



Caerphilly County Borough
Local Development Plan up to 2021

Infrastructure Assessment Report

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Pat Mears - BSc. (Econ) (Hons); Dip T.P; M.R.T.P.I
Head of Regeneration and Planning



Contents

1 INTRODUCTION	2
Appropriate Evidence	3
2 WHAT IS INFRASTRUCTURE?	4
3 CONSIDERATION OF SUITABLE INFRASTRUCTURE FOR INCLUSION ON THE INFRASTRUCTURE LIST	6
4 INFRASTRUCTURE ASSESSMENT.	7
PHYSICAL INFRASTRUCTURE	7
SOCIAL INFRASTRUCTURE	.13
GREEN INFRASTRUCTURE	.17
5. Recommendations for the use of CIL.	18
PHYSICAL INFRASTRUCTURE	.18
SOCIAL INFRASTRUCTURE	.18
GREEN INFRASTRUCTURE	.19
6. Next Stage	19
Appendix A: Infrastructure Delivery Schedule.	20

1 INTRODUCTION

- 1.1 In order to set an appropriate rate for the Community Infrastructure Levy (CIL) a charging authority, in this instance Caerphilly County Borough Council, needs to identify the total cost of the infrastructure it wishes to fund from CIL and identify what sources of funding are available for its provision.
- 1.2 The provision of infrastructure will be a key factor in delivering the development necessary to meet the needs of our communities over the next decade and will be critical in terms of delivery of the land use policies contained within the adopted **Caerphilly County Borough Local Development Plan (LDP)**.
- 1.3 In determining which pieces of infrastructure the CIL should fund it is important to recognise that the CIL is designed to supplement and not replace public funding. It is intended to fill any gaps that may exist between public funding and the costs of providing essential infrastructure. CIL cannot be used to remedy existing deficiencies unless those deficiencies would be made more severe by new development.
- 1.4 In setting the CIL rate, the Council is required to use *'appropriate available evidence'* to inform the preparation of a draft charging schedule. Evidence that was produced to inform and support the LDP will therefore be used as the starting point to inform the Council's draft charging schedule. Given the period of time that has elapsed since this evidence was produced, it will be necessary to consider if any of the evidence that will be relied on to set the charging schedule needs to be reviewed, updated or supplemented.
- 1.5 It is not the intention of this Infrastructure Assessment to replicate work that has previously been undertaken in the production of the LDP. Nor is it considered appropriate to undertake a further assessment at this time of the complete infrastructure needs of the county borough. The Council in producing the LDP has already undertaken this assessment and those pieces of infrastructure that are required to support the development of the area over the plan period are outlined in **Appendix A: Infrastructure Delivery Schedule**. Clearly there will be some infrastructure projects that are desirable and necessary, but which cannot reasonably be expected to come forward within the plan period. It is important to note that in line with the requirements of LDP Wales, the LDP already identifies the infrastructure required to facilitate the development proposals contained within the LDP.
- 1.6 Appendix 20 of the LDP provides an overview of the delivery and implementation of the area specific land use policies in Section C of the plan in broad terms, this includes those pieces of infrastructure that have been identified as being delivered over the plan period. In addition, Appendix 7 highlights the expected contributions from housing development in terms of infrastructure provision and indicates whether direct provision or s.106 Obligations will be required.

Appropriate Evidence

- 1.7 Whilst infrastructure planning is not a CIL requirement, it will assist the Council in terms of setting an appropriate CIL charge and is considered good practice.
- 1.8 The infrastructure planning needed to support the CIL should be of a scale appropriate to demonstrate delivery of the future development of the county borough in accordance with the adopted LDP. To this end the Council will provide information that accords with the LDP in respect of:
- infrastructure needs *(to deliver the aims and objectives of the LDP Strategy)*;
 - infrastructure costs *(where costs are not known the Council will provide indicative costings for projects based on comparable projects, expert advice and realistic assumptions)*;
 - funding sources *(where known or anticipated)*;
 - responsibilities for delivery;
 - phasing of development.



2 WHAT IS INFRASTRUCTURE?

2.1 The Planning Act 2008 provides a wide definition of the infrastructure that can be funded by the levy, including transport, flood defences, schools, hospitals, and other health and social care facilities. This definition allows the levy to be used to fund a very broad range of facilities such as play areas, parks and green spaces, cultural and sports facilities, district heating schemes and police stations and other community safety facilities. This gives local communities flexibility to choose what infrastructure they need to deliver their development plan. At present the regulations rule out the application of the levy for providing affordable housing, however the Government are presently¹ undertaking a consultation exercise in respect of amendments to the Regulations that would enable the Council to use the CIL

to deliver affordable housing.

2.2 For the purpose of this assessment the various forms of infrastructure have been defined further as **Physical, Social or Green** infrastructure. This definition is used to group similar categories as set out in Table 1 below.

2.3 The categories listed in Table 1 have been selected in order to prioritise the infrastructure needed to support the proposed levels of development set out in the adopted LDP. For ease of reference Table 1 also provides a broad overview of the organisations that are responsible for the delivery of this key infrastructure. However at present it is assumed that affordable housing will continue to be provided through s106 obligations and so is not included within Table 1.

Table 1: Infrastructure identified within Section C of the LDP

Policy Ref	Infrastructure Sub Category	Details	Provider*
PHYSICAL INFRASTRUCTURE			
TR1	Transport	Cycle routes	Welsh Government
TR2		Rail stations	SEWTA
TR3			CCBC
TR4		Rail Park & Ride	Private Bus & Train Operating Companies
TR5		Highway Improvements	
TR6			
TR7			
TR8	Air Quality	Caerphilly South East Bypass	Welsh Government SEWTA CCBC Private Enterprise
	Utilities	Energy: Gas / Electric Renewable Technology Telecommunication Water resources	Welsh Government National Grid Private Energy Companies Mobile Operators Association Private Telecommunications Companies Environment Agency (Wales) Dwr Cymru / Welsh Water
	Flood Defence	Flood defences Drainage	Environment Agency (Wales)

¹ Community Infrastructure Detailed proposals and draft regulations for reform Consultation October 2011

MW1 EM1 EM2	Waste Management	Municipal waste facilities Waste collection Recycling	CCBC Private Waste Companies
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Note: Provider* List Not Exhaustive

Policy Ref	Infrastructure Sub Category	Details	Provider*
SOCIAL INFRASTRUCTURE			
CF1	Education	Pre-school Primary and secondary schools Further Education Higher Education	CCBC Universities & Colleges
CF1	Community Health	GP Surgery Health Resource Centres General Hospital	Local Health Boards
CF1	Community & Culture	Libraries Youth centres Community Centres Cemeteries	CCBC Community & Town Councils Local Communities
SP13	Sports & Leisure Centres	Sports & Leisure Centres Swimming Pools	CCBC Private Enterprise
CF1	Emergency Services	Police Fire Ambulance	Police Authorities Fire & Rescue Ambulance Services

Note: Provider* List Not Exhaustive

Policy Ref	Infrastructure Sub Category	Details	Provider*
GREEN INFRASTRUCTURE			
LE2 LE4	Open Space and Green Infrastructure Networks	Parks and gardens Natural and semi-natural greenspaces Green corridors Amenity greenspace Allotments, community gardens Civic spaces	CCBC Local Communities Countryside Council for Wales Parish & Town Councils Local Communities Private Enterprise
LE2 LE4	Sport, Leisure and Recreation	Provision for children and young people (Play Areas) Sports Pitches Outdoor sports facilities	CCBC Local Communities Countryside Council for Wales Private Enterprise

Note: Provider* List Not Exhaustive

2.4 It is worth noting that the Council is not obliged to introduce the CIL in Caerphilly County Borough and could chose to continue to rely on s106 planning obligations to provide necessary infrastructure. However after April 2014² the ability to pool contributions from a number of different developments to fund strategic pieces of infrastructure will be limited and it could be the case that a number of the more expensive schemes would not therefore occur without a CIL being introduced.

2.5 Much of the funding for infrastructure comes from the budgets of the public and private sector responsible for the different infrastructure categories. The ability of the private sector to deliver the allocations in the LDP will be heavily influenced by external economic circumstances, including the UK and World Economic cycles.

2.6 It is expected that public sector budgets will be more constant but will also vary over time. There is also a great deal of uncertainty concerning the level of public funding that might be available in the future given the current economic climate and times of austerity that the public sector face. It is a fact of life that budgets are reducing across the sector. In addition, most public sector capital programmes have relatively short, three or five year time horizons, so it is impossible to be precise about the implementation of much of the infrastructure required to be delivered over the plan period.

3 CONSIDERATION OF SUITABLE INFRASTRUCTURE FOR INCLUSION ON THE INFRASTRUCTURE LIST

3.1 In order to provide clarity on the types of infrastructure that will continue to be funded through s106 obligations in the future and the type of infrastructure that will need to be funded through the CIL, **the Council intends to draft a list of infrastructure proposed to be funded by CIL which will be published on the Council's website.** It is critical to the successful implementation of the CIL that there is clarity and transparency, and that there is no danger that a developer could be charged twice for the same item of infrastructure through planning obligations and CIL.

3.2 There will continue to be a legitimate role for development specific planning obligations to operate alongside the CIL. Planning obligations will continue to be used to address site-specific impact mitigation requirements to enable planning permission to be granted. By contrast, CIL funds are ideally suited for use to address the cumulative impact of development across an area on strategic infrastructure.

² After the 6th April 2014 planning obligations designed to collect pooled contributions from 5 or more developments may not be used to provide infrastructure that could be funded from the CIL.

- 4.1 In order to consider what infrastructure should fall within the remit of CIL, and that, which should continue to be addressed through s.106 obligations, the following section will provide an overview on the initial thoughts of Officers in this regard.

PHYSICAL INFRASTRUCTURE

Transport

- 4.2 The South East Wales Transport Alliance (Sewta) is the organisation that is charged with the responsibility for producing the Regional Transport Plan (RTP). The RTP identifies the regional priorities for transport, which are based on an analysis of the region's transport problems and opportunities. The RTP includes a five-year programme of interventions and a longer-term strategy outlining how the RTP will work towards meeting its objectives and the outcomes of the Wales Transport Plan.
- 4.3 The LDP recognises that transport is intrinsically linked to land use and the two elements work together to underpin the LDP Strategy. In determining where development should be permitted over the plan period regard has been had to the existing highway network, congestion and air quality issues, facilities for travel by rail and local movement by bicycle and on foot. The Council has undertaken extensive work to examine what impact different development scenarios proposed through the LDP will have on the existing transport network. As a consequence of this work the LDP has therefore made provision for the delivery of new and improved facilities based on known funding programmes (e.g. RTP), sources and opportunities to improve the transportation network as a whole in order to progress to a more sustainable system over the plan period (**LDP Background Paper 12 Transport**). A comprehensive list of transport proposals is provided at Appendix A, which indicates how each scheme is intended to be funded and

delivered over the plan period.

Strategic Highway Improvements

- 4.4 The LDP recognises the continued importance of the highway network and a set of highway improvement schemes have been identified across the county borough at the local level to support the development proposals contained in the plan. These schemes generally do not fall within the remit of Sewta and are designed to improve capacity on critical parts of the strategic highway network.
- 4.5 To ensure the delivery of the local highway improvement schemes in the Caerphilly Basin Area the Council levies a Strategic Highway Network Obligation on all new residential development in that area. (Schemes that are to be funded through this mechanism are identified in **Policy TR6 Transport Improvement Schemes - Caerphilly Basin** of the Adopted LDP).
- 4.6 The LDP also recognises the need to introduce a Northern Connections Corridor Obligation to fund highway schemes in the Northern Connections Corridor. (Schemes that are to be funded through this mechanism are identified in **Policy TR5 Transport Improvement Schemes- Northern Connections Corridor** of the Adopted LDP).
- 4.7 In addition the LDP highlights the need for regeneration led highway improvement schemes north of Bargoed (A469) and to the north of New Tredegar(A4049) to Rhymney in order to facilitate regeneration n the area. **Policy TR8 Regeneration Led Highway Improvement.**
- 4.8 All of these highway improvement schemes will be reliant on pooled s.106 obligation contributions for their delivery. **Therefore it is anticipated that in future such schemes will be dependant on the CIL for their delivery.**
- 4.9 S.106 obligations will continue to be used where local transport infrastructure provision

is necessary to remove site-specific obstacles to planned development. For example **Policy TR7 New Roads to Facilitate Development** indicates that the proposed development of the Bedwas Colliery site will necessitate the construction of a new access road, which should be provided through s106 by the developer.

Cycle Network

4.10 The Regional Transport Plan includes a 5-year programme of schemes for walking and cycling and will be the main mechanism for obtaining funding from the Assembly to develop a regional network of walking and cycling routes. The development of these strategic routes will be a key factor in promoting walking and cycling as alternative modes for shorter trips. **The Caerphilly Basin Radial Route scheme, which will develop a network of routes in and around the Caerphilly Basin area, is included within the RTP 5-year programme and therefore CIL finding will not be required for their delivery.**

4.11 Alongside the development of the RTP, Sustrans are also working in partnership with the Council to develop the Valleys Cycle Network (VCN) proposal, which is a vision for a network of walking and cycling routes across the South Wales Valleys. **The VCN is being developed on a regional basis and is being pursued through EU Convergence funding, it is not therefore anticipated that these routes will require CIL funding for delivery.**

4.12 At the local level, the Welsh Government's Safe Routes in Communities programme is an important funding mechanism for developing local walking and cycling routes. **It is not expected that in general such provision will be funded through the CIL.**

Public Transport

4.13 In order to encourage greater use of public transport and in particular rail for commuting journeys to Cardiff, the Council intends to seek additional park and ride facilities along the Rhymney Valley passenger line. In addition the provision of opportunities for interchange between bus and rail will also be pursued over the plan period. Sewta works closely with the Welsh Government to provide funding to develop schemes for delivery. It is anticipated that this will continue over the plan period and that the schemes identified in the LDP will continue to be funded through monies obtained from the Welsh Government and European Union funding via the Regional Transport Plan 5 year programme. **It is not expected that in general such provision will be funded through the CIL.**



Rail Network

- 4.14 The LDP recognises the increasing importance of the railway network in terms of delivering sustainable forms of development. As such the LDP encourages the reinstatement of the Cwmbargoed rail line for passenger services and identifies the need for new stations to be provided to service the line. In addition, land is safeguarded for the provision of new rail stations to improve access to the existing rail network for local communities.
- 4.15 Sewta works closely with the Welsh Government to provide funding support to Network Rail and Sewta, to develop schemes for delivery. It is anticipated that this work will continue over the plan period and that the schemes identified in the LDP will continue to be funded through monies obtained from the Welsh Government and European Union funding via the Regional Transport Plan 5 year programme. **It is not expected that in general such provision will be funded through the CIL**, however given the strategic nature of these facilities it may be appropriate to **consider the use of CIL as a component of the funding mechanisms to enhance delivery of strategic public transport infrastructure**.

Air Quality

- 4.16 Transport and in particular problems of congestion and queuing traffic, are a significant contributing factor towards the air quality issues facing the county borough. This is particularly an issue in the Southern Connections Corridor and in particular, in Caerphilly Town Centre. Some infrastructure improvements, which aim to alleviate the traffic issues in Caerphilly, have been considered as part of the LDP process. Most significantly the plan safeguards land to the south east of Caerphilly town (**Policy TR9 Highway Corridor Safeguarding**) to prevent development that would prejudice the possible future construction of a Caerphilly South East Bypass. A decision has not been

taken to date in terms of the acceptability or otherwise of a bypass, and as such, funding has not been identified for its provision. Once this matter has been explored fully, it is anticipated that the Council will either seek to confirm the safeguarded route for the scheme or will remove the corridor from the LDP at the first review of the plan. If the development of a bypass is deemed to be necessary in terms of addressing the air quality issues in the town, it is likely that its development would be reliant on pooled s.106 obligation contributions for its delivery. **In this context, consideration should be given to utilising CIL receipts for the delivery of the bypass at a future date.**

- 4.17 Alternatively the Council could seek direct provision of the bypass (in whole or in part) through the comprehensive redevelopment of the Ness Tar Plant. In these circumstances delivery through s106 might be appropriate.
- 4.18 Actions and mechanisms to improve air quality are not limited to the provision of a bypass, there are a series of hard and soft measures that can also be taken that will contribute to its improvement. **Consideration should be given to the use of CIL in terms of the delivery of measures identified in the Air Quality Action Plan in order to address the potential cumulative impact of new development on the Air Quality of the county borough.**

Utilities

National Grid

- 4.19 National Grid, as the holder of a licence to transmit electricity under the Electricity Act 1989, has a statutory duty to develop and maintain an efficient, co-ordinated and economical transmission system of electricity. National Grid does not distribute electricity to individual premises, but separate regional companies own and operate electricity distribution networks and it is the role of these local companies to distribute electricity to homes and businesses. National Grid

also has a duty to develop and maintain an efficient, co-ordinated and economical transmission system for the conveyance of gas. National Grid also has to respond to requests for new gas supplies in certain circumstances, in addition to new gas transmission infrastructure developments, which are periodically required to meet increases in demand and changes in patterns of supply. However, network developments to provide supplies to the local gas distribution network are often as a result of overall demand growth in a region rather than site-specific developments.

4.20 Within Caerphilly, National Grid's electricity transmission assets include the following:

- 4YU – PembrokeRassau 400kV
- 4YX – Cilfynydd- Whitson-Melksham
- ZZB – Aberthaw- Upper Boat- Cilfynydd
- Cilfynydd Substation
- Imperial Park Substation
- Rassau Substation

4.21 National Grid's gas transmission assets include:

- 2 Feeder Glwern/Rhigos
The Energy White Paper makes it clear that the UK energy system will undergo a significant change over the next 20 years. To meet the goals of the white paper it will be necessary to revise and update much of the UK's energy infrastructure during this period. There will be a requirement for:
- An expansion of national infrastructure (e.g. overhead power lines, underground cables, extending substations, new gas pipelines and associated installations);
- New forms of infrastructure (e.g. smaller scale distributed generation, gas storage sites).

4.22 The National Grid will continue to work closely with the Council in respect of the LDP and other policy initiatives in order to ensure that any future works are acceptable to the Local Planning Authority. **However the funding for any improvements to the National Grid will not be dependent on funding raised through the CIL.**

Mobile Operators Association

4.23 Mobile Operators Association does not foresee any problems in terms of infrastructure provision given that telecommunications development for mobile phone base stations tends to be reactive as opposed to proactive. Due to the nature of technology it is not realistic to consider development on a strategic basis. The need for a new site would be driven by the need for further capacity in the area, possibly as a result of new large scale residential, commercial or industrial development. **The funding for any improvements to infrastructure will not be dependent on funding raised through the CIL.**

Superfast Broadband

4.24 Businesses and the economy as a whole will benefit from the availability of competitive, flexible digital infrastructure. The Welsh Government are seeking to ensure that all residential premises and all businesses in Wales will have access to high speed broadband by 2015, with the ambition that at least half have access to ultra fast broadband services. The total value of the Next Generation Broadband investment is anticipated to be up to £400m, combining funding of around £57m from UK Government and £70m from European sources with Welsh Government funding in order to leverage significant investment from the private sector. This investment in communications infrastructure will stimulate a thriving and competitive digital economy. It will support growth through wide-scale application, innovation, commercialisation and exploitation of digital technologies by

Welsh businesses, and particularly the ICT and Creative Industries sectors. The roll out of the project is likely to take place over a number of years and it is important that Caerphilly Council continues to lobby the WG to ensure that the county borough is at the forefront of the project, and thus is one of the authorities that benefits from this project as early as possible. It is worth noting that increased dependence on technology means businesses will migrate to places where the technology is readily available. The provision of funding for businesses to access the relevant infrastructure to maximize the opportunities afforded by superfast broadband will ensure that Caerphilly will have a competitive edge when business leaders are considering locations for investment decisions. **Consideration should be given to the use of CIL in terms of the delivery of measures identified to enhance access to superfast broadband.**

Water resources

- 4.25 Dwr Cymru Welsh Water (DCWW) is the statutory undertaker providing water supply and sewerage infrastructure for Caerphilly County Borough. The company is overseen by OFWAT, the water regulatory body, and the Environment Agency who ensure wastewater discharges meet strict guidelines. The company's strategies are entitled AMPs – Asset Management Programmes – which cover 5 year periods. With these, the company plans ahead for all future infrastructure improvements as far as possible, given the inherent unpredictability of supplying a natural resource.
- 4.26 DCWW are committed to providing the infrastructure necessary to service the requirements of development plan allocations made in the Caerphilly County Borough Local Development Plan. Where any concerns have been raised by DCWW, these are highlighted within the LDP. Should any sites be developed in advance of any regulatory improvements, developers will be required to fund the essential improvements directly or through s.106 obligations. **It is not expected that such provision will be funded through the CIL.**



Drainage

- 4.27 The Flood & Water Management Act 2010 requires the use of Sustainable Drainage Systems (SUDS) for surface water drainage in all new housing and business development. In future the design of surface water drainage will need to be consented by a new Sustainable Drainage Approval Body, prior to development commencing. However provision has been made in the Act for details of these schemes to be submitted via the local planning authority as part of the planning application process. **Surface water drainage is an integral part of new development schemes and as such, direct provision by the developer is required**
- 4.28 Where off-site drainage works are required, which are necessary as a consequence of a new development schemes, these should continue to be funded by s.106 Obligations. **Conversely where work is required to the drainage network as a consequence of the cumulative impact of new development, the use of CIL to upgrade the network to improve its capacity is recommended.**

Flood Defence

- 4.29 There are zone C flood designations continuously along the three main river corridors of the Rivers Rhymney, Ebbw and Sirhowy, and the tributaries of Porset Brook, Nant Cylla, Nant Bargoed Rhymni and Nant yr Aber, which meet the River Rhymney, and the Nant Carn and Nant Gwyddon, which join the Ebbw. Approximately 1% of the total area of the County Borough is covered by C1 Flood Risk Designation, 7.5% by zone C2 and a further 2% within zone B.
- 4.30 Given the topography of the area and the way in which rapid urbanization took place in the nineteenth century, a significant amount of urban development in the County Borough has taken place alongside rivers, within the river corridor, and often on the flood plain. It is therefore inevitable, despite the overall aim to avoid flood risk areas, that some existing

development will be vulnerable to flooding.

- 4.31 In line with the guidance contained in **TAN 15: Development & Flood Risk**, the Council has adopted the precautionary principle when considering sites for inclusion in the LDP. Steps have therefore been taken to positively target development away from the flood plain. Where sites that are located in the floodplain have been included in the plan, suitable mitigation measures have been agreed with the Environment Agency (**LDP Background Paper 13 Broad Level Flood Risk Assessment**). Any such measures will be undertaken as an integral part of individual development schemes and any off site works will be funded directly, or through s106. obligations. **It is not expected that such provision will be funded through the CIL.** It may be the case however that in future revisions of the LDP and future consideration of infrastructure to support new allocations, that the CIL could be revised to contribute toward strategic flood defence measures. However this is not necessary to support the development schemes planned in the adopted LDP.

Waste Management

- 4.32 The Council is responsible for the disposal of municipal waste in the county borough. Currently the residual household waste (that which is not recycled or composted) is transported to the Trecatti Landfill site at Dowlais in Merthyr Borough. There are six Civic Amenity Sites distributed across the county borough, which act as household waste recycling centres. It is possible that improvement to this infrastructure will be required if the county borough experiences a large increase in household numbers, whilst some improvements are **likely to be funded through the Council's Capital Programme** others are **likely to be reliant on CIL funding.**

Project Gwyrdd (PG)

- 4.33 Caerphilly are in a consortium with four other local authorities, including Cardiff, Newport, Monmouthshire and the Vale of Glamorgan to jointly procure a regional waste treatment facility in South East Wales. This task has been given the name of 'Project Gwyrdd', which is being developed and structured to maximise landfill diversion by providing a solution for residual waste that cannot be practically recycled or composted. **Funding for the new facility is to be provided by the five local authorities within the consortium with the aid of Welsh Government grant assistance and will not be reliant on CIL funding.**

Food Waste Treatment

- 4.34 In terms of waste streams that can be composted, Caerphilly has joined another consortium with two other local authorities, namely Blaenau Gwent and Torfaen, to jointly procure a food / garden waste treatment facility. **Funding for the new facility is to be provided by the three local authorities within the consortium with the aid of Welsh Government grant assistance and will not be reliant on CIL funding.**

Waste Transfer/Recyclable Bulking Facility

- 4.35 The emphasis on recycling and regional collaboration for developing residual waste facilities is leading to the strategic development of regional scale infrastructure, which requires the transport of waste and recyclables outside of the County Borough. Therefore there is an urgent need to develop waste transfer/recycling bulking infrastructure to sort/ bulk waste streams within the County Borough for transport and disposal out of the area. **At present it is anticipated that the funding for any new facility is to be provided through the Council's Capital Budget. A decision on the development of such a facility is likely to be made within the next 6-12 months. An opportunity now exists however to consider the use of CIL finance to deliver this provision in future.**

SOCIAL INFRASTRUCTURE

Education

- 4.36 Education is provided within Caerphilly County Borough through a network of primary and secondary schools, plus Ystrad Mynach college and Coleg Gwent (Cross Keys campus). Higher Education Facilities are mainly provided in University campuses in adjacent neighbouring local authority areas, in particular in Newport, Cardiff and Rhondda Cynon Taff.
- 4.37 Schools within the County Borough need to be in good condition and suitable for the delivery of 21st Century education. In many cases, existing schools can be modernised, repaired, refurbished, and/or extended to meet the standards needed for contemporary teaching and learning. However some of our existing schools are no longer strategically located or not conducive to modern teaching and learning. . As an integral part of plan preparation the Council therefore examined the need for new school provision and as a consequence allocated land for the potential development of 8 new primary schools, 2



primary school extensions, the relocation of one primary school and allocated land for an extension to Crosskeys College.

- 4.38 Considerable success has been achieved to date in terms of the provision of these new facilities. 9 of the schemes are either in the process of being constructed or have been provided. To date these schemes have been delivered through a combination of funding mechanisms including the Council's Capital Budgets, s.106 obligations and funding obtained from the Welsh Government.
- 4.39 The Council currently levies an Education Obligation on all new housing developments that generate a requirement for school places that cannot be met by existing schools. This occurs where including the projected demand from housing developments within the catchment area would exceed the capacity of the school. In general, contributions are sought from proposed developments containing the equivalent of 10 or more new houses. In administering this process, the Council recognises that individual developer contributions may be insufficient to fund additional school accommodation and therefore such contributions are pooled until such time as the provision of additional accommodation is affordable. However given the localised nature of school catchment areas (with the exception of Welsh Medium Secondary), the need for more than 5 planning obligations to be pooled to make provision for a specific piece of infrastructure has not been required. **Consequently it is likely that the continued use of S106 obligations will be appropriate in this regard.**

- 4.40 Conversely, for Welsh Medium Secondary provision, which is more strategic in nature, it is likely that contributions from more than 5 schemes may be required in order to make additional accommodation affordable. **Consequently the use of CIL to make such provision is recommended.**

- 4.41 Where a site is of a sufficient size to generate the need for a new school, direct provision by the developer will be sought. Only one such site is remaining in the LDP, namely Bedwas Colliery mixed-use development site.

21st Century Schools

- 4.42 The Welsh Government formally launched the 21st Century Schools Programme in March 2010 and each local authority was required to submit a Strategic Outline Programme (SOP) in December 2010. The SOP was originally planned for the 2012-2024 timescale.
- 4.43 The original SOPs proved unaffordable and the Welsh Government sought revised bids by November 2011 based on a period of 2014-2021. CCBC has been successful, in principle, with its £92m bid subject to approval of subsequent business cases.



Community Health

- 4.44 Health Care in the County Borough is provided by the Aneurin Bevan Health Board, which was launched on 1st October 2009 through the merger of the Blaenau, Caerphilly, Monmouthshire, Newport and Torfaen Local Health Boards and the Gwent Healthcare NHS Trust. The Health Board is responsible for providing a network of health facilities across the county borough to meet the future requirements of residents, and land use provision is made within the LDP for a number of new facilities over the plan period.
- 4.45 The most significant of these facilities is the provision of a new 269 bed General Local Hospital at Ystrad Fawr on a site formerly occupied by the Council Offices. In addition as part of the network of improved facilities a number of health resource centres (combined General practitioners surgeries, pharmacies and treatment rooms) are to be developed in the County Borough, together with the provision of a number of bespoke GP surgeries. Funding for the Hospital and the resource centre facilities will be provided by the Health Board and the Welsh Government, the GP surgeries will be provided by the Health Board and local practitioners. **It is not expected that such provision will be funded through the CIL.**

Community & Culture

Libraries

- 4.46 The 'Future Library Service for Caerphilly County Borough Council Report', was approved by Council in November 2003. The strategy outlined the physical changes required to take the service forward over the subsequent 10-year period. The LDP reflects the proposals contained in the Strategy and as such a number of sites are allocated in the LDP for the provision of new library facilities. Many of the objectives and actions proposed in the strategy have been achieved and a number of the land use proposals for new library developments have been developed

or are in the process of being developed.

- 4.47 In 2009 the Council reviewed the strategy and a development plan for a five-year period was agreed (2009-2014). As a consequence a number of building improvements, rebuilds, and relocations are expected to take place with in excess of £570k of Council funding having been allocated to date for schemes in Risca and Bargoed alone. Where specific improvement schemes have been approved the funding identified has been endorsed through the appropriate Cabinet reporting process. **It is not envisaged that the revenue raised through CIL will be needed in order to deliver the new libraries identified within the LDP.**

Youth and Community Centres

- 4.48 Community halls and centres, including those for youth use, are important facilities in towns and villages. There are 52 community centres/hall in Caerphilly County borough, 38 of which are in Council ownership and 14 that are operated by local community groups. The LDP recognises that there are areas of the county borough where additional community facilities should be provided and consequently the plan makes provision for 3 new youth centre and 2 community centres. To date, 2 of the youth centres and 1 of the community centres have been provided. Funding has yet to be provided for the remaining proposals. To date the LDP has identified that these facilities are likely to be provided through the Council's capital budget during the plan period. **However an opportunity now exists to consider whether or not revenue achieved through CIL should be used to contribute toward the provision of these facilities in the future.**

Cemeteries

- 4.49 The Council is not under a statutory requirement to provide municipal cemeteries, however it chooses to do so. At present there are 10 cemeteries owned and managed by Caerphilly County Borough Council within the

local authority area. There are no crematoria facilities located in the County Borough and therefore the area is dependent on those at Thornhill (Cardiff), Glyntaff (Pontypridd), Greater Gwent (Cwmbran) and Llwydcoed (Aberdare).

4.50 As an integral part of the preparation of the LDP the Council considered work undertaken by Bearevement Services in respect of the capacity available at the ten municipal cemeteries. As a result, the LDP allocates land for the provision of 1 new cemetery and for the extension of 5 existing cemeteries.

4.51 Considerable success has been achieved to date in terms of the provision of these new facilities and 2 of the schemes are completed, whilst finance is in place to progress a further 2. Capital funding will be required over the plan period for the purchase and/or infrastructure development for the remaining 2 schemes. (Appendix A provides an indication of those schemes that have already been delivered and those that will need to be delivered over the remainder of the plan period). To date the LDP has identified that these facilities are likely to be provided through the Council's capital budget during the plan period. **However given an opportunity now exists to consider whether or not revenue achieved through CIL should be used to contribute toward the provision of these facilities in the future.**

Sports & Leisure Centres

4.52 The Council is not under a statutory requirement to provide sports and leisure centres, however it chooses to do so. Leisure Services currently operate 10 leisure centres across the county borough, including eight fitness suites, six swimming pools and four health suites. Notably there is not currently a leisure centre in the extreme north of the

county borough and the LDP indicates that the Council will seek to exploit opportunities for the delivery of a new leisure centre in this area in order to significantly improve the county borough's strategic leisure infrastructure. Given the strategic nature of such provision and the need to pool any contributions to realise this scheme, **the Council should consider using CIL contributions to facilitate this provision and also to contribute toward the improvement and upgrade of existing facilities to meet additional demand generated by new development.**

Emergency Services

Fire

4.53 South Wales Fire and Rescue Service (SWFRS) provides emergency cover and prevention services to a wide geographical area, including Caerphilly county borough. There are six fire stations distributed across the county borough. In order to improve existing facilities and also as a consequence of efficiency measures SWFRS propose to close the existing stations at Bargoed and Cefn Forest and develop a new facility in a location midway between the two towns. The LDP therefore allocates land to the south of Aberbargoed Plateau for the proposed new



facility. The planning and design work for the scheme has been undertaken and planning approval has been obtained (October 2011). The scheme is due to be developed between 2012 and 2014 and will be funded through SWFRS Capital Programme. **The revenue raised through CIL will therefore not be required to deliver the new fire station.**

Police & Ambulance

4.54 There are no land use allocations for new police and ambulance facilities within the county borough during the plan period.

GREEN INFRASTRUCTURE

4.55 Green infrastructure is the term used to identify the networks of accessible green spaces and semi-natural habitats located within and connecting towns and villages throughout the county borough.

4.56 In urban areas, green infrastructure and open space assets include public parks, woodland, civic spaces, allotments, informal open spaces, churchyards and cemeteries. Outside urban areas green infrastructure and open space broadly comprises natural and semi-natural greenspaces such as woodlands, wetlands and grasslands. River and canal corridors, footpaths, bridleways and cycleways provide links, which thread through our towns and villages and connect into the countryside beyond. Formal leisure facilities such as recreation grounds, playing fields and children's play spaces are also important components of our green infrastructure.

4.57 As an integral part of the preparation of the LDP, the Council has considered the need for new or improved formal leisure facilities to support the development of the area (LDP

Background Paper 10 Leisure, October 2008). As a consequence of this analysis the Council concluded that there was a need to allocate land in the LDP for the provision of 15 new leisure areas comprising playing pitches and/or allotment gardens, together with associated ancillary facilities. The LDP also makes provision for the development of 1 new country park and 1 new community park. In addition to this provision, the Council has provided the policy framework for the protection of valuable green infrastructure through a series of development plan policies.

4.58 Where the Council is responsible for provision and protection of these facilities a combination of funding from s.106 obligations and the Council's Capital Budget has been identified within the plan to ensure delivery. Other sources of funding are being pursued to realise the development of a new Country Park at Markham.

4.59 Limited success has been achieved to date in terms of the provision of formal new leisure facilities. To date 3 schemes have been secured through s.106 obligations. Funding will therefore be required over the plan period for the provision of the remaining schemes. (Appendix A provides an indication of those schemes that have already been delivered and those that will need to be delivered over the remainder of the plan period).

4.60 In order to aid provision, the Council currently requires s.106 contributions from all new housing developments of 10 or more new houses in line with the provisions of policy **CW10 Leisure and Open Space Provision** of the LDP. In administering this process, the Council recognises that individual developer contributions may be insufficient to fund additional leisure facilities. Therefore such contributions will be pooled until such time as the provision of additional facilities or the upgrade of existing facilities can be afforded.

- 4.61 Given the strategic nature of these facilities and the need to pool contributions, it may be more appropriate **to consider the use of CIL in the place of s.106 obligations in the future.**
- 4.62 The need to provide a contribution toward formal facilities off-site does not however negate the need for adequate open space to be provided on-site as an integral part of any new development scheme. **This element of direct provision should continue to be provided by the developer as an integral part of the requirement to provide good quality development schemes.**

5. Recommendations for the use of CIL

- 5.1 The preceding sections have provided an assessment of the scale and type of infrastructure that will be required over the plan period in order to support the development of the county borough in line with the Council's statutory Local Development Plan.
- 5.2 Consideration has also been given to the types of infrastructure that are likely to be funded through public and/or private sector budgets, those that are likely to fall within the remit of CIL, and those which should continue to be addressed through s.106 obligations.
- 5.3 In order to stimulate discussion and debate this report therefore recommends that the pieces of infrastructure identified below, should be funded through CIL in the future and should thus be included in the **Draft List of infrastructure** which will be published on the Council's website alongside the proposed Draft Charging Schedule.

PHYSICAL INFRASTRUCTURE

- Policy TR5 Transport Improvement Schemes- Northern Connections Corridor.
- Policy TR6 Transport Improvement Schemes - Caerphilly Basin.
- Policy TR9 Highway Corridor Safeguarding – Caerphilly South East Bypass.
- Policy TR8.1 Regeneration Led Highway Improvements – Heads of the Valleys Area.
- Strategic public transport infrastructure.
- Waste transfer/recycling bulking infrastructure.
- Upgrade of existing Civic Amenity Sites.
- Strategic Drainage Network.
- Air Quality Action Plan Schemes.
- Network Connections – Superfast Broadband.

SOCIAL INFRASTRUCTURE

- Welsh Medium Secondary Education Provision.
- Youth and Community Facility Provision &

Upgrade to existing facilities.

- Cemetery Provision.
- Leisure Centre Provision & Upgrade to existing facilities.

GREEN INFRASTRUCTURE

- Off-Site Formal Leisure Facilities

6. Next Stage

- 6.1 The CIL Steering Group comprises the Cabinet and the Corporate Management Team of the Council and it is their responsibility to consider and debate the recommendations contained in this report.
- 6.2 The Cil Steering Group will be asked to consider the recommendations on 16 August 2012.
- 6.3 As a consequence of their deliberations the Steering Group will be required to make a series of recommendations to the Council regarding the potential infrastructure schemes that should be funded through CIL.
- 6.4 Ultimately it will be for the Council to determine at what level a CIL charge should be set and the type of infrastructure that will be funded out of any potential receipts raised.
- 6.5 The recommendations arising from this report will be considered at a full meeting of Council on 9 October 2012.



Appendix A: Infrastructure Delivery Schedule

Policy Ref	Location	CCBC Ward	Community Council Area	Scheme Details	Delivery Period	Capital Cost	Funding Source	Responsible Agency	Funding Gap
PHYSICAL INFRASTRUCTURE									
Transport - Cycle Routes									
TR1.1	Heads of the Valleys to Caerphilly			Rhymney Valley Linear Cycle Route	2	385,000	Regional Transport Plan Welsh Government	Caerphilly CBC SUSTRANS	0
TR1.2	Heads of the Valleys corridor			Completion and Extension of Cycle Route NCN 46	2	400,000	WEFO/HOV	Caerphilly CBC SUSTRANS	200,000
TR1.3	Bargoed Country Park to Bowen Industrial Estate			Local Cycle link	2	150,000	Regional Transport Plan Welsh Government	Caerphilly CBC	0
TR1.4	Hollybush to Blaenau Gwent			Extension to the Sirhowy Valley Cycle Route	2	1,000,000	WEFO VRP	Caerphilly CBC SUSTRANS	0
TR1.5	Fochriw to Parc Cwm Darren			Network link	2	300,000	WEFO/HOV	Caerphilly CBC SUSTRANS	0
TR1.6	Fochriw to Rhaslas Pond			Link from Fochriw to NCN 46 via Rhaslas Pond	3	150,000Est	WEFO HOV S.106 obligation	Caerphilly CBC SUSTRANS	0
TR1.7	Argoed to Oakdale			Local Cycle Link		280,000	WEFO HOV	Caerphilly CBC SUSTRANS	0
TR1.8	Heads of the Valleys to Bedwas / Caerphilly, Northern			Rhymney Valley Linear Cycle Route	2	350,000	Regional Transport Plan Welsh Government	Caerphilly CBC SUSTRANS?	0
TR1.9	Blackwood / Pontllanfraith			Network Links	3	200,000Est	WEFO VRP	Caerphilly CBC SUSTRANS	0

Policy Ref	Location	CCBC Ward	Community Council Area	Scheme Details	Delivery Period	Capital Cost	Funding Source	Responsible Agency	Funding Gap
TR1.10	Newbridge / Crumlin to Crosskeys and Sirhowy Valley / Pontllanfraith			Network Link	3	350,000Est	Regional Transport Plan Welsh Government	Caerphilly CBC	0
TR1.11	Crumlin			Local Cycle Link	3	150,000Est	Regional Transport Plan Welsh Government	Caerphilly CBC	0
TR1.12	Penallta to Ystrad Mynach			Local Cycle Link	3	150,000Est	Regional Transport Plan Welsh Government	Caerphilly CBC	0
TR1.13	Heads of the Valleys to Bedwas / Caerphilly, Southern			Rhymney Valley Linear Cycle Route	3	200,000Est	Regional Transport Plan Welsh Government	Caerphilly CBC	0
TR1.14	Caerphilly Basin			Radial Routes (Phase 1)	2	900,000	Regional Transport Plan Welsh Government	Caerphilly CBC	0
TR1.15	Crosskeys to Newbridge			Link from Crosskeys NCN47 to Newbridge	3	200,000Est	Regional Transport Plan Welsh Government	Caerphilly CBC SUSTRANS	0
Transport - Highway Improvements									
<i>* to fund scheme development costs</i>									
TR5.1	Newbridge to Crosskeys			Localised Junction & on-line improvements	3	100,000*	Planning Obligations	Caerphilly CBC with support from development opportunities	100,000
TR5.2	Newbridge to Crumlin			A467 Crumlin Junction improvements	3	100,000*	Planning Obligations	Caerphilly CBC with support from development opportunities	100,000
TR5.3	Ystrad Mynach to Nelson			A472 On line improvements	2	60,000*	Planning Obligations	Caerphilly CBC with support from development opportunities	60,000

TR5.4	Newbridge Interchange				Bus/rail interchange				No longer considered feasible			
TR5.5	A472 Crown Roundabout to Cwm Du Roundabout				A472 On line improvements	3	100,000*	Planning Obligations	Caerphilly CBC with support from development opportunities	100,000		
Policy Ref	Location	CCBC Ward	Community Council Area	Scheme Details	Delivery Period	Capital Cost	Funding Source	Responsible Agency	Funding Gap			
TR6.1	Tafwys Walk			Provision of a signalised junction		540,000	Planning Obligations	Caerphilly CBC with support from development opportunities	540,000			
TR6.2	Trecenydd Roundabout			Redesign and upgrade the roundabout	2	Provided	Planning Obligations	Caerphilly CBC with support from development opportunities	0			
TR6.3	Pwilypant Roundabout			Junction improvements	2	1,185,000	Planning Obligations	Caerphilly CBC with support from development opportunities	1,185,000			
TR6.4	Bedwas Bridge Roundabout			Highway improvement and provision of a second crossing	2	7,245,000	Planning Obligations	Caerphilly CBC with support from development opportunities	7,245,000			
TR6.5	Piccadilly Gyratory			Upgrade and improve the existing traffic signals	2	285,000	Planning Obligations	Caerphilly CBC with support from development opportunities	285,000			

TR6.6	Penrhos to Pwllpant				Upgrade to dual carriageway	3	25,161,000	Planning Obligations	Caerphilly CBC with support from development opportunities	25,161,000
TR6.7	Pwllpant to Bedwas				Network efficiency improvements	3	7,400,000	Planning Obligations	Caerphilly CBC with support from development opportunities	7,400,000
TR7.1	Cwm Du Junction / Maescwmmwr Junction				New access road, improvement to roundabout intersection, remodelled junction, extra lane width	2	17,560,000	Planning Obligations Welsh Government	Caerphilly CBC	0
TR7.2	Bedwas Colliery				Access Road	3	4,500,000	Planning Obligations Caerphilly CBC	Caerphilly CBC	0
TR8.1	A469 Bargoed and A4049 Aberbargoed to Rhydney				On line improvements	3	300,000	Planning Obligations Heads of the Valleys Programme Caerphilly CBC	Caerphilly CBC	300,000
TR9	Caerphilly South East Bypass					Decision outstanding	25,000,000	Planning Obligations? Regional Transport Plan Welsh Government European Funding	Caerphilly CBC with support from development opportunities	25,000,000
Transport - Rail Network Improvements										
TR2.1	Cwmbargoed Railway				Reinstate passenger service	3	8,000,000	Regional Transport Plan Welsh Government European Funding	Caerphilly CBC Network Rail Sewta	0
TR3.1	Nelson Railway Station				New station	3	8,000,000	Regional Transport Plan Welsh Government European Funding	Caerphilly CBC Network Rail Sewta	0

TR3.2	Crumlin Railway station				New station	2	3,000,000	Regional Transport Plan Welsh Government European Funding	Caerphilly CBC Network Rail Sewta	0
TR3.3	Energlyn / Churchill Park Railway Station				New station	2	4,000,000	Regional Transport Plan Welsh Government European Funding	Caerphilly CBC Network Rail Sewta	0
TR4.1	Rhymney				Park & Ride	2	269,000	Regional Transport Plan Welsh Government European Funding	Caerphilly CBC Network Rail Sewta	0
TR4.2	Bargoed				Park & Ride	1	Provided	Regional Transport Plan Welsh Government European Funding	Caerphilly CBC Network Rail Sewta	0
Policy Ref	Location	CCBC Ward	Community Council Area	Scheme Details	Delivery Period	Capital Cost	Funding Source	Responsible Agency	Funding Gap	
TR4.3	Pengam			Park & Ride	2	1155000	Regional Transport Plan Welsh Government European Funding	Caerphilly CBC Network Rail Sewta	0	
TR4.4	Llanbradach			Park & Ride	3	5,000,000	Regional Transport Plan Welsh Government	Caerphilly CBC Network Rail Sewta	5,000,000	
General infrastructure schemes										
	Strategic public transport infrastructure					unknown	Council Capital Budget	Caerphilly CBC	unknown	
	Waste transfer/recycling bulking infrastructure			Transfer Station incorporating a civic amenity site	2	7,000,000	Council Capital Budget	Caerphilly CBC	7,000,000	
	Upgrade the capacity of the 6 civic amenity sites			Upgrade capacity of existing network of civic amenity sites	3	3,000,000	Council Capital Budget Planning Obligations	Caerphilly CBC with support from development opportunities	3,000,000	

Strategic Drainage Network				Upgrade capacity of strategic network to accommodate the needs of new development	3	unknown	Council Capital Budget	Caerphilly CBC	unknown
SOCIAL INFRASTRUCTURE									
Education									
CF1.3	Bryn Awel Primary School, Rhydney			New School	1	Provided	Council Capital Budget Welsh Government	Caerphilly CBC	0
CF1.7	Adjacent to Ysgol Bro Sannan, Aberbargoed			School extension	2	130,000	Council Capital Budget S106 obligation	Caerphilly CBC	0
CF1.8	Aberbargoed Primary School, Aberbargoed			School extension	2	Funding secured	Council Capital Budget	Caerphilly CBC	0
CF1.13	Greenhill Primary School, Gelligaer			New school	2	Provided	Council Capital Budget Welsh Government	Caerphilly CBC	0
CF1.15	Ysgol Penalltau, Ystrad Mynach			New school	1	Provided	Council Capital Budget S106 obligation	Caerphilly CBC	0
CF1.24	Ysgol Ifor Bach, Seng-henydd			New school	1	Provided	Council Capital Budget Welsh Government	Caerphilly CBC	0
CF1.25	Cwm Ifor Primary School, Caerphilly			New school	2	Funding secured	Welsh Government Council Capital Budget	Caerphilly CBC	0
CF1.27	Hendre Junior School, Caerphilly			School extension	2	270,000	Council Capital Budget S106 obligation Welsh Government	Caerphilly CBC	0
CF1.28	St James Primary School, Caerphilly			New school	2	Provided	Council Capital Budget Welsh Government	Caerphilly CBC	0
CF1.33	Former Bedwas Colliery, Bedwas			New school	3	5,000,000	S106 obligation	Caerphilly CBC	
CF1.34	Former Cray Valley Paint Works, Waterloo			New school	3	5,500,000	Council Capital Budget S106 obligation	Caerphilly CBC	0

Policy Ref	Location	CCBC Ward	Community Council Area	Scheme Details	Delivery Period	Capital Cost	Funding Source	Responsible Agency	Funding Gap
CF1.35	Former Bus Station, Crosskeys			College extension	1	Provided	Welsh Government	Caerphilly CBC	0
Community Health									
CF1.2	The Lawn, Rhymney			Health Centre	2	Funding secured	Welsh Government Health Board GP Practice	Aneurin Bevan Health Board	0
CF1.11	Gilfach Street, Bargoed			Health centre	No longer required		Welsh Government Health Board GP Practice	Aneurin Bevan Health Board	0
CF1.14	Maesglas School, Gelligaer			GP surgery	2	Provided	Welsh Government Health Board Assurra	Aneurin Bevan Health Board	0
CF1.16	Oakfield Street, Ystrad Mynach			GP surgery	3		Welsh Government Health Board GP Practice	Aneurin Bevan Health Board	0
CF1.17	Ystrad Fawr, Ystrad Mynach			Local General Hospital	1	Provided	Welsh Government Health Board	Aneurin Bevan Health Board	0
CF1.22	Pencerrig Street, Llanbradach			GP surgery	2		Welsh Government Health Board GP Practice	Aneurin Bevan Health Board	0
CF1.23	Senghenydd Health Centre, Senghenydd			GP surgery	3		Welsh Government Health Board GP Practice	Aneurin Bevan Health Board	0
CF1.30	Castlegate, Caerphilly			GP surgery / residential home for elderly	1	Provided	Welsh Government Health Board GP Practice	Aneurin Bevan Health Board United Welsh HA	0

COMMUNITY & CULTURE									
Cultural centre									
CF1.32	Workmen's Hall and environs, Bedwas		Bedwas, Trethomas & Machen Community Council	Cultural centre	2	40,000	Community Council Capital Budget?? Council Capital Budget Heritage Lottery Fund	Bedwas, Trethomas & Machen Community Council	0
Policy Ref	Location	CCBC Ward	Community Council Area	Scheme Details	Delivery Period	Capital Cost	Funding Source	Responsible Agency	Funding Gap
Libraries									
CF1.10	Hanbury Road Baptist Church, Bargoed			Library	1	Provided	ouncil Capital Budget Heritage Lottery Fund United Welsh Housing Association Cadw HOV WG (DE&T) EU Convergence funding	Caerphilly CBC	0
CF1.18	Memorial Hall and Institute, Newbridge			Library	2	Funding secured	Council Capital Budget Institute & Memo Trustees Heritage Lottery Fund Cadw Welsh Government ERDF	Caerphilly CBC	0
CF1.29	The Twyn, Caerphilly			Library	2	Funding secured	Council Capital Budget	Caerphilly CBC	0
CF1.36	Palace Cinema, Risca			Library	1	Provided	Council Capital Budget S106 obligation	Caerphilly CBC	0
Youth and Community Centres									
CF1.4	Fochriw Youth Centre, Fochriw			New youth centre	2	600,000	Council Capital Budget S106 obligation	Caerphilly CBC	600,000
CF1.5	Leisure Centre, New Tredegar			New youth centre	1	Provided	Council Capital Budget	Caerphilly CBC	0
CF1.6	Hanger 81, Aberbargoed			New youth centre	1	Provided	Council Capital Budget	Caerphilly CBC	0

CF1.19	Pantside, Newbridge			Community centre		1,000,000	Council Capital Budget	Caerphilly CBC	1,000,000
	Adjacent to Recreation Ground, Hafodyrnys			Community centre	1	Provided	Council Capital Budget	Caerphilly CBC	0
Policy Ref	Location	CCBC Ward	Community Council Area	Scheme Details	Delivery Period	Capital Cost	Funding Source	Responsible Agency	Funding Gap
Cemeteries									
CF1.1	North of Rhyrney Cemetery, Rhyrney			Cemetery Extension	2	250,000	Council Capital Budget	Caerphilly CBC	0
CF1.12	East of Gelligaer Cemetery, Gelligaer			Cemetery Extension	2	Funding secured	Council Capital Budget	Caerphilly CBC	0
CF1.21	West/east of Abercarn Cemetery, Abercarn			Cemetery Extension	1	Provided	Council Capital Budget	Caerphilly CBC	0
CF1.26	Adjacent to Penyrheol Cemetery, Caerphilly			Cemetery Extension	2	Funding secured	Council Capital Budget	Caerphilly CBC	0
CF1.31	Old Nantgarw Road, Caerphilly			New Cemetery	3	500,000	Council Capital Budget	Caerphilly CBC	500,000
CF1.37	South of Danygraig Cemetery, Risca			Cemetery Extension	1	Provided	Council Capital Budget	Caerphilly CBC	0
Fire Service									
CF1.9	South of Aberbargoed Plateau, Aberbargoed			Fire station	2	Funding secured	South Wales Fire and Rescue Service Capital Budget	South Wales Fire and Rescue Service	0
GREEN INFRASTRUCTURE									
Formal Leisure									
SP13	Heads of the Valleys Regeneration Area			New leisure centre	3	18,000,000	Heads of the Valleys Programme	Caerphilly CBC Commercial sector	18,000,000

LE2.1	Former Markham Colliery, Markham				New country park	3	7,750,000	Heads of the Valleys Programme Council Capital Budget European funding Welsh Government Lottery	Caerphilly CBC	7,750,000
LE2.2	Bedwas Community Park, Bedwas				Community park	3	2,500,000	Council Capital Budget	Caerphilly CBC	2,500,000
LE4.1	North of Glan y Nant, Rhymney				New playing field	3	150,000	Council Capital Budget	Caerphilly CBC	150,000
LE4.2	Former McLaren Colliery, Abertysswg				New playing field	3	400,000	Council Capital Budget	Caerphilly CBC	400,000
Policy Ref	Location	CCBC Ward	Community Council Area	Scheme Details	Delivery Period	Capital Cost	Funding Source	Responsible Agency	Funding Gap	
LE4.3	Pont Bren, Deri			New playing field	3	400,000	Council Capital Budget	Caerphilly CBC	400,000	
LE4.4	Heol Fargoed, Bargoed			Upgrade playing field	3	300,000	Council Capital Budget	Caerphilly CBC	300,000	
LE4.5	Former Bedwellty Comprehensive School, Aberbargoed			New changing rooms and renovation of pitches	3	400,000	Council Capital Budget Section 106 obligation	Caerphilly CBC Developer	400,000	
LE4.6	South of Gilfach, Gilfach			New playing field	3	400,000	Council Capital Budget	Caerphilly CBC	400,000	
LE4.7	Pantside, Newbridge			New playing field	3	400,000	Council Capital Budget	Caerphilly CBC	400,000	
LE4.8	Adjacent to Ysgol Penalltau, Ystrad Mynach			A new pitch and changing accommodation	1	Provided	Section 106 obligation	Caerphilly CBC	0	
LE4.9	Former Hospital, Ystrad Mynach			Changing accommodation, artificial rugby and football pitches	2		Section 106 obligation	Caerphilly CBC	0	
LE4.10	Land off Penallta Road, Ystrad Mynach			New allotments	2	100,000	Lottery Fund	Cylla Brook Allotment Association	0	

LE4.11	Llanbradach Plateau, Llanbradach				New playing pitch & changing rooms	3	500,000	Council Capital Budget Section 106 obligation	Caerphilly CBC	500,000
LE4.12	Former Bedwas Colliery, Bedwas				New playing pitch & changing rooms	3	500,000	Section 106 obligation	Caerphilly CBC	0
LE4.13	Adjacent to Bedwas Comprehensive School, Bedwas				New Sports Hall	3	3,000,000	Welsh Government (21st Century Schools) Council Capital Budget	Caerphilly CBC	0
Policy Ref	Location	CCBC Ward	Community Council Area	Scheme Details	Delivery Period	Capital Cost	Funding Source	Responsible Agency	Funding Gap	
LE4.14	Adjacent to St Cenydd School, Caerphilly			3G facility	3	370,000	Council Capital Budget	Caerphilly CBC	370,000	
LE4.15	Castlegate, Caerphilly			New playing pitch & changing rooms	2	Part provision	Section 106 obligation	Caerphilly CBC	0	

Total cost of outstanding infrastructure	Potential funding gap
£157,545,000	£91,346,000

