



Caerphilly County Borough Local Development Plan

Hearing Session 6: Transport (Thursday 13 May 2010)

Examination 2010

Caerphilly County Borough Council submission

Examination Statement reference:

ES6.1

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31 March 2010

1 Introduction

- 1.1 This Topic Paper has been prepared by Caerphilly County Borough Council in order to help facilitate appropriate discussion at the relevant Hearing Session of the Caerphilly County Borough Local Development Plan Examination. The Paper is structured in accord with the Issue and Matters Agenda set out by the Planning Inspector (Mr Alwyn Nixon), as part of the Hearing Sessions Programme and provides a succinct response to the questions raised as part of that Agenda.
- 1.2 Where the Council does not intend to provide any additional written evidence the Inspector's attention is directed to the relevant part of the Evidence Base, which in the view of the Council addresses the matters raised. The paper will not repeat evidence previously submitted for consideration.

2 Transport policies and proposals

- ***Policy SP21 Transport Infrastructure Improvements; are the schemes proposed for road dualling and bypasses consistent with the environmental aims of the Plan and with national policy?***
- 2.1 The Inspector's attention is directed to the following parts of the evidence base:
 - **SB61** - Council Report on Deposit and Alternative Sites Consultations – Volume 5 (Pages 195 to 201).
 - ***Should the Plan strategy include more proposals for the creation of additional rail passenger routes?***
- 2.2 The Inspector's attention is directed to the following parts of the evidence base:
 - **SB61** - Council Report on Deposit and Alternative Sites Consultations – Volume 5 (Pages 195 – 201)
 - ***Are all of the road improvement schemes identified capable of being funded and delivered within the plan period?***
- 2.3 All of the LDP highway allocations are directly related to development that takes place. The allocations under policies TR5 and TR6 are related to the development of housing allocations within the NCC and SCC. The allocations under Policy TR7 are directly related to the development of specific sites.
 - 2.4 The allocations under policies TR5 and TR6 are dependent upon residential developments in their respective strategy areas. The highway improvements allocated under these policies address highway issues resulting from the cumulative effect of traffic generation from sites allocated for housing in the LDP. It should be noted that the allocations do not seek to address problems that may currently exist on the

networks. Consequently if the residential development takes place the improvements will be required and will be financed through an obligation on each development. If the development does not take place, however, the improvements will not be required and, therefore, they will not be required to be delivered.

- 2.5 The allocations under policy TR7 are required to facilitate specified allocated developments. The provision of the improvements will be through the identified development and again their delivery will depend upon the sites being developed.
- 2.6 In respect of policies TR5 and TR6 the level of the obligations will be revised yearly taking into account any changes to scheme costs and accrued finance. Whilst the obligation for the Caerphilly basin (in essence the obligation for the SCC) is already adopted and working, the NCC obligation is still subject of development and will be produced following the adoption of the LDP. The NCC obligation will, as a result, have a restricted operating timescale. However the cost of the schemes in the NCC are significantly less than those identified for the Caerphilly basin and the council is confident that the improvements will be realised when they are required.
- 2.7 It should also be noted that there is likely to be a requirement within the plan period to introduce a Community Infrastructure Levy (CIL). On the local adoption of CIL or nationally after a transitional period of four years (6 April 2014), the CIL regulations restrict the local use of planning obligations for pooled contribution such as the Highways Obligations as these works would then be funded via CIL. It is anticipated therefore that CIL will provide the basis for continued delivery of the strategic highway improvements beyond 2014.

- ***Is the Plan unsound by reason of the inclusion of policy TR9 Caerphilly South East Bypass safeguarding? Is the policy founded on a sufficiently robust evidence base?***

- 2.8 The Inspector's attention is directed to the following parts of the evidence base:
 - **SB61** - Council Report on Deposit and Alternative Sites Consultations – Volume 5 (Pages 281 – 287)
- 2.9 Further work has been undertaken on producing the Action Plan for the AQMA. In undertaking this work it has been essential that the air quality issues throughout Caerphilly and the wider Caerphilly basin have been considered in developing proposals for the Action Plan. As a result of this work the Caerphilly SE Bypass has been identified within a package of short, medium and long term measures to address failing air quality in the area. The Bypass is identified as a long-term proposal. Further work is required prior to a Draft Action Plan being published for consultation, but the current position is that the provision of the SE Bypass will be required as part of a package of measures to address air quality within Caerphilly. As a consequence of this work the Council will need to undertake a feasibility scheme to identify the most appropriate

alignment for the road, however the indicative route provides a broad indication of the anticipated route.

- ***Is the Plan unsound by reason of the inclusion of policy TR6.6 Penrhos to Pwllypant strategic network improvement? Is the policy founded on a sufficiently robust evidence base?***

2.10 The Inspector's attention is directed to the following parts of the evidence base:

- **SB60** - Council Report on Deposit and Alternative Sites Consultations – Volume 4 (Pages 229 – 231)

2.11 As part of the process of producing the Caerphilly Basin Strategic Highway Obligation (LA.34), the strategic highway network was assessed and a list of improvements have been identified as a result. All of the improvements for the SCC are required to mitigate the impacts of traffic generation from residential development through the plan period. The allocations are, therefore, sound and based on robust evidence base.

- ***Does the absence of a provision under policy TR7 to protect land TR99.2 to provide a Nelson north-south bypass make the plan unsound? Is there evidence of real need? Would such a provision in the Plan be realistically deliverable?***

2.12 The Inspector's attention is directed to the following parts of the evidence base:

- **SB59** - Council Report on Deposit and Alternative Sites Consultations – Volume 3 - Pages 259 - 263
- **ED11** - Council Consideration of Focused Changes Report Pages 49 – 51

2.13 Nelson lies within the Northern Connections Corridor and as such the proposed bypass could be included in the NCC Strategic Highway Obligation, which will be produced after the adoption of the LDP. As part of the obligation the proposal would be delivered through development contributions. However, the scheme is a low priority, as the existing network in the area does not exhibit any congestion or road safety issues. As such it would probably be the lowest priority scheme and as such would not be undertaken until the other schemes were completed. Consequently there is a significant chance that this could be beyond the plan period.

- ***Is the allocation of site TR99.1 land adjoining Llancaiach View Nelson for park and ride facilities associated with the Nelson Station necessary to the soundness of the Plan? Is such a proposal realistic and achievable?***

2.14 The Inspector's attention is directed to the following part of the evidence base:

- **SB59** - Report on Deposit and Alternative Sites Consultations – Volume 3 (Page 247 – 257)
- **ED11** - Council Consideration of Focused Changes Report (Pages 44 – 47)
- ***Is the allocation of site TR99.4 land at Crown Roundabout Pontllanfraith for A472 roadside facilities in association with transport improvement TR 5.5 necessary to the soundness of the Plan?***

2.15 The Inspector's attention is directed to the following part of the evidence base:

- **SB59** - Report on Deposit and Alternative Sites Consultations – Volume 3 (Page 211 – 215)
- ***Is the amendment of the route of TR 1.9 as shown on the Proposals Map so as to reflect planning application 08/1199/LA necessary in terms of the soundness of the Plan?***

2.16 The Inspector's attention is directed to the following part of the evidence base:

- **SB59** - Council Report on Deposit and Alternative Sites Consultations – Volume 3 (Pages 29 – 20)
- ***Does policy SP24 satisfactorily translate national policies concerning parking provision down to the local level?***

2.17 The council has produced Supplementary Planning Guidance, supplementing Policy SP24. This guidance sets out new standards for parking, based upon the landuse and location of any site, that are in accordance with the provisions of national policy, namely TAN 18 – Transport. The Inspector's attention is directed to the following part of the evidence base:

- **LA.36** - SPG 5 Car parking standards
- **LA.37** - SPG 5 Car parking standards – Parking Zones

2.18 This SPG has been adopted in respect of the Council Approved UDP and so is currently in-force. The SPG will also be adopted in respect of the LDP when it has, itself, been adopted. The Car Parking Standards themselves are in accordance with national policy contained in TAN 18 – Transport, setting maximum parking requirements with identified sustainability factors that, if met, reduce the parking level.