ensure that the strategic road network is upgraded to ensure ease of movement between Blackwood and Ystrad Mynach and the strategic rail network, and thus to the wider Cardiff Capital region. The Deposit Replacement LDP therefore identifies the need to address the traffic pinch point along the A472 at Maesycwmmmer through the provision of a new road provided as an integral part of the Strategic Development Site at Maesycwmmmer. There is also the potential for online improvements to be made to the A472 to enable the phasing of the scheme over the plan period.
- 1.52** The strategy provides for a moderate level of housing growth over the plan period. This growth will lead to increases in traffic on the transport network, which will have implications, particularly in the MVC and the SCC. There will be a need therefore for improvements to be undertaken to the strategic network in order to increase the capacity of the network and to alleviate the cumulative impact of new development in terms of both congestion and on air quality. The Deposit Replacement LDP identifies those schemes that are necessary to support the planned level of growth up to 2031.
- 1.53** Road and rail links to Cardiff are particularly important as they serve not only local movements but also the massive commuter flows from further north in the Rhymney Valley. The need to facilitate travel patterns within Caerphilly Town Centre must be tempered by environmental considerations, particularly in respect of air quality standards. A sustainable transport system for Caerphilly which includes

the provision of the first phase of a south east bypass as an integral part of the Strategic Development Site in Caerphilly, and capacity improvements along the existing network will ensure that travel patterns are accommodated whilst air quality within the built up area is improved.

Strategic Rail Network

- 1.54** Improvement to the existing transport infrastructure in the HOVRA continues apace including the provision of the new park & ride facilities and a new bus / rail interchange at Bargoed. The Rhymney Park and Ride is completed, whilst the final stages of the Rhymney Valley Line frequency enhancements are underway with the development of a passing loop at Tirphil. Together these improvements represent a significant step forward in encouraging residents of the HOVRA to shift their mode of transport from the private car to the train. Equally important, this investment in the transportation network provides improved access to job opportunities for residents living in the HOVRA.
- 1.55** Further improvements are now required in the MVC. There is a need to build on the success of the Ebbw Valley Line and safeguard land for the provision of a new station at Crumlin. The establishment of this station would benefit the main employment site at Oakdale Business Park making it more accessible by rail. There is also a pressing need to pursue the connection of the Ebbw Valley Line to Newport. In addition as Ystrad Mynach is increasingly becoming a strategic hub for public services there is increasing pressure on the park and ride facilities. The Deposit Replacement LDP therefore identifies land for the provision of additional park & ride provision at Ystrad Mynach Station.
- 1.56** Caerphilly has the second highest out-migration level in South Wales, with over 15,000 net car-borne out-movements each day. The majority of the out-migration is south to Cardiff and Newport. Measures

therefore need to be identified to increase the number of commuting trips using sustainable modes, rather than the car. The strategic sites at Caerphilly and Maesycwmmwr both have potential to be served by train. Maesycwmmwr is in close proximity to three train stations, namely Hengoed, Ystrad Mynach and Llanbradach, whilst the strategic site in Caerphilly is directly adjacent to Caerphilly Station. There is a pressing need to ensure that the opportunities to increase park & ride provision, particularly in Llanbradach are pursued to ensure that residents of these sites are able to commute by train.

- 1.57** Opportunities for the reopening of rail lines, specifically: the Caerphilly Machen / Newport rail line; and a passenger service on the Cwmbargoed line to Dowlais also need to be explored.
- 1.58** The Cwmbargoed line, whilst operating as a freight line for the Ffos-y-Fran mineral extraction works, remains as the last significant rail line within the County Borough that does not have passenger services. The Cwmbargoed line links Nelson to the Principal Town of Ystrad Mynach and the services on the Rhymney Valley Line. The reinstatement of this line for passenger services and the provision of a rail halt at Nelson would facilitate movements to and from Nelson and would make the proposed mixed-use site at Ty Du more accessible to the region.
- 1.59** The Caerphilly Machen / Newport rail line will be safeguarded for the future provision of a passenger rail line.
- 1.60** The improved connectivity that will be delivered through these policy interventions and in particular: electrification of the Valleys Lines, capacity improvements throughout the network and the provision of new passenger lines will build on the successes achieved to date including the reopening of the Ebbw Valley Line, the provision of the new halt and park & ride facilities at Newbridge and Energlyn

and the improved park & ride provision at Ystrad Mynach, Pengam, Rhymney and Caerphilly.

Walking/Cycling

- 1.61** A key factor in delivering more sustainable transport is realising a significant increase in the number of shorter trips by walking and cycling. The County Borough has a significant network of footpaths and has an excellent network of local and national cyclepaths. The provision of high quality strategic and local network of dedicated routes for these modes is an essential element in realising this growth. The Deposit Replacement LDP therefore protects and safeguards those routes that contribute to this strategic network and identifies new routes to expand existing provision.

Housing Development

- 1.62** One of the most basic and important requirements of residents is a home, and land for housing is one of the most significant, and often contentious land uses that have to be allocated in the plan. The issues of population and housing are thus fundamental to the Deposit Replacement LDP.
- 1.63** The aim of the Strategy is to allow for a moderate level of population and housing growth up to 2031, to retain people within the area and attract new people of working age to live and work in the County Borough. This approach is considered appropriate as it would not be acceptable to plan for a declining, ageing population, as this would adversely impact on the ability of the area to sustain services, facilities and economic growth. The aim therefore is to increase the 2011 level of population from 178,800 people to 192,250 by 2031. The Deposit Replacement LDP therefore makes provision for the development of 12,400 new homes in the plan period, 1930 of which will need to be affordable.
- 1.64** In identifying sites to accommodate this level of growth regard has been had to the exiting housing land supply, which takes into

account information in respect of housing commitments, allowances for windfall sites and small sites. The Strategy therefore makes provision for the release of an additional 527 hectares of land for housing development up to 2031. 6% of this growth is targeted to the HOVRA, 54% to the MVC and 40% to the SCC.

Economic Development

1.65 The economic needs of residents and business are recognised in the strategy, which seeks the development of a strong and diverse economy; that generates quality, well-paid jobs, and addresses problems of economic inactivity and social deprivation.

1.66 A review of socio-economic data³ has raised some areas of concern that the plan needs to address. Specifically that Caerphilly County Borough has:

- Several areas of intense local deprivation, notably in eastern Caerphilly Town, Bargoed and within the Heads of the Valleys Regeneration Area;
- A low proportion of local residents qualified to degree level and a comparatively high proportion of people with no qualifications;
- Low proportions of people who work in professional and associate professional occupations;
- A strong dependence on public sector employment (30% of the workforce); and
- A high commuting rate with 46% of working residents commuting out of Caerphilly County Borough for work, compared to the Wales average of 30%.

1.67 Of note however is that, notwithstanding the general decline in manufacturing the County Borough retains a strong local manufacturing sector and retail sector, with 22.9 % of the working population employed in manufacturing and 14.9% in retail.

1.68 The County Borough also has a high proportion of small and medium sized VAT registered businesses operating in the area, with some 4,195 businesses in 2013. Most of those businesses employ less than ten employees (79.3 percent). A large proportion of local businesses are in the construction and manufacturing sectors.

1.69 The plan recognises that the employment market is a dynamic and changing sector and that modern businesses and developers want easily developable, accessible and usually prominent sites for their premises. A healthy property market needs to provide a mix of options including land for speculative developments; design and build schemes, and freehold plots for owner-occupiers to self-build. The Deposit Replacement LDP therefore identifies 74 ha of employment land to encourage innovation and diversity in the employment sector. It further protects in the region of 486 ha of existing employment land throughout the County Borough for this continued use.

1.70 The County Borough has a significant oversupply of employment land and premises, however a number of estates/sites are no longer appropriate to meet modern needs by virtue of their poor quality, size or poor location. Further a number of estates/sites are not served sufficiently by the modern infrastructure that is demanded by modern business, such as excellent connectivity to the road and rail network or access to superfast broadband. As an integral part of the plan preparation process all existing estates and allocated sites for employment use have been reassessed to ensure that they remain suitable for their proposed use. Where they remain suitable, the plan protects them to ensure their continued important contribution to providing accessible sources of employment throughout the County Borough.

³ Employment Sites Supply and Market Appraisal Caerphilly County Borough Council , June 2014

1.71 The Principal Towns and Local Centres also make an important and significant contribution to the economic, social and cultural life of the area. They account for significant employment opportunities for local residents, provide accessible local services and are a focus of community activity. Thriving and vibrant town centres are essential if the County Borough is to achieve its ambition of building a strong and sustainable local economy. Retail, commercial, office and tourism development opportunities are therefore identified in order to broaden the range of uses and thus increase footfall.

Natural Heritage

1.72 The natural heritage covers the geology, geomorphology, biodiversity, landscape and amenity value of the environment. It is a valuable natural resource providing many of our basic needs, such as clean air, water, food, raw materials, recreation and economic activity. Whilst the natural heritage is extremely vulnerable it is also under significant pressure from development. The plan recognises this and designates special landscape areas to protect those areas that are considered to be of local landscape value and that are therefore worthy of protection, and sites of importance for nature conservation that are sites of substantive nature conservation value.

1.73 However the plan must strike an appropriate balance between the need to protect the environment with the need to provide for sufficient land for social needs (i.e. housing, community and leisure facilities) and economic needs (i.e. provision of jobs through economic development) over the plan period. In identifying appropriate urban expansion sites in the MVC and SCC the level of potential harm to the natural heritage has been assessed, taking into account mitigation, compensatory and restoration measures.

1.74 Minerals underlie the majority of the County Borough, and the Council aims to balance the need to conserve the distinctive features and characteristics of the natural heritage with the

need to safeguard nationally important mineral resources. Proposals for mineral working will be subject to national policy tests as set out in Minerals Planning Policy Wales and Minerals Technical Advice Notes.

Valleys Regional Park

1.75 The Deposit Replacement LDP recognises that in addition to the intrinsic value of the natural environment, there is an opportunity to exploit the potential of these assets to improve the economic prosperity and health inequalities throughout the area. The County Borough has a significant network of country parks and countryside recreation facilities and there is an increasing recognition and momentum building to develop the valleys as a tourist destination as an integral part of the Cardiff Capital Region. The plan therefore protects and safeguards those sites that contribute to the Valleys Regional Park and identifies sites that can be developed to provide complementary facilities that increase the attractiveness of the area to visitors further.

Energy

1.76 The Deposit Replacement LDP recognises that coal resources remain particularly in the HOVRA that are capable of future extraction. In order to ensure that coal resources capable of extraction by surface mining methods are not sterilised by new development, they are safeguarded in line with national policy and guidance. It is important to note that this does not indicate an acceptance of working in the future.

1.77 The Deposit Replacement LDP also encourages renewable energy schemes but recognises the inherent conflict between permitting such schemes, in particular wind turbines and solar farms, and the desire to protect areas of recognised environmental, cultural or landscape importance. Supplementary Planning Guidance for wind turbine development has been prepared to indicate where such schemes could potentially be accommodated within the landscape subject to usual planning considerations.

STRATEGY POLICIES

Development Strategy - Development in the Heads of the Valleys Regeneration Area

SP1 Proposals in the Heads of the Valley Regeneration Area will be required to:

- A** Promote the north of the County Borough as a good quality residential, employment and tourist area at the heart of the Valleys Regional Park
- B** Focus development on both brownfield and greenfield sites to enhance the social and economic functions of the area
- C** Provide appropriate forms of growth in response to the specific role and function of individual settlements
- D** Ensure that there is safe, effective and efficient access to the Cardiff Capital Region by all modes of transport
- E** Capitalise on the economic opportunities offered by new technologies and the ongoing regeneration of the Principal Town of Bargoed
- F** Serve to address existing problems of deprivation in order to sustain and develop communities in a manner that is consistent with the underlying principles of sustainable development

1.78 The Development Strategy for the Heads of the Valleys Regeneration Area seeks to exploit appropriate development opportunities where they exist in the more deprived northern part of the County Borough, with a view to creating a viable future for all of the communities in this area. The Strategy will seek to accommodate new housing in villages where there is a need to diversify the housing stock in order to retain

the existing population and regenerate existing communities. It does this through a relaxation of settlement boundaries throughout the area to allow for small-scale developments and rounding off of existing settlements, together with a level of housing provision appropriate to the market activity and demand. New development in this area will be complemented by provision for new and improved employment and tourism opportunities, new community facilities and improvements to the public transport system and the strategic highway network.

Development Strategy – Development in the Mid Valleys Corridor

SP2 Proposals in the Mid Valleys Corridor will be required to:

- A** Focus development on both brownfield and greenfield sites to enhance the social and economic functions of the area
- B** Deliver the proposed level of managed growth for the area whilst having regard for, and positively impacting on existing communities
- C** Make the most efficient and effective use of the existing infrastructure and make adequate provision for new infrastructure as necessary to facilitate development
- D** Reduce car borne trips by promoting more sustainable modes of travel to the Cardiff Capital Region
- E** Capitalise on the economic opportunities offered by Oakdale / Penyfan Plateau and the Principal Towns of Ystrad Mynach and Blackwood

1.79 The Mid Valleys Corridor (MVC) comprises a contiguous area of urban development spanning the mid valleys area along the A472 corridor. The settlement pattern in this area is more like a conventional urban conurbation rather than the traditional linear settlements typical of the Valleys. The Sub Regional Town of Blackwood and Principal Town at Ystrad Mynach, together with the Local Centres at Nelson and Newbridge provide the services shops and community facilities for the area.

1.80 The Strategy for the MVC seeks to capitalise on the economic opportunities provided by the planned employment provision at Oakdale Business Park, Tredomen Business Park, Ty Du, Dyffryn Industrial Estate and Hawtin Park.

1.81 The co-location of planned new housing on both brownfield and greenfield sites with jobs, services, shops, community facilities and sustainable public transport will improve the vibrancy and vitality of the MVC (including its Principal Towns) and importantly will make the most effective use of the exiting infrastructure whilst reducing the need to travel.

1.82 New development within this area will also need to make adequate provision for new infrastructure (sustainable transport, leisure, education, health etc) where this is required to sustain the planned level of growth targeted to the MVC.

Development Strategy - Development in the Southern Connections Corridor

SP3 Development proposals in the Southern Connections Corridor will:

- A** Capitalise on the excellent public transport links to and within the Cardiff Capital Region in order to reduce the need to travel by car and promote more sustainable modes of transport
- B** Deliver the proposed level of managed growth for the area whilst having regard for, and positively impacting on, the existing communities within the area

C Make the most efficient and effective use of the existing infrastructure and make adequate provision for new infrastructure as necessary to facilitate development

D Capitalise on the economic opportunities offered by the Principal Towns of Caerphilly and Risca and its strategic location within the Cardiff Capital Region

E Capitalise on the tourism and economic opportunities afforded by Caerphilly Castle and Cwmcarn Forest Drive

F Protect the natural heritage from inappropriate forms of development

1.83 The Southern Connections Corridor and in particular Caerphilly Town, is the County Borough's most attractive area to potential investors. In recognition of this, the Strategy allows for the controlled expansion of Caerphilly Town to the south-east and designates Ness Tar Plant and the adjoining land as a Strategic Site. Taken together with Gwern y Domen and Land at Rudry Road the plan allocates much needed housing in an area of acute housing need and housing pressure.

1.84 The Strategy for the SCC also seeks to capitalise on the economic opportunities provided by the planned employment provision at Caerphilly Business Park and Rudry Road, together with town centre related economic development opportunities and activities.

1.85 The controlled expansion of the town, exploits the excellent public transport links at Caerphilly bus/rail interchange to, and within, the Cardiff Capital Region. Moreover it allows for the continued protection of the natural heritage throughout the remainder of Caerphilly Basin.

1.86 In Lower Islwyn the implementation of a Flood Alleviation Scheme in 2015/16 will help to unlock a number of brownfield sites throughout Risca Town for town centre

related activities and development. By taking advantage of redevelopment opportunities, particularly along the river frontage, the town could develop an enhanced employment role as a rail-oriented location for small and medium sized office-based businesses.

- 1.87** The Strategy for the whole of the SCC builds on the success of previous plans and continues to allocate previously developed land (brownfield) for redevelopment where it exists and where it is considered to be viable, feasible and deliverable to do so. In this respect 48% of the land allocated in the SCC is brownfield.
- 1.88** The SCC is also the area that has significant tourism potential, the Strategy therefore seeks to capitalise on the tourism and economic opportunities afforded by Caerphilly Castle and Cwmcarn Forest Drive.
- 1.89** New development within the SCC will also need to make adequate provision for new infrastructure where this is required to sustain the planned level of growth proposed for the area.

Settlement Boundaries

SP4 The Plan defines settlement boundaries in order to:

- A** Define the area within which development would normally be allowed, taking into account material planning considerations
- B** Promote the full and effective use of urban land and thus concentrate development within settlements
- C** Prevent the coalescence of settlements, ribbon development and fragmented development
- D** Prevent inappropriate development in the countryside

1.90 A key mechanism for achieving resource efficient settlements and to indicate where growth will be permitted is the designation

of settlement boundaries. The delineation of settlement boundaries across the County Borough is determined by the functional analysis of the strategy areas, namely the Heads of the Valleys Regeneration Area, the Mid Valleys Corridor, the Southern Connections Corridor and by the specific role and function of individual settlements.

1.91 In accordance with national planning policy, development in the countryside will be strictly controlled, however sensitive infilling of small gaps within villages or hamlets, or minor extensions may be acceptable, however this will depend on the character of area and its surroundings.

Local Identity

SP5 The Plan identifies Green Wedges between settlements where the open nature of the area serves to maintain the integrity and local identity of individual villages and where development would otherwise result in their coalescence.

1.92 Green wedges are identified throughout the County Borough in order to prevent the coalescence of individual settlements. The designation of green wedges between settlements is considered necessary in order to maintain the integrity and local identity of areas that would otherwise coalesce.

Settlement Strategy

SP6 The Council will support existing settlements, which will be enhanced based on their role and function in the settlement strategy:

Sub Regional Principal Towns:

- Blackwood (MVC)
- Caerphilly (SCC)

Principal Towns:

- Bargoed (HOVRA)
- Ystrad Mynach (MVC)
- Risca / Pontymister (SCC)

Local Centres:

- Rhymney (HOVRA)
- Nelson (MVC)
- Newbridge (MVC)
- Bedwas (SCC)

Area of Significant Change:

- Maesycwmmmer (MVC)

Residential Settlements:

- All other villages within defined settlement boundaries

Rural Villages:

- Villages and Hamlets within the countryside outside defined settlement boundaries

1.93 The role and function of individual settlements underpins the Strategy for the County Borough. The Strategy identifies five Principal Towns and four Local Centres based on their functions as major employers, retail centres, providers of services and centres of population. These are shown on the Key Diagram. The Plan seeks to enhance these areas based on their current role and function in order to respond appropriately to the economic, social and environmental needs of individual settlements.

1.94 Conversely, Maesycwmmmer is identified as an Area of Significant Change. In the longer term, further to the development of **Parc Gwernau Maesycwmmmer**, Maesycwmmmer will be elevated from a Residential Village to a Local Centre.

1.95 The Strategy also seeks to enhance existing residential areas within settlement boundaries that have neighbourhood shops and/or individual units serving more immediate needs.

Areas of Significant Change: Strategic Sites to deliver planned growth

SP7 The Council will support the planned growth of Maesycwmmmer in the Mid Valleys Corridor and Caerphilly in the Southern Connections

Corridor through the development of the following Strategic Sites:

MVC1 Parc Gwernau Maesycwmmmer - a residential scheme of approximately 2400 homes with associated community, retail and leisure uses (including a primary school) focused on a new transport corridor to alleviate congestion on the A472;

SCC1 South East Caerphilly (Former Ness Tar Plant and Adjoining Land) – a mixed-use town centre scheme of approximately 685 homes with associated formal leisure provision, focused on the Caerphilly Transport Interchange and accessed by a new link road.

MVC1 Parc Gwernau Maesycwmmmer

1.96 The role of the MVC has increased in importance over the past decade as the Principal Town of Ystrad Mynach has become the headquarters for a number of vital public services. Similarly the role of Blackwood as one of the County Borough's most successful Towns has improved through the provision of modern retail units and enhanced entertainment facilities which have provided an improved night time economy, increasing the appeal and attractiveness of the town within the region.

1.97 Situated between these two important Principal Towns (Ystrad Mynach to the East and the Sub Regional Principal Town of Blackwood to the West) Maesycwmmmer has the potential to support both towns in the future by co locating much needed new homes in an area of housing pressure, in close proximity to jobs, services and community and leisure facilities. The planned expansion of Maesycwmmmer is well related to the strategic transport network and its development will provide an opportunity to address the existing traffic pinch point along the A472 through the provision of a new road through the Strategic Site. In the longer term, Maesycwmmmer has the potential to become an important Local Centre within the MVC given its strategic location.

SCC1 South East Caerphilly (Former Ness Tar Plant and Adjoining Land)

- 1.98** Caerphilly Town is only 17 minutes by train from the centre of Cardiff and is well located to exploit funding which could be targeted to the region through the City Deal Initiative and is extremely well located in terms of future investment in the Metro. This is an extremely important economic advantage that the Deposit Replacement LDP aims to exploit.
- 1.99** As part of the Cardiff Capital Region, Caerphilly has the potential to be the area of choice for investment after Cardiff through the City Deal and the Metro Initiative. It is likely that the area will be further enhanced by the introduction of a light rail or tram system on the Rhymney Valley Line as part of the Metro, which could see: the time taken to travel to Cardiff further reduced; and the provision of a more frequent service with extra capacity to make public transport a more attractive mode of transport for residents.
- 1.100** The second Strategic Site is targeted to the Ness Tar Site due to its close proximity to the public transport network. This site will form part of a planned expansion of South East Caerphilly which has been identified as an expansion area for employment and housing with associated infrastructure (leisure, education and phase 1 of the SE Bypass). The planned expansion of the town to the South East, targets development to that part of the town that is well served by public transport and co locates new homes with jobs, services and facilities and adds to the vibrancy and vitality of this important Sub Regional Principal Town. In the longer term this part of town will have improved public transport connectivity as there is an intention to reintroduce a public transport service along the former Caerphilly, Machen and Newport Line as part of the SE Wales Metro.

SP7A Development Proposals for a Strategic Site will be required to be supported by a detailed

masterplan which should demonstrate that the proposed scheme:

- A Is of a high quality and sustainable design that respects the context of the local, natural, historic and built environment and its special features**
- B Makes a positive contribution to its host settlement and can be successfully integrated into the landscape, the host community and the wider area**
- C Can be appropriately phased to provide the infrastructure necessary to support the planned development at the earliest possible opportunity as an integral part of the development**
- D Can make an appropriate contribution towards providing increased levels of energy generation from renewable and low/zero carbon sources, and if appropriate, can increase the potential for such provision within the wider community**

Retail Hierarchy

SP8 The Council will support development proposals that reinforce the importance of the Retail Hierarchy as follows:

Towns

- **Sub Regional Principal Town**
 - **Retail Warehouse Parks**
- **Principal Town**
- **Local Centre**

Proposals for retail and commercial development within the defined Town Centres will be required to demonstrate that they:

- A. Contribute to its unique sense of identity;**
- B. Complement the specific role and function of the Centre in question;**
- C. Improve the attractiveness of the Centre.**

Outside of these Town and Local Centres, proposals for new retail development (including on Retail Warehouse Parks) will be subject to an assessment of need and to an application of the sequential test

1.101 Principal Towns and Local Centres make an important and significant contribution to the economic, social and cultural life of the area. They account for significant employment opportunities for local residents, provide accessible local services and are a focus of community activity. Thriving and vibrant town centres are essential if the County Borough is to achieve its ambition of building a strong and sustainable local economy. Retail, commercial, office and tourism development opportunities are therefore identified in order to broaden the range of uses in these important centres, enhance their specific role and function and thus increase footfall.

1.102 Outside of these town and local centres proposals for new retail development will be subject to an assessment of need and to an application of the sequential test in line with Planning Policy Wales and Draft Technical Advice Note 4: Retail Centre Development (2015).

Place Making

SP9 Development proposals should contribute to creating sustainable places by having full regard to the context of the local, natural, historic and built environment and its special features through:

- A** An appropriate mix of uses that reflect the role and function of settlements
- B** A high standard of design that reinforces attractive qualities of local distinctiveness
- C** Design in accordance with best practice in terms of designing out crime

D A location and layout that reflects sustainable transport and accessibility principles and provides full, easy and safe access for all

E The incorporation of resource efficiency and passive solar gain through layout, materials, construction techniques, water conservation, and where appropriate the use of sustainable drainage systems

F The efficient use of land, including higher densities where development is close to key transport nodes

G The incorporation and enhancement of existing natural heritage features

H The incorporation of mitigation measures that improve and maintain air quality

1.103 The Development Strategy seeks to ensure that sustainable places are created that are socially cohesive, enhance quality of life, meet the needs of current and future residents and reflect the role and function of settlements. The promotion of good design, sustainable transport, resource efficiency and the enhancement of natural heritage will contribute to developments that encourage a sense of place and identity, whilst reflecting local distinctiveness.

Built Heritage

SP10 The rich heritage and identity of Caerphilly County Borough will be preserved and/or enhanced by the protection and enhancement of the historic environment. Development proposals will only be permitted where it can be demonstrated that they will not cause harm or have a detrimental impact on the following:

- A** Listed Buildings and their settings
- B** Conservation Areas and their settings
- C** Local distinctiveness of settlements

D Unique Townscape character

E Historic and cultural features of acknowledged importance

1.104 The Development Strategy seeks to ensure that the rich heritage and identity of the County Borough is preserved and/or enhanced by the protection and enhancement of the historic environment. Change is inevitable, however change which impacts on the historic environment must be managed sensitively. Development proposals will be permitted therefore where it can be demonstrated that there is no detrimental impact to the heritage asset and it will protect and/or enhance the historic environment.

Planning Obligations

SP11 The Council will seek to secure Planning Obligations (S106 Agreements) where they are necessary to make the development acceptable in planning terms, directly related to the proposed development, and fairly and reasonably related in scale and kind to the development. Such obligations will include:

- A Infrastructure for walking, cycling, public transport, parking to link development schemes to the strategic transport network
- B Highway improvements necessary to make the development acceptable in highway and planning terms
- C On site school and ancillary facilities generated by the development proposal
- D Flood defence measures required to mitigate the risk of flooding
- E On site formal and informal open and leisure space; and
- F Affordable housing

Community Infrastructure Levy

SP12 Development proposals throughout the County Borough will be required to contribute toward the provision of strategic infrastructure to support the development of the County Borough as a whole, in line with the Community Infrastructure Levy Charging Schedule.

1.105 Development has the potential to increase pressure on existing community infrastructure and facilities such as transportation networks, schools, lifelong learning facilities, open space and other facilities. The provision of adequate infrastructure and services is a prerequisite of development taking place, as it is crucial for the environmental, social and economic sustainability of the County Borough. Where appropriate, the Council will seek obligations to mitigate against the effect of development. In line with national guidance the Council will continue to negotiate obligations where these are necessary, directly related to the proposed development, fairly and reasonably related in scale and kind to the proposed development.

1.106 In order to ensure that planning obligations and the CIL can operate in a complementary way, the CIL will provide funding for infrastructure to support the development of the area, rather than to make an individual planning application acceptable in planning terms.

1.107 In the case of previously used land, the Council will take into consideration abnormal costs associated with the redevelopment of a site when negotiating the level of planning obligation to be sought. Where a developer considers that the level of obligation sought may affect the viability of a development proposal to an unacceptable degree the Council will require the developer to provide sufficient evidence to support this position as part of the planning obligation negotiation process.

1.108 There is a requirement for significant infrastructure to be provided to mitigate and support the planned expansion of Maesycwmmmer and SE Caerphilly in respect of the two identified Strategic Sites. Both sites will be required to provide the critical infrastructure necessary to enable their development through s106 obligations. Consequently both sites will therefore be exempt from the Community Infrastructure Levy.

Conservation of Natural Heritage

SP13 The Council will protect, conserve, enhance and manage the natural heritage of the County Borough in the consideration of all development proposals within both the rural and built environment.

1.109 The term natural heritage covers the geology, geomorphology, biodiversity, landscape and amenity value of the County Borough. It embraces the relationships between landform and landscape, habitats and wildlife and the natural and built environment. It also includes natural features such as trees, woodlands, hedgerows and rivers. The natural heritage is not confined to the countryside or designated sites and is just as prevalent and important in our urban areas. The natural heritage is a positive asset that enriches people's quality of life and promotes the regeneration of areas.

1.110 Almost 80% of Caerphilly County Borough Council is classified as countryside, i.e. lies outside of defined settlement boundaries. Whilst change is inevitable and opportunities for growth and development of the Borough need to be provided, respecting the unique and distinctive features or characteristics of the natural heritage of the County Borough is essential in protecting, conserving, enhancing and managing the valuable features in both the natural and built environment.

Climate Change Mitigation

SP14 The Council will contribute to meeting national renewable energy targets and

energy efficiency targets while balancing the impact of development on the environment and communities.

1.111 Climate change and energy security are key priorities of both the UK and Welsh Government. The use of fossil fuels is seen as a major contributor to greenhouse gas emissions, a major cause of global climate change and moving towards a low carbon energy based economy is a Government priority. The generation and use of renewable and low carbon energy sources has a key role to play in this and the UK Government is committed to meeting the EU target of 15 percent of energy from renewable sources by 2020. The Climate Change Act 2008 introduces a legally binding target of at least a 34 percent cut in greenhouse gas emissions by 2020, and at least an 80 percent cut by 2050, against a 1990 baseline.

1.112 The potential to increase renewable energy generation in the County Borough is recognised. Further the generation of renewable heat generation falls well short of national targets. There is a strategic desire therefore to take a proactive role in terms of ensuring that new development contributes toward achieving these targets.

Climate Change Adaptation

SP15 The Council will ensure that where practical all new development proposals will include measures to adapt to climate change.

1.113 It is recognised that the global climate is changing. In Wales this is predicted to result in hotter drier summers, milder wetter winters, and more frequent and violent storms. It is therefore important that developments that are permitted over the plan period include measures to adapt to these changes.

1.114 Information on appropriate adaptation is provided in specific policies throughout the plan, e.g. the requirement for the inclusion of sustainable drainage systems to adapt to

more frequent storms is included within the provision of Policy **SP9**, whilst measures to allow vulnerable species to migrate along green corridors is included in Policy **CW6**.

Minerals

SP16 The Council will contribute to the regional demand for a continuous supply of minerals by:

A Safeguarding known resources of coal, sand and gravel and hard rock

B Maintaining a minimum 10-year land bank of permitted aggregate reserves in line with national guidance

1.115 The Strategy will balance the need for the safeguarding of nationally important mineral resources (e.g. Coal, Sand, Gravel) against the potential impact of such development on the landscape and on sites of ecological interest.

1.116 National policy in Minerals Planning Policy Wales and MTAN1: Aggregates requires that local planning authorities plan to maintain an adequate supply of aggregate minerals (MPPW paragraph 67), while having regard to the need to manage supply in a sustainable way to strike the best balance between environmental, economic and social considerations. The Regional Technical Statement First Review 2014 provides a strategy for the future supply of construction aggregates in south Wales.

1.117 Each local planning authority is required to make future provision for land won primary aggregates in its LDP on the basis of an annualised apportionment. In the case of Caerphilly County Borough Council, the annualised apportionment is nil for sand and gravel and 0.76 million tonnes a year for crushed rock. In 2010 the landbank for the county borough was 27.8Mt, which was adequate for 36.57 years. Adjusting the figures for 2015 would give a landbank of 31.5 years or 24 Mt. Therefore, a ten year landbank can be maintained throughout the plan period."

Waste Management

SP17 The Council will implement a sustainable, integrated approach to waste management, which minimises the production of waste and its impact on the environment, and maximises the use of unavoidable waste as a resource. To assist in this all allocated and protected class B2 industrial sites are designated as potentially suitable locations for new in-building waste management facilities.

1.118 Advances in technology and the introduction of new legislation, policies and practices mean that many modern waste management /resource recovery facilities on the outside look no different to any other industrial building and on the inside contain industrial de-manufacturing processes or energy generation activities that are no different to many other modern industrial processes in terms of their operation or impact. The designation of all allocated and protected use class B2 industrial sites as suitable in principle for in-building waste management facilities, represents a substantial choice of sites to enable the market to deliver the network of facilities that is likely to be needed over the plan period.

Countryside Recreation

SP18 Access to opportunities for enjoyment of the County Borough will be promoted and encouraged where the proposal is sustainable in terms of its impact on the natural heritage, the local community and the rural environment.

1.119 The County Borough has considerable potential for the development of recreation, tourism and access based on its natural resources and heritage for both local people and visitors and tourists to the immediate and surrounding area. The countryside of the County Borough and its amenities such as the rivers, mountains, country parks, cycle and

walking routes, commons and listed buildings all contribute to the many opportunities available for the enjoyment of the County Borough.

- 1.120 All of these opportunities and more will be encouraged and welcomed as part of the continued development of the County Borough. However, the principles of sustainable development need to be taken into consideration and all countryside recreation proposals should be consistent with these principles. The need to conserve or enhance features of significance and value to the local, region and nation should be factored into any proposal, and mitigation and/or compensation sought where necessary.

Development of the Valleys Regional Park

SP19 Development proposals that contribute to the Valleys Regional Park will be permitted provided that there is no adverse impact on areas of recognised environmental or landscape importance.

- 1.121 The development of a Valleys Regional Park is a key opportunity to attract tourists and investments to the County Borough, particularly within the Heads of the Valleys Regeneration Area, including the sensitive development of country parks.
- 1.122 Whilst development proposals that would contribute to the delivery of the Valleys Regional Park will be considered favourably, such as visitor attractions or employment opportunities, it is important that proposals do not have a negative impact on existing areas of environmental importance.

Protection and Enhancement of Strategic Green Infrastructure

SP20 The Council will protect and where appropriate enhance important networks of natural green space, green corridors, public open space and recreational facilities (both formal and informal).

- 1.123 PPW recognises the importance of developing networks of statutory and non-statutory sites, and landscape features, which provide links from one habitat to another. It also recognises the importance these linkages make in contributing to the conservation and enhancement of biodiversity and the quality of the local environment.

- 1.124 Habitat fragmentation is an important wildlife conservation issue. Small, isolated populations of species are far more vulnerable to extinction than populations that can disperse and interbreed with other populations. The effects of habitat fragmentation and climate change are likely to increase local extinctions among small isolated populations. It is important to maintain and enhance ecological networks of semi-natural habitats that have a high degree of connectivity. Increasing the extent and connectivity of habitats and providing green corridors that provide shelter, food and possibly breeding sites, enables species to cross hostile areas, expand their range and colonise new areas.

- 1.125 Access to public open space, natural green space and recreational facilities is also important in promoting public health and well being and enhancing quality of life for residents and visitors. The Council will therefore seek to protect and enhance these areas to avoid their loss as an integral part of the Council's strategy to provide doorstep access to countryside and leisure facilities within the County Borough to improve the public health of the resident population.

Health and Well Being

SP21 The Council will safeguard suitable land for the development of community, leisure and education facilities in order to ensure that an adequate network of provision can be made at accessible locations across the County Borough to contribute to the health, educational attainment, social care and well being of residents over the Plan period

1.126 Providing a range of community facilities that are accessible to as many people as possible is fundamental; in terms of securing sustainable communities. Such facilities are valuable not only in terms of the facilities they provide, but are also important in terms of the employment they can generate and in terms of attracting people to live within an area. The Council is committed to facilitating the development of a strategic network of accessible community facilities to meet the health social care and well being of the residents of the County Borough over the plan period.

Total Housing Requirements

SP22 The Council has made provision for the development of up to 13,640 new dwellings in the County Borough in order to deliver the 12,400 new dwellings required to meet the moderate growth strategy up to 2031. This over provision allows for flexibility and choice

1.127 The Replacement Local Development Plan ensures that sufficient residential land is made available to meet the future needs of communities for both market and affordable housing over the plan period. On the basis of sites allocated for housing under Policy H1, as well as completions, units under construction and allowances for small sites and windfall sites, the Plan makes provision for 13,640 dwellings. This represents 1,240 (9%) residential units more than the 12,400 units required to meet the dwelling requirement identified by the strategy. This allowance provides for flexibility and choice. The assumptions used to underpin this housing land provision are set out in the Population and Housing Background Paper.

1.128 In line with PPW and Technical Advice Note 1: Joint Housing Land Availability Studies (JHLAS) local planning authorities are also required to demonstrate that there is a genuine five-year housing land supply available at the time the plan is adopted.

The Population and Housing Background Paper provides information of the proposed distribution of housing land and the anticipated delivery rates of development plan allocations and housing commitments over the plan period.

1.129 The plan makes provision for the release of an additional 527 hectares of land for housing development up to 2031. This land is distributed across the whole County Borough and is targeted to those settlements that have: good access to sustainable modes of transport in particular bus and rail; are well served by existing and proposed employment opportunities; and to those locations where development would be viable, deliverable and sustainable. 6% of housing growth is targeted to the HOVRA, 54% to the MVC and 40% to the SCC.

Affordable Housing Target

SP23 The Council will seek to deliver through the planning system at least 1,930 affordable dwellings between 2011 and 2031 in order to contribute to balanced and sustainable communities

1.130 The Council aims to ensure that everyone in the County Borough has access to a good quality home that meets their housing requirements and the provision of a choice of housing that is affordable to the local population is vital in achieving this. A shortfall of affordable housing is a significant issue facing residents in the County Borough. Indeed, the Local Housing Market Assessment (2015) indicates that there is a Borough-wide shortfall of 526 affordable units per annum.

1.131 The target of at least 1,930 affordable dwellings reflects the number of units that it is expected can be delivered across the County Borough through the use of planning obligations on qualifying sites coming forward for development over the Plan period and through affordable housing exceptions proposals. The target of at least 1,930

dwelling delivered through the planning system forms part of a wider total of 3,000 affordable dwellings which it is estimated could be provided using all other delivery mechanisms in response to levels of need.

Managing Employment Growth

SP24 The Council has made provision for the protection and development of 566.8ha of employment land in the County Borough, 74.3 ha of which is to meet the identified need for 29 ha of new employment land up to 2031. This over allocation is to allow for flexibility and choice. This requirement will be met principally through the development of a diverse range of employment sites located on identified Business Parks and Industrial Estates.

1.132 In order to provide sufficient employment opportunities for the residents of the County Borough, 492.5 hectares of land has been protected for employment use and a further 74.3 hectares of employment land has been allocated for new development.

1.133 This provision is made on a range of employment sites across the whole County Borough to meet the diverse needs of the business sector. In particular, Land at the Lawn and Capital Valley offer significant opportunities in the HOVRA for economic development, whilst Oakdale Business Park, Ty Du and Tredomen provide a significant opportunity to act as a powerful driver for economic growth in the MVC, and Caerphilly Business Park, Trecenydd Estate and land at Rudry Road provide exciting new opportunities in the SCC.

1.134 The emphasis however in terms of managing employment growth is largely focused on the redevelopment of existing estates, as significant opportunities exist to redevelop and regenerate these important hubs of enterprise as the economy gradually shifts to new technologies and alternative ways of working.

Managing Tourism Growth

SP25 The Council will seek to enhance the tourism potential of the County Borough through:

- A** The designation of appropriate land for tourism related development;
- B** The appropriate protection of the natural and built heritage assets that provide the County Borough's sense of identity and unique qualities; and
- C** Improvements to the transport network as a whole to improve the connectivity of the area to the Cardiff Capital Region and beyond.

1.135 Tourism, perhaps more than any other industry relies upon the quality of the natural environment. Beautiful landscapes and coastlines are at the heart of attracting visitors. Sustainable tourism should consider the needs and quality of life of local communities, enhance and respect culture and local traditions, contribute to local economic prosperity as well as minimise damage to the environment.

1.136 Whilst Caerphilly is not blessed with beautiful coastlines the area has many valuable tourism assets that contribute greatly to the economy, these include Cwmcarn Forest Drive and Visitor Centre, Caerphilly Castle, Llancaiach Fawr Manor, The Winding House, Blackwood Miners Institute as well as a number of award winning parks and facilities, which exemplify the benefits of the countryside of the County Borough.

1.137 Located in the heart of the Cardiff Capital Region the County Borough is ideally placed to benefit from the vibrant capital city as well as the diverse cultural opportunities, heritage attractions and activities within the area. The implementation of the proposed Metro and improved rail links to Cardiff, Swansea, Bristol, London and Heathrow, combined with economic policy directed to maximise the opportunities presented by Cardiff Capital

Region has the potential to enhance the tourism potential and economic potential of the County Borough.

Transport Infrastructure Improvement

SP26 The Council will seek to implement improvements to the existing transport infrastructure that:

- A** Address social exclusion by increasing accessibility to employment, services and facilities throughout the County Borough, and/or
- B** Assist in regenerating the Heads of the Valleys Regeneration Area through creating and improving transport links to the settlements in the Mid Valleys and Southern Connections Corridors, and/or
- C** Reinforce the role and function of settlements and/or
- D** Reduce the level of traffic movements and/or congestion, within any identified air quality management area, and/or
- E** Improves the connectivity of the County Borough to the Cardiff Capital Region, and/or
- F** Promote the most efficient use of the transport network as a whole.

1.138 It will take many years to change the behaviour of individuals to be less reliant on the car. The road network therefore continues to play an important role for many in terms of accessibility to employment opportunities, shopping centres and community and other facilities. Transport infrastructure improvements will aim to encourage greater use of public transport, walking and cycling as alternatives to the car. However the strategy must continue to provide an efficient transport system for the existing settlement pattern whilst simultaneously moving toward a more sustainable, resource-efficient

settlement pattern and transport system across the whole County Borough.

1.139 The strategy will build on the significant improvements to the strategic transport network over the last decade and will promote further improvements to ensure that the network as a whole functions in an efficient manner.

Road Hierarchy

SP27 A road hierarchy is defined as follows:

- A** The Strategic Highway Network
- B** County Routes
- C** Distributor Roads
- D** Access Roads

1.140 The establishment of a road hierarchy will facilitate the efficient use of the highways network by ensuring that traffic is channelled onto the most appropriate routes in order to maintain appropriate environmental, amenity and safety conditions. The roads identified at each level of the hierarchy are set out in Supplementary Planning Guidance: Road Hierarchy and Movement Restrictions.

Safeguarding Former Rail Lines

SP28 The routes of former railway lines that have the potential for transport related development will be safeguarded, particularly those that facilitate walking, cycling, rail freight or passenger movements.

1.141 By virtue of their steady gradient, the routes of disused railway lines can be used for alternative forms of transport. They are an extremely valuable resource that need to be safeguarded from inappropriate forms of development as once a route is interrupted its potential value for future transport provision is lost.

SECTION B: COUNTYWIDE DEVELOPMENT MANAGEMENT POLICIES

2.1 This Chapter sets out detailed Development Management Policies that are to be applied equally across the whole of the County Borough. The Countywide Policies together with National Planning Policy and Guidance form the Development Management framework. These policies are more restrictive than the more promotional Strategy Policies in Section A and the area specific policies in Section C. This section therefore provides the basis for the guidance to developers that will allow the Vision, Objectives and Strategy of the Deposit Replacement LDP to be delivered.

Welsh Government - National Planning Guidance

2.2 The policies in this section have not been drafted to accord with specific land-uses. They are drafted to reflect general and strategic issues in a format based on policy function. This approach has reduced duplication that has been evident in previous development plan documents. In addition, the policies in this section, as far as is reasonably possible, do not re-iterate national policy and consequently some more familiar policy content from previous development plans is not included. Therefore, it is important that full account is taken of Planning Policy Wales (PPW) and also the Technical Advice Notes (TAN) issued on individual topics/issues.

2.3 Where the following Countywide Policies discuss matters covered by national guidance they have included specific local requirements. Also, the reasoned justifications to the policies do not provide a comprehensive background for the policy requirement. This information is contained in the background papers that support the Deposit Replacement LDP. Overall these policies accord with the guidance laid out in WG Guidance for Countywide Policies.

2.4 Generally the policies apply to all development proposals. However, within some policies there are some controls or requirements that only apply to specific circumstances or land-uses. In these circumstances, the policy is drafted to make it clear exactly where it applies. It should be noted that, due to the layout of the Countywide Policies, the relevant policy criteria for any one proposal is likely to be contained across a number of policies. Consequently all the Countywide Policies should be considered in respect of **all development proposals as a matter of course.**

PLAN POLICIES

Climate Change

CW1 Development proposals that seek to address climate change increase renewable energy generation and/or reduce energy demand in line with SP14 will be permitted where:

A It can be demonstrated that there is no unacceptable effect on the interests of soil conservation, agriculture, natural heritage, cultural or built heritage, water conservation, public health and residential amenity

B It promotes the efficient use of land and minimises resource use during construction, operation and maintenance

C It can be demonstrated that the proposal will not result in an unacceptable impact, or when considered with other schemes an unacceptable cumulative impact, on the intrinsic quality of the landscape of the area

D Provision has been made for the removal of all infrastructure from, and

reinstatement of, the site following termination of the use.

- 2.5 The provision of energy from renewable sources coupled with energy efficiency and conservation measures are key elements of the UK energy policy and have the potential to make an important contribution to meeting the challenges of climate change.
- 2.6 In preparing the Deposit Replacement LDP, the Council has prepared a Renewable Energy Assessment (REA) to indicate the potential level of energy generation that could be produced in the County Borough from renewable sources. The REA indicates that there is scope to increase the amount of electricity and heat generated within the County Borough.
- 2.7 Proposals that harness renewable energy will be supported. In considering such proposals the need for the energy will be balanced against the impact of development on the intrinsic quality of the landscape and on the interests of soil conservation, agriculture, natural heritage, cultural or built heritage, water conservation, public health and residential amenity.
- 2.8 Caerphilly County Borough Landscape Sensitivity and Capacity Study provides Supplementary Planning Guidance in respect of the capacity of the County Borough to accommodate new wind turbine development and the scale of that development within specific landscape units. Further guidance is to be prepared in respect of alternative forms of Renewable Energy in order to maximise the contribution that the County Borough can make whilst respecting the environmental limits of the area for such development.

Renewable and Low Carbon Energy in New Development

CW2 All new residential development for 100 or more residential units or new development with a total floorspace of 1000 sq m or more will be required to submit an Energy

Assessment in order to determine the feasibility and viability of incorporating renewable energy, district heating networks or on-site zero / low carbon technology (including microgeneration technologies) within the development.

- 2.9 The Council will require applications that meet the provisions of this policy to be accompanied by an 'Energy Assessment'. The assessment will be required to set out how the proposal can make a contribution towards increased levels of energy generation from renewable and low carbon sources and whether or not any connections can be made to existing sources of renewable energy. Further details of these requirements will be set out in Supplementary Planning Guidance.

Sustainable Transport, Accessibility and Social Inclusion

CW3 Development proposals that are likely to generate a significant number of trips will only be permitted provided:

- A Walking and cycling are modes of travel which have been actively encouraged for short trips to and within the development and to nearby services and facilities, including public transport nodes, through the provision of appropriate infrastructure**
- B Provision has been made for ease of cycling, including secure bike storage and cyclist facilities**
- C It has been demonstrated that where a significant number of freight trips will be generated, the least environmentally damaging route will be utilised**
- D The use of Green Travel Plans has been encouraged, where appropriate**

- 2.10 Development proposals have the potential to generate significant numbers of trips, either as an origin (e.g. housing, industry

[freight movements]) or as a destination (e.g. employment and retail / leisure uses). As part of their design and layout, such developments should minimise car borne trips. Where significant numbers of freight trips are involved, such as those associated with mineral extraction or possibly land reclamation, the least environmentally damaging route is to be utilised. For the purposes of this policy the term "cyclist facilities" could include changing areas and showers. The term "significant" is defined in the guidelines for Traffic Assessments, Institute of Highways and Transportation. There is also guidance on this matter within PPW, TAN 18.

- 2.11** Addressing social exclusion is a critical element in regenerating disadvantaged areas throughout the County Borough. Improving the ability of residents to access services and facilities is a key factor in realising changes to these areas. Whilst it is acknowledged that a significant proportion of the improvement will be through non-land-use related factors. However physical access to services and facilities can be enhanced by appropriate location and design. This policy seeks to maximise this potential.
- 2.12** Green Travel Plans are a means of ensuring a shift towards more sustainable modes of transport, particularly at employment sites that can be reliant on car based travel. In order to determine the effectiveness of the travel plan, it is preferable that the travel plan is developed as a component of a Transport Assessment.
- 2.13** The weight to be attached to a travel plan when determining a planning application will depend upon the extent to which it, or parts of it, can be secured through a planning condition or obligation and the extent to which it affects the acceptability of the development proposed. Development that is unacceptable will not be permitted purely because of the existence of a travel plan if the implementation of that plan cannot be enforced.

Amenity

CW4 Development proposals must have regard for all relevant material planning considerations in order to satisfy the following requirements:

- A** There is no unacceptable impact on the amenity of adjacent properties or land
- B** The proposal would not result in over-development of the site and / or its surroundings
- C** The proposed use is compatible with surrounding land-uses and would not constrain the development of neighbouring sites for their identified land-use
- D** Where applicable, the viability of existing neighbouring land uses would not be compromised by virtue of their potential impact upon the amenity of proposed new residential development

2.14 Proposals for development have the potential for causing undue nuisance that adversely affects the amenity of adjoining land-uses. The effects are predominantly, though not entirely, related to residential uses. Consequently the policy will apply to all forms of development in all locations. The policy addresses two sides of the issue, firstly the adverse effects of a development on adjoining uses, and secondly whether the development of a new residential site would prejudice existing land-uses that would have detrimental effects upon the amenity of those new residents.

Design Considerations - Highways

CW5 Development proposals must satisfy the following highways requirements:

- A** The proposal has regard for the safe, effective, and efficient use of the transportation network
- B** The proposal ensures that new access roads within development proposals are designed to a standard that:

- i Promotes the interests of pedestrians, cyclists and public transport before that of the private car, and
 - ii Safely and effectively accommodates the scale and nature of traffic, which those roads are intended to serve
- C** Parking, appropriate servicing and operational space have been provided in accordance with the CSS Wales Parking Standards 2015
- D** Where access onto a highway is required the proposal takes account of the restrictions relevant to the class of road as designated in the road hierarchy ensuring movements and speeds are controlled through appropriate design, in order to ensure highway safety and amenity

2.15 The detailed requirements to be observed with regard to the provisions of criterion D are listed in Supplementary Planning Guidance: Road Hierarchy and Movement Restrictions.

Natural Heritage Protection

CW6 Development proposals that affect locally designated natural heritage features, will only be permitted:

- A** Where they conserve and where appropriate enhance the distinctive or characteristic features of the Special Landscape Area (SLA) or Visually Important Local Landscape (VILL)
- B** Within, or in close proximity to sites designated as Sites of Importance for Nature Conservation (SINC), Local Nature Reserves (LNR), Regionally Important Geological Sites (RIGS), Green Corridors, or Local Priority Habitats and Species, where proposals either:
 - i Conserve and where appropriate enhance the ecological or

geological importance of the designation, or

- ii Are such that the need for the development outweighs the ecological importance of the site, and where harm is minimised by mitigation measures and offset as far as practicable by compensation measures designed to ensure that there is no reduction in the overall value of the area or feature.

2.16 The natural heritage of the County Borough is diverse and contains specific biodiversity protection areas from European to local designations, together with local landscape designations (Appendices 1-5 provide the relevant details). It is important that these are protected from inappropriate development. This policy test applies to any development proposal that would, or would be likely to, have a detrimental effect upon the distinctive biodiversity, geological or landscape features and characteristics of the County Borough. The level of potential harm will be assessed, taking into account, mitigation, compensatory and restoration measures. Guidance in respect of this issue is contained in Supplementary Planning Guidance: A 3-Step Approach to Identify, Maintain and Increase Biodiversity.

2.17 Minerals underlie the majority of the County Borough, and the Council aims to balance the need to conserve the distinctive features and characteristics of the natural heritage with the need to safeguard nationally important mineral resources. Proposals for mineral workings are subject to national policy tests, as set out in Minerals Planning Policy Wales (MPPW), 2000, Minerals Technical Advice Note 1 (Aggregates) (MTAN1) and Minerals Technical Advice Note 2 (Coal) (MTAN2). The implications of such proposals will also need to be considered in respect of the distinctive features and characteristics of the natural heritage identified within the Plan.

Protection of the Water Environment.

CW7 Development proposals will only be permitted where:

- A They do not have an unacceptable adverse impact upon the water environment, and
- B Where they would not pose an unacceptable risk to the quality of controlled waters (including groundwater and surface water)
- C They take a sustainable approach to water supply and demand management.

2.18 Whilst Natural Resources Wales has a regulatory role in relation to water quality, the planning system has a crucial role to play in limiting the adverse effects of development on the water environment.

2.19 Climate change, increases in populations and changes in lifestyle have all had an impact upon the water environment and the pressures upon it. Climate change will affect the amount of rain that falls, it will impact upon river flows, replenishing of groundwater, the quality of water available and incidents of flooding, particularly localised, flash flooding. The demands and pressures on water resources will also change, with the scale and nature of the problem differing across Wales, as will the approach to dealing with the problems. The approach to the protection of the water environment will need to take into account the quality and quantity of the local water resource, and how this impacts upon the wider environment in terms of preventing further deterioration of aquatic ecosystems, associated habitats, fisheries, promoting the sustainable use of water, and controlling water abstractions. This is particularly important in terms of any development proposals that are likely to impact on the rivers Rhymney, Ebbw and Sirhowy.

Trees, Woodlands and Hedgerow Protection

CW8 Development proposals on sites containing trees, woodlands and hedgerows, or which are bordered by one of more such trees or hedgerows, will only be permitted provided that:

- A Where arboricultural surveys are required, they are submitted and approved, including any mitigation, compensation or management requirements, as part of the planning application
- B Root systems will be retained and adequately protected for the duration of all development activity on site
- C Development proposals have made all reasonable efforts to retain, protect and integrate trees, woodlands or hedgerows within the development site
- D Where trees, woodlands or hedgerows are removed, suitable replacements are provided where appropriate

2.20 Trees, woodlands, and hedgerows make a positive contribution to both the natural and built environment. They enhance the amenity value, character and diversity of the landscape, provide vital habitat for biodiversity and offer substantial environmental benefits such as offsetting of noise and improving air quality. Trees can occupy a substantial part of a development site and because of their potential size can have a major influence on the planning and use of the site. Arboricultural surveys evaluate trees and hedgerows, assess the effects of development and propose suitable mitigation. Detailed assessments, including topographical surveys, tree surveys / categorisation, tree constraints plans and arboricultural implications assessments, provide important information on the quality and quantity of trees present and identify mitigation of the potential impacts of development, including

the construction process, on trees and hedgerows and their root systems.

- 2.21 Effective measures should be taken to protect existing trees, woodlands and hedgerows that have been identified as worthy of retention through the arboricultural survey process. These features, if integrated sensitively and with due care, will enhance the quality of the development and amenity, safeguard biodiversity and natural heritage resources and minimise loss of trees and woodlands.
- 2.22 Where the loss of quality trees, woodlands and hedgerows is unavoidable, the loss should be minimised by providing appropriate replacements. This will ensure that the overall amenity, landscape and ecological value of the site and its setting are conserved.
- 2.23 Requirements to be observed in respect of trees and woodland are detailed in Supplementary Planning Guidance: Trees and Development – A Guide to incorporating Trees in Proposals for Developing Land.

Protection of Open Space

CW9 Proposals for development on areas of open space within settlements will only be permitted where:

- A The amount of open space remaining in the neighbourhood would still be adequate to serve local need; and**
- B The site has no significant value as a recreational resource or an area of visual amenity**

- 2.24 Requirements to be observed in respect of areas of open space are detailed in Supplementary Planning Guidance: Protection of Open Space.

Protection of Community and Leisure Facilities

CW10 Proposals that would result in the loss of a community and/or leisure facility will not be permitted except where:

- A A comparable replacement facility can be provided by the developer either on or off site, and within easy and convenient access on foot or by bicycle, or**
- B It can be demonstrated that the facility is surplus to requirements**

Protection of Rural Commercial Facilities

CW11 Proposals that would result in the loss of a shop or public house in defined villages will not be permitted except where:

- A The local community would continue to be served by another existing and comparable facility that is located within easy and convenient access by foot or bicycle; or**
- B There is evidence that the current use is not, and could not reasonably be expected to become, financially viable; &**
- C The developer can demonstrate that the premises, if non-operational, has been vacant for over a year and that the premises have been actively marketed for that use for lease or sale over a similar period of time at a reasonable rental or purchase price**

- 2.25 Local leisure and community facilities are important to the health, social, educational and cultural needs of the County Borough, as well as its economic well-being. In addition these facilities often provide the key elements to achieving more sustainable settlements by providing facilities within easy reach of people by foot or bicycle. Consequently this policy seeks to retain such facilities. This policy is, therefore, to apply to all proposals that lead, or could lead, to the loss of a facility.

- 2.26 There is a need to ensure that village shops and village pubs, which provide a benefit to the local population and help make rural communities sustainable, receive appropriate protection. This policy is intended to

prevent the loss of such businesses in rural communities by change of use which otherwise would remain financially viable and/or could be sold to a new operator who would continue the service. The settlements to which this policy applies are defined as Argoed, Deri, Draethen, Fochriw, Groeswen, Hafodyrynys, Hollybush, Markham, Princetown, Rudry, Trinant, and Wyllie.

Leisure and Open Space Provision

CW12 All new housing sites capable of accommodating 10 or more dwellings or exceeding 0.3ha in gross site area will be required to make adequate provision for:

- A Well designed useable open space as an integral part of the development; &**
- B Where appropriate on-site formal children's play facilities**

On sites of 500 units or more, adequate on-site formal outdoor sport provision will also need to be provided to meet the needs of the residents of the proposed development

2.27 The design and layout of new residential development should incorporate adequate areas of useable public open space as an integral part of the development. Care should be taken to ensure that where amenity open space is incorporated into the layout of the site it should be designed in such a way as to exploit site topography, create open views and avoid incidental areas of un-useable space. Where sufficient open space exists adjacent to the development site, developers will need to consider how to exploit this resource and thus provide well-designed public links within the development to these areas of land through a new footpath and/or cycle path provision.

2.28 The amount of land required for children's play and outdoor sport provision is based on the Fields in Trust (FIT) standard, which recommends a minimum provision of 2.43 hectares per 1000 population. Precise requirements for each site will need to be

agreed with the Council as local factors may require amendment to these standards, for example the location and quality of existing provision. The Leisure Background Paper provides an indication of the types of facilities that may be sought on allocated housing sites.

2.29 Where necessary the Council will seek to enter into planning obligations under Section 106 of the Town and Country Planning Act (1990) in order to secure the appropriate provision of such facilities.

Affordable Housing Planning Obligation

CW13 Planning Obligations will be secured to ensure that there is an appropriate level of affordable housing provision, in accordance with an assessment of local need, for all allocated and windfall housing sites that:

- A Accommodate 5 or more dwellings or**
- B Exceed 0.15ha in gross site area**

Where there is evidence of need, the Council will seek to negotiate the following affordable housing targets of:

- **30% of the total number of dwellings proposed on sites within the Caerphilly Basin (excluding Aber Valley)**
- **20% in the Mid Valleys Corridor and Risca, and**
- **10% in Lower Islwyn (excluding Risca)**

There is no target in the Heads of the Valleys or Aber Valley

2.30 There is a significant need for affordable housing in the County Borough and therefore seeking appropriate levels of affordable housing is justified as a means of contributing to mixed, balanced and sustainable communities through the provision of housing for all sectors of the population.

2.31 These targets should be treated as indicative as, at planning application stage, site-specific requirements will depend on the current

market conditions having regard for the most up to date Local Housing Market Assessment, recent Viability Assessments and information from the Council's Housing Division. The targets assume that no grant or public subsidy will be used. Should grant funding be available, a higher level of affordable housing may be sought. In the case of sites assessed and formally concluded by the Council as being in locations of high affordable housing need and possessing locational or other attributes of particular suitability in terms of meeting such need, the Council may seek to negotiate levels of affordable housing provision up to 100%, having regard to all relevant considerations including the viability of such provision.

- 2.32 Further information on affordable housing requirements is provided in Supplementary Planning Guidance: Affordable Housing Obligations.

Affordable Housing Exception Sites

CW14 Permission will be granted for small sites for affordable housing in or adjoining rural settlements on land where housing would not normally be permitted and where:

- A The site is solely for affordable housing and there are suitable arrangements to ensure that the housing is affordable and made available for initial and subsequent occupation by those in need of affordable housing**
- B A genuine local need for affordable housing has been identified in the village or settlement**
- C It can be demonstrated that the need for affordable housing in the village or settlement cannot be satisfactorily met within the settlement or within a nearby settlement**
- D The site is at an appropriate scale and is in keeping with the form and character of the settlement**

2.33 Exceptions sites are a potential means of delivering affordable housing in rural areas. Such developments must relate to rural settlements and be on sites where development is strictly controlled and new-build housing would not normally be permitted. Exceptions sites should be at an appropriate scale for the size of the settlement to ensure that communities are balanced and would normally accommodate no more than 5 dwellings.

2.34 Planning permission will be subject to a planning condition or obligation to ensure that the affordable housing will remain available in perpetuity to meet local housing needs. The release of exceptions sites will only be appropriate where there is evidence of local need and this need cannot be addressed within the particular settlement or an adjoining one. In the context of this policy 'local need' means a person or household who lives within and/or has a family connection to the settlement in question or an adjoining settlement, and is in affordable housing need.

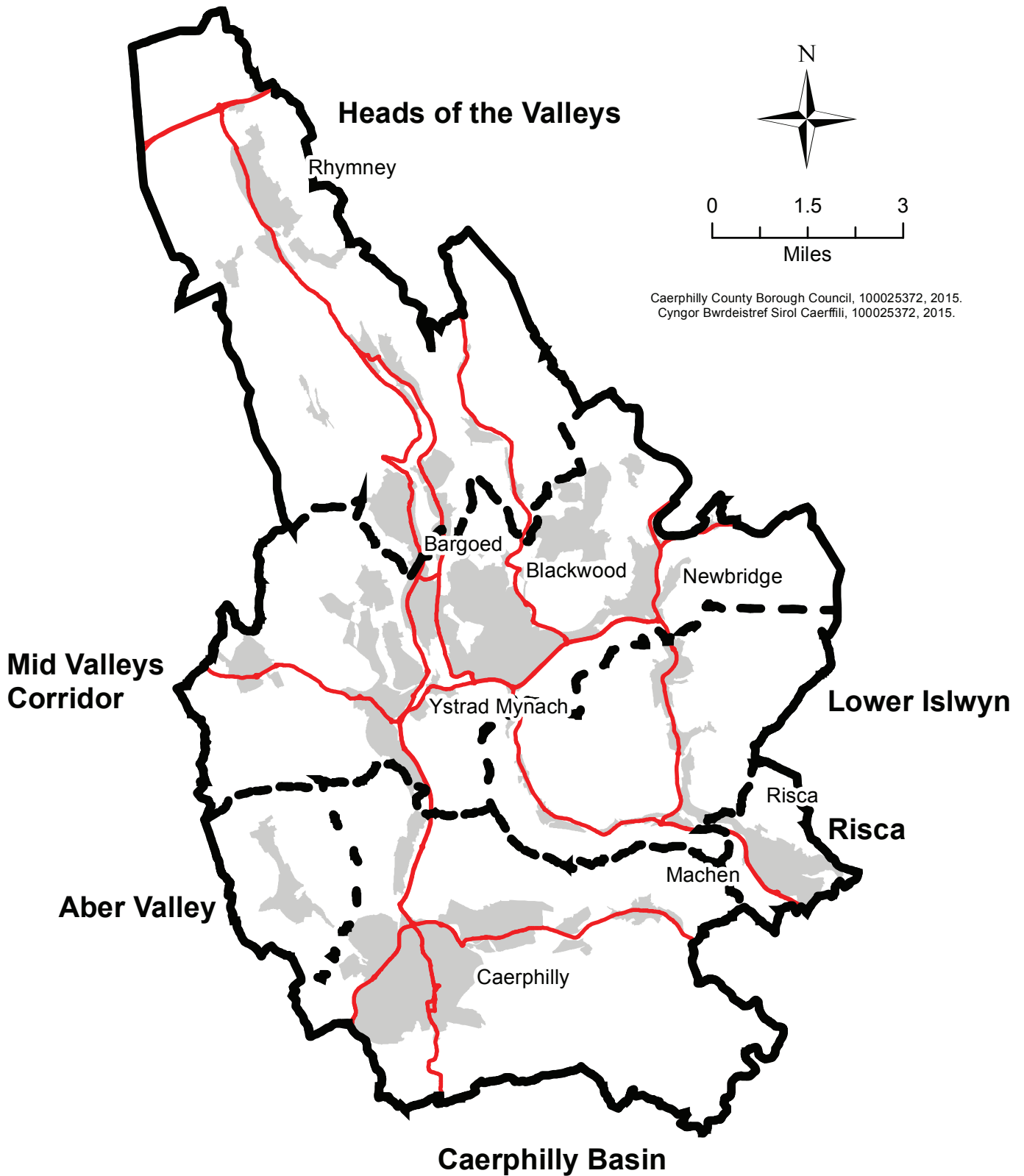
2.35 The 'rural settlements' to which this policy applies are Princetown, Llechryd, Argoed, Markham, Hollybush, Deri, Fochriw, Hafodyrynys, Trinant, Machen, Rudry, Draethen, Wyllie, Cwmfelinfach, Ynysddu and Wattsville.

Creating Sustainable Communities – Housing for older people

CW15 All new housing sites capable of accommodating 25 or more dwellings will be required to make provision for 10% of dwellings to be housing suitable for older people.

2.36 The lack of suitable housing for older people within the County Borough is a matter of concern as the mix of housing throughout the County Borough is unlikely to meet the needs of residents in future. This lack of provision results in the under-occupation of the existing housing stock, to the detriment

Housing Viability Market Areas



of the successful functioning and efficiency of the housing market.

- 2.37** The 2011 Census data indicates that 38% of all homes in the County Borough, are 'under-occupied', which is defined as having at least two spare bedrooms. Of note is the difference in under occupation between tenures. Approximately 47% of owner occupied properties are under-occupied compared to 15% of social rented properties. Closer analysis indicates that under occupation has a close correlation with age, with those aged 65 and over more likely to under-occupy property.
- 2.38** The expected rise in overall demand for housing, which is driven by both population growth and the changing nature of households, which are shrinking and ageing, means that there is a need to ensure that there is an opportunity for people to down size to more suitable accommodation. This would in turn free up larger properties suitable for larger households e.g. families with children.
- 2.39** In order to make this transition over the plan period, all new housing sites of 25 or more dwellings will be required to make provision for 10% of dwellings to be housing suitable for older people as an integral part of the mix of housing types. This could include the development of bungalows as well as other forms of housing such as single storey link homes or lifetime homes.
- 2.40** The key driver for this policy is to diversify the type of housing available in the private sector for older people. Given the objectives underpinning this policy, it will not be appropriate for social housing for older people provided through the affordable housing policy to contribute to the provision that is required under the Housing for older people policy. Where provision is required for older people as part of the affordable housing policy, this would be in addition to that required through the Housing for older people policy.

Use Class Restrictions – Business and Industry

CW16 Development proposals on designated employment sites will be subject to the following restrictions:

- A** On sites allocated or identified as **Business Parks**, development will only be permitted if it is:
- i** within use class B1
 - ii** to provide an ancillary facility or service to the primary employment use
- B** On sites allocated or identified as **Primary Sites**, development will only be permitted if it is:
- i** within use classes B1, B2 or B8
 - ii** an appropriate sui generis use
 - iii** to provide an ancillary facility or service to the primary employment use
 - iv** an acceptable commercial service unrelated to class B uses that cannot be accommodated in a **Principal Town Centre, Local Centre or within a Retail Warehouse Park**

- 2.41** The majority of industrial estates in the County Borough comprise businesses that are categorised within Use Classes B1, B2 and B8 of the Town and County Planning Use Classes Order 1987 (as amended). However, there are also examples of Sui Generis uses on a number of sites. Every industrial site that is allocated or protected for use class B2 is considered suitable, in principle, for the location of in-building waste management facilities⁴. This commitment is also referred to in **Policy SP17**, and both policies fulfil the requirements of the National Waste Strategy and the Regional Waste Plan (RWP). Examples of appropriate Sui Generis uses would include

a builder's merchant, a freight contractor's yard, vehicle depots and taxi control offices. Examples of commercial services unrelated to use class B which might be considered acceptable would include indoor health, fitness and play facilities, training facilities, day nurseries, and a commercial and vehicle repair and maintenance business.

Use Class Restrictions – Retail

CW17 Development proposals incorporating a change of use from class A1 retail to an alternative use class will be subject to the following restrictions:

A Within identified Sub Regional, Principal and Local Town Centres, changes of use of the ground floor will only be permitted where:

- i The commercial vacancy rate of the centre has been over 5% for over a year;**
- ii The proposed use is an appropriate town centre use;**
- iii The proposed use will not harm the vitality, viability and retail mix of the town through an unacceptable proliferation of this type of use;**
- ii For a change to residential use the property is located on the edge of the centre.**

B Within identified Primary Retail Areas, change of use to other appropriate town centre uses will only be permitted where:

- i the total cumulative number of non A1 units would not exceed 10% of the total number of commercial units within the Primary Retail Area; and**

ii the change of use of the ground floor is not to residential.

2.42 Shopping not only contributes to the vitality, attractiveness and viability of town centres, but also provides important benefits to the local economy by providing jobs, retaining spend in the County Borough and attracting visitor spend. It is therefore important that the primary functions of our Principal Towns and Local Centres are protected from inappropriate forms of development. The diversification of town centres is also important if they are to survive changing shopping habits, encourage additional footfall, improve dwell time and increase tourism and retail activity. This is vital to ensure that these centres flourish and meet the needs of residents into the future.

2.43 For the purposes of this policy “appropriate town centre use” includes developments that fall within the following use classes: A2 Financial & Professional Services, A3 Food and Drink Establishments, B1 Offices, D1 Non residential institutions, D2 Assembly and Leisure and appropriate Sui Generis uses (not exhaustive). The “edge” of the defined retail centre is taken to mean at or near the point where the retail frontages of the shopping area meet predominantly residential frontages, such as often occurs in older linear shopping centres comprising rows of terraced units.

2.44 The conversion of first and second floors of retail premises to residential use will be encouraged and permitted as this would serve to enhance the vitality and vibrancy of town centres, particularly in the evening.

Use Class Restrictions – Retail Warehouse Park

CW18 Development proposals for Retail Warehouse Parks will be subject to the following restrictions:

⁴ Development proposals for waste management facilities on allocated or protected use class B2 sites must be considered against other provisions in the Plan and national policy guidance, in particular TAN15.

- A** The proposed development cannot be accommodated within an identified Sub Regional, Principal Town or Local Centre; and
- B** The proposed development is an appropriate use for a Retail Warehouse Park; and
- C** The proposed use will not harm the vitality and viability of the existing Sub Regional, Principal and Local Town Centres.

2.45 This policy applies to proposals for both new development, which establishes new uses on Retail Warehouse Parks, and to changes of use proposals that seek to change the existing use of premises. "Appropriate use for a Retail Warehouse Park" includes developments that fall within the following use classes: A1 (Non Food Bulky Goods only), A3 Food and Drink, B1 Offices, C1 Hotel, D1 Non residential institutions, D2 Assembly and Leisure and appropriate Sui Generis uses (not exhaustive).

General Locational Constraints

CW19 Development proposals will be considered against the following criteria, where they apply:

- A** Development proposals will not be permitted if they prejudice the implementation of wider comprehensive redevelopment or constrain the development of any adjacent site for its allocated land-use
- B** Within settlement boundaries proposals for all types of development accord with the role and function of the settlement within which they are located, and
- C** Outside settlement boundaries proposals will not be permitted unless the proposed development is either:

- i** Associated with either agriculture, forestry or the winning and working of minerals; or
- ii** For the conversion, rehabilitation or replacement of rural buildings and dwellings; or
- iii** One Planet Development; or
- iii** For recreation, leisure and tourism proposals that are suitable in a countryside location; or
- iv** Associated with the provision of public utilities, infrastructure and waste management facilities that cannot reasonably be located elsewhere; or
- v** Associated with the reclamation / treatment of derelict or contaminated land

2.46 Minerals development is unique in that it can only happen where the minerals occur. There are substantial mineral resources within the County Borough, including resources of shallow coal, limestone, sandstone and sand and gravel all of which are indicated on the Proposals Map. In addition some of the coal resources in the County Borough also have the potential to contain economically viable amounts of coal bed methane and licenses have been granted in two areas under other regulations for the exploration of on shore oil and gas.

2.47 Any proposals for the winning or working of minerals will be considered in the context of national guidance together with the countywide policies and appropriate site-specific policies contained within the LDP. Development proposals that do not present specific locally distinct issues will be assessed in accordance with the requirements of national planning policy.

2.48 TAN 6 Planning for Sustainable Rural Communities sets out the essential characteristics that all One Planet Developments in the open countryside must have if they are to be permitted.

Locational Constraints - Retailing

CW20 Outside of the defined Sub Regional and Principal Town Centres proposals for new retail stores or for additional retail floorspace will only be permitted where:

- A** The vitality and viability of nearby Sub Regional, Principal Town or Local Centre will not be undermined, taking into account the cumulative effects of other approved retail developments, recently completed developments and plan commitments, and
- B** The proposal would not undermine the Council's retail strategy, a Town Centre Action Plan or any regeneration plans that the Council has formally approved, or
- C** The proposal is:
 - i** A new retailing unit of 1000m² or less in size, or the change of use of such a size, and
 - ii** To serve neighbourhood needs, or is ancillary to another commercial use

Locational Constraints – Retail Warehousing

CW21 Proposals for new retail warehouse units, or for change of use to retail warehouse units, on sites outside of the designated Retail Warehouse Parks will only be permitted if there are no suitable sites or units available within those Parks or within the defined Principal Town Centres or Local Centres.

Locational Constraints – Housing for People in Need of Care

CW22 The development of housing offering an element of care, either through change of use or new development will be permitted where:

- A** It is located within defined settlement boundaries; and
- B** There is safe and easy access to existing community facilities, local shops and services

2.49 There are a number of people living within Caerphilly County Borough that have specific housing needs as a result of disabilities or other support needs. Whilst many special needs can be addressed through support in existing homes, the range of needs varies and therefore there is a need for a flexible approach to allow for the needs of those requiring care.

2.50 For the purposes of this policy, 'housing for people in need of care' refers to proposals for nursing homes, sheltered housing, extra or close care housing, continuing care retirement communities or other similar types of development where an element of care is provided as part of the development. The policy relates to both new developments and the change of use to housing with care developments through the conversion of an existing building or buildings. Such facilities can serve the needs of elderly people and/or people with disabilities.

2.51 It is likely that the residents of housing with care developments have specific mobility needs and therefore it is particularly important that developments are accessible to services and facilities such as GPs surgeries or shops.

2.52 In order to ensure that residents of housing with care developments are integrated within the wider community, sites should be located within defined settlement boundaries. It may be appropriate for

these types of development to be located on allocated housing sites provided other policy considerations can be met, although it is important that such developments do not constrain the wider development of an allocated site.

Locational Constraints – Rural Development and Diversification

CW23 Rural Development and Diversification schemes will be permitted where:

- A They are consistent in scale and compatible with their rural location, including the retention and enhancement of existing natural and built heritage features;**
- B That where buildings are required to deliver the scheme, existing buildings are reused where possible, or the new buildings relate to an existing group of buildings;**
- C They will be complementary to, and not prejudice, the operation of an existing business.**

2.53 Rural industry has, in general been in decline for many years, and this has been reflected in the loss of many of our traditional farms, farming practices and other rural industries and practices within the County Borough. As a result, many of these rural industries have now diversified into facilities such as tourist accommodation, boarding kennels, riding schools or small-scale rural industries such as wood processing.

2.54 Rural diversification and development can contribute to the rural economy, can sustain rural communities, can provide tourism opportunities for the borough and continue to protect the rural landscape and character. Many activities, industries and services can be located within the rural environment without any detrimental impact upon the character and value of the countryside.

2.55 For the continued integrity of the natural and built heritage and the protection of the rural character of the County Borough, it is often more appropriate to diversify existing facilities such as farm complexes rather than provide new facilities. Diversification is essentially changing an existing facility that is no longer suited to its original purpose to another use that will benefit the local environment, economy and people.

2.56 All proposals for rural development or diversification schemes will need to demonstrate that they are compatible with their rural location. The scale and nature of the development should not have an unacceptable impact upon the rural character or the area by way of design, noise, smell, visual or traffic impact. Immediate and distant views should be considered. Where new buildings or facilities are required then evidence as to why existing buildings are not suitable for the proposed use will be required. If extensive new or replacement buildings or facilities are required, it will be considered that development or diversification is unlikely to be appropriate for a rural location.

Locational Constraints – Conversion, Extension and Replacement of Buildings in the Countryside

CW24 The conversion, extension or replacement of a building outside settlement boundaries will be permitted where:

- A The proposed use, scale, form, siting, design and materials are suitable within its context**
- B A conversion is justified demonstrating that:**
 - i The building is not makeshift in nature and is of permanent, substantial construction, and**
 - ii The building is structurally sound and capable of conversion or rehabilitation without major alteration or reconstruction**

- iii The building is capable of accommodating the proposed use without materially changing its existing character
- iv The development does not result in the domestication or urbanisation of an otherwise rural setting or the unacceptable loss of undeveloped countryside

C Extension is justified by demonstrating that:

- i The scale, form and design of the extension respects the scale and character of the original building, which remains the dominant element;
- ii The extension does not result in the loss of undeveloped countryside
- iii The extension does not result in the domestication or urbanisation of an otherwise rural setting

D Replacement is justified by demonstrating that:

- i The existing building is structurally unsound and not capable of rehabilitation or conversion to an alternative use without major alteration or rebuilding
- ii The use of the existing building has not been abandoned
- iii The use cannot practicably continue to be accommodated in the existing building and
- iv All practical appropriate alternatives for reuse have been examined

When assessing planning applications for the reuse or adaptation of a building, the primary considerations will be whether the nature and extent of the new use and the detail of any changes to the building are acceptable in planning terms.

2.58 When permitting development beyond the settlement boundary a careful balance is required to conserve, protect and enhance the rural environment through a sensitive approach to design including scale, form, siting and the use of materials, all of which should be appropriate to the context of the proposed development. Careful consideration should be given to the character of the building and its immediate and wider setting.

2.59 Proposals for the conversion of buildings outside of the settlement boundary should respect local building styles and materials and should be sympathetic to the character of the original building and the locality. For conversion to be acceptable the building should be structurally sound and capable of conversion or rehabilitation without major alteration or reconstruction; it should be of permanent and substantial construction and should not result in the domestication or urbanisation of an otherwise rural setting. Buildings that are ruinous or abandoned would not normally be considered suitable for conversion.

2.60 The existing building may require an element of extension to enable a new use to be accommodated. Where an extension is proposed it should respect the character, size and scale of the host building, with the original structure remaining the dominant element. Particularly careful scrutiny will be given to proposals that would further extend buildings that have previous extensions, in order to ensure that the scale and character of the original building is not compromised. Proposals should respect the character, setting and scale of both the host building and its immediate and wider surroundings and should not lead to an unacceptable loss of undeveloped land

2.57 Many buildings outside settlement boundaries become unsuited to the purpose for which they were originally built, and without beneficial use can become redundant and fall into disrepair.

2.61 In order to maintain appropriate forms of development in the countryside and avoid their replacement with inappropriate development, replacement buildings will only be permitted where part D can be satisfied. This policy is designed to ensure that where buildings are clearly ruinous or abandoned they are not classed as buildings that require rebuilding; and that where buildings are replaced, the new development is sympathetic to its location in terms of both use and design. Supplementary Planning Guidance: Buildings in the Countryside provides additional information in respect of this policy.

Locational Constraints - Gypsy and Traveller Caravan Sites

CW25 Proposals for Gypsy and Traveller caravan sites, including on land outside of defined settlement boundaries, will be permitted provided:

- A** The site is well related to community facilities and services
- B** The site can accommodate residential and home-based business uses without detriment to amenity and character of the area
- C** The site is capable of being served by utilities including waste disposal and recovery

2.62 Every local housing authority must, when undertaking a review of housing needs in their district carry out an assessment of the accommodation needs of Gypsies and Travellers residing in or resorting to their district. The Council has undertaken such an assessment (2015) and this has demonstrated that there is not an identified housing need within the County Borough for which provision should be made. Notwithstanding this, it is important that should the need arise in the future, the plan has an adequate policy framework for determining applications in respect of Gypsy and Traveller Caravan Sites.

2.63 This policy relates to applications for both permanent and transit gypsy and traveller caravan sites. As with other types of housing, it is important that gypsy and traveller communities have the same opportunity as the settled population to access facilities and services such as schools or GP surgeries. For this reason, the preferred location for sites is inside or on the outskirts of built-up areas, although suitable sites in rural or semi-rural settings would also be acceptable.

2.64 Many gypsies and travellers run businesses from the site on which their caravans are stationed and therefore sites should only be permitted where this mix of uses can be accommodated without detracting from the amenity of local residents or character of the local area.

2.65 Proposals for gypsy and traveller caravan sites must also generally comply with other policies identified in the Plan, including design considerations.

Locational Constraints - Minerals

CW26 Development proposals which may impact on minerals safeguarding areas will be considered against the following requirements, as applicable:

- A** Proposals for permanent development uses within identified mineral safeguarding areas will not be approved unless:
 - i** The applicant can demonstrate that the mineral is no longer of any value or potential value, or
 - ii** The mineral can be extracted satisfactorily prior to the development taking place, or
 - iii** There is an overriding need for the development, or

- iv **The development comprises infill development within a built up area or householder development or an extension to an existing building**

B Proposals for development uses of a temporary nature within identified mineral safeguarding areas will not be approved unless they can be completed and the site restored to a condition that does not inhibit mineral extraction within the timescale that the mineral is likely to be needed

Locational Constraints – Mineral Site Buffer Zones

CW27 Development proposals for sensitive or minerals development will not be permitted within the mineral site buffer zones identified on the proposals map

2.66 Buffer zones aim to reduce the conflict between mineral working and other sensitive land uses as a result of noise and dust from mineral extraction / processing and vibration from blasting. No new mineral development will be permitted within the buffer zone to prevent encroachment towards the sensitive land uses. No new sensitive development will be permitted both to prevent any encroachment but also to prevent an additional constraint for the mineral working.

2.67 In line with national guidance, buffer zones have been delineated around active, inactive and dormant mineral sites. In relation to active and inactive sites, the buffer zones are drawn from the outer edge of the permission boundary. The extent of the buffer zone reflects the known effects of mineral working at the site and may exceed the minimum distances set out in MPPW, MTAN1 and MTAN2. For dormant sites, where there is no experience of the impact of mineral extraction operations, the minimum distances set out in guidance will apply.

2.68 Whilst dormant sites retain permission, full modern conditions would be applied to the extant permission in accordance with national guidance prior to any working recommencing on site. National guidance also recognises the importance of determining the future use of dormant and inactive sites to give certainty to local communities that may be affected by future mineral operations. Having regard to this, the Council will continue to review, on an annual basis, those sites that have not worked to any substantial extent in the preceding two years and will consider an appropriate strategy for the future use and restoration of those sites, which may include Modification, Suspension, Discontinuance, Revocation or Prohibition Orders where appropriate.

SECTION C: ALLOCATIONS AND DESIGNATIONS

- 3.1 This Chapter identifies how the Development Strategy is to be delivered on the ground, that is, where new development is to be located and where development is to be protected from inappropriate development.

Settlement Boundaries

- SB1 In accordance with Policy SP4, Settlement Boundaries have been delineated on the Proposals Map for each of the Settlements in the Settlement Hierarchy. Development within the Settlement Boundary will normally be permitted, subject to all relevant national and local planning policies and all other material planning considerations.

Strategic Sites

- 3.2 There is no commonly accepted definition of a Strategic Site for use within the Cardiff Capital Region. For the purposes of the Deposit Replacement LDP, Strategic Sites are defined as sites that are:

- 1) Essential to the meet the aims and objectives of the plan;
- 2) Central to the delivery of the development strategy that underpins the plan;
- 3) Essential to the expansion of the identified areas for planned growth, specifically the Principal Towns of Ystrad Mynach/Blackwood and Caerphilly;
- 4) Located in close proximity to the regional transportation network in particular rail;
- 5) Capable of delivering improvements to the strategic highway infrastructure to support the planned growth of the County Borough;
- 6) Capable of delivering significant benefits in terms of reducing the level of traffic congestion on key transport corridors.

Strategic Site 1: Parc Gwernau, Maesycwmmmer

MVC1 In accordance with Policy SP7 land is allocated at Maesycwmmmer in the Mid Valleys Corridor for the development of approximately 2,400 new homes, a Primary School and a Neighbourhood Centre with an integral network of new green links and leisure areas. The whole site will be accessed by a dedicated new road linking the A472 Crown Roundabout at Maesycwmmmer to the A469 Dyffryn Roundabout at Ystrad Mynach.

- 3.3 Strategically located between the Principal Towns of Blackwood and Ystrad Mynach this important Strategic Site directly abuts the existing southern edge of the village of Maesycwmmmer. Ystrad Mynach is relatively small when compared to other Principal Towns in the County Borough and in particular when compared to Blackwood. Notwithstanding this, Ystrad Mynach is increasingly important as a significant employment centre given the presence of major service providers in the town. When developed this site will provide much needed sustainable new homes to support the continued evolution of Ystrad Mynach as an important Principal Town in the MVC and will also support the continued growth of Blackwood as an important Sub Regional Principal Town.

- 3.4 The proposed new development will be required to be high quality, locally distinctive, sustainable, well integrated and make a positive contribution to, the host settlement of Maesycwmmmer. It will have excellent connectivity and will be required to make provision for a small neighbourhood centre, which should support a new primary school and neighbourhood store and subject to

agreement with the Health Board a new GP surgery could also be located here. The development should have a planned network of new green infrastructure, which will meet the amenity and leisure needs of local residents and also provide the green links both within the site itself and to the village and the wider countryside.

- 3.5 Development of the site is required to be guided by a detailed masterplan, which will need to form part of any planning application for the site. The masterplan should clearly set out the vision and objectives for the site, together with a phasing plan to deliver the road in its entirety at the earliest opportunity. The masterplan will have full regard to and be guided by the Maesycwmmmer Expansion Framework Supplementary Planning Guidance in order to ensure that the context of the site and the local, natural, historic and built environment and its special features are given due consideration throughout the layout and design of the site.
- 3.6 Critical to its success will be the development of a dedicated new road linking the A472 Crown Roundabout at Maesycwmmmer to the A469 Dyffryn Roundabout at Ystrad Mynach. This new road will not only provide the access necessary for Parc Gwernau, but will also serve to alleviate congestion along the existing A472.
- 3.7 The integration and connectivity of the site not only to Maesycwmmmer but also to the wider Mid Valleys Corridor area will be critical. The design and layout of the site will therefore be required to ensure that excellent provision is made for pedestrian and cycle access and that there is adequate connectivity to Maesycwmmmer / Hengoed and Ystrad Mynach / Llanbradach to encourage sustainable modes of travel and minimise car borne trips.

Strategic Site 2: South East Caerphilly (Former Ness Tar Plant and Adjoining Land)

- SCC1 In accordance with Policy SP7 land is allocated to the South East of Caerphilly Town for 685 new homes, 3 ha of employment land, a formal leisure area and an integral network of new green links, accessed by the first phase of the south east bypass linking the Caerphilly Business Park Roundabout to the A469 Caerphilly Mountain Road.
- 3.8 Strategically located on the south-eastern edge of the Sub Regional Principal Town of Caerphilly this important Strategic Site directly abuts Caerphilly Town Centre. When developed this site will provide much needed sustainable new homes in an area of acute housing need, co located with existing and proposed employment and town centre services to support the planned expansion of Caerphilly Town.
- 3.9 The proposed new development will be required to be high quality, locally distinctive, sustainable, well integrated and make a positive contribution, to the town. The development should make provision for much needed formal leisure facilities in an area of identified need and to meet the amenity and leisure needs of local residents.
- 3.10 The design and layout of the site will be required to ensure that excellent provision is made for pedestrian and cycle access and thus the scheme should be designed to encourage residents to use sustainable modes of travel and minimise car borne trips. Given its location directly adjacent to the Caerphilly Bus/Rail Interchange this objective should clearly inform the vision for the site.
- 3.11 Development of the site is required to be guided by a detailed masterplan, which will need to form part of any planning application for the site. The masterplan should clearly set out the vision and objectives for the site.

The masterplan will have full regard to and be guided by the South East Caerphilly Expansion Framework Supplementary Planning Guidance in order to ensure that the context of the site and the local, natural, historic and built environment and its special features are given due consideration throughout the layout and design of the site.

- 3.12 The strategic site will be required to provide a dedicated new access road, which will serve to link the site to the Caerphilly Business Park Roundabout to the north and to the Mountain Road to the south. This new road will not only provide the access necessary for the strategic site, but will also serve to alleviate congestion within the town centre and contribute to the improvement of air quality within the town centre Air Quality Management Area.

SETTLEMENT IDENTITY

Green Wedges

SI1 In accordance with Policy SP5 Green Wedges are identified and will be protected at the following locations:

- SI1.1 Llechryd and Rhymney
- SI1.2 Fochriw and Pontlottyn
- SI1.3 Rhymney and Abertysswg
- SI1.4 Argoed and Markham
- SI1.5 Aberbargoed, Cefn Fforest and Pengam
- SI1.6 Penpedairheol, Gilfach and Tir y Berth
- SI1.7 Blackwood, Oakdale and Penmaen
- SI1.8 Croespenmaen and Treowen
- SI1.9 West of Nelson
- SI1.10 Gelligaer, Penybryn and Penpedairheol
- SI1.11 Pengam, Blackwood and Pontllanfraith
- SI1.12 Newbridge and Abercarn
- SI1.13 Cefn Hengoed, Hengoed, Ystrad Mynach and Fleur de Lys

- SI1.14 Maesycwmmmer, Pontllanfraith and Fleur de Lys
- SI1.15 Maesycwmmmer and Ystrad Mynach
- SI1.16 West of Parc Gwernau, Maesycwmmmer
- SI1.17 East of Parc Gwernau, Maesycwmmmer
- SI1.18 Cwmcarn and Pontywaun
- SI1.19 Cwmfelinfach and Ynysddu
- SI1.20 Penyrheol, Hendredenny and Abertridwr
- SI1.21 Llanbradach and Pwll-y-Pant
- SI1.22 Machen, Graig-y-Rhacca and Waterloo
- SI1.23 Ty-Sign and Pontymister

- 3.13 The need to define and maintain open spaces between and within urban areas and settlements to prevent coalescence is considered important for the County Borough to protect the integrity of both the built and natural environment. Within green wedges, it is intended to resist any development proposal that would not maintain this open character.

- 3.14 Development proposals will only be considered where the use is either conducive to the existing character or enhances the character of the green wedge. A detailed description of the green wedge allocations can be found in Appendix 3.

CONSERVATION OF NATURAL HERITAGE

Special Landscape Areas (SLAs)

NH1 Special Landscape Areas are identified and will be protected at the following locations:

- NH1.1 Upper Rhymney Valley
- NH1.2 Gelligaer Common
- NH1.3 Mynydd Eglwysilian
- NH1.4 North Caerphilly
- NH1.5 South Caerphilly
- NH1.6 Mynyddislwyn

3.15 Special Landscape Areas (SLAs) are local non-statutory designations that seek to protect areas that exhibit distinctive landscape, historical, cultural, biodiversity and geological features and characteristics within the County Borough. They are locally important elements of the natural heritage of the rural and urban environments, and provide a living history of the evolution of the area's landscape as well as cultural backdrop and visual setting. The designation of SLAs highlights the holistic consideration of the landscape, with emphasis placed on the 'special' nature of the distinctive landscape features and characteristics in these areas.

3.16 These areas will be protected from any development that would harm their distinctive features or characteristics. The policy is not designed to preclude development. However, an applicant will need to demonstrate that any development proposal will not have an unacceptable impact on the specific distinctive features or characteristics associated with the SLA.

3.17 LANDMAP is the national information system for taking landscape into account in decision-making. It separates landscape into five aspect areas: geological landscapes, visual and sensory, landscape habitats, cultural landscapes and the historic landscapes. The system allows information to be gathered, organised and evaluated within a nationally consistent data set. All of the SLAs have been identified using LANDMAP information and SLA designation methodology. This recognises that an SLA may include small parts of the local landscape that do not display the same level of landscape importance. A detailed description of the SLA designations can be found in **Appendix 1**, which provides a breakdown of the distinctive landscape features and characteristics within each SLA.

Visually Important Local Landscapes (VILLs)

NH2 Visually Important Local Landscapes are identified and will be protected at the following locations:

NH2.1 Northern Rhymney Valley

NH2.2 Manmoel

NH2.3 Abercarn

NH2.4 Rudry

3.18 Visually Important Local Landscapes (VILLs) are non-statutory designations that seek to protect the distinctive features or characteristics of the visual and sensory landscape of the County Borough and how we perceive and respond to the landscape around us. VILLs have been identified using only the visual and sensory layer of LANDMAP.

3.19 Development will only be permitted where it conserves and, where appropriate, enhances the distinctive visual and sensory landscape features or characteristics of the VILL. Development proposals should demonstrate that these features of the visual and sensory LANDMAP aspect layer are conserved and, where appropriate enhanced for the benefit of the visual landscape. A detailed description of the VILL designations can be found in **Appendix 2**, which provides a summary of the distinctive visual and sensory landscape features and characteristics within the VILL.

Sites of Importance for Nature Conservation (SINCs)

NH3 Sites of Importance for Nature Conservation are identified and will be protected at the following locations:

NH3.1 River Rhymney

NH3.2 Pen March and Traed y Milwyr, Llechryd

NH3.3 Bute Town, Llechryd and Rhymney Grasslands, Rhymney

NH3.4 Nant Bargoed Rhymni, Darran Valley

NH3.5 Tair Carreg Moor, North West of Fochriw

NH3.6	Cwm-Llydrew Wood, South of Fochriw	NH3.36	Markham Colliery, North of Markham
NH3.7	Nant Bargod Flush, Deri	NH3.37	Coed Argoed, East of Bedwellty
NH3.8	Cefn y Brithdir, South of Pontlottyn	NH3.38	Bedwellty Churchyard, Bedwellty
NH3.9	Mile End Pond, Abertyswg	NH3.39	Land opposite St Sannan's Church, Bedwellty
NH3.10	Y Graig Mire, South of Abertyswg	NH3.40	Nant Cwm-Crach, Bedwellty
NH3.11	River Sirhowy	NH3.41	Nant-Gau and Darran Woodlands, North of Oakdale
NH3.12	River Ebbw	NH3.42	Caeau Cwm-Corrwg, North of Oakdale
NH3.13	Cwmsyfiog Woodland, North of New Tredegar	NH3.43	Gwerthnor-Isaf Wood, South of Gilfach
NH3.14	Coed Cefn-Rhychdir, North of New Tredegar	NH3.44	Britannia Wood, South of Aberbargoed
NH3.15	Troed-Rhiw'r-Fuwch, North West of New Tredegar	NH3.45	Ty'n-y-Pwll Wood and Tip, South of Britannia
NH3.16	Parc Cwm Darran Larch Plantation, Deri	NH3.46	Mynydd Pen-y-Fan, South East of Manmoel
NH3.17	Cefn Gelligaer, West of Deri	NH3.47	Pen-y-Fan-Fach Grasslands, Glandwr
NH3.18	Craig Ysgwydd-Gwyn, Deri	NH3.48	Nant Gwynt Woodland, Glandwr
NH3.19	Ysgwydd-Gwyn-Isaf Wood, South of Deri	NH3.49	Pen-y-Fan Pond and Meadows, West of Pentwyn
NH3.20	Coed Deri-Newydd, Deri	NH3.50	Coed Trinant, East of Pentwyn
NH3.21	Pont Caradog and Nant Llan Woodlands, East of Deri	NH3.51	Pentwyn Fields, Pentwyn
NH3.22	Tir-y-Ferch-Gryno, Brithdir	NH3.52	Pottery Road Slopes, East of Gelligaer
NH3.23	Coed-y-Moeth and Cwmsyfiog Hillside, Cwmsyfiog	NH3.53	Waun Rydd, Gelligaer
NH3.24	Mynydd Manmoel, North of Manmoel	NH3.54	Land South of Gelligaer Infants School, Gelligaer
NH3.25	Twyn y Bleiddiaid, South East of Manmoel	NH3.55	Cwm Afon Railway Line, West of Nelson
NH3.26	Coed Waun-Bleiddian, North of Hollybush	NH3.56	Cwm Afon, West of Nelson
NH3.27	Hollybush Spring, Hollybush	NH3.57	Wern Woodland, Nelson
NH3.28	Llwyn-Bach Woodland, South of Hollybush	NH3.58	Brooklands Marsh, North of Nelson
NH3.29	Nant-y-Felin Wood, North East of Markham	NH3.59	Tredomen Tip Ponds, Nelson
NH3.30	Markham Tips, North of Markham	NH3.60	Llancaiach-Fawr Meadows, Llancaiach
NH3.31	Pen-yr-Heol Meadows, Markham	NH3.61	Coed Gelliau'r-Gwellt, East of Llancaiach
NH3.32	Markham Railway Line, Markham	NH3.62	Nant Caeach, North of Llancaiach
NH3.33	Pen- Rhiw'r-Eglwys, East of Markham	NH3.63	Cefn Hengoed Hillside, North of Hengoed
NH3.34	Hafodrisclawdd, East of Markham	NH3.64	Penallta Meadows, West of Hengoed
NH3.35	Pen-y-Waun, South of Markham		

NH3.65	Gelligaer Court Meadows, North of Penpedairheol	NH3.94	Ton-y-Pistyll Fields, Pentwynmawr
NH3.66	Tir Jack Slopes, East of Penpedairheol	NH3.95	Braces Bakery Nature Reserve, North of Croespenmaen
NH3.67	Upper Trelyn Woodland, South of Pengam	NH3.96	Pen- Rhiw Bengi Marsh, Oakdale
NH3.68	Blackwood Golf Club Woodland, Cefn Fforest	NH3.97	Nant Philkins Fields, Oakdale
NH3.69	Coed y Gelli, North of Cefn Fforest	NH3.98	Remploy Factory Grounds, Oakdale
NH3.70	Cwm Gelli Wood and Meadow, North of Cefn Fforest	NH3.99	Penyfan Industrial Estate Woodland, Oakdale
NH3.71	Blackwood Riverside Woodlands, North East of Blackwood	NH3.100	Pant Glas Meadow, Trinant
NH3.72	Penmaen Carr, East of Blackwood	NH3.101	Crumlin Old Farm Meadows, Crumlin
NH3.73	Coed Duon, Blackwood	NH3.102	Cwm Kendon, Crumlin
NH3.74	Cefn Fforest Eco Park, Blackwood	NH3.103	Llanerch-Isaf Woodland, Crumlin
NH3.75	Penllwyn Woodlands, Pontllanfraith	NH3.104	Coed Goferau, Crumlin
NH3.76	Nant yr Odyn, East of Pontllanfraith	NH3.105	Pontbren, North of Crumlin
NH3.77	Crown Estate Meadows, Pontllanfraith	NH3.106	Coedcae Watkin Dafydd, East of Crumlin
NH3.78	Crown Roundabout Marsh, Pontllanfraith	NH3.107	Ty-Mawr Wood, Rhiw
NH3.79	Trelyn Woodland and Meadow, Pontllanfraith	NH3.108	Pant-Ysgawen Fields, Treowen
NH3.80	Enterprise Way Grasslands, Pontllanfraith	NH3.109	Pennar- Ganol, South of Newbridge
NH3.81	Coed Penallta and Railway Line, Ystrad Mynach	NH3.110	Pen-Rhiw-Bica, South of Newbridge
NH3.82	Tir-Twyn Woodlands, Ystrad Mynach	NH3.111	Coed Gawni, East of Newbridge
NH3.83	Coedcae Mawr, Ystrad Mynach	NH3.112	Coed Cil-Lonydd, East of Newbridge
NH3.84	Maesycwmmmer Woodland and Meadows, Maesycwmmmer	NH3.113	Mynydd Maen, East of Newbridge
NH3.85	Bryn Ysgafn Meadow, Fleur De Lys	NH3.114	Coedcae Newydd, Gelligroes
NH3.86	Victoria Road Slopes, Fleur De Lys	NH3.115	Ty Bach Marsh, East of Wyllie
NH3.87	Penmaen Woodlands, Penmaen	NH3.116	Heol-Ddu Woodlands, Wyllie
NH3.88	Cwm Dows Valley, East of Penmaen	NH3.117	Llanbradach Fawr Woodlands, North of Llanbradach
NH3.89	Coed Cwm Philkins, East of Penmaen	NH3.118	Mynydd Bach Slopes, East of Llanbradach
NH3.90	Cyncoed Fields, East of Penmaen	NH3.119	Coed Mawr, North of Llanbradach
NH3.91	Pentwyn-Isaf Woodlands, Pentwynmawr	NH3.120	Mynydd Eglwysilan, North of Senghenydd
NH3.92	Glan-Brynar Woodlands, Pentwynmawr	NH3.121	Land at Tair Waun Uchaf Isaf and Cwmheldeg Farm, Senghenydd
NH3.93	Greenlands Meadow, Pentwynmawr	NH3.122	Nant Cae-Dudwg Mire, North of Senghenydd
		NH3.123	Pwllgwinau, East of Newbridge
		NH3.124	Gwyddon Valley Woodlands, Abercarn
		NH3.125	Cwm Pennar, Abercarn
		NH3.126	Tyle-Coch Wood, North of Abercarn
		NH3.127	Coed Ffordd-Fawr, Abercarn

NH3.128	Cwm Hafod-Fach Woodlands, North of Abercarn	NH3.161	Nant Cae'r-Moel Swamp and Woodland, Senghenydd
NH3.129	Distillery Pond, Abercarn	NH3.162	Glawnant Field, Senghenydd
NH3.130	Mynydd y Lan, West of Cwmcarn	NH3.163	Gypsy Lane Wetland, South of Groeswen
NH3.131	Sychpant Farm, West of Cwmcarn	NH3.164	Caerphilly Common, South of Caerphilly
NH3.132	Cil-Fynydd, Cwmcarn	NH3.165	Warren Drive Meadow, South of Caerphilly
NH3.133	Mynydd y Lan Woodlands, Cwmcarn	NH3.166	Nant Gwaunybara Mire, East of Caerphilly
NH3.134	Cwm Gofapi Woods, Cwmcarn	NH3.167	Ty-Melyn Coppice, South of Watford Park, Caerphilly
NH3.135	Cwmcarn Slopes, Cwmcarn	NH3.168	Coed y Maerdy, East of Caerphilly
NH3.136	Crumlin Arm of the Monmouthshire / Brecon Canal	NH3.169	Thornhill Quarries, Thornhill
NH3.137	Coed Mam-Gu, Crosskeys	NH3.170	Caerphilly / Machen Disused Railway, East of Trethomas
NH3.138	Twmbarlwm, North of Risca	NH3.171	Berth Goch Wood, North of Trethomas
NH3.139	Cwm-y-Nant, Risca	NH3.172	Graig-y-Rhacca Woodlands, Graig-y Rhacca
NH3.140	Ty-Sign Meadows, Risca	NH3.173	Graig-y-Rhacca Grasslands, Graig- y-Rhacca
NH3.141	Mynydd Machen, West of Risca	NH3.174	Machen Woodlands, Machen
NH3.142	Coed y Mochyn, Risca	NH3.175	Coed Pen-Llyn, Machen
NH3.143	Darran Woodland, Fernlea	NH3.176	Tudor Gardens Quarry, Machen
NH3.144	Risca Quarry, Fernlea	NH3.177	Coed Cefn-Pwll-Du, South of Machen
NH3.145	Nant-y-Draenog, East of Wyllie	NH3.178	Coed Craig Ruperra, East of Draethen
NH3.146	Pontgam Terrace Meadows, Wyllie	NH3.179	Ruperra Castle and Grounds, Draethen
NH3.147	Craig y Prisiad Woodlands, Ynysddu	NH3.180	Ruperra Woodlands, East of Draethen
NH3.148	Mynydd y Grug, West of Cwmfelinfach	NH3.181	Coedcefnporth, Cefn Mably
NH3.149	Twyn yr Oerfel, South of Cwmfelinfach	NH3.182	Wernddu Woodlands, Rudry
NH3.150	Sirhowy Country Park Meadows, Cwmfelinfach	NH3.183	Cefn Onn Ridge, South of Wern Ddu
NH3.151	Nant Hafod Tudor, East of Cwmfelinfach	NH3.184	Mynydd Rudry Common, Rudry
NH3.152	Ochrwyth Grasslands, Ochrwyth	NH3.185	Rudry Woodlands, Rudry
NH3.153	Nant Owen Field, North of Llanbradach	NH3.186	Coed y Squire and Coedcae, Rudry
NH3.154	Mynydd Dimlaith and Cwm-y-Bwch, South East of Llanbradach	NH3.187	Blaengwynlais Meadows, Rudry
NH3.155	Coed y Brain, Penyrheol	NH3.188	Nant Du Woodland, Rudry
NH3.156	Nant y Aber	NH3.189	Cwm-Crynant Woodland, South of Rudry
NH3.157	Ty'n-y-Parc, Abertridwr	NH3.190	Nant Fawr, South of Rudry
NH3.158	Craigyfedw, Abertridwr		
NH3.159	Cwm yr Aber, South of Abertridwr		
NH3.160	Mynydd Meio, South of Abertridwr		

3.20 Sites of Importance for Nature Conservation (SINCs) are an important biodiversity resource covering significant areas of priority habitats and species. Designations are based on objective scientific criteria to accord with the (developing) Wales-wide guidelines. This policy applies to all sites that meet the criteria for designation.

3.21 Development will normally be permitted where it would not cause unacceptable harm to the particular features of the SINC. Where harm is unavoidable it should be minimised by effective mitigation measures to ensure that there is no reduction in the overall nature conservation value of the area or feature. Where this is not possible, compensation measures designed to conserve, enhance and manage locally distinctive natural habitats and species should be provided, including for example details of restoration and reclamation schemes. A description of the designated SINCs can be found in **Appendix 4**.

MINERALS AND WASTE HANDLING FACILITIES

Minerals and Waste Handling Site

MW1 A railhead site is identified as suitable for minerals handling and despatch and

rail transport related waste management facilities, as follows:

MW1.1 Cwmbargoed Disposal Point, north west of Fochriw

3.22 The Cwmbargoed Disposal Point complex straddles the boundary of Caerphilly and Merthyr Tydfil County Boroughs. The majority of the site lying within Caerphilly County Borough is used for the preparation and despatch of coal. Other appropriate employment activities relying on the railhead facility and satisfying the sustainability principles of the Plan, for example waste management facilities and aggregates handling and despatch, would be acceptable.

A detailed description of this site can be found in Appendix 6.

MINERALS

Mineral Site Buffer Zone

MN1 A Mineral Buffer zone is identified in relation to the following sites:

MN1.1 Fros Y Fran Open Cast Coal Site.

MN1.2 Bryn Quarry – Active

MN1.3 Hafod Fach Quarry – Active

MN1.4 Gelligaer Quarry – Active

MN1.5 Caerllwyn Quarry – Dormant

MN1.6 Darren Felin Farm Gravel Pit – Dormant

MN1.7 Machen Quarry – Active

MN1.8 Cefn On Quarry – Dormant

MN1.9 Cwmleyshon Quarry – Inactive

MN1.10 Blaengwynlais Quarry – Inactive

MN1.11 Pontymister Quarry - Dormant

3.23 The development restrictions associated with these zones are described in **Policy CW27** in section B of the Plan.

Minerals Safeguarding

MN2 Minerals safeguarding areas are identified at:

MN2.1 West of Rhymney – Coal

MN2.2 East of Rhymney – Coal

MN2.3 South of Abertysswg - Coal

MN2.4 South of Fochriw - Coal

MN2.5 East of Markham – Coal

MN2.6 East of Nelson – Coal

MN2.7 North of Pentwynmawr – Coal

MN2.8 North East of Nelson – Sand and Gravel

MN2.9 The southern outcrop, Caerphilly / Lower Isllwyn – Coal

MN2.10 East of Llanbradach – Sand and Gravel

MN2.11 South East of Machen – Sand and Gravel

MN2.12 East of Gwernleyshon Farm – Sand and Gravel

MN2.13 West of Cefn Mably Farm Park - Sand and Gravel

3.24 Minerals Technical Advice Note 2 - Coal requires local planning authorities to safeguard coal

resources for the future. The safeguarding of the resource does not indicate any presumption in favour of working but it prevents the sterilisation of the resource by other development.

3.25 Minerals Technical Advice Note 1 - Aggregates requires local planning authorities to safeguard land based resources of sand and gravel as an alternative to marine supply.

HOUSING

H1 Housing Allocations

H1 In accordance with Policy SP22 land is identified for residential development at the following locations:

	Site Name	Settlement	Strategy Area	Size (ha)	Units
H1.1	Aberbargoed and District Hospital	Aberbargoed	HOVRA	0.55	23
H1.2	Bedwellty Road	Aberbargoed	HOVRA	7.23	118
H1.3	Land to the rear of Ty Fry Road	Aberbargoed	HOVRA	0.94	15
H1.4	Aberbargoed Plateau	Aberbargoed	HOVRA	11.61	70
H1.5	Bedwellty Comprehensive School	Aberbargoed	HOVRA	1.88	74
H1.6	Former Aberbargoed Primary School	Aberbargoed	HOVRA	0.6	26
H1.7	Land south west of Carn y Tyla Terrace	Abertysswg	HOVRA	7.08	133
H1.8	Former Bargoed Fire Station	Bargoed	HOVRA	0.33	22
H1.9	Maerdy Crossing	Rhymney	HOVRA	2.43	57
H1.10	Former Aldi Site	Rhymney	HOVRA	1.05	25
H1.11	Land South of Thorncombe Road	Blackwood	MVC	0.34	11
H1.12	Former Blackwood Junior School	Blackwood	MVC	0.59	30
H1.13	Land rear of Woodbine Road	Blackwood	MVC	0.36	13
H1.14	Cwm Gelli Farm	Blackwood	MVC	6.62	120
H1.15	Land at Pencoed Fawr Farm	Blackwood	MVC	9.73	300
H1.16	Pencoed Avenue (East)	Cefn Fforest	MVC	0.46	16
H1.17	Pencoed Avenue (West)	Cefn Fforest	MVC	1.36	47
H1.18	Former Cefn Fforest Fire Station	Cefn Fforest	MVC	0.21	10
H1.19	Land at Carn Gethin Farm	Cefn Hengoed	MVC	0.18	27
H1.20	Land South of Glyngaer Road	Cefn Hengoed	MVC	1.32	30
H1.21	Land at Pendinas Avenue	Croespenmaen	MVC	0.86	29
H1.22	West of Ty Mawr Farm	Croespenmaen	MVC	2.33	82
H1.23	Crumlin Mining School	Crumlin	MVC	0.85	29
H1.24	Oak Terrace	Fleur-de-Lys	MVC	0.69	25
H1.25	Land adjoining Greenhill Primary School	Gelligaer	MVC	0.93	32
H1.26	Land off Valley View	Hengoed	MVC	0.8	14

	Site Name	Settlement	Strategy Area	Size (ha)	Units
H1.27	Tir-y-berth	Hengoed	MVC	4.95	173
H1.28	Land at Former Coal Yard, Llancaiach View	Nelson	MVC	0.92	35
H1.29	Ty Du (and Land North West and east)	Nelson	MVC	29.7	600
H1.30	Former Enco Site, North Road	Newbridge	MVC	0.78	23
H1.31	Land north of A472	Newbridge	MVC	8.65	136
H1.32	Land at Ton-y felin farm	Oakdale	MVC	2.3	38
H1.33	Land west of Old Pant Road	Pantside	MVC	2.2	57
H1.34	North of Woodfield Park	Penmaen	MVC	1.81	50
H1.35	Oakdale Golf Club	Penmaen	MVC	5.03	175
H1.36	Oakdale Comprehensive School	Penmaen	MVC	4.06	100
H1.37	Land south of Tir-Y-Berth Farm	Penpedairheol	MVC	3.46	121
H1.38	Land at Hawtin Park (East)	Pontllanfraith	MVC	5.56	77
H1.39	Land at Hawtin Park (West)	Pontllanfraith	MVC	8.77	175
H1.40	Tredegar Junction Hotel	Pontllanfraith	MVC	0.19	13
H1.41	Pontllanfraith House	Pontllanfraith	MVC	6.66	113
H1.42	Pontllanfraith Comprehensive School	Pontllanfraith	MVC	7.51	163
H1.43	Penallta Colliery (Cwm Calon)	Ystrad Mynach	MVC	14.9	270
H1.44	Land north of Cwm Calon	Ystrad Mynach	MVC	1.64	32
H1.45	Land at New Road	Ystrad Mynach	MVC	1.13	40
H1.46	Former Council Yard, Bridge Street	Abercarn	SCC	1.04	39
H1.47	Windsor Colliery	Abertridwr	SCC	6.33	193
H1.48	Cats House and Bedwas Workmens Club	Bedwas	SCC	0.74	29
H1.49	Pandy Road	Bedwas	SCC	8.34	300
H1.50	Gas Works Site (Mill Court)	Caerphilly	SCC	2.33	46
H1.51	Land at Pontypandy Industrial Estate (Castle Reach)	Caerphilly	SCC	7.58	152
H1.52	Land at Venosa Trading Estate (Virginia Grove)	Caerphilly	SCC	4.57	32
H1.53	Caerphilly Miners Hospital (Phase 1)	Caerphilly	SCC	2.56	82
H1.54	Caerphilly Miners Hospital (Phase 2)	Caerphilly	SCC	1.12	34
H1.55	Land at former Gledyr Bungalow	Caerphilly	SCC	0.25	14
H1.56	Land at Austin Grange	Caerphilly	SCC	0.79	28
H1.57	Land adjoining Cwm Ifor Primary School	Caerphilly	SCC	0.92	20
H1.58	Goodrich Hotel, Van Road	Caerphilly	SCC	0.14	12
H1.59	Land at Glendale	Caerphilly	SCC	1.09	11
H1.60	Land at Abertridwr Road	Caerphilly	SCC	1.68	28
H1.61	Catnic Site, Pontypandy	Caerphilly	SCC	4.76	180
H1.62	Gwern y Domen	Caerphilly	SCC	33.6	618
H1.63	Land north of Westhaven	Caerphilly	SCC	1	14
H1.64	Land south of Rudry Road	Caerphilly	SCC	23.7	270
H1.65	The Monkey PH	Crosskeys	SCC	0.12	11

	Site Name	Settlement	Strategy Area	Size (ha)	Units
H1.66	GLJ Recycling	Crosskeys	SCC	1.77	40
H1.67	Waterloo Works	Machen	SCC	16.62	545
H1.68	Land at the Quarry, Moriah Hill	Risca	SCC	0.47	14
H1.69	Land at Station Approach	Risca	SCC	0.6	15
H1.70	Manor Inn, Thistle Way	Risca	SCC	0.22	10
H1.71	Land off Snowdon Close	Risca	SCC	1.41	49
H1.72	Former Allotments, between B4263 and Coronation Terrace	Senghenydd	SCC	0.3	20
H1.73	Former BSW Saw Mills	Senghenydd	SCC	4.01	100
H1.74	Land adjacent to The Grove	Trethomas	SCC	0.46	22
H1.75	Land adjacent to Pen-y-Cwarel Road	Wyllie	SCC	1.6	56
				301.7	6753
Aspirational housing site					
H1.76	Former Bedwas Colliery	Bedwas	SCC	34.22	630

3.26 The allocation of sites for residential development is important in ensuring sufficient land is available to meet future population requirements.

3.27 In the Heads of the Valleys Regeneration Area, a total of 563 units have been allocated across a range of sites in order to offer choice and flexibility. This will contribute to the diversification of the housing stock and secure viable, sustainable futures for settlements in the Heads of the Valleys.

3.28 In the Mid Valleys Corridor, a total of 5,006 units have been allocated, with 1,800 of those located in the planned area of growth at Maesycwmmmer. The distribution of new housing in the MVC is designed to support the continued expansion of the two Principal Towns of Ystrad Mynach and Blackwood.

3.29 In the Southern Connections Corridor, a total of 3,669 units have been allocated. 685 of these are located in the South East of Caerphilly, which has been identified by the strategy as a key area of planned growth. Housing within this area will support the continuing development of Caerphilly Town as an important sub regional centre close to the Capital City of Cardiff. It includes 234 units in Lower Islwyn to support the role and function of the Principal Town of Risca.

3.30 The Former Bedwas Colliery is identified as an aspirational housing site and therefore the number of units have not been added into the overall housing supply.

3.31 Land allocated under this policy includes:

- Sites with planning consent for housing or for a mix of uses incorporating housing as of 1st April 2013 (in some cases subject to the signing of a Section 106 Agreement).
- New sites that have been identified as suitable for residential development or for a mix of uses including housing as a result of a robust candidate site assessment process.

3.32 Detailed descriptions of these site allocations can be found in **Appendix 7**. In addition, surveys and further information that will be required to be submitted as part of future planning applications is set out in **Appendix 8**.

3.33 The proposed number of units identified for each site is indicative and higher or lower densities may be acceptable where the proposed development addresses other policy considerations including design, sustainability, and comprehensive development.

EMPLOYMENT

Employment Allocations

E1 The following sites are allocated for employment uses, in line with their status in the employment hierarchy identified in Policy SP24:

Policy no.	Site Name	Settlement	Size(ha)	Type
HEADS OF THE VALLEYS REGENERATION AREA				
E1.1	Land at Heads of the Valleys	Rhymney	5.16	Primary site
E1.2	Land at The Lawn	Rhymney	3.38	Primary Site
MID VALLEYS CORRIDOR				
E1.3	Ty Du	Nelson	3.8	Primary Site (Mixed use)
E1.4	Plateau 1, Oakdale Business Park	Oakdale	28	Primary site
E1.5	Plateau 2, Oakdale Business Park	Oakdale	7.0	Primary site
E1.6	Plateau 4, Oakdale Business Park	Oakdale	4.3	Primary site
E1.7	Dyffryn Business Park north	Ystrad Mynach	4.9	Primary site
E1.8	Land at Tredomen	Ystrad Mynach	4.25	Business Park
SOUTHERN CONNECTIONS CORRIDOR				
E1.9	Land at Caerphilly Business Park	Caerphilly	3.3	Primary site
E1.10	Land at Trecenydd	Caerphilly	2.2	Primary site
E1.11	Land at Rudry Road	Caerphilly	8	Primary site (Mixed use)
E1.12	Ness Tar	Caerphilly	3	Primary site (Mixed use)

3.34 The business park allocations are designated solely for class B1 use, which equates to office-based development. This is predominantly concerned with the service, commercial and financial sectors. The latter two particularly have an important role to play in terms of fostering entrepreneurialism and developing an enterprise culture, factors which are of key importance if the local, and indeed regional, economy is to grow in a sustainable fashion.

3.35 The designated primary sites are suitable for a mixture of Use Classes, and as such, they are considered appropriate for Use Classes B1, B2 and B8, namely offices, light and general industry, and warehousing uses. Proposals for the development of the vacant land within these sites are also expected to accord with those uses. There are also examples of Sui Generis uses on a number of sites. Examples of appropriate Sui Generis uses would include a builder's merchant, a freight contractor's yard, vehicle depots and taxi control offices. Examples of commercial services unrelated to use class B which might be considered

acceptable would include indoor health, fitness and play facilities, training facilities, day nurseries, and a commercial and vehicle repair and maintenance business.

3.36 Every industrial site that is allocated or protected for use class B2 is considered suitable, in principle, for the location of in-building waste management facilities.

3.37 A detailed description of these site allocations can be found in **Appendix 9**.

Employment Sites Protection

E2 The following sites are protected for employment use, in line with their status in the employment site hierarchy identified in Policy SP24:

Policy Number	Site Name	Settlement	Status
Heads of the Valleys Regeneration Area			
E2.1	Angel Lane	Aberbargoed	Primary site
E2.2	Bowen	Aberbargoed	Primary site
E2.3	Land at New Tredegar	New Tredegar	Primary site
E2.4	Heads of the Valleys	Rhymney	Primary site
E2.5	Capital Valley, Rhymney	Rhymney	Primary site
E2.6	Maerdy, Rhymney	Rhymney	Primary site
Mid Valleys Corridor			
E2.7	Penyfan	Croespenmaen	Primary site
E2.8	Croespenmaen	Croespenmaen	Primary site
E2.9	Hawtin Park	Gellihaf	Primary site
E2.10	Penallta	Hengoed	Primary site
E2.11	Dwr Cymru Welsh Water Offices	Nelson	Business Park
E2.12	North Celyn	Newbridge	Primary site
E2.13	Plateau 2, Oakdale Business Park	Oakdale	Primary site
E2.14	Britannia	Pengam	Primary site
E2.15	St. David's	Pengam	Primary site
E2.16	Penmaen	Penmaen	Primary site
E2.17	Woodfieldside	Penmaen	Primary site
E2.18	Newbridge Road	Pontllanfraith	Primary site
E2.19	Tram Road	Pontllanfraith	Primary site
E2.20	Switchgear	Pontllanfraith	Primary site
E2.21	New Road,	Tiryberth	Primary site
E2.22	Tredomen Business Park	Ystrad Mynach	Business Park
E2.23	Dyffryn Business Park	Ystrad Mynach	Primary site
Southern Connections Corridor			
E2.24	Prince of Wales	Abercarn	Primary site
E2.25	Bedwas House	Bedwas	Primary site
E2.26	Pantglas	Bedwas	Primary site
E2.27	Pontygwindy Road	Caerphilly	Primary site
E2.28	Trecenydd	Caerphilly	Primary site
E2.29	Western	Caerphilly	Primary site
E2.30	Caerphilly Business Park	Caerphilly	Primary site
E2.31	Newtown	Crosskeys	Primary site
E2.32	Nine Mile Point	Cwmfelinfach	Primary site
E2.33	Rogerstone Park	Pontymister	Primary site
E2.34	Park Road	Risca	Primary site
E2.35	Blackvein,	Wattsville	Primary site

3.38 In addition to land allocated for future employment development (**Policy E1**), a significant number of employment sites exist within the County Borough. Such sites will be protected from development outside of those Use Classes indicated by the relevant categorisation (e.g. Use Class B1 only for Business Parks). This protection policy is intended to operate in tandem with **Policy CW16** in this regard.

COMMERCIAL DEVELOPMENT

Principal Town Centre Boundary

C1 A Principal Town Centre Boundary is defined for the five Principal Towns in line with **Policy SP8** as follows:

- C1.1** Bargoed
- C1.2** Blackwood (Sub Regional)
- C1.3** Ystrad Mynach
- C1.4** Caerphilly (Sub Regional)
- C1.5** Risca

3.39 The main thrust of the retail strategy is to enhance and expand retail provision within the existing Principal Towns and Local Centres of the County Borough. The emphasis will be on: reducing town centre vacancy rates through positive planning and development management; encouraging the redevelopment of town centre sites to provide modern units to meet the identified needs of business to improve the local economy; and the retention of important town centre features that contribute to the character, townscape and built heritage of the area. This policy is intended to operate in tandem with the requirements of **Policy CW17**.

3.40 The Principal Town Centre Boundaries are shown on the Proposals Map and are also shown on larger scale plans at **Appendix 11**.

Primary Retail Areas

C2 Primary Retail Areas are identified in the two Sub Regional Principal Towns at the following locations:

- C2.1** High Street Blackwood
- C2.2** Castle Court, Caerphilly

3.41 It is appropriate to identify Primary Retail Areas in both Blackwood and Caerphilly Principal Town Centres where protection of the retail function is intended to be absolute. These important Sub Regional Principal Towns are sufficiently vibrant to maintain full occupancy of A1 retail units within their core. Within the Primary Retail Area, a change of use from A1 will be strictly controlled in line with the provision of **Policy CW17**.

3.42 In recognition of the importance of town centres as a focus for economic development the boundaries of the Retail Primary Areas have been tightly drawn in order to permit the accommodation of other suitable town centre uses within the remaining portion of the town centre. In this context, suitable town centre uses are those that need to be accessible to a large number of people and would sustain the vibrancy and vitality of the town, for example leisure uses (such as theatres, multi-screen cinemas, bingo halls and bowling alleys), offices, health centres, branch libraries etc.

3.43 The Principal Town Centre Boundaries are shown on the Proposals Map and are also shown on larger scale plans at **Appendix 11**.

Retail Warehouse Parks

C3 Retail Warehouse Parks are identified to complement the retail offer of the two Sub Regional Principal Towns in line with **Policy SP8** at the following locations:

- C3.1** Blackwood Gate, Blackwood
- C3.2** Gallagher Retail Park, Caerphilly

3.44 In recognition of the importance of town centres as a focus for economic development the two existing Retail Warehouse Parks are identified for development that cannot be accommodated within existing town centres and would serve to enhance the retail offer of the County Borough. The Retail Warehouse Parks are suitable in particular for

non-food bulky goods stores, however other uses that cannot be accommodated within existing Principal Town Centres could also be acceptable. Within these Retail Warehouse

Parks, the development of A1, or the change of use to A1 of existing units, will be strictly controlled in line with the provisions of Policy CW18.

Commercial Opportunity Area

C4 Commercial Opportunity Areas are identified at the following locations:

Policy No.	Site Name	Settlement	Size (ha)
Heads of the Valleys Regeneration Area			
C4.1	High Street	Bargoed	0.5
C4.2	Bargoed Retail Plateau	Bargoed	0.63
C4.3	The Lawn	Rhymney	1.74 (Mixed Use)
Mid Valleys Corridor			
C4.4	Car Park Site, Rear of High Street	Blackwood	0.1
C4.5	Former Somerfield Site	Blackwood	1.0
C4.6	Gateway Site, Cwm Calon, Penallta	Hengoed	2.0
C 4.7	Parc Gwernau	Maesycwmmmer	2.0 (Part of Strategic Site)
Southern Connections Corridor			
C4.8	Park Lane	Caerphilly	0.21
C4.9	Land to the Rear of Commercial Street	Pontymister	1.7
C4.10	Land adjacent to Lidl	Risca	5.6

3.45 A number of Commercial Opportunity Areas have been identified throughout the County Borough. These sites offer significant opportunities to enhance and diversify the retail, commercial, leisure and office offer of these important economic hubs.

COMMUNITY FACILITIES

Cemeteries

CF1 The following sites are allocated for new cemeteries and cemetery extensions:

Policy No.	Site Name	Settlement	Size (ha)
Heads of the Valleys Regeneration Area			
CF1.1	Bedwellty Cemetery	Bedwellty	Cemetery extension
CF1.2	Brithdir Cemetery	Brithdir	Cemetery extension
CF1.3	North of Rhymney Cemetery	Rhymney	Cemetery extension
Mid Valleys Corridor			
CF1.4	Gelligaer Cemetery	Gelligaer	Cemetery extension
Southern Connections Corridor			
CF1.5	Bedwas Cemetery	Bedwas	Cemetery extension
CF1.6	Nantgarw Cemetery	Caerphilly	New Cemetery

Schools

CF2 The following sites are allocated for new schools and school extensions:

Policy No.	Site Name	Settlement	Size (ha)
Heads of the Valleys Regeneration Area			
CF2.1	Aberbargoed Plateau	Aberbargoed	New school
CF2.2	Land adjacent to Ysgol Bro Sannan	Aberbargoed	Extension
CF2.3	Land adjoining Rhymney Comprehensive School	Rhymney	New school
Mid Valleys Corridor			
CF2.4	Oakdale Plateau 3	Oakdale	New school
CF2.5	Lewis Girls School	Ystrad Mynach	Extension
Southern Connections Corridor			
CF2.6	Former Bedwas Colliery	Bedwas	New School
CF2.7	Land south of Rudry Road	Caerphilly	New School
CF2.8	Former St Ilan's Comprehensive	Caerphilly	New School
CF2.9	Waterloo Works	Machen	New school

GP Surgeries

CF3 The following sites are allocated for GP Surgeries

Policy No.	Site Name	Settlement	Size (ha)
Southern Connections Corridor			
CF3.1	Pencerrig Street	Llanbradach	GP Surgery
CF3.2	Replacement Health Centre	Aber Valley	GP Surgery

3.46 Detailed descriptions of these site allocations can be found in **Appendix 14**.

L1.9 Blackwood Showfields, Blackwood

L1.10 Sir Harold Finch Memorial Park, Pontllanfraith

L1.11 Libanus Fields, Pontllanfraith

L1.12 The Bryn, Pontllanfraith

L1.13 Beech Avenue/ Treowen Avenue, Penllwyn

L1.14 Islwyn Park, Pontllanfraith

L1.15 Caertwmpyn Park, Newbridge

L1.16 Wern Ddu Park, Nelson

L1.17 Maesycwmmer Park, Maesycwmmer

L1.18 Ystrad Mynach Park, Ystrad Mynach

L1.19 Cwmcarn Memorial Green, Cwmcarn

L1.20 Waunfawr Park, Crosskeys

LEISURE

Protection of Formal Open Space and Parkland

L1 In line with the provisions of Policy SP20 land is protected for open space and parkland uses at the following locations:

L1.1 War Memorial Park, Rhymney

L1.2 Wellington Way, Rhymney

L1.3 The Green, Abertysswg

L1.4 King George's Field, Markham

L1.5 Bargoed Park, Bargoed

L1.6 The Circle, Oakdale

L1.7 Recreation Ground, Oakdale

L1.8 Welfare Ground, Cefn Fforest

- L1.21 Tredegar Park, Risca
- L1.22 Senghenydd Welfare Park, Senghenydd
- L1.23 Abertridwr Park, Abertridwr
- L1.24 Llanbradach Park, Llanbradach
- L1.25 Aneurin Park / Penyrheol, Caerphilly
- L1.26 Morgan Jones Park, Caerphilly
- L1.27 Dafydd Williams / Owain Glyndwr Parks, Caerphilly
- L1.28 Adjacent to Church and War Memorial, Machen

3.47 Formal parks and gardens are attractive civic spaces for public enjoyment and should be protected as such. Incremental reductions in their boundaries in favour of built development should be avoided in order that they are present for future generations to experience.

3.48 Many parks are laid out with attractions such as floral displays, plant growing, sports pitches, children's playgrounds and ornamental water features. Whilst it is important to incorporate some flexibility for selective development that will consolidate these uses such as shelters, pavilions and storage buildings, it is vital that the leisure aspect is enhanced.

Allocation of Country Parks

L2 Land is allocated for a new Country Park at:

- L2.1 Former Markham Colliery, Markham
- L2.2 Bedwas Community Park, Bedwas

3.49 Across the region, a number of country parks have been successfully developed on land that was once covered by heavy industry but now reclaimed. In order to continue this regeneration in selected locations for tourism purposes and to provide a network of amenity sites for walking, cycling, riding, picnics and wildlife conservation, land has been set aside for the development of a two new parks at Markham and Bedwas.

3.50 Country parks are large scale, less formal facilities that offer a valuable resource for recreation activities near enough to the County Borough's main centres of population but completely rural in character. Cycle routes identified in the mid and lower reaches of the County Borough, linking the important network of parks together which will in time form part of the Valleys Regional Park. However there is a need to further improve this important green infrastructure particularly in the Upper Sirhowy Valley.

3.51 In Bedwas provision is to be made initially for a 'pocket park' serving the wider Caerphilly Basin area and in particular the proposed mixed use development on the adjacent Bedwas colliery site. The re-profiled spoil tips to the north of the colliery site are proposed for a country park in the longer term.

3.52 Pocket parks are defined as areas of open space with planting that enable the enjoyment of attractive surroundings. It is a development of this concept that is proposed at Bedwas Community Park together with a significant informal element, giving the overall site the character of a small country park.

3.53 It is proposed that a swathe of land extending from the River Rhymney adjacent to Bedwas House Industrial Estate to the north east of the Graig y Rhacca housing estate in Trethomas is included in the park designation. This park will incorporate a range of both formal and informal leisure uses including sports pitches, allotments and a village green.

Protection of Country Parks

L3 Country Parks that contribute to the Valleys Regional Park are protected at the following locations in line with the provisions of Policy SP18:

- L3.1 Parc Bryn Bach, Rhymney / Tredegar
- L3.2 Parc Cwm Darran, Deri
- L3.3 Parc Coetir Bargod, Greater Bargoed

- L3.4 Parc Penallta, Ystrad Mynach
- L3.5 Penyfan Pond, Croespenmaen
- L3.6 Panside Community Woodland Park, Panside
- L3.7 Sirhowy Valley Country Park, Ynysddu/Crosskeys

3.54 Country parks are large scale, less formal facilities that offer a valuable resource for recreational and tourism activities within a rural setting, close to the County Borough's main centres of population. In order to recognise their contribution to the landscape as tourism attractions in their own right and to ensure that they continue to serve this purpose, the Plan defines their boundaries so that they can be protected from any inappropriate development.

Formal Leisure Facilities

L4 In line with Policy SP19 land is identified for the provision of formal leisure facilities at the following locations:

- L4.1 Ty Coch, Rhymney
- L4.2 Former Bedwelty Comprehensive School, Aberbargoed
- L4.3 Land adjacent to The Avenue, Gilfach
- L4.4 Kings Hill, Hengoed
- L4.5 Adjacent to Ysgol Penalltau, Ystrad Mynach
- L4.6 Phoenix Way, Cwm Calon
- L4.7 Harrier Avenue, Cwm Calon
- L4.8 Land off Penallta Road, Ystrad Mynach
- L4.9 Cwm Las, Llanbradach
- L4.10 Ness Tar, Caerphilly
- L4.11 The Twyn Fields, Caerphilly
- L4.12 Former Bedwas Colliery, Bedwas
- L4.13 Coed Celyn, Abercarn

3.55 Childrens play facilities (Local Area for Play, Local Equipped Areas of Play, Neighbourhood Equipped Areas of Play) are an important element of learning and development and

critical to the well-being of younger people in society. The County Borough is well provided for in terms of such facilities, however there are villages/settlements where new provision is needed.

3.56 Playing pitches are an integral part of most communities' formal recreation provision. In measuring the quantity of facilities against the Fields in Trust Standard (FIT), a shortage of playing pitches has been identified within the County Borough.

3.57 Whilst this reflects a national decline in provision, the FIT standards are still intended as a firm aspiration for local authority land use policies in order that the decline can be arrested and reversed. As such a number of sites have been identified for new playing pitch development in areas where there is a recognised shortfall in provision.

3.58 Up until 2008, there was very little demand for allotment gardens within the County Borough. However, due to a change in social trends, it has become evident that there is an increasing demand for allotments as residents recognise the health benefits associated with growing their own food. An additional site has been identified for the development of a new allotment garden to address unmet demand within the Mid Valleys Corridor.

3.59 Detailed descriptions of all of these site allocations can be found in **Appendix 12**.

Leisure and Well Being Centres

L5 The Council will support the development of new Leisure and Well Being Centres at the following locations:

- L5.1 Aberbargoed
- L5.2 Caerphilly Basin

3.60 In line with the ongoing modernisation of leisure facilities throughout the County Borough, the need for a new Leisure and Well Being Centre has been identified to serve both the Heads of the Valleys Regeneration Area and the Caerphilly Basin.

3.61 Detailed Descriptions of these are contained in Appendix 12

Protection of Informal Open Spaces

L6 In line with the provisions of Policy SP20 land is protected for informal recreation at the following locations:

L6.1 South of Islwyn Park, Pontllanfraith

L6.2 Newbridge Riverside Park, Newbridge

L6.3 Land adjacent to Penllwyn Manor, Penllwyn

L6.4 Ynys Las, Nelson

L6.5 Holly Road, Risca

3.62 Open spaces of a less formal character are often vital elements in the suburban landscape, offering a visually attractive haven for wildlife. This can often involve the community in ownership and conservation projects. These areas may often be used for walking and can in some instances offer informal enjoyment for cyclists passing through the area. These areas also have the potential to evolve and become more formal over time as complementary facilities are developed. This is in keeping with the aspirations of the policy for such sites.

TOURISM

Tourism Proposals

TM1 Sites are allocated for tourism related activities and development at:

Site Name	Settlement	Size (ha)
Heads of the Valleys Regeneration Area		
TM1.1	Winding House	New Tredegar
TM1.2	Parc Bryn Bach	Rhymney
Mid Valleys Corridor		
TM1.3	Llancaiach Fawr and environs	Nelson
Southern Connections Corridor		
TM1.4	Caerphilly Castle	Caerphilly
TM1.5	Cwmcarn Forest	Cwmcarn
TM1.6	Monmouthshire and Brecon Canal	Risca
TM1.7	Adams Quarry	Risca
TM1.8	Welsh National Mining Memorial and Universal Colliery Memorial Garden	Senghenydd
Countywide Allocation		
TM1.9	Rhymney Riverside Walk	Rhymney – Cefn Mably

3.63 Caerphilly County Borough has a wide range of assets that contribute to the tourist potential of the area. Whilst some of these assets are well promoted such as the historic assets at Llancaiach Fawr and Caerphilly Castle, there are some aspects of Caerphilly’s heritage that have never fully exploited their full tourism potential, for example the Monmouthshire and Brecon Canal.

3.64 The natural heritage and beauty of the area is recognised as a key tourism asset. Policy LE3 therefore protects the existing network of formal country parks from inappropriate development. However, the natural heritage assets within the County Borough extend far beyond the country parks and they offer considerable scope in terms of sustainable tourism.

- 3.65** For the purpose of Policy TM1 “tourism related activities and development” includes a wide range of activities, facilities and types of tourism development including: facilities for camping, static and touring caravans, development of serviced accommodation, hotel accommodation, youth hostels, activity centres, adventure parks, zip wires, mountain bike trails, mountain climbing facilities, cycle/footpaths, visitor centres, horse riding, etc.
- 3.66** It is important to recognise however that whilst sustainable tourism should be supported there may be a need to limit new development in some places to avoid damage to the natural or historic environment and the amenity of residents and visitors (for example in undeveloped rural areas or within the setting of a listed building). There is scope however for acceptable tourist related activities and development at key locations, where well-designed facilities to expand the tourism offer of the County Borough would help to bring about regeneration and contribute to the economy and conservation of the area.
- 3.67** A range of tourism related activities and development opportunities are identified in Policy TM1 and detailed in **Appendix 13**

TRANSPORTATION

Cycle Routes

- TR1** The existing network of cyclepaths and community routes will be extended, improved and enhanced by the completion of the following schemes:
- TR1.1** Rhymney Valley Linear Cycle Route - Heads of the Valleys to Bedwas / Caerphilly
 - TR1.2** Completion and Extension of Cycle Route NCN 46
 - TR1.3** Bargoed Country Park to Bowen Industrial Estate
 - TR1.4** Extension to the Sirhowy Valley Cycle Route
 - TR1.5** Local Links to Bargoed Town Centre
 - TR1.6** Link from Fochriw to NCN 46 via Rhaslas Pond

- TR1.7** Local Cycle Link from Argoed to Oakdale
- TR1.8** Network Links from Blackwood / Pontllanfraith
- TR1.9** Newbridge / Crumlin to Crosskeys and Sirhowy Valley / Pontllanfraith Cycle Link
- TR1.10** Local Links from Crumlin
- TR1.11** Local Link from Penallta to Ystrad Mynach
- TR1.12** Caerphilly Basin Radial Routes
- TR1.13** Link from Crosskeys NCN47 to Newbridge
- TR1.14** Link between Oakdale & Tredegar

3.68 A key factor in delivering more sustainable transport is realising a significant increase in the number of shorter trips through active travel (walking and cycling). The Active Travel (Wales) Act 2013 makes provision for councils to identify and provide dedicated active travel routes within their areas. The County Borough already has a well established network of national and long distance cycle routes that is nearing completion. Only a few links of this network remain undelivered and these are allocated in this policy. With the national and long distance routes almost complete the key issue now is to link this network to key destinations and origins on a local level to facilitate increased use of cycling and walking for short journeys. The provision of a high quality integrated local network of routes is an essential element for active travel and local links are also identified in numbers in the policy.

3.69 The specific route alignments for the above improvements have yet to be considered in detail and the schemes are at differing stages of development and implementation. Indicative route alignments are shown on the Deposit Replacement LDP Proposals Map, but these only represent the general direction of, rather than defining, its route. The indicative alignments on the Proposals Map, therefore, are not prescriptive.

3.70 Linked to the active travel theme and supplementing the allocations in the policy

are the Safe Routes to Stations and Safe Routes in Communities schemes. These schemes will arise in an ad hoc and individual manner and do not therefore form allocations under the policy. These schemes will be prioritised and delivered as they arise.

- 3.71** To facilitate active and sustainable travel the routes of former railway lines, which have potential for transport related development, will be safeguarded in line with **Policy SP26**, specifically those with potential to facilitate walking, cycling, rail freight or passenger movements.
- 3.72** The design and layout for residential, employment, retail, leisure and other developments will be expected to incorporate provision for walking and cycling and where possible links / access to the developing walking and cycling networks.

New Passenger Service

TR2 The following railway lines will be protected to facilitate the introduction of new passenger lines in accordance with Policy SP26:

- TR2.1** Cwmbargoed rail line between Ystrad Mynach and Bedlinog
- TR2.2** Caerphilly, Machen and Newport

- 3.73** The Cwmbargoed line, whilst operating as a freight line for the Ffos-Y-Fran mineral extraction works, remains the last significant rail line within the County Borough that does not have passenger services. The Cwmbargoed line links Bedlinog, Trelewis and Nelson to Ystrad Mynach and the services on the Rhymney Valley line.
- 3.74** The reinstatement of this line for passenger services would facilitate movements to and from Nelson, particularly for the proposed mixed use site at Ty Du. However the reinstatement is not currently identified in any strategy document nor is it included within any defined funding programmes. The line is,

however, being considered in respect of the City Region Metro, the Welsh Government supported integrated transport proposal for the Cardiff City Region.

- 3.75** The route of the disused railway line between Caerphilly, Machen and Newport is largely intact and an opportunity exists to explore the potential for the reintroduction of passenger transport along the route. The reinstatement of this line would offer the potential in the long term to locate new development alongside a new transport corridor and increase connectivity within the Cardiff Capital Region. The disused railway line is therefore protected from inappropriate development in order to facilitate the introduction of a new passenger route in the future.

Safeguarding Freight Railheads

TR3 The following railheads will be protected to ensure a full range of sustainable freight transport options is maintained:

- TR3.1** Cwmbargoed Rail Head
- TR3.2** Machen Quarry Rail Head

3.76 The South Wales Regional Aggregates Working Party (SWRAWP) approved the first review of its Regional Technical Statement (RTS) in 2014. The RTS provides detail in respect of the policy framework set out in MTAN1, and sets the requirements for aggregates and guidance in respect of development plan policy. The RTS 1st Review identifies that existing and former mineral rail heads should be protected in the development plan to ensure that options for the sustainable transport of minerals are maintained for the future.

3.77 There are two such rail heads within the County Borough: one serving the Ffos-y-Fran opencast scheme in the adjoining local authority of Merthyr Tydfil County Borough Council, and the second which serves Machen Quarry. Both of these rail heads will be protected for transport use, particularly for mineral freight transport, during the plan period.

New Rail Stations

TR4 The Council will identify and safeguard land at the following locations for enhancements to existing stations and for the provision of new rail stations:

TR4.1 Nelson - New

TR4.2 Llanbradach - Relocation

TR4.3 Crumlin - New

TR4.4 Newbridge - Enhancement

3.78 The Council is pursuing the development of a new station at Nelson as part of any future development of the Cwmbargoed line for passenger services. This new station would provide a link to Ystrad Mynach and rail services on the Rhymney Valley line and provide a service for the proposed mix of uses at the Ty Du site.

3.79 The existing rail station in Llanbradach has limited opportunities for park and ride. The relocation of the station to the former Wingfield Tip would serve to increase the attractiveness of this station to residents within the local area; and elevate the importance of the station as a significant park and ride facility within the SCC. Importantly this development would serve to encourage modal shift by offering commuters a credible, reliable and frequent alternative travel option into Cardiff.

3.80 The reopening of the Ebbw Valley line for passenger services provides an excellent opportunity to increase rail patronage in the County Borough. There is currently one train per hour, however there are plans to increase this to two per hour with a service to Newport. There also remains a pressing need to establish a new station at Crumlin, which would assist in providing public rail transport to the main employment site at Oakdale Business Park/ Penylan. The provision of a new platform at Newbridge, together with the dualling of the line between Crosskeys and Aberbeeg will further increase the frequency and accessibility of trains along this route further.

3.81 The specific land requirements for the new stations have yet to be considered in detail and the schemes are at differing stages of development. The Deposit Replacement LDP Proposals Map identifies the general locations that relate to the proposals, but does not seek to identify specific sites for the proposals. As such the allocations are indicative and should not be considered to be prescriptive.

Park and Ride Facilities - Rail

TR5 The following stations have been identified for new or improved park and ride provision:

TR5.1 Ystrad Mynach

TR5.2 Llanbradach

TR5.3 Crumlin

TR5.4 Nelson

3.82 The provision of park and ride facilities at stations increases access to the rail network and encourages car users to change to rail for a significant part of their journey. The facilities also provide the opportunity for future bus park and ride options when demand becomes sufficient to sustain them.

3.83 The ongoing frequency and capacity improvements on the Rhymney Valley line and the Ebbw Valley Line for passenger services provides an excellent opportunity to increase rail patronage in the County Borough.

3.84 There are now four trains per hour running from Bargoed to Cardiff and the provision of additional park and ride facilities at Ystrad Mynach and Llanbradach will significantly increase the potential for the public, particularly commuters, to access and utilise the improved rail services.

3.85 The provision of two new rail halts at Crumlin and Nelson will serve to increase the accessibility of the rail service to residents in those areas. It is important that land is identified for the future provision of park and ride facilities to serve these new stations.

3.86 The specific land requirements for the above improvements have yet to be considered in detail and the schemes are at differing stages of development. The Deposit Replacement LDP Proposals Map identifies the station locations that relate to the proposals, but does not seek to identify the land required. As such the allocations are indicative and should not be considered to be prescriptive.

Park and Ride Facilities – Car Share

TR6 The following areas have been identified for the provision of Car Share Park and Ride facilities:

TR6.1 Nantgarw

TR6.2 Nelson

TR6.3 Pontymister

3.87 The transportation strategy for the County Borough is very much focused on measures to encourage the greater use of the public transport system. Notwithstanding this, many people will continue to use their cars for journeys where the public transport system is not perceived as being convenient. Car Share Park and Ride facilities provide an opportunity for work colleagues and business associates to meet and continue in one car for the remainder of their journey, thus reducing the numbers of cars travelling to main destinations reducing both pollution and congestion.

3.88 Car Share Park and Ride facilities need to be located in close proximity to a major arterial route to a major destination and three locations are currently being considered as a result.

3.89 Nelson lies close to the A472 and is also located on the main mid-valleys east-west Strategic route. As such Nelson is particularly well placed to intercept traffic moving south along the A470 and west along the A472.

3.90 Rhondda Cynon Taf County Borough Council has, through its adopted LDP, identified a site for potential Car Share Park and Ride to the

east of the Penrhos roundabout, Caerphilly. Whilst this site is located in an adjoining authority, the site is located on the boundary between Rhondda Cynon Taf and Caerphilly County Boroughs and the Council is keen to work with its neighbours in bringing such schemes forward.

3.91 Pontymister is located on the main A467 strategic route to Newport, which suffers significant congestion during peak travel times. As such Pontymister is well placed in terms of the provision of an effective car share park and ride facility. The Council will work together with Newport City Council to identify and deliver a scheme within the plan period.

3.92 It is acknowledged that only one of the locations has an allocated site and it is entirely possible that these facilities will be located outside of the County Borough area. However these are strategic facilities that will serve and benefit more than one authority and are therefore cross-boundary provisions. However, the modal shift changes proposed in the Cardiff LDP will require commensurate and complementary facilities to be provided throughout the Cardiff Capital Region if transport is not to reach breaking point. Whilst the provision of these facilities is currently aspirational it is important that they are set out in the Deposit Replacement LDP to set the framework for their delivery. As there are, as yet, no identified sites within the County Borough area they are not identified on the Proposals Map.

Transport Improvement Schemes

TR7 The following strategic network improvements have been identified to increase the capacity of the existing highway network:

TR7.1 A467 Newbridge to Crosskeys

TR7.2 A472 Ystrad Mynach to Nelson

TR7.3 Tafwys Walk

TR7.4 Pwllypant Roundabout

TR7.5 Bedwas Bridge Roundabout

TR7.6 Piccadilly Gyratory

TR7.7 Penrhos to Pwllypant

TR7.8 Pwllypant to Bedwas

3.93 The population of the County Borough is expected to increase over the plan period and the plan has allocated sites to cater for the housing, employment and other needs of residents accordingly. This development will realise significant increases in traffic on the transport network, which will result in increased congestion. As a result, improvements to the strategic network have been identified, which will seek to alleviate the cumulative impact of these developments.

3.94 As part of the preparation work for the plan an assessment of the cumulative impact of traffic generated through allocated development would have on the strategic highway network. This work highlighted where interventions would be required on the network to improve network efficiency. The allocated schemes in this policy represent the key areas where interventions are required.

3.95 The specific land requirements for the above improvements have yet to be considered in detail. The Deposit Replacement LDP Proposals Map identifies the links and junctions that require interventions, but the exact land required for these schemes is not yet clear. As such the allocations are indicative and should not be considered to be prescriptive.

New Roads to Facilitate Development

TR8 The following highway schemes are identified to facilitate new development:

TR8.1 Maesycwmmmer link road

TR8.2 Caerphilly SE Bypass

TR8.3 Bedwas Colliery Access Road

3.96 The section of the A472 through Maesycwmmmer has long been identified as

a pinch point on the important A472 Mid Valleys Corridor cross-valley route. The plan allocates a new road that will be located to the south east of Maesycwmmmer running from Crown Roundabout in the north to the Dyffryn Roundabout on the A469. This road will be provided as part of the development of the allocated strategic development site (MVC1).

3.97 The Caerphilly Town Centre Air Quality Management Area was designated in 2010. The AQMA was identified in those areas of the town centre where air quality was falling below the required standards. In 2014 the Welsh Government approved the council Air Quality Action Plan (AQAP), which set out a suite of interventions aimed at removing the causes of poor air quality, resulting in improvements to air quality overall. A key long term intervention was the provision of the south-east Bypass for Caerphilly, which would complete the ring road around Caerphilly. The Bypass would redistribute existing travel patterns for through traffic away from the town centre by providing an alternative route.

3.98 Concern was raised over whether the full Bypass could be provided within the plan period. As a result the Deposit Replacement LDP allocates the first of 2 phases of the Bypass for this plan period. The first phase of the Bypass would be provided as part of the development of the strategic site at Ness Tar (SCC1). As part of the preparation work for the plan an assessment was undertaken to test the cumulative impact that the proposed allocated development would have on the strategic highway network. This assessment identified that the provision of the first phase of the SE Bypass would reduce traffic levels in Caerphilly Town centre, meeting the aim of improving air quality within the AQMA.

3.99 Only the first phase of the SE Bypass is expected to be developed over the plan period, and thus only this phase is identified in the Deposit Replacement LDP. The need for the second phase of the SE Bypass will be

examined as part of the subsequent review of the Adopted Replacement LDP in the longer term.

- 3.100** The Bedwas Colliery site has been identified for mixed-use development. However, the existing potential points of access for the site are substandard and therefore the proposed development of the site will necessitate the construction of a new access road by the developer.
- 3.101** The specific alignment for the above proposals has yet to be considered in detail. The Deposit Replacement LDP Proposals Map identifies a general direction for the route, but does not identify the land required for the proposal. As such the allocation should be considered as being indicative and not conveying any prescription of the route that will be determined by further work.

Regeneration Led Highway Improvements

TR9 The following highway scheme is identified to facilitate the regeneration of the Heads of the Valleys Area:

TR9.1 A469 New Tredegar to Pontlottyn Resilience Scheme

- 3.102** The transportation strategy for the County Borough is very much focused on measures to encourage the greater use of the public transport system. Notwithstanding the desire to reduce reliance on the car there continues to be a need to ensure that the strategic road network within the HOVRA is of an appropriate standard in order to facilitate the regeneration of the area. The closure in 2014 of the A469 north of New Tredegar as a consequence of a landslide, served to highlight how dependent the communities in the HOVRA are on this vital transport link. Furthermore there is a recognition that the A4049 is substandard in certain locations in terms of its alignment, width and visibility and is in need of improvement to meet the

transport demands of modern industry. It is critical therefore that the resilience of the HOVRA strategic transport network is improved in order to secure and enhance the economic future of the area. A feasibility study has been commissioned and will be completed in 2016. In the interim, land is safeguarded in the Deposit Replacement LDP for the delivery of a new road to ensure that no development is permitted that could potentially prejudice the future route of the road.

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