



## COMMUNITY COUNCIL LIAISON SUB-COMMITTEE

### MINUTES OF THE MEETING HELD AT COUNCIL OFFICES, PENALLTA HOUSE, YSTRAD MYNACH ON 19TH JULY 2017 AT 7.00PM

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#### PRESENT:

Community Councillor Ms J. Rao - Vice Chair - Presiding

#### Councillors:

A. Angel, C. Andrews, A. Farina-Childs, A. Gair, L. Jeremiah, Mrs T. Parry, J. Ridgewell, Mrs M.E. Sargent, C. Thomas, A. Whitcombe, R. Whiting, B. Zaplatynski

Cabinet Member for Social Care and Wellbeing - Councillor C. Cuss

#### Community/Town Council Representatives:

Aber Valley	- A. Diblas
Argoed	- S. Blakeman, Mrs S. Blakeman
Bargoed	- H. Llewellyn,
Bedwas, Trethomas and Machen	- Mrs J. Winslade, C. Morgan
Blackwood	- D. Davies
Caerphilly	- Mrs J. Hibbert. Mr. P. Davy (Clerk)
Darran Valley	- P. Roberts
Draethen, Waterloo and Rudry	- J. Garland
Gelligaer	- J.A. Pritchard, Ms. C. Mortimer (Clerk)
Llanbradach	- Mrs. A. Reed, Mr. W.M. Thompson (Clerk)
Maesycwmmmer	- Ms. J. Rao
Nelson	- Mrs. G. Davies, Mr. T. White (Clerk)
New Tredegar	-
Penyrheol, Trecenydd and Energlyn	-
Rhymney	- D.T. Williams
Risca East	- J. Blackburn
Risca Town	- B. Hancock, B. Campbell (Clerk)
Van	- J. Leek

#### Together with:-

C. Campbell (Transport Engineering Manager), L. James (Senior Planner, Communities), H.C. Morgan (Senior Committee Services Officer)

## 1. APOLOGIES

Apologies for absence were received from Councillors A. Higgs, Ms P. Leonard, J. Pritchard and J. Taylor, Community Councillors D. Woodman and Mrs. S. Hughes, Mr. G. James, Mrs. L. Tams, Mrs. J. Dalton, Mr. J. Hold, , Mr. G. Williams, Mrs H. Treherne, Ms. Mrs. G. Thomas and Mr. J. Dilworth (Clerks of Aber Valley, Argoed and Risca East,

Bargoed, Bedwas, Trethomas and Machen, Blackwood, Darran Valley and Rhymney, Draethen, Waterloo and Rudry and Penyrheol, Trecenydd and Energlyn, Maesycwmmmer and Van Community/Town Councils respectively).

**2. APPOINTMENT OF CHAIR**

Community Councillor Ms J. Rao was appointed Chair of the Sub Committee for the ensuing year.

**3. APPOINTMENT OF VICE-CHAIR**

Councillor J. Ridgewell was appointed Vice Chair of the Sub Committee for the ensuing year

**4. MINUTES - 15TH MARCH 2017**

The minutes of the meeting held on 15th March 2017 (a copy had been sent to each member) were received and noted.

**MATTERS ARISING**

**3. Caerphilly Youth Service (minute no. 3)**

Town Councillor Hancock was please to advise that there will be a scheme in Risca this year albeit that it will only be available for one day a week during the summer months.

**4. Mill Street Car Park, Risca (minute no. 4)**

Reference was made to the disposal of land at Mill Street car park, Risca to the POBL Group with a view to redeveloping the whole site with both affordable and supported housing. There had been consultation on the report that had been presented to Cabinet and the views expressed incorporated in its content. There will be consultation carried out as part of the planning process.

**5. Civil Parking Enforcement (minute no. 5)**

It was requested that information be sought on the progress made on discussion with Gwent Police in relation to civil parking enforcement.

**TOWN AND COMMUNITY COUNCIL LIAISON COMMITTEE**

Consideration was given to the following items raised by the Town and Community Council Liaison Committee

**6. COMMUNITY INFRASTRUCTURE LEVY**

Lisa James (Senior Planner) attended to give an update on the Community Infrastructure Levy (CIL) and gave an overview as to how it has been spent for community benefits to date and the cumulative total for the respective community/town council areas. Members

were reminded that CIL was introduced on 1st July 2014 and that it is a system of charges levied against new development within the county borough. It is a mandatory charge that is levied against all new qualifying development with a levy rate for different parts of the county borough.

The CIL charge is set by the council and the amount raised is based on a simple formula, which takes into account the size and type of development paying for it. Not all developments are liable for CIL. The rates are set locally by striking a balance between how much CIL can be raised to deliver new infrastructure projects and the impact of CIL on the viability of new development schemes. The schemes which are proposed to be funded by CIL are contained within the Infrastructure List Regulation. The revenue generated can be used to help deliver a wide range of infrastructure to support future development of the area and the levy includes a neighbourhood proportion to be passed to community/town councils which is required to be spent within 5 years.

It was reported that in line with the CIL Regulations, it has been agreed that the County Borough will pass 15% of the revenue raised to town and community councils in the county borough. Only those areas that experience new development will be eligible for their proportion of the CIL revenue. Where the CIL rate is £0 then no revenue will be raised and therefore no monies can be passed on to that community council. In that the county borough does not have 100% coverage by community/town councils, whilst it is not a requirement, the CIL Regulations allow the council to make an appropriate proportion of CIL receipts, available to fund appropriate infrastructure in those areas that do not have a community/town council.

As a further point of explanation, CIL revenue retained by the County Borough can be spent anywhere in the county borough and is not constrained to that area where the development occurs. Heads of Service are able to bid for this revenue and schemes submitted will be considered by a CIL Assessment Panel who will assess each bid against the standard criteria in order to prioritise schemes for funding. The results of the assessments will be reported to Cabinet for decision-making and then be reported through the council's annual budget report.

It was requested that Officers continue to work with community/town councils to advise on the schemes that can be funded by CIL. Lisa reiterated that the county borough will continue to work with individual community/town councils to ensure there is a good understanding of the types of schemes that CIL can be spent on, and to assist in the preparation of draft infrastructure lists and would attend individual meetings if requested to do so.

In the first instance community/town councils are required to complete a Community Infrastructure Levy Agreement and identify a list of schemes for consideration. Liaison will then be undertaken with other departments and costing obtained. In this way, if funding is made available the scheme will have been prepared and be ready to be progressed.

A query was raised in relation to Section 106 Agreements and it was explained that CIL is not intended to replace the current system of S106 Agreements. However when CIL is formally implemented, statutory restrictions will be applied to S106 Agreements which will restrict their use in addressing issues that are necessary to make developments acceptable in planning terms and for the provision of affordable housing. CIL will then be the vehicle for funding infrastructure to support development in accordance with the development plan.

It was confirmed that it had always been anticipated that CIL receipts would not be generated immediately following the introduction of CIL in 2014, and this has proved the case. The 2015/2016 financial year was the first that the Council received CIL payments.

Lisa was thanked for her update on CIL receipts and expenditures to date and for responding to questions and issues raised by the Sub-Committee during the course of the debate.

## **7. A468/A469 PWLLYPANT ROUNDABOUT HIGHWAY IMPROVEMENT SCHEME**

Clive Campbell (Transportation Engineering Manager) attended to give an overview of the above highway improvement scheme and in providing an update referred to the report that was presented to Cabinet on 7th June 2017 (a copy had been sent to each member).

Members noted that the A468/A469 Caerphilly Northern Bypass is the main artery linking Caerphilly and settlements in the north of the borough to the trunk road network (A470, M4) and Cardiff. It is already heavily overloaded at peak periods and all junctions are at, or in excess of, capacity at peak times. The Pwllypant roundabout is the busiest node on this section of the strategic highway network and in the whole of the county borough. The proposed Pwllypant roundabout highway improvement will increase capacity on the roundabout, improve journey time reliability for bus services, encourage public transport use and reduce traffic travelling through Caerphilly town.

Concerns were expressed that there would be significant disruption, not only in Caerphilly but throughout the valley and a query was raised as to how the works will be publicised. Mr Campbell advised that the appointed Contractor will be required to develop and implement a communication strategy/plan (this was previously part of the quality submission for the tender), to proactively engage with the local community and keep them, and all road users, informed of progress and developments. Advance signing will be arranged at strategic points throughout the borough in order that motorists can choose to alter their route if need be.

There is a link to the dedicated webpage which will give updates as the scheme progresses (<http://www.caerphilly.gov.uk/News/News-Bulletin/June-2017/Pwll-y-Pant-roundabout-improvement-scheme-approved>)

It was accepted that depending on the contractors programme works there will be different types of disruption and it is intended that there will be suitable traffic management proposals to mitigate disruption as far as possible. Officers are in the middle of the procurement process and will be able to work up the detail once a contractor has been appointed.

A query was raised in relation to the delay of the project and the Sub-Committee were advised that this was as a result of the works programmed to the bridge in Abercynon. Consideration had been given to the knock on effect this would have on the traffic choosing to use Pwll-y-Pant roundabout as an alternative route to the A470 and as such, the scheme had been delayed to accommodate this. Reference was also made to improvements to the A467 Bassaleg Roundabout and Mr Campbell advised that Officers continue to liaise with neighbouring local authorities and WG to review ongoing and planned works and minimise any possible disruption.

In order to meet the WG requirement to spend the funding by April 2018, the works need to commence in September/October 2017. To meet this timescale, the construction contract needs to be progressed as soon as possible alongside advance preparatory and environmental works. It is intended that construction will take about twelve months to complete.

Reference was made to improvements which have been made in and around Caerphilly to mitigate against traffic generation for sites identified as having the potential for

development and specifically concerns were raised over the junction improvement to the A468/A469 Trecenydd Roundabout. Mr Campbell advised that this is under review and ward Members will be advised of the outcome of this.

Following a number of other queries, it was confirmed that the traffic lights will be full time and operate continuously. There are no changes proposed to the existing footbridge structure but there are plans to improve the footpath link to the roundabout and in to Pontywindy Road. The extract of the plan accompanying the report is available in full and in colour on the website, and shows that the bus stop will move slightly because of the extra width of lane and the pedestrian crossing moved to coincide with this change. In view of land constraints, there will not be traffic signals on the arm of the junction from Corbetts Lane as priority is to the main flow of traffic. However, signalisation provides more gaps in traffic which should allow improved egress from that junction.

Moving forward, an assurance was sought that improvements to this section of the strategic highway network has sufficient capacity to meet future needs. Mr Campbell advised that the proposed Pwllypant roundabout highway improvement will increase capacity on the roundabout such that it will not be overcapacity at the completion and will perform satisfactorily taking in to account known proposed developments (identified through the LDP review process) up to 2031.

Clive was thanked for his informative presentation and for responding to questions and issues raised by the Sub-Committee during the course of the debate. He undertook to provide an update for the next meeting.

## **8. SPECIAL EDUCATIONAL NEEDS**

A request had been received for information on the future plans for Special Educational Needs in mainstream schools in Caerphilly (especially with regards to the proposed cut in funding). It was confirmed that the Directorate has no current plans to cut SEN provision for this or next financial years.

## **9. PUBLIC HEALTH WALES BILL**

It was noted that at an official sealing ceremony on 3rd July 2017, the Public Health (Wales) Bill became an Act of the Assembly. The Act will extend smoke free areas to settings including school grounds and hospital grounds, and introduce a licensing scheme for procedures such as tattooing. It will also place a duty on local authorities to produce a toilets strategy, require public bodies to consider how their decisions will affect people's health, prohibit the intimate piercing of children, make pharmacy services more responsive to their communities and place a duty on the Welsh Government to produce a national strategy on preventing and reducing obesity.

Welsh Government will advise of the timetable for implementation, including consultation on regulations to support the Bill and, as there will be consultation on the Regulations, there will be an opportunity to respond as part of the consultation process

## **10. CONSULTATION PLANNING**

As a result of a query in relation to consultation on planning applications, an assurance was given that in accordance with the subjects for consultation (as specified within the Charter), all applications are included on the weekly planning list that are circulated to all Clerks. This provides an opportunity for any comments or enquiries to be addressed to the Development Management Manager. Reference was also made to consultation

exercises during the pre-election period and it was noted that an exception is made when services need to undertake statutory consultation e.g. planning applications, or if the Council is required by an external organisation e.g. the Welsh Government to undertake consultation during this period.

It had been implied that some Managers do not appear to be adhering to the Charter and a request was made that any such instances be reported so that they can be investigated.

#### **11. WHITE PAPER CONSULTATION DOCUMENT ' SERVICES FIT FOR THE FUTURE'**

Reference was made to the consultation on the White Paper which sets out proposals to take forward health and care services, to put people at the centre of service delivery and enable organisations to work together and across boundaries which runs to 29th September 2017.

It was agreed that details of the document (and the response from the Aneurin Bevan Community Health Council) be forward to the representatives in order that all have the opportunity to respond.

The meeting closed at 8pm