



Caerphilly County Borough
2nd Replacement Local Development Plan 2020-2035

EB44: Statement of Regional Collaboration

October 2026

Caerphilly County Borough
2nd Replacement Local Development Plan
2020-2035

EB44

Statement of Regional Collaboration
(Statements of Broad Agreement between
LPAs)

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Introduction

The Summary of Regional Collaboration is one of several background documents prepared as part of the evidence base to support the Caerphilly 2nd Replacement Local Development Plan (2RLDP). This paper forms an important part of the 2RLDP evidence base, providing a summary of regional collaboration that has taken place to prepare and inform the 2RLDP. The paper ensures that a regional approach between Caerphilly and its neighbouring local authorities has been taken towards the provision of housing and employment growth.

The preparation of a Local Development Plan (LDP) requires compliance with the statutory Tests of Soundness, as required by section 64 of The Planning and Compulsory Purchase

Act 2004. The purpose of this paper is to set out areas of broad agreement between Caerphilly CBC and neighbouring authorities.

The Council will continue to work with neighbouring authorities to inform the 2RLDP, therefore addressing the Test of Soundness 1: Does the Plan Fit? – Is it compatible with the plans of neighbouring authorities.

The Council has shared a Statement of Broad Agreement (SBA) with each neighbouring LPA:

- Appendix A: Statement of Broad Agreement (SBA) between CCBC and Blaenau Gwent
- Appendix B: Statement of Broad Agreement (SBA) between CCBC and Cardiff
- Appendix C: Statement of Broad Agreement (SBA) between CCBC and Merthyr Tydfil
- Appendix D: Statement of Broad Agreement (SBA) between CCBC and Newport
- Appendix E: Statement of Broad Agreement (SBA) between CCBC and Rhondda Cynon Taf
- Appendix F: Statement of Broad Agreement (SBA) between CCBC and Torfaen

These appended documents assess key cross-boundary relationships including but not limited to population and migration, housing requirements, commuting patterns and employment land provision. Taken together, the SBAs suggest that the 2RLDP's housing and employment growth strategies are compatible with those of neighbouring LPAs.

Section 2 of this paper establishes the planning policy and legislation context for regional planning and collaborative working, covering any relevant national and regional policy and guidance.

Section 3 summarises the evidence of regional collaborative working in preparing the 2RLDP, covering regional projects and regionally agreed methodologies for topics such as development viability, employment land, affordable housing and green wedges.

The paper then concludes before presenting the appended SBAs.

Policy and context

The 2RLDP has been prepared within the context of national policy and legislation designed to ensure sustainable, integrated and collaborative planning. The compatibility of the 2RLDP with national and regional plans and policy is a statutory requirement, forming the core justification for the cross-boundary work detailed in this paper.

The Well-being of Future Generations (Wales) Act 2015

The Well-being of Future Generations (Wales) Act gained Royal Assent in April 2015 and came into force on 1st April 2016. The Act strengthens existing governance arrangements for improving the well-being of Wales by ensuring that sustainable development is at the heart of the work carried out by government and public bodies.

The Act sets out seven national well-being goals for Wales to improve the well-being of communities and achieve the Wales we want for our future generations. The well-being goals for Wales are consistent with the United Nations 2030 Agenda for Sustainable Development which sets out 17 Sustainable Development Global Goals.

The seven national well-being goals for Wales are set out below:

A prosperous Wales - An innovative, productive and low carbon society which recognises the limits of the global environment and therefore uses resources efficiently and proportionately (including acting on climate change); and which develops a skilled and well-educated population in an economy which generates wealth and provides employment opportunities, allowing people to take advantage of the wealth generated through securing decent work

A resilient Wales - A nation which maintains and enhances a biodiverse natural environment with healthy functioning ecosystems that support social, economic, and ecological resilience and the capacity to adapt to change (for example climate change).

A healthier Wales - A society in which people's physical and mental well-being is maximised and in which choices and behaviours that benefit future health are understood.

A more equal Wales - A society that enables people to fulfil their potential no matter what their background or circumstances (including their socio-economic background and circumstances).

A Wales of cohesive communities - Attractive, viable, safe, and well-connected communities.

A Wales of vibrant culture and thriving Welsh language - A society that promotes and protects culture, heritage, and the Welsh language, and which encourages people to participate in the arts, sports and recreation.

A globally responsive Wales - A nation which, when doing anything to improve the economic, social, responsive Wales environmental, and cultural well-being of Wales, takes account of whether doing such a thing may make a positive contribution to global well-being.

The Act also sets out five ways of working needed for public bodies to achieve the seven well-being goals:

1. Long-term
2. Integration
3. Involvement
4. Collaboration
5. Prevention

The Planning (Wales) Act 2015

The Planning (Wales) Act received Royal Assent in July 2015 and came into force in stages between October 2015 and January 2016. As well as a series of legislative changes to deliver reform of the planning system in Wales, the Act introduced a legal basis for the preparation of a National Development Framework (referred to as Future Wales – the National Plan 2040) and Strategic Development Plans (SDPs).

The Town and Country Planning (Strategic Development Plan) (Wales) Regulations 2021

The Town and Country Planning (Strategic Development Plan) (Wales) Regulations 2021 establishes the procedural requirements for the preparation, monitoring and review of

Strategic Development Plans (SDPs). The Regulations were laid on 22 March 2021 and came into force on 28 February 2022, the date by which CJsCs became fully operational.

The SDP Regulations reflect the main stages of Plan preparation and review requirements outlined in the LDP Regulations. They provide details about the key stages, procedures and consultation arrangements that must be followed by Corporate Joint Committees (CJsCs) when preparing an SDP. They also set out the requirements for the preparation, examination, monitoring and revision of SDPs and associated matters. The Regulations also set out the provisions for the content, availability, and publication of documents.

The Planning and Compulsory Purchase Act 2004

The Planning and Compulsory Purchase Act 2004 makes provision relating to spatial development and town and country planning, and the compulsory acquisition of land. Section 64 of the Act established the requirement for LPAs to submit their LDP for an independent examination to determine whether the plan meets the statutory requirements and is considered 'sound'.

Future Wales: The National Plan 2040

Future Wales establishes a three-tier development plan system, with Future Wales sitting alongside PPW to form the national tier, the highest tier of the development plan. SDPs cover the regional and sub-regional tier, and Local Development Plans cover the local tier.

Future Wales sets a mandate for regional planning through the requirement of Strategic Development Plans (SDPs). These SDPs are statutory, regional development plans prepared collaboratively by a CJC to address large-scale, cross-boundary strategic matters such as housing and infrastructure within a designated region.

Future Wales requires the delivery of an SDP covering the South East Wales region. This region will cover the LPAs of Blaenau Gwent, Bridgend, Caerphilly, Cardiff, Merthyr Tydfil, Monmouthshire, Newport, Rhondda Cynon Taf, Torfaen, Vale of Glamorgan and part of Bannau Brycheniog National Park.

LDPs must be in conformity with the Future Wales and their relevant SDP. In the absence of an adopted SDP, LDPs must demonstrate how the regional policies in Future Wales have been considered and how they conform with Future Wales and PPW.

Future Wales identifies three National Growth Areas where growth in employment, housing and infrastructure will be targeted:

1. Cardiff, Newport and the Valleys
2. Swansea Bay and Llanelli
3. Wrexham and Deeside

Policy 34 of Future Wales also introduces the requirement for the South East Wales SDP to identify a green belt to the north of Cardiff, Newport and the eastern part of the region, to manage urban form and growth.

The strategic diagram for the South East Wales region is provided in Figure 1, illustrating the general locations of the 'Cardiff, Newport and the Valleys' National Growth Area and the Green Belt.

Development Plans Manual (Edition 3)

The Development Plans Manual (DPM) offers instructions and guidance for preparing and monitoring development plans. The DPM's core function is to ensure that these development plans are evidence-based, deliverable, and actively promote the Placemaking principles found in Planning Policy Wales (PPW).

The DPM states that LPAs should demonstrate that they have exhausted all opportunities for joint working and collaboration on both plan preparation and the evidence base. This approach ensures the maximisation of efficiency in evidence gathering, consultation, and cooperation, either through joint tendering or formal working arrangements. The DPM stresses the importance of this for LDPs that share similar preparation timescales and have strong geographical and/or functional linkages. Adherence to this will help satisfy a key test of soundness 'Does the Plan Fit? – Is it compatible with the plans of neighbouring authorities'.

Planning Policy Wales (Edition 12)

Planning Policy Wales (PPW) sets out the Welsh Government's national planning policies, provides the guidance on the preparation of local development plans and supports decision making on planning applications. PPW supports the Well-being of Future Generations (Wales) Act 2015, with the overarching theme of sustainable development delivered through the principle of placemaking.

Regarding collaborative working, PPW states that LPAs must ensure coordinated planning where housing market areas span administrative boundaries. This involves working collaboratively with neighbouring authorities during the formulation of housing requirements and the selection of sites for residential development.

Strategic Development Plan Delivery Agreement

The formal commencement of the SDP preparation process is marked by the submission and approval of the Delivery Agreement (DA) to Welsh Government. Welsh Government approved the DA (1st Revision) on 18 October 2024. The DA comprises the Community Involvement Scheme and the full Timetable for the SDP preparation. The report details the following key milestones for the DA:

- Preferred Strategy public consultation: 15 January to 26 February 2025
- Deposit Plan public consultation: 28 October to 9 December 2026
- Submission to PEDW (Planning and Environment Decisions Wales) and Welsh Government: TBC
- Examination: TBC
- Adoption: TBC

The preparation of the SDP is led by the Cardiff Capital Region Corporate Joint Committee, while oversight will be provided by a Strategic Development Sub-committee. This governance structure includes the establishment of thematic working groups to progress work on specific policy areas, such as housing, infrastructure and the environment.

Regional Transport Plan

The Cardiff Capital Region (CCR) Regional Transport Plan (RTP) for South East Wales sets out a medium-term strategic vision for the region's ten local authorities, aiming to provide an

"efficient, affordable and low carbon transport network that enhances quality of life... and creates the conditions for shared prosperity." The plan's aims to make the CCR 'Competitive, Connected, and Resilient', with a long-term goal of achieving carbon neutrality. This involves a major modal shift to reduce reliance on private cars by promoting active travel for short trips and significantly enhancing public transport. The plan sets specific targets like a 60% reduction in CO2 emissions from road transport by 2035.

The Regional Transport Delivery Plan (RTDP) outlines the key interventions for 2025-2030. Key priorities include further implementing the existing South Wales Metro project with future phases like the Cardiff Crossrail & Circle, investing in bus priority and electric vehicle (EV) charging infrastructure to support regional decarbonisation, and resolving congestion on major road networks like the M4 and A470. The ways in which the RTDP specifically affects Caerphilly and the neighbouring LPAs is further detailed in the appropriate appendices.

Main issues between CCBC and neighbouring councils

Blaenau Gwent

- Both CCBC and BGCBC face threats of shrinking working-age populations and economic decline
- Heavy traffic on main roads
- Out-commuting to other places
- Difficulty in meeting housing targets

Cardiff

- Heavy traffic on main roads
- Commuting and associated traffic pollution
- Rail services
- Demand for housing in or near Cardiff

Merthyr Tydfil

- Commuting and associated traffic pollution
- Difficulty in meeting housing targets
- Attracting investment and jobs – this may help both areas
- Keeping more people of working age in their areas
- Potential for introducing passenger transport on the Cwm Bargoed line

Newport

- Demand for housing in gap between Newport and Risca
- Heavy traffic and associated traffic pollution
- Potential to reinstate Caerphilly to Newport rail line

Rhondda Cynon Taf

- Commuting and associated traffic pollution

- Common desire for improved public transport and cycling routes between RCT and CCBC
- Difficulty in meeting housing targets
- Attracting investment and jobs – this may help both areas
- Keeping more people of working age in their areas

Torfaen

- Both CCBC and BGCBC face threats of shrinking working-age populations and economic decline
- Heavy traffic on main roads and associated traffic pollution
- Out-commuting to other places
- Difficulty in meeting housing targets

Evidence of Regional Collaboration

Caerphilly CBC is a member of collaborative planning groups for local authorities in Wales, such as the South East Wales Strategic Planning Group (SEWSPG), Planning Officers Society Wales (POSW) and South East Wales Planning Officer Society (SEWPOS). SEWSPG and SEWPOS each consist of the 10 local authorities in the CCR plus the relevant part of Bannau Brycheiniog National Park Authority, while POSW is a nationwide group across Wales.

SEWSPG is a collaborative group of planning policy lead officers and planning managers, which focuses on high-level alignment and cross-boundary policy issues that affect the South East Wales region. Its primary responsibilities involve considering these policy matters and ensuring strategic policy alignment across each local authority. SEWSPG's work to date may form part of the evidence base for the South East Wales SDP.

POSW serves a crucial role in maintaining the professional voice and standards for the planning sector. Its primary responsibility is to provide the collective voice for all Chief Planning Officers across Wales, promoting excellence, best practice, and consistency in planning practices. Furthermore, POSW offers a unified front for engaging directly with the Welsh Government, ensuring that the collective experiences and practical needs of local authority planners are effectively represented and considered during the development of new national planning policy. SEWPOS is the South East Wales Planning Officers Society, which considers issues as a regional level.

Regional Assessment of Future Growth and Migration for the Cardiff Capital Region

The study, commissioned by SEWPOS and SEWSPG, provides a regional assessment of job and population growth potential for the CCR up to 2040, following the same timescale as Future Wales. The study considered the following:

- How each Local Planning Authority (LPA) could contribute towards increasing the number of jobs across the region by 2040
- How the increase in jobs corresponds with projected growth in the population of individual LPAs and the CCR
- The migration assumptions underpinning the proposed level of population/jobs growth

- The potential implications of the spatial distribution of jobs and people on travel patterns
- How the projected growth in population and jobs aligns with Future Wales 2040 and recently adopted or emerging LDP strategies

The report is clear that “the outputs of this study are intended to sit alongside and complement the individual evidence-based studies developed by the component authorities. The study offers an important opportunity to present a composite and consistent picture, drawing on the latest available data at the time of its commissioning, but is not intended to replace or supersede the detailed consideration of growth potential or the interplay between drivers of population and employment growth prepared by individual authorities.”

The analysis utilised two main scenarios for future job growth. The Baseline Job Growth scenario suggests a growth of almost 2,500 jobs per annum across the CCR, while the Higher Potential Jobs Growth scenario considered growth at 4,727 jobs per annum.

These job growth scenarios have direct implications for the required population and migration levels. Supporting the higher job growth scenario would necessitate an increase in the region’s population by just over 130,000 people by 2040. Achieving this level of growth would require net migration into the CCR to exceed the long-term historical average.

Regarding the implications to spatial planning, the baseline forecasts suggest that every authority but Blaenau Gwent is expected to see an increase in employment before 2040. Cardiff and Newport would also see stronger rates of growth compared to other parts of the CCR, continuing their historic trend of having the most employment growth in the region.

The higher potential jobs growth scenario is more closely aligned to historic net additional job creation in the 1999-2019 period across the CCR, though it has some key differences at local level compared to historic trend growth. Blaenau Gwent and Torfaen have historically experienced negative growth, mainly reflecting manufacturing contraction. However, the higher scenario implies a considerable reversal of this trend, indicating that the largest increases above the baseline will occur in Blaenau Gwent, Torfaen and Caerphilly.

The study also noted that the CCR is currently a net exporter of labour, with approximately 30,000 more people leaving the region for work than travelling in. The modelling generally followed these existing flows; however, a self-containment scenario was also considered. This analysis found that the job growth anticipated with the higher scenario could be accommodated by a more modest level of population growth, provided that more of the resident labour force works within the CCR rather than commuting out. Within the CCR itself, existing internal commuting patterns are expected to be maintained, with flows continuing toward Cardiff and Newport as the primary employment hubs in the region.

The analysis was conducted on a ‘policy-off’ assumption. This means that the scenarios do not account for factors relating to the potential capacity of authorities to accommodate growth in population or jobs. They also do not reflect specific policy ambitions or interventions (locally or regionally) aimed for achieving alternative outcomes.

The study found that the required population growth for the higher job growth scenario exceeds the 2018-based projections underpinning the housing targets in Future Wales. However, the implied level of job growth under this scenario aligns closely with the cumulative job growth referenced in emerging LDPs in the region. When accounting for the latest demographic data and modelling undertaken by Edge Analytics, the study suggests that across South East Wales a slightly lower level of population growth than currently outlined in the LDP evidence base would be sufficient to support the full potential of job growth forecasted in this assessment.

Sustainable Settlement Appraisals

SEWSPG Pathfinder Group have prepared a paper setting out a common methodology for sustainable settlement appraisals to be used across the South East Wales region. The paper draws upon background evidence from regional authorities and current best practice to create a standardised framework. The methodology is used to help ensure that LPAs are in accordance with PPW when developing their settlement strategies and settlement hierarchy.

The assessment uses a weighted scoring matrix based on three principles:

- Principle 1: Sustainable Transport and Accessibility is afforded the highest importance, accounting for 40% of the overall score in line with national guidance emphasis on reducing the need to travel by private car
- Principle 2: Employment Opportunities
- Principle 3: Available Local Facilities and Services each contribute 30% to the total score, reflecting their importance to economic sustainability and minimising daily travel distance

By having a standardised methodology for sustainable settlement appraisals, the LPAs in the region will have a consistent and robust evidence base to support their spatial strategies, while also potentially contributing to the emerging SDP.

Consultation Database for the LDP

Rhondda Cynon Taf, the Vale of Glamorgan, Torfaen and Caerphilly local authorities have agreed to utilise the same digital consultation platform, OpusConsult, for the preparation of their respective RLDPs. The councils commissioned the specialist software from JDi Solutions to manage public engagement and collect feedback in one central database.

This shared system allows the councils to take a common approach to consulting and responding, and to standardise the management of consultation data. The software provides LPAs the opportunity to create interactive consultation documents and surveys that are web accessible and mobile-friendly. It can also be integrated with OpusMap to allow the public to provide feedback on interactive maps, simplifying planning proposals and encouraging greater input, particularly from traditionally hard-to-reach groups.

Employment Land Survey Method

The 'Employment Paper for SEWSPG: A Common Methodology for Undertaking Audits of Employment Land Review in South East Wales' report of the Pathfinder Group, presents a common methodology for LPAs in the South East Wales region to monitor employment land and property provision. The primary goal of the paper is to establish a standard evidence base to inform future LDP preparation and review across the region, allowing for consistent analysis of cross-boundary matters and potential cost savings through joint commissions.

The site assessment practice has been reflected in the Employment Land Review (EB16) completed by BE Group Per Consulting to support the RLDP evidence base. The regional work has therefore aided in the preparation of a robust and regionally consistent evidence base.

Regional Strategic Flood Consequences Assessment

The Stage 1 Strategic Flood Consequences Assessment (SFCA) was commissioned jointly by the ten LPAs in the South East Wales region in order to meet the requirements of Welsh Government's Technical Advice Note (TAN) 15: Development, Flooding and Coastal Erosion. TAN 15 requires that LPAs must undertake a full SFCA for their area and use its findings to inform land allocations and policies in their LDP preparation.

The core purpose of having a regional SFCA was to contribute to a robust, shared evidence base. The regional approach ensured a consistent and standardised methodology for assessing flood risk across the region. Additionally, the SFCA ensured that the aggregated flood risk data was aligned with regional and sub-regional growth and spatial planning aspirations, supporting the requirements of the future SDP. The joint project saved LPAs time and resources, while also improving efficiency and consistency, simplifying future cross-boundary policy preparation.

Development Viability Model (DVM)

The Development Viability Model (DVM) is a toolkit designed to create financial appraisals of primarily residential and mixed-use development projects, with the aim of determining whether a project is "viable" in planning terms. The model was commissioned by Local Planning Authorities in Mid and South West Wales and South East Wales to ensure viability assessments are undertaken consistently across authorities.

The DVM is used for site-specific viability assessments, while a second tool, the Regional Viability Model (RVM), is available to Welsh authorities for high-level viability assessments of typical site typologies during strategic planning.

Caerphilly requires all candidate sites to be supported by a DVM appraisal. As the model is now widely used by developers and site promoters in the region, this ensures a consistent approach to assessment. The RVM has also informed many high-level assessments, and the assumptions and methodology used in Caerphilly's viability review align with those of neighbouring authorities.

South East Wales Transport Model

The South East Wales Transport Model (SEWTM) is a multi-modal, disaggregate demand model developed by Mott MacDonald in collaboration with Transport for Wales. It covers the eleven unitary authority areas of South East Wales, plus Neath Port Talbot, and is used to analyse transport demand and policy interventions. The model incorporates separate highway and public transport assignment models linked to a demand model, providing a strategic tool for assessing various transport options and their regional impacts.

At a local authority level, SEWTM can be used to assess the cumulative impact of development to support plan-making. The model is available for use by local authorities, ensuring that analysis is undertaken consistently across areas. Caerphilly has used the SEWTM as the basis for its Strategic Transport Assessment.

SEWSPG Candidate Site Assessment Proposed Method (2018)

The SEWSPG Candidate Sites Assessment Proposed Methodology sought to establish a common baseline methodology in relation to Candidate Sites for the ten LPAs in South East Wales to adhere to when preparing their RLDPs. The SEWSPG approach has been adapted

to suit local circumstances in Caerphilly and updated to reflect guidance in the Welsh Government Development Plans Manual Edition 3 (March 2020).

Severn Estuary Recreational Pressure

Evidence from the 2RLDP Habitats Regulations Assessment (HRA) has demonstrated that a range of recreational activities including those on shore, on the water and in the air can have adverse impact on the features of the Severn Estuary Special Area of Conservation (SAC), Special Protected Area (SPA) and Ramsar site. The Severn Estuary covers local authorities in both Wales and England.

To protect the features of the Severn Estuary SAC, SPA and Ramsar site, several local authorities, including Vale of Glamorgan Council, Monmouthshire County Council and Cardiff Council, have prepared planning policy in their RLDPs to mitigate and manage the adverse impacts of new development, particularly recreation pressure. This includes the use of strategic measures like financial contributions for conservation, Suitable Alternative 15 Natural Greenspace (SANG), and Strategic Access Management and Monitoring (SAMM).

The Severn Estuary European Marine Site Regulation 33 Guidance (2009), prepared by Natural England and the Countryside Council for Wales, remains the relevant guidance when considering effects on the integrity of the European Marine Site (EMS).

South Wales Regional Aggregates Working Party (SWRAWP)

Caerphilly is an important supplier of Carboniferous limestone for general aggregate use as well as for use in steel manufacture. Carboniferous and Liassic limestone is also used for cement manufacture. In addition to this primary resource, the Vale of Glamorgan has an extensive secondary aggregate resource in the form of Pulverised Fuel Ash (PVA) and Furnace Bottom Ash (FBA) which remain from the decommissioned Aberthaw Power Station.

Minerals Technical Advice Note 1 (MTAN 1) requires the preparation of Regional Technical Statements (RTS) for both the North and South Wales areas, which are coordinated by their respective Regional Aggregates Working Parties (RAWPs), such as the SWRAWP. The primary role of these RAWPs, operating within the RTS framework, is to provide a regional overview of aggregate supply and demand to ensure an adequate and sustainable supply of primary aggregates is maintained.

Regarding the RTS, Caerphilly is a part of the Cardiff City sub-region along with Cardiff, Rhondda Cynon Taf, Bridgend, Merthyr Tydfil, the Vale of Glamorgan and Brecon Beacons National Park local authority, to contribute to a sustainable supply of minerals locally, regionally and nationally. The apportionments and implications of the RTS are considered and reflected in the RLDP, in accordance with MTAN1.

Renewable and Low Carbon Energy Assessments (RLCEAs)

Torfaen, Blaenau Gwent, Monmouthshire, Newport and Caerphilly County Borough Council (CCBC) commissioned Carbon Trust to prepare Renewable and Low Carbon Energy Assessments (RLCEAs) covering each local authority area (excluding areas within the Brecon Beacons National Park where responsibility for planning rests with the National Park Authority), in order to provide an evidence base to evaluate opportunities for strategic sites/land allocations and the development of policies for incorporation within the RLDPs.

The scale of many energy developments impact across individual local authority boundaries, and, by jointly procuring the energy assessments, the Councils will secure insights to potential renewable and low carbon energy solutions that would not be deliverable under individual commissions. This is a key objective of the joint commission and is consistent with the requirements of the Development Plans Manual (Edition 3, March 2020) (Welsh Government, 2020).

Regional Technical Statement 2nd Review – Cardiff City Sub-Region Position Statement

The Regional Technical Statement for the North Wales and South Wales Regional Aggregate Working Parties– Second Review (RTS2) (September 2020) identifies the necessary apportionments and any necessary allocations at LPA level but also at a sub-regional level. This is to allow sub-regional areas to make adjustments in apportionments within those sub-regions if more detailed investigation by the LPAs indicates that such adjustments are justified.

To that end, RTS2 requires Statements of Sub-regional Collaboration (SSRCs) to be prepared, collaboratively, by all constituent LPAs within each RTS sub-region (as defined by the RTS 2nd Review) as part of the evidence base needed to support each Local Development Plan (LDP) or Strategic Development Plan (SDP). Once agreed, an SSRC will remain in place until it becomes superseded by the requirements of future reviews of the RTS, or new information comes forward which justifies a change.

Larger Than Local Employment Study (2020)

This Regional (Larger Than Local) Employment Study was prepared by BE Group and Per Consulting on behalf of five local authorities – Blaenau Gwent, Caerphilly, Monmouthshire, Newport and Torfaen Councils. Amongst other things forecasts of employment land needs have been prepared, including scenario testing, up to 2040. These forecasts will inform the replacement LDP process for the individual local authority areas.

This study's preferred method for calculating employment land demand was based on previous employment land take up. This approach calculated a demand across the Larger Than Local Area (LTLA) between 2018 and 2040 of 275.4 ha, including a five-year buffer. 70.4 ha of the projected demand was for Caerphilly.

The realistic employment land supply across the LTLA was estimated to be approximately 329.12 ha, of which Caerphilly represents 50.0 ha including an identified strategic supply of 24.2 ha at Oakdale. This suggests that Caerphilly does not have an adequate amount of employment land to meet the projected need to 2040. However, it is recognised that the forecast growth for Caerphilly would be partly met elsewhere in the LTLA. Newport, with the largest employment land capacity, is likely to be the primary candidate for such a transfer. Areas of search for new employment land could usefully focus on the Heads of the Valleys Road, although it is recognised the M4 Corridor remains a desirable location for businesses.

Reflecting a larger than local approach, in which the calculated demand could be met in neighbouring local authority areas within the LTLA, a revised breakdown was prepared, which rebalanced the distribution of demand, reflecting market conditions (e.g., impacts of congestion along the M4) and availability of land. This breakdown provides an indication of the potential mix of employment uses within the LTLA and should not be interpreted as a prescriptive mix of uses.

Indicative Breakdown of Employment Requirements by B-class Floorspace (revised demand profile, inc. buffer) to 2040

Area	Area (ha)*	B1 (sqm)	B2/B8 (sqm)	Total (sqm)
Blaenau Gwent	35.0	7,000	133,000	140,000
Caerphilly	70.4	22,500	259,100	281,600
Monmouthshire	60.0	19,200	220,800	240,000
Newport	75.0	60,000	240,000	300,000
Torfaen	35.0	19,600	120,400	140,000
Total LTLA	275.4	128,300	973,300	1,101,600

Source: BE Group analysis of site information

* Assumes plot ratio of 4000 sqm per hectare for all unit types. This is a reasonable average across the area but there will be significant variation from site to site depending on permissible densities, site constraints, etc.

Consistent with the methodology set out in Technical Advice Note 23 and the practice guidance in relation to the preparation of employment land reviews, the findings of this process influenced the Caerphilly Employment Land Review, which subsequently formed the basis for the 2RLDP's employment land requirement and associated policies.

Conclusion

This paper reflects the requirement for LDP's to conform with the provisions of Future Wales as set out in the Planning (Wales) Act 2015 and the Planning and Compulsory Purchase Act 2004, and as identified in the Development Plans Manual Ed. 3 (2020).

Statements of Broad Agreement with neighbouring local authorities have been prepared in the attached appendices, setting out how the (R)LDPs are compatible with and complement one another. These appendices consider key cross-boundary relationships including population projections, housing requirements, commuting patterns, and employment land provision.

The evidence base supporting the 2RLDP has been prepared collaboratively with other local planning authorities within the South East Wales region. Evidence of effective collaboration is demonstrated through the Council's active participation in key regional planning groups, such as SEWSPG and SEWPOS. This joint work has resulted in the completion of several regional projects and the agreement of common methodologies. These include a Regional Assessment of Future Growth and Migration for the CCR, and a Regional Strategic Flood Consequences Assessment. Common methodologies have been established for key planning topics, such as Sustainable Settlement Appraisals, and the Development Viability Model.

Appendix A: Statement of Broad Agreement with Blaenau Gwent

Introduction

In March 2026 Blaenau Gwent CBC and Torfaen CBC announced their intention to prepare a Joint LDP. The Welsh Government must approve the proposal before the councils can start the work. Caerphilly Council's 2nd Replacement LDP (2RLDP) will cover the period 2020-2035. The three authorities have different timescales for preparing their next LDPs.

This Statement of Broad Agreement suggests that Caerphilly, Blaenau Gwent and Torfaen face similar challenges in such areas as housing, employment, transport and changes in population. It also suggests that the authorities broadly agree on the types of land-use policies that will improve conditions for those living in or travelling between their areas.

Blaenau Gwent and Caerphilly are separated by:

- Upland landscape
- Steep-side valleys
- Fields
- Roads

The main transport routes that link the two authority areas are:

- Ebbw Vale railway line
- A467/A4046
- A4048

Within the next 5-10 years the Cardiff Capital Region (CCR) is likely to have an adopted strategic development plan (SDP). Caerphilly and Blaenau Gwent must prepare their RLDPs without knowing what the SDP will say, but they may assume it will cover the topics set out in this statement.

Regional context

Future Wales:

Future Wales, the National Plan 2040, supports sustainable growth in all parts of Wales. Three National Growth Areas have been identified across Wales, including one for the 'Cardiff, Newport and the Valleys' area, which, as shown in the regional diagram encompasses both Cardiff and the Vale, together with Bridgend, Newport and the Valleys local authorities of Rhondda Cynon Taf, Merthyr Tydfil, Caerphilly, Blaenau Gwent and Torfaen. Together with Monmouthshire, which lies outside of the National Growth Area, the South East Wales region has a combined population of 1,530,000.

Policy 33 of Future Wales indicates "Strategic and Local Development Plans should recognise the National Growth Area as the focus for strategic economic and housing growth; essential services and facilities; advanced manufacturing; transport and digital infrastructure."

Future Wales acknowledges Cardiff's status as an internationally competitive city and a core city on the UK stage, and the policy also references that Cardiff will retain and extend its role

as the primary national centre for culture, sport, leisure, media, the night-time economy and finance.

The supporting text for the Policy 33 states “Cardiff will remain the primary settlement in the region, its future strategic growth shaped by its strong housing and employment markets and it will retain its capital city role, accommodating higher level functions and attractions. Strategic and Local Development Plans will need to consider the interdependence of Cardiff and the wider region. Cardiff relies on people from across the full region and ensuring communities 21 around the Capital are vibrant, prosperous and connected helps to maximise the strength of the region.”

Future Wales recognises “Cardiff must generate and support regional growth throughout the South East while enhancing its status as a vibrant capital city of Wales. Regional transport infrastructure reflects the significance of Cardiff and has consolidated its role as the main focal point of the region. The potential to reach central Cardiff quickly and conveniently using the Metro generates opportunities for development in settlements outside the city.”

Policy 36 of Future Wales relates to the South East Metro, recognising that LDPs must support the South East Metro and plan growth and regeneration to maximise opportunities arising from better regional connectivity.

Future Wales also highlights the requirement for a Strategic Development Plan for South East Wales, which addresses those issues that transcend local authority boundaries and should be co-ordinated and planned on the basis on the whole region. This includes housing, economic growth, digital and transport connectivity infrastructure.

Cardiff Capital Region (CCR):

The Corporate Joint Committee (CJC) for the Cardiff Capital Region will be responsible for the preparation of the SDP for the region, which will consider strategic land use issues. It is imperative that the SDP is prepared alongside a Regional Transport Plan due to cross cutting nature of the matters that should be addressed. Work to progress the SDP has not formally commenced, but there are regular regional discussions on cross-boundary matters through regional working groups, including the South East Wales Strategic Planning Group (SEWSPG) and the South East Wales Planning Officers Society Wales (SEWPOS).

Adopted LDP strategies and levels of growth

Caerphilly:

Adopted LDP 2006-2021 (adopted in November 2010)

LDP divides county borough into three strategy areas:

- Heads of the Valleys Regeneration Area (HOVRA)
- Northern Connections Corridor (NCC)
- Southern Connections Corridor (SCC)

LDP strategy has eight main parts:

1. Target development to reflect the roles and functions of individual settlements
2. Allow for development opportunities in the Heads of the Valleys Regeneration Area
3. Promote a balanced approach to managing future growth
4. Exploit brownfield opportunities where appropriate

5. Promote resource efficient settlement patterns
6. Ensure development contributes towards necessary infrastructure improvements
7. Ensure development provides necessary community facilities
8. Reduce the impact of development upon the countryside

Housing requirement: 8,625

Housing provision: Up to 10,269

Affordable-housing target: At least 964 between 2006 and 2021

Employment land: CCBC 'made provision' for development of 101.9 hectares between 2006 and 2021.

Most recent AMR:

The LDP's plan period has expired.

The LDP missed its housing target (by the end of 2020/21, the number of completions was over 3,000 behind the cumulative average annual requirement (AAR) set out in the housing trajectory).

Just over a third (38.4 hectares) of allocated employment land has been developed since the start of the plan period.

Blaenau Gwent:

Adopted LDP 2006-2021 (adopted in November 2012)

LDP strategy has four main themes:

1. Create a network of sustainable vibrant valley communities
2. Create opportunities for sustainable economic growth and promote learning and skills
3. Create safe, healthy and vibrant communities and protect and enhance the unique natural and built environment
4. Create opportunities for to secure and adequate supply of minerals and reduce waste

It has a northern strategy area and a southern strategy area. The former includes Tredegar, Ebbw Vale and Upper Ebbw Fach. The latter covers the Lower Ebbw Fach Valley.

Housing requirement: 3,500

Housing provision: 3,907 (including 335 affordable dwellings)

Employment land allocated: 50 hectares

2025 AMR:

Employment:

Over the plan period, only 6.22 hectares of allocated employment sites have been developed. This falls short of the 50-hectare requirement.

Housing:

1,950 new dwellings were built in the period 2006-2025, which is below the expected plan requirement of 3,500 by 2021.

Only 64.76% of LDP allocations have been granted planning permission.

Depopulation:

The 2021 census data population figure is 66,900 which is a 4.2% decrease from 69,800 in 2011.

RLDP strategies and levels of growth

Caerphilly:

SP1 In order to deliver the Council's CCR Economic Growth Strategy, the plan will make provision for:

- An increase in population of around 8,850
- An increase in the labour force of around 5,000 to facilitate economic growth in the county borough commensurate to CCR ambitions
- 40.3 hectares of employment land for Class B use
- 6,785 new homes to meet a housing requirement of 6,165 (based on a 10% flexibility allowance) including 1,360 affordable homes

The spatial distribution of this growth will be based upon a hybrid strategy comprised of two elements:

- A Metro Investment Focus
- A Town Centre First Focus

Blaenau Gwent:

Blaenau Gwent CBC and Torfaen CBC announced on 9 March 2026 that they would prepare a 'Joint LDP'. No details are available yet, and the Welsh Government must approve the proposal too.

[Blaenau Gwent CBC](#)

[Blueprint for long-term growth and regeneration | Torfaen County Borough Council](#)

Housing completions

The table below shows housing completions in Caerphilly and Blaenau Gwent between 2015 and 2025.

	Caerphilly	Blaenau Gwent
2015-16	187	147
2016-17	284	87
2017-18	190	40
2018-19	122	75
2019-20	336	101
2020-21	417	132
2021-22	303	124

2022-23	380	113
2023-24	278	81
2024-25	292	113
2025-26	TBC	TBC

(Source: Caerphilly and Blaenau Gwent AMRs)

Migration

Migration from Caerphilly to Blaenau Gwent between 2001 and 2022:

Aged 0 to 15	Aged 16 to 24	Aged 25 to 44	Aged 45 to 64	Aged over 65	Total
1,557	1,333	2,645	1,136	500	7,171

Migration from Blaenau Gwent to Caerphilly between 2001 and 2022:

Aged 0 to 15	Aged 16 to 24	Aged 25 to 44	Aged 45 to 64	Aged over 65	Total
1,622	1,121	2,738	2,534	429	7,032

Summary:

Overall, more people moved from Caerphilly to Blaenau Gwent than from Blaenau Gwent to Caerphilly. But more people in the age groups 25-44 and 45-64 moved from BG to Caerphilly than the other way round. People aged 25-44 formed the largest migrant group in each direction.

(Source: Statswales: [Migration origins and destinations between local authorities in Wales \(and also UK countries\) by period of change, age group and sex](#))

Employment, commuting and travel to work

Employment, economic activity, jobs:

	Caerphilly	Blaenau Gwent
Population	176,865	67,873
Working-age population (16-64)	108,721	41,886
Economically active (number)	89,300	29,800
Economically active (%)	77.5	67.2
Total employee jobs	54,000	18,000

(Source: Nomis)

Travel to work:

	Caerphilly to Blaenau Gwent	Blaenau Gwent to Caerphilly
Daily number of people travelling to work	1,496	2,450

(Source: [Origin-destination data explorer - Census 2021 - ONS](#))

Conclusion

Caerphilly, Blaenau Gwent and Torfaen face similar challenges in such areas as housing, employment, transport and changes in population. Even though the Blaenau Gwent-Torfaen Joint LDP is in its very early stages, the three authorities broadly agree on the types of land-use policies that will improve conditions for those living in or travelling between their areas.

Appendix B: Statement of Broad Agreement with Cardiff

Introduction

Cardiff Council has started to prepare a replacement LDP for the period 2021-2036. Caerphilly Council's 2nd Replacement LDP will cover the period 2020-2035. The two authorities have similar timescales for preparing their RLDPs.

This Statement of Broad Agreement suggests that challenges in such areas as housing, employment and transport affect both Caerphilly and Cardiff. It also suggests that the two authorities broadly agree on the types of land-use policies that will improve conditions for those living in or travelling between their areas.

Cardiff and Caerphilly are separated by:

- Countryside
- Hills and mountains
- M4 motorway

The main transport routes that link the two authority areas are:

- Ebbw Vale and Rhymney railway lines
- A470
- A469

Within the next 5-10 years the Cardiff Capital Region (CCR) is likely to have an adopted strategic development plan (SDP). Caerphilly and Cardiff must prepare their RLDPs without knowing what the SDP will say, but they may assume it will cover the topics set out in this statement.

Regional context

Future Wales:

Future Wales, the National Plan 2040, supports sustainable growth in all parts of Wales. Three National Growth Areas have been identified across Wales, including one for the 'Cardiff, Newport and the Valleys' area, which, as shown in the regional diagram encompasses both Cardiff and the Vale, together with Bridgend, Newport and the Valleys local authorities of Rhondda Cynon Taf, Merthyr Tydfil, Caerphilly, Blaenau Gwent and Torfaen. Together with Monmouthshire, which lies outside of the National Growth Area, the South East Wales region has a combined population of 1,530,000.

Policy 33 of Future Wales indicates "Strategic and Local Development Plans should recognise the National Growth Area as the focus for strategic economic and housing growth; essential services and facilities; advanced manufacturing; transport and digital infrastructure."

Future Wales acknowledges Cardiff's status as an internationally competitive city and a core city on the UK stage, and the policy also references that Cardiff will retain and extend its role as the primary national centre for culture, sport, leisure, media, the night-time economy and finance.

The supporting text for the Policy 33 states “Cardiff will remain the primary settlement in the region, its future strategic growth shaped by its strong housing and employment markets and it will retain its capital city role, accommodating higher level functions and attractions. Strategic and Local Development Plans will need to consider the interdependence of Cardiff and the wider region. Cardiff relies on people from across the full region and ensuring communities 21 around the Capital are vibrant, prosperous and connected helps to maximise the strength of the region.”

Future Wales recognises “Cardiff must generate and support regional growth throughout the South East while enhancing its status as a vibrant capital city of Wales. Regional transport infrastructure reflects the significance of Cardiff and has consolidated its role as the main focal point of the region. The potential to reach central Cardiff quickly and conveniently using the Metro generates opportunities for development in settlements outside the city.”

Policy 36 of Future Wales relates to the South East Metro, recognising that LDPs must support the South East Metro and plan growth and regeneration to maximise opportunities arising from better regional connectivity.

Future Wales also highlights the requirement for a Strategic Development Plan for South East Wales, which addresses those issues that transcend local authority boundaries and should be co-ordinated and planned on the basis on the whole region. This includes housing, economic growth, digital and transport connectivity infrastructure.

Cardiff Capital Region (CCR):

The Corporate Joint Committee (CJC) for the Cardiff Capital Region will be responsible for the preparation of the SDP for the region, which will consider strategic land use issues. It is imperative that the SDP is prepared alongside a Regional Transport Plan due to cross cutting nature of the matters that should be addressed. Work to progress the SDP has not formally commenced, but there are regular regional discussions on cross-boundary matters through regional working groups, including the South East Wales Strategic Planning Group (SEWSPG) and the South East Wales Planning Officers Society Wales (SEWPOS).

Adopted LDP strategies and levels of growth

Caerphilly:

Adopted LDP 2006-2021 (adopted in November 2010)

LDP divides county borough into three strategy areas:

- Heads of the Valleys Regeneration Area (HOVRA)
- Northern Connections Corridor (NCC)
- Southern Connections Corridor (SCC)

LDP strategy has eight main parts:

1. Target development to reflect the roles and functions of individual settlements
2. Allow for development opportunities in the Heads of the Valleys Regeneration Area
3. Promote a balanced approach to managing future growth
4. Exploit brownfield opportunities where appropriate
5. Promote resource efficient settlement patterns
6. Ensure development contributes towards necessary infrastructure improvements

7. Ensure development provides necessary community facilities
8. Reduce the impact of development upon the countryside

Housing requirement: 8,625

Housing provision: Up to 10,269

Affordable-housing target: At least 964 between 2006 and 2021

Employment land: CCBC 'made provision' for development of 101.9 hectares between 2006 and 2021.

Most recent AMR:

The LDP's plan period has expired.

The LDP missed its housing target (by the end of 2020/21, the number of completions was over 3,000 behind the cumulative average annual requirement (AAR) set out in the housing trajectory).

Just over a third (38.4 hectares) of allocated employment land has been developed since the start of the plan period.

Cardiff:

Adopted LDP 2006-2027 (adopted in January 2016)

LDP strategy has seven main parts:

1. Making provision for new homes and jobs
2. Putting in place a framework to manage future growth and encourage high quality, sustainable design
3. Bringing forward new infrastructure
4. Delivering sustainable transportation solutions
5. Responding to evidenced economic needs
6. Responding to evidenced social needs
7. Respecting Cardiff's environment and responding to climate change

Housing requirement: 41,415

Housing provision: 45,415 (including a flexibility allowance of 4,000)

Employment target: 40,000 new jobs

Yearly requirement of 2,071 dwellings.

2025 AMR:

Employment:

There is a requirement for 40,000 new jobs over the plan period 2006-2026.

Since the first AMR (16/17) the number of jobs has shown a net increase, and the latest AMR shows an increase of 24,000 jobs over the last 9 years, meaning 44,900 jobs have been created between 2006 and 2025.

Housing:

Between 2006 and 2025 a total of 24,204 new dwellings were built. This amounts to 58% of the overall dwelling requirement.

'The plan sets a target for the delivery of 6,646 affordable units to be provided for the 12 years between 2014 and 2026 and monitoring data shows that affordable housing completions are increasing as a range and choice of new housing sites begin to come forward. The latest figures show that 2,831 new build affordable dwellings were completed since 2014, which represents 43% of the 6,646 plan target for provision of affordable units by 2026. Completions of affordable homes are expected to increase as construction of the greenfield strategic housing sites gathers pace.'

RLDP strategies and levels of growth

Caerphilly:

SP1 In order to deliver the Council's CCR Economic Growth Strategy, the plan will make provision for:

- An increase in population of around 8,850
- An increase in the labour force of around 5,000 to facilitate economic growth in the county borough commensurate to CCR ambitions
- 40.3 hectares of employment land for Class B use
- 6,785 new homes to meet a housing requirement of 6,165 (based on a 10% flexibility allowance) including 1,360 affordable homes

The spatial distribution of this growth will be based upon a hybrid strategy comprised of two elements:

- A Metro Investment Focus
- A Town Centre First Focus

Cardiff:

The RLDP sets out a Strategy to deliver 26,400 new houses and 32,300 new jobs over the Plan period.

About 50% of new homes will be built on brownfield sites.

Cardiff has a large landbank of 'committed' homes on brownfield and greenfield sites (19,872 as at April 2024). Residual greenfield strategic allocations (LDP policy H1A), non-strategic housing allocations (LDP policy H1B) and housing-led regeneration areas (Deposit RLDP policy H2) will deliver a further 6,666 dwellings. No new greenfield development is necessary, and brownfield sites in defined settlements are suitable for 'windfall' housing.

Housing completions

The table below shows housing completions in Caerphilly and Cardiff between 2015 and 2025.

	Caerphilly	Cardiff
--	------------	---------

2015-16	187	733
2016-17	284	777
2017-18	190	830
2018-19	122	1,444
2019-20	336	1,103
2020-21	417	1,103
2021-22	303	915
2022-23	380	1,681
2023-24	278	1,401
2024-25	292	1,480
2025-26	TBC	TBC

(Source: Caerphilly and Cardiff AMRs)

Migration

Migration from Caerphilly to Cardiff between 2001 and 2022:

Aged 0 to 15	Aged 16 to 24	Aged 25 to 44	Aged 45 to 64	Aged over 65	Total
1,933	4,702	5,959	1,514	567	14,676

Migration from Cardiff to Caerphilly between 2001 and 2022:

Aged 0 to 15	Aged 16 to 24	Aged 25 to 44	Aged 45 to 64	Aged over 65	Total
2,691	4,422	9,108	2,534	867	19,633

Summary:

More people moved from Cardiff to Caerphilly than from Caerphilly to Cardiff.
People aged 25-44 formed the largest migrant group in each direction.

(Source: Statswales: [Migration origins and destinations between local authorities in Wales \(and also UK countries\) by period of change, age group and sex](#))

Employment, commuting and travel to work

Employment, economic activity, jobs:

	Caerphilly	Cardiff
Population	176,865	383,919
Working-age population (16-64)	108,721	260,984
Economically active (number)	89,300	208,700
Economically active (%)	77.5	79.4
Total employee jobs	54,000	227,000

(Source: Nomis)

Travel to work:

	Caerphilly to Cardiff	Cardiff to Caerphilly
Daily number of people travelling to work	6,643	2,021

(Source: [Origin-destination data explorer - Census 2021 - ONS](#))

Conclusion

Challenges in such areas as housing, employment and transport affect both Caerphilly and Cardiff. Each authority's proposed replacement LDP follows national policy and recognises the role of the National Growth Area identified in Future Wales.

For instance, each replacement LDP involves population growth (especially people of working age), more houses, more jobs and better public and active transport. Also, each plan will protect the 'green wedge'/countryside between north Cardiff and south Caerphilly.

Caerphilly's 2RLDP will allocate enough housing land for its own needs, but it will not compete with Cardiff in a way that might upset the balance of settlements in south-east Wales. The 2RLDP, like Cardiff's RLDP, will support orderly growth in the region.

It seems likely that some Caerphilly residents will continue to work in Cardiff. A smaller number of Cardiff residents will travel to jobs in Caerphilly. In directing development to Metro hubs, Caerphilly's 2RLDP strategy should make it easier for people to commute on public transport. This will support the role of Cardiff's Central Business District (city centre), which is near Cardiff's main railway station and its bus station.

In short, Caerphilly and Cardiff broadly agree on the types of land-use policies that will improve conditions for those living in or travelling between their areas.

Appendix C: Statement of Broad Agreement with Merthyr Tydfil

Introduction

Since January 2020 Merthyr Tydfil CBC has had an Adopted Replacement LDP 2016-2031. It is preparing a Second Replacement LDP (2RLDP) that will cover the period 2026-41. Caerphilly Council's 2nd Replacement LDP will cover the period 2020-2035.

This Statement of Broad Agreement suggests that Caerphilly and Merthyr Tydfil face similar challenges in such areas as housing, employment, transport and changes in population. It also suggests that the authorities broadly agree on the types of land-use policies that will improve conditions for those living in or travelling between their areas.

Merthyr Tydfil and Caerphilly are separated by:

- Countryside

The main transport routes that link the two authority areas are:

- Cwm Bargoed railway line (freight only)
- A470/A472
- A465 (Heads of the Valleys Road)

Within the next 5-10 years the Cardiff Capital Region (CCR) is likely to have an adopted strategic development plan (SDP). Like Merthyr Tydfil, Caerphilly must prepare its RLDP without knowing what the SDP will say, but it may assume it will cover the topics set out in this statement.

Regional context

Future Wales:

Future Wales, the National Plan 2040, supports sustainable growth in all parts of Wales. Three National Growth Areas have been identified across Wales, including one for the 'Cardiff, Newport and the Valleys' area, which, as shown in the regional diagram encompasses both Cardiff and the Vale, together with Bridgend, Newport and the Valleys local authorities of Rhondda Cynon Taf, Merthyr Tydfil, Caerphilly, Blaenau Gwent and Torfaen. Together with Monmouthshire, which lies outside of the National Growth Area, the South East Wales region has a combined population of 1,530,000.

Policy 33 of Future Wales indicates "Strategic and Local Development Plans should recognise the National Growth Area as the focus for strategic economic and housing growth; essential services and facilities; advanced manufacturing; transport and digital infrastructure."

Future Wales acknowledges Cardiff's status as an internationally competitive city and a core city on the UK stage, and the policy also references that Cardiff will retain and extend its role as the primary national centre for culture, sport, leisure, media, the night-time economy and finance.

The supporting text for the Policy 33 states “Cardiff will remain the primary settlement in the region, its future strategic growth shaped by its strong housing and employment markets and it will retain its capital city role, accommodating higher level functions and attractions. Strategic and Local Development Plans will need to consider the interdependence of Cardiff and the wider region. Cardiff relies on people from across the full region and ensuring communities 21 around the Capital are vibrant, prosperous and connected helps to maximise the strength of the region.”

Future Wales recognises “Cardiff must generate and support regional growth throughout the South East while enhancing its status as a vibrant capital city of Wales. Regional transport infrastructure reflects the significance of Cardiff and has consolidated its role as the main focal point of the region. The potential to reach central Cardiff quickly and conveniently using the Metro generates opportunities for development in settlements outside the city.”

Policy 36 of Future Wales relates to the South East Metro, recognising that LDPs must support the South East Metro and plan growth and regeneration to maximise opportunities arising from better regional connectivity.

Future Wales also highlights the requirement for a Strategic Development Plan for South East Wales, which addresses those issues that transcend local authority boundaries and should be co-ordinated and planned on the basis on the whole region. This includes housing, economic growth, digital and transport connectivity infrastructure.

Cardiff Capital Region (CCR):

The Corporate Joint Committee (CJC) for the Cardiff Capital Region will be responsible for the preparation of the SDP for the region, which will consider strategic land use issues. It is imperative that the SDP is prepared alongside a Regional Transport Plan due to cross cutting nature of the matters that should be addressed. Work to progress the SDP has not formally commenced, but there are regular regional discussions on cross-boundary matters through regional working groups, including the South East Wales Strategic Planning Group (SEWSPG) and the South East Wales Planning Officers Society Wales (SEWPOS).

Adopted LDP strategies and levels of growth

Caerphilly:

Adopted LDP 2006-2021 (adopted in November 2010)

LDP divides county borough into three strategy areas:

- Heads of the Valleys Regeneration Area (HOVRA)
- Northern Connections Corridor (NCC)
- Southern Connections Corridor (SCC)

LDP strategy has eight main parts:

1. Target development to reflect the roles and functions of individual settlements
2. Allow for development opportunities in the Heads of the Valleys Regeneration Area
3. Promote a balanced approach to managing future growth
4. Exploit brownfield opportunities where appropriate
5. Promote resource efficient settlement patterns
6. Ensure development contributes towards necessary infrastructure improvements
7. Ensure development provides necessary community facilities

8. Reduce the impact of development upon the countryside

Housing requirement: 8,625

Housing provision: Up to 10,269

Affordable-housing target: At least 964 between 2006 and 2021

Employment land: CCBC 'made provision' for development of 101.9 hectares between 2006 and 2021.

Most recent AMR:

The LDP's plan period has expired.

The LDP missed its housing target (by the end of 2020/21, the number of completions was over 3,000 behind the cumulative average annual requirement (AAR) set out in the housing trajectory).

Just over a third (38.4 hectares) of allocated employment land has been developed since the start of the plan period.

Merthyr Tydfil CBC:

Adopted RLDP 2016-2031 (adopted in January 2020)

Growth strategy:

Sustainable population growth – wants to increase the County Borough's population from the 2015 mid-year estimate of 59,324 to approximately 64,000 by 2031 (an increase of approximately 8%).

Spatial strategy:

Primary Growth Area: Merthyr Tydfil (town)

Other Growth Area: Mid-valley communities of Troedyrhiw, Aberfan and Merthyr Vale and lower valley settlements of Treharris and Trelewis.

Focuses on regeneration opportunities at the 'Hoover Strategic Regeneration Area' (HSRA) at Abercanaid/ Pentrebach and the development of other smaller sites across the County Borough, with the majority of new development (70%) taking place in the Primary Growth Area and remaining growth in the Other Growth Area.

Housing requirement: 2,250 (excluding 25% 'contingency')

Housing provision: 2,821

Affordable-housing target: 253

Employment land allocated: 30.65 hectares

2025 AMR:

Employment:

'Targets not being met in relation to the delivery of allocated employment land and the number of jobs delivered.'

The RLDP allocated 30.65 hectares of land for employment uses, but so far only 0.6 of a hectare has been developed.

Housing:

827 completions by April 2025. RLDP aimed at 1,263.

'This is the fifth year that housing completions have fallen below the requirement (9% lower in 2021, 20% lower in 2022, over 30% lower in 2023, 2024 and 2025), and this hits the trigger point of the overall housing completion indicator 1.2.'

'The number of housing units completed on allocated sites was delivered in accordance with the target outcome until 2020. However, the overall number of completions at 2025 (827), is over 30% lower than the target outcome (1,263). Overall housing completions are now significantly below where they need to be to achieve the strategy of the Replacement LDP. Housing strategy, including the level of growth and the deliverability of allocations will form a key part of the review of the LDP. The Review Report is due for publication in early 2026.'

Depopulation:

Population decreased by 848 between 2016 and June 2021 (when it was 58,866).

RLDP strategies and levels of growth

Caerphilly:

SP1 In order to deliver the Council's CCR Economic Growth Strategy, the plan will make provision for:

- An increase in population of around 8,850
- An increase in the labour force of around 5,000 to facilitate economic growth in the county borough commensurate to CCR ambitions
- 40.3 hectares of employment land for Class B use
- 6,785 new homes to meet a housing requirement of 6,165 (based on a 10% flexibility allowance) including 1,360 affordable homes

Merthyr Tydfil:

Merthyr Tydfil is preparing a Second Replacement LDP (2RLDP) that will cover the period 2026-41. The details of its strategy are not yet known. The RLDP will remain in force until the 2RLDP is adopted.

Housing completions

The table below shows housing completions in Caerphilly and Merthyr Tydfil between 2015 and 2025.

	Caerphilly	Merthyr Tydfil
2015-16	187	Unknown
2016-17	284	Unknown

2017-18	190	Unknown
2018-19	122	Unknown
2019-20	336	400 (total since beginning of plan period)
2020-21	417	77
2021-22	303	84
2022-23	380	56
2023-24	278	85
2024-25	292	125
2025-26	TBC	TBC

(Source: Caerphilly and Merthyr Tydfil AMRs)

Migration

Migration from Caerphilly to Merthyr Tydfil between 2001 and 2022:

Aged 0 to 15	Aged 16 to 24	Aged 25 to 44	Aged 45 to 64	Aged over 65	Total
1,121	910	2,064	768	300	5,183

Migration from Merthyr Tydfil to Caerphilly between 2001 and 2022:

Aged 0 to 15	Aged 16 to 24	Aged 25 to 44	Aged 45 to 64	Aged over 65	Total
1,049	736	1,816	768	375	4,714

Summary:

More people moved from Caerphilly to Merthyr Tydfil than from Merthyr Tydfil to Caerphilly. People aged 25-44 formed the largest migrant group in each direction.

(Source: Statswales: [Migration origins and destinations between local authorities in Wales \(and also UK countries\) by period of change, age group and sex](#))

Employment, commuting and travel to work

Employment, economic activity, jobs:

	Caerphilly	Merthyr Tydfil
Population	176,865	58,972
Working-age population (16-64)	108,721	36,318
Economically active (number)	89,300	28,300
Economically active (%)	77.5	71.2
Total employee jobs	54,000	23,300

(Source: Nomis)

Travel to work:

	Caerphilly to Merthyr Tydfil	Merthyr Tydfil to Caerphilly
Daily number of people travelling to work	1,759	1,644

(Source: [Origin-destination data explorer - Census 2021 - ONS](#))

Conclusion

The Caerphilly 2RLDP and the Merthyr Tydfil RLDP are compatible. Both aim at keeping people of working age in their areas, and both recognise the role of the National Growth Area identified in Future Wales. Each plan involves population growth (especially people of working age), more houses, more jobs and better public and active transport. Common aims include improving all-round well-being (cultural, economic, environmental and social) and reusing previously developed land.

It seems likely that some workers will continue to travel between Caerphilly and Merthyr Tydfil. In directing development to Metro hubs, Caerphilly's 2RLDP strategy should make it easier for people to commute on public transport (mainly buses because rail services are either indirect or unavailable). improved routes may make cycling a more attractive option too (between Rhymney and the town of Merthyr Tydfil, for example).

Appendix D: Statement of Broad Agreement with Newport

Introduction

Newport City Council has started to prepare a replacement LDP for the period 2021-36. Caerphilly Council's 2nd Replacement LDP will cover the period 2020-2035. The two authorities have similar timescales for preparing their RLDPs.

This Statement of Broad Agreement suggests that challenges in such areas as housing, employment and transport affect both Caerphilly and Cardiff. It also suggests that the two authorities broadly agree on the types of land-use policies that will improve conditions for those living in or travelling between their areas.

Newport and Caerphilly are separated by:

- Countryside
- Green wedge (between Risca and Rogerstone, Newport)
- A section of the Rhymney River
- Roads

The main transport routes that link the two authority areas are:

- Ebbw Vale railway line
- A467/A468
- A4048

Within the next 5-10 years the Cardiff Capital Region (CCR) is likely to have an adopted strategic development plan (SDP). Caerphilly and Newport must prepare their RLDPs without knowing what the SDP will say, but they may assume it will cover the topics set out in this statement.

Regional context

Future Wales:

Future Wales, the National Plan 2040, supports sustainable growth in all parts of Wales. Three National Growth Areas have been identified across Wales, including one for the 'Cardiff, Newport and the Valleys' area, which, as shown in the regional diagram encompasses both Cardiff and the Vale, together with Bridgend, Newport and the Valleys local authorities of Rhondda Cynon Taf, Merthyr Tydfil, Caerphilly, Blaenau Gwent and Torfaen. Together with Monmouthshire, which lies outside of the National Growth Area, the South East Wales region has a combined population of 1,530,000.

Policy 33 of Future Wales indicates "Strategic and Local Development Plans should recognise the National Growth Area as the focus for strategic economic and housing growth; essential services and facilities; advanced manufacturing; transport and digital infrastructure."

Future Wales acknowledges Cardiff's status as an internationally competitive city and a core city on the UK stage, and the policy also references that Cardiff will retain and extend its role

as the primary national centre for culture, sport, leisure, media, the night-time economy and finance.

The supporting text for the Policy 33 states “Cardiff will remain the primary settlement in the region, its future strategic growth shaped by its strong housing and employment markets and it will retain its capital city role, accommodating higher level functions and attractions. Strategic and Local Development Plans will need to consider the interdependence of Cardiff and the wider region. Cardiff relies on people from across the full region and ensuring communities 21 around the Capital are vibrant, prosperous and connected helps to maximise the strength of the region.”

Future Wales recognises “Cardiff must generate and support regional growth throughout the South East while enhancing its status as a vibrant capital city of Wales. Regional transport infrastructure reflects the significance of Cardiff and has consolidated its role as the main focal point of the region. The potential to reach central Cardiff quickly and conveniently using the Metro generates opportunities for development in settlements outside the city.”

Policy 36 of Future Wales relates to the South East Metro, recognising that LDPs must support the South East Metro and plan growth and regeneration to maximise opportunities arising from better regional connectivity.

Future Wales also highlights the requirement for a Strategic Development Plan for South East Wales, which addresses those issues that transcend local authority boundaries and should be co-ordinated and planned on the basis on the whole region. This includes housing, economic growth, digital and transport connectivity infrastructure.

Cardiff Capital Region (CCR):

The Corporate Joint Committee (CJC) for the Cardiff Capital Region will be responsible for the preparation of the SDP for the region, which will consider strategic land use issues. It is imperative that the SDP is prepared alongside a Regional Transport Plan due to cross cutting nature of the matters that should be addressed. Work to progress the SDP has not formally commenced, but there are regular regional discussions on cross-boundary matters through regional working groups, including the South East Wales Strategic Planning Group (SEWSPG) and the South East Wales Planning Officers Society Wales (SEWPOS).

Adopted LDP strategies and levels of growth

Caerphilly:

Adopted LDP 2006-2021 (adopted in November 2010)

LDP divides county borough into three strategy areas:

- Heads of the Valleys Regeneration Area (HOVRA)
- Northern Connections Corridor (NCC)
- Southern Connections Corridor (SCC)

LDP strategy has eight main parts:

1. Target development to reflect the roles and functions of individual settlements
2. Allow for development opportunities in the Heads of the Valleys Regeneration Area
3. Promote a balanced approach to managing future growth
4. Exploit brownfield opportunities where appropriate

5. Promote resource efficient settlement patterns
6. Ensure development contributes towards necessary infrastructure improvements
7. Ensure development provides necessary community facilities
8. Reduce the impact of development upon the countryside

Housing requirement: 8,625

Housing provision: Up to 10,269

Affordable-housing target: At least 964 between 2006 and 2021

Employment land: CCBC 'made provision' for development of 101.9 hectares between 2006 and 2021.

Most recent AMR:

The LDP's plan period has expired.

The LDP missed its housing target (by the end of 2020/21, the number of completions was over 3,000 behind the cumulative average annual requirement (AAR) set out in the housing trajectory).

Just over a third (38.4 hectares) of allocated employment land has been developed since the start of the plan period.

Newport CC:

Adopted LDP 2011-2026 (adopted in January 2015)

Main issues:

- Flood risk
- City centre's poor image
- Economic decline
- Redundant sites
- Lack of affordable housing
- Protection of heritage

Objectives:

1. Sustainable use of land
2. Climate change
3. Economic growth
4. Housing provision
5. Conservation of the built environment
6. Conservation of the natural environment
7. Community facilities and infrastructure
8. Culture and accessibility
9. Health and well-being
10. Waste

Spatial strategy:

- To maximise the use of brownfield sites in the interests of sustainability, regeneration, community cohesion, and urban form
- To develop the Eastern Expansion Area of the City, focused on the former Llanwern Steelworks
- To regenerate the retail core of the City Centre
- To protect the landscape, including maintaining the statutory Green Belt on the Cardiff boundary
- To conserve protected sites and species, and encourage biodiversity
- To foster growth of the City in line with its role in the region, its locational advantages and its distinct sense of place
- To build upon the success of Newport's national and international class sporting facilities

Housing requirement: 10,350

Housing provision: 11,623

Affordable-housing target: 2,061

Employment land allocated: 172 hectares

2024 AMR (1 April 23 to 31 March 24):

Employment:

50ha of new employment land has been created in the Plan period so far. 31.43ha is on EM1 allocations and has been delivered. 2.96ha of employment land was granted permission this year.

Jobs growth has increased this year and is above the LDP target set for this period.

Housing:

8% below the Average Annual Housing Requirement figure.

8,267 new homes delivered in the Plan period so far (11% short of the LDP target).

1,650 affordable homes delivered in the Plan period so far (183 units short of the LDP target).

RLDP strategies and levels of growth

Caerphilly:

SP1 In order to deliver the Council's CCR Economic Growth Strategy, the plan will make provision for:

- An increase in population of around 8,850
- An increase in the labour force of around 5,000 to facilitate economic growth in the county borough commensurate to CCR ambitions
- 40.3 hectares of employment land for Class B use
- 6,785 new homes to meet a housing requirement of 6,165 (based on a 10% flexibility allowance) including 1,360 affordable homes

The spatial distribution of this growth will be based upon a hybrid strategy comprised of two elements:

- A Metro Investment Focus
- A Town Centre First Focus

Newport:

10 objectives:

1. Economy and Employment
2. Population and Communities
3. Health and Well-being
4. Equality, Diversity and Inclusion
5. Transport and Movement
6. Natural Resources
7. Biodiversity and Geodiversity
8. Historic Environment
9. Landscape
10. Climate Change

Housing requirement: 9,570

Housing provision: 10,530

Employment-land requirement: 77 hectares

Employment-land provision: 87.5 hectares

Minimum number of new jobs: 8,640

Spatial strategy:

Three areas: Urban Area; Rural Communities; Countryside.

Three 'key sites' in Urban Area (Llanwern, North Langstone and South Langstone)

Housing completions

The table below shows housing completions in Caerphilly and Newport between 2015 and 2024/2025.

	Caerphilly	Newport
2015-16	187	908
2016-17	284	952
2017-18	190	951
2018-19	122	711
2019-20	336	667
2020-21	417	437
2021-22	303	448
2022-23	380	619
2023-24	278	785
2024-25	292	TBC
2025-26	TBC	TBC

(Source: Caerphilly and Newport AMRs)

Migration

Migration from Caerphilly to Newport between 2001 and 2022:

Aged 0 to 15	Aged 16 to 24	Aged 25 to 44	Aged 45 to 64	Aged over 65	Total
2,057	1,595	4,343	1,556	752	10,324

Migration from Newport to Caerphilly between 2001 and 2022:

Aged 0 to 15	Aged 16 to 24	Aged 25 to 44	Aged 45 to 64	Aged over 65	Total
2,064	1,784	4,480	1,944	624	10,895

Summary:

More people moved from Newport to Caerphilly than from Caerphilly to Newport.
People aged 25-44 formed the largest migrant group in each direction.

(Source: Statswales: [Migration origins and destinations between local authorities in Wales \(and also UK countries\) by period of change, age group and sex](#))

Employment, commuting and travel to work

Employment, economic activity, jobs:

	Caerphilly	Newport
Population	176,865	167,899
Working-age population (16-64)	108,721	105,673
Economically active (number)	89,300	79,000
Economically active (%)	77.5	79.8
Total employee jobs	54,000	77,000

(Source: Nomis)

Travel to work:

	Caerphilly to Newport	Newport to Caerphilly
Daily number of people travelling to work	4,563	1,808

(Source: [Origin-destination data explorer - Census 2021 - ONS](#))

Conclusion

The Caerphilly 2RLDP and the Newport RLDP are compatible. Both aim at keeping people of working age in their areas, and both recognise the role of the National Growth Area

identified in Future Wales. Each plan involves population growth (especially people of working age), more houses, more jobs and better public and active transport. Common aims include improving all-round well-being (cultural, economic, environmental and social) and reusing previously developed land.

It seems likely that some workers will continue to travel between Caerphilly and Newport. In directing development to Metro hubs, Caerphilly's 2RLDP strategy should make it easier for people to commute on public transport, and improved routes may make cycling a more attractive option too (between Risca and Newport, for example).

Appendix E: Statement of Broad Agreement with Rhondda Cynon Taf

Introduction

Rhondda Cynon Taf County Borough Council (RCT CBC) has started to prepare a replacement LDP for the period 2022-37. Caerphilly Council's 2nd Replacement LDP will cover the period 2020-2035. The two authorities have similar timescales for preparing their RLDPs.

This Statement of Broad Agreement suggests that challenges in such areas as housing, employment and transport affect both Caerphilly and RCT. It also suggests that the two authorities broadly agree on the types of land-use policies that will improve conditions for those living in or travelling between their areas.

Other than two strategic transport corridors, RCT and Caerphilly are geographically separated by large areas of countryside, predominantly Eglwysilan Mountain and the Llanfabon area

The main transport routes that link the two authority areas are:

- A468/A472

Development pressure on the west of Caerphilly town could threaten the rural gap between Caerphilly county borough and RCT. It could cause congestion on the main roads too.

Within the next 5-10 years the Cardiff Capital Region (CCR) is likely to have an adopted strategic development plan (SDP). Caerphilly and RCT must prepare their RLDPs without knowing what the SDP will say, but they may assume it will cover the topics set out in this statement.

Regional context

Future Wales:

Future Wales, the National Plan 2040, supports sustainable growth in all parts of Wales. Three National Growth Areas have been identified across Wales, including one for the 'Cardiff, Newport and the Valleys' area, which, as shown in the regional diagram encompasses both Cardiff and the Vale, together with Bridgend, Newport and the Valleys local authorities of Rhondda Cynon Taf, Merthyr Tydfil, Caerphilly, Blaenau Gwent and Torfaen. Together with Monmouthshire, which lies outside of the National Growth Area, the South East Wales region has a combined population of 1,530,000.

Policy 33 of Future Wales indicates "Strategic and Local Development Plans should recognise the National Growth Area as the focus for strategic economic and housing growth; essential services and facilities; advanced manufacturing; transport and digital infrastructure."

Future Wales acknowledges Cardiff's status as an internationally competitive city and a core city on the UK stage, and the policy also references that Cardiff will retain and extend its role as the primary national centre for culture, sport, leisure, media, the night-time economy and finance.

The supporting text for the Policy 33 states “Cardiff will remain the primary settlement in the region, its future strategic growth shaped by its strong housing and employment markets and it will retain its capital city role, accommodating higher level functions and attractions. Strategic and Local Development Plans will need to consider the interdependence of Cardiff and the wider region. Cardiff relies on people from across the full region and ensuring communities around the Capital are vibrant, prosperous and connected helps to maximise the strength of the region.”

Future Wales recognises “Cardiff must generate and support regional growth throughout the South East while enhancing its status as a vibrant capital city of Wales. Regional transport infrastructure reflects the significance of Cardiff and has consolidated its role as the main focal point of the region. The potential to reach central Cardiff quickly and conveniently using the Metro generates opportunities for development in settlements outside the city.”

Policy 36 of Future Wales relates to the South East Metro, recognising that LDPs must support the South East Metro and plan growth and regeneration to maximise opportunities arising from better regional connectivity.

Future Wales also highlights the requirement for a Strategic Development Plan for South East Wales, which addresses those issues that transcend local authority boundaries and should be co-ordinated and planned on the basis on the whole region. This includes housing, economic growth, digital and transport connectivity infrastructure.

Cardiff Capital Region (CCR):

The Corporate Joint Committee (CJC) for the Cardiff Capital Region will be responsible for the preparation of the SDP for the region, which will consider strategic land use issues. It is imperative that the SDP is prepared alongside a Regional Transport Plan due to cross cutting nature of the matters that should be addressed. Work to progress the SDP has not formally commenced, but there are regular regional discussions on cross-boundary matters through regional working groups, including the South East Wales Strategic Planning Group (SEWSPG) and the South East Wales Planning Officers Society Wales (SEWPOS).

Adopted LDP strategies and levels of growth

Caerphilly:

Adopted LDP 2006-2021 (adopted in November 2010)

LDP divides county borough into three strategy areas:

- Heads of the Valleys Regeneration Area (HOVRA)
- Northern Connections Corridor (NCC)
- Southern Connections Corridor (SCC)

LDP strategy has eight main parts:

1. Target development to reflect the roles and functions of individual settlements
2. Allow for development opportunities in the Heads of the Valleys Regeneration Area
3. Promote a balanced approach to managing future growth
4. Exploit brownfield opportunities where appropriate
5. Promote resource efficient settlement patterns
6. Ensure development contributes towards necessary infrastructure improvements

7. Ensure development provides necessary community facilities
8. Reduce the impact of development upon the countryside

Housing requirement: 8,625

Housing provision: Up to 10,269

Affordable-housing target: At least 964 between 2006 and 2021

Employment land: CCBC 'made provision' for development of 101.9 hectares between 2006 and 2021.

Most recent AMR:

The LDP's plan period has expired.

The LDP missed its housing target (by the end of 2020/21, the number of completions was over 3,000 behind the cumulative average annual requirement (AAR) set out in the housing trajectory).

Just over a third (38.4 hectares) of allocated employment land has been developed since the start of the plan period.

RCT CBC:

Adopted LDP 2006-2021 (adopted in March 2011)

Main issues:

Central and northern valleys:

- High levels of deprivation
- Dereliction compounded by a declining population
- Low levels of house-building
- Below average levels of economic activity

South of county borough:

- A significant growth in population supported by high levels of house-building
- Above average economic activity
- Increased access to high-level services, facilities and jobs
- Development pressure because of its accessibility from the M4 and the wider region

Whole county borough:

- High levels of out-commuting for work
- Dependence on the wider region for employment
- Road congestion

Objectives:

1. Sustainable communities
2. Achieving potential
3. Better quality of life

4. Develop and protect the county borough for future generations

Spatial strategy:

'Hybrid strategy which provides development in locations that meet local needs whilst promoting sustainable growth.'

Northern Strategy Area: Includes Tonypany, Porth, Treorchy, Treherbert, Ferndale, Tylorstown, Mountain Ash, Aberdare and Hirwaun

Southern Strategy Area: Includes Pontypridd, Llantrissant (including Talbot Green), Tonyrefail and Llanharan

Strategic sites: 8 allocated for a mix of housing and employment, retail and recreational uses.

Housing requirement: 14,385

Housing provision: 14,936-15,386

Affordable-housing target: 1,770

'Strategic' employment land allocated: 51 hectares

'Local' employment land allocated: 47 hectares

AMR:

RCT published its most recent AMR in 2019.

Housing:

The construction rate of 386 completions during 2018-2019 is less than the annual completion target set out in the LDP and represents a percentage decrease of 30.72% on the previous year's building activity (552 – 2017-2018) and a 40.09% from 2016-2017 (716 dwellings). This is the second instance the number of completions has dipped since the lowest completion total in 2011-2012. The information laid out above is evidence that there is a continued delivery of new houses in Rhondda Cynon Taf, however this is slowing for both market and affordable dwellings. Since the start of the plan period, a total of 6,299 dwellings have been built.

The target of delivering the housing numbers identified in the LDP is not being met. The plan identified a need of 14,385 dwellings to be built by 2021, at a rate of 959 dwellings per year throughout the plan period. This accorded with Welsh Government's population projections, at the time of the LDP plan preparation.

Policy CS 5 seeks the provision of 1,770 affordable homes over the LDP period. During 2018-2019 79 new affordable homes were built in Rhondda Cynon Taf. This brings the total number of affordable homes built since the start of the plan period in 2006 to 1,214. A total of 199 affordable units were approved during 2018-2019.

Employment:

The Council again acknowledges that the specific target is not being met with regards to the delivery of its employment land allocations. Despite some encouraging economic activity

throughout the County Borough, it is recognised that a number of the existing allocated employment sites have not received significant interest over the plan period to date.

RLDP Preferred Strategies and levels of growth

Caerphilly:

SP1 In order to deliver the Council's CCR Economic Growth Strategy, the plan will make provision for:

- An increase in population of around 8,850
- An increase in the labour force of around 5,000 to facilitate economic growth in the county borough commensurate to CCR ambitions
- 40.3 hectares of employment land for Class B use
- 6,785 new homes to meet a housing requirement of 6,165 (based on a 10% flexibility allowance) including 1,360 affordable homes

The spatial distribution of this growth will be based upon a hybrid strategy comprised of two elements:

- A Metro Investment Focus
- A Town Centre First Focus

RCT:

Objectives:

1. Mitigate and adapt to the effects of climate change and reduce flood risk
2. Provide an appropriate amount and mix of housing to meet local need
3. Promote vibrant communities, with opportunities for living, working and socialising for all
4. Encourage healthy and safe lifestyles that promote well-being and improve overall health levels in RCT
5. Reduce the need to travel and promote more sustainable modes of transport
6. Promote, protect and enhance cultural heritage and the built environment
7. Promote the use of the Welsh language
8. Protect and enhance the quality and character of the landscape
9. Protect and enhance biodiversity
10. Protect the quality and quantity of RCT's water resources
11. Protect and enhance air quality and ensure appropriate soundscapes
12. Promote the efficient use of land, soils and minerals
13. Continue to minimise waste generation and promote more sustainable waste management
14. Provide for a sustainable economy
15. Provide for a diverse range of job opportunities
16. Promote vibrant, adaptable and resilient Town Centres
17. Address the impacts of the mining legacy in RCT
18. To support the growth of the tourism and leisure sector

The Preferred Strategy for RCT's RLDP is defined as a 'Northern Sustainable Communities and Southern Sustainable Growth Strategy'. There is a preferred growth option of 564 dwellings per annum over the plan period, equating to 8,450 new homes, plus 3,990 new jobs. This scenario would result in a population growth of 8,020 or 3.3% over the plan period

to 2037. This equates to an additional 8,009 households and a net migration into the County Borough of 705 persons per annum.

The preferred option is considered to strike an appropriate balance between aspirational growth and achievable growth, and is reflective of RCT's position within the National Growth Area of Cardiff, Newport and The Valleys in Future Wales – The National Plan.

The strategy divides RCT into a Northern Strategy Area (NSA) and a Southern Strategy Area (SSA). The Preferred Strategy is both positive and aspirational in seeking to achieve the necessary levels of market and affordable housing and economic growth in RCT. Although challenging, it is considered achievable and deliverable.

The spatial strategy for the north of RCT seeks to set out distinct approaches and interventions in the Northern Strategy Area (NSA). The primary aim of the Northern Sustainable Community Strategy is to continue to strengthen the communities therein. For the most part, the urban areas in the NSA are those in the Rhondda Fawr, Rhondda Fach and Cynon Valleys.

The current LDP has seen considerable development and economic growth in some areas in the NSA. This RLDP will seek opportunities to extend this trend to all areas within the NSA. It also aims to ensure the continued halting of depopulation, as has been positively achieved by the adopted LDP strategy.

The SSA is planned to contribute the majority of the RLDP's overall housing growth. This growth will be realised through ongoing development of existing housing landbank sites and the addition of new, sustainable allocations. The current housing landbank indicates that approximately 2,562 dwellings are anticipated in the SSA within the first half of the plan period.

The RLDP will likely require land to be identified for the development of 3,369 dwellings, in addition to estimated landbank and windfall allowances, in order to meet the total housing provision of 9,295 dwellings.

Housing requirement: 8,450

Housing provision: 9,295

Affordable housing: 2,112 (there is an identified affordable housing need of 5,672 over the plan period, but the expected delivery is 2,112)

Available employment land: 68.7 hectares (including 43.7 hectares of 'landbank' sites and 25 hectares of 2RLDP allocations)

New jobs: 266 every year ($266 \times 16 = 4,256$)

Spatial strategy:

Two areas: Northern Strategy Area (NSA) and Southern Strategy Area (SSA).

Four 'key sites' (two in NSA, two in SSA)

Housing completions

The table below shows housing completions in Caerphilly and RCT between 2015 and 2024/2025.

	Caerphilly	RCT
2015-16	187	569
2016-17	284	716
2017-18	190	552
2018-19	122	386
2019-20	336	452
2020-21	417	441
2021-22	303	486
2022-23	380	470
2023-24	278	370
2024-25	292	-
2025-26	TBC	889

Note: Since 2022 housing surveys in RCT have covered the approximate calendar year (for example, the '2025–26' period covered November 2024 to April 2026).

(Source: Caerphilly and RCT AMRs)

Migration

Migration from Caerphilly to RCT between 2001 and 2022:

Aged 0 to 15	Aged 16 to 24	Aged 25 to 44	Aged 45 to 64	Aged over 65	Total
1,658	2,038	3,703	1,291	511	9,181

Migration from RCT to Caerphilly between 2001 and 2022:

Aged 0 to 15	Aged 16 to 24	Aged 25 to 44	Aged 45 to 64	Aged over 65	Total
1,690	1,697	3,765	1,248	488	8,879

Summary:

Large but similar movements of people have occurred between the two local authorities. People aged 25-44 formed the largest migrant group in each direction.

(Source: Statswales: Migration origins and destinations between local authorities in Wales (and also UK countries) by period of change, age group and sex)

Employment, commuting and travel to work

Employment, economic activity, jobs:

	Caerphilly	RCT
Population	176,865	242,844
Working-age population (16-64)	108,721	151,290

Economically active (number)	89,300	105,400
Economically active (%)	77.5	68.7
Total employee jobs	54,000	80,000

(Source: Nomis)

Travel to work:

	Caerphilly to RCT	RCT to Caerphilly
Daily number of people travelling to work	3,293	3,413

(Source: [Origin-destination data explorer - Census 2021 - ONS](#))

Transport modelling (effect of Caerphilly's 2RLDP housing allocations)

To date, there has not been full agreement established between RCT and Caerphilly with regard to the outcomes of transport modelling and the impacts on the shared highway network. Further evidence needs to be collated in due course to fully understand the impacts of the proposed developments, and development aspirations, of the respective Revised LDPs, along with any necessary solutions.

Conclusion

The Caerphilly 2RLDP and the RCT RLDP seem compatible. Both aim at keeping people of working age in their areas, and both recognise the role of the National Growth Area identified in Future Wales. Each plan involves population growth (especially people of working age), more houses, more jobs and better public and active transport. Common aims include improving all-round well-being (cultural, economic, environmental and social) and reusing previously developed land.

It seems likely that some workers will continue to travel between Caerphilly and RCT. In directing development to Metro hubs, Caerphilly's 2RLDP strategy should make it easier for people to commute on public transport, and improved routes may make cycling a more attractive option too (perhaps between Pontypridd and Caerphilly and between Abercynon and Ystrad Mynach).

Caerphilly and RCT need to gather more evidence about transport modelling and the effects of their RLDPs on shared highway networks before reaching a full agreement.

Appendix F: Statement of Broad Agreement with Torfaen

Introduction

In March 2026 Blaenau Gwent CBC and Torfaen CBC announced their intention to prepare a Joint LDP. The Welsh Government must approve the proposal before the councils can start the work. Caerphilly Council's 2nd Replacement LDP (2RLDP) will cover the period 2020-2035. The three authorities have different timescales for preparing their next LDPs.

This Statement of Broad Agreement suggests that Caerphilly, Blaenau Gwent and Torfaen face similar challenges in such areas as housing, employment, transport and changes in population. It also suggests that the authorities broadly agree on the types of land-use policies that will improve conditions for those living in or travelling between their areas.

Torfaen and Caerphilly are separated by:

- Countryside
- Hills/mountains, including Mynydd Maen

The main transport routes that link the two authority areas:

- A472 (Pontypool to Crumlin)
- M4 junctions near Newport and the A roads that join them (A467, A4042 and A468)

Within the next 5-10 years the Cardiff Capital Region (CCR) is likely to have an adopted strategic development plan (SDP). Caerphilly and Newport must prepare their RLDPs without knowing what the SDP will say, but they may assume it will cover the topics set out in this statement.

Regional context

Future Wales:

Future Wales, the National Plan 2040, supports sustainable growth in all parts of Wales. Three National Growth Areas have been identified across Wales, including one for the 'Cardiff, Newport and the Valleys' area, which, as shown in the regional diagram encompasses both Cardiff and the Vale, together with Bridgend, Newport and the Valleys local authorities of Rhondda Cynon Taf, Merthyr Tydfil, Caerphilly, Blaenau Gwent and Torfaen. Together with Monmouthshire, which lies outside of the National Growth Area, the South East Wales region has a combined population of 1,530,000.

Policy 33 of Future Wales indicates "Strategic and Local Development Plans should recognise the National Growth Area as the focus for strategic economic and housing growth; essential services and facilities; advanced manufacturing; transport and digital infrastructure."

Future Wales acknowledges Cardiff's status as an internationally competitive city and a core city on the UK stage, and the policy also references that Cardiff will retain and extend its role as the primary national centre for culture, sport, leisure, media, the night-time economy and finance.

The supporting text for the Policy 33 states “Cardiff will remain the primary settlement in the region, its future strategic growth shaped by its strong housing and employment markets and it will retain its capital city role, accommodating higher level functions and attractions. Strategic and Local Development Plans will need to consider the interdependence of Cardiff and the wider region. Cardiff relies on people from across the full region and ensuring communities 21 around the Capital are vibrant, prosperous and connected helps to maximise the strength of the region.”

Future Wales recognises “Cardiff must generate and support regional growth throughout the South East while enhancing its status as a vibrant capital city of Wales. Regional transport infrastructure reflects the significance of Cardiff and has consolidated its role as the main focal point of the region. The potential to reach central Cardiff quickly and conveniently using the Metro generates opportunities for development in settlements outside the city.”

Policy 36 of Future Wales relates to the South East Metro, recognising that LDPs must support the South East Metro and plan growth and regeneration to maximise opportunities arising from better regional connectivity.

Future Wales also highlights the requirement for a Strategic Development Plan for South East Wales, which addresses those issues that transcend local authority boundaries and should be co-ordinated and planned on the basis on the whole region. This includes housing, economic growth, digital and transport connectivity infrastructure.

Cardiff Capital Region (CCR):

The Corporate Joint Committee (CJC) for the Cardiff Capital Region will be responsible for the preparation of the SDP for the region, which will consider strategic land use issues. It is imperative that the SDP is prepared alongside a Regional Transport Plan due to cross cutting nature of the matters that should be addressed. Work to progress the SDP has not formally commenced, but there are regular regional discussions on cross-boundary matters through regional working groups, including the South East Wales Strategic Planning Group (SEWSPG) and the South East Wales Planning Officers Society Wales (SEWPOS).

Adopted LDP strategies and levels of growth

Caerphilly:

Adopted LDP 2006-2021 (adopted in November 2010)

LDP divides county borough into three strategy areas:

- Heads of the Valleys Regeneration Area (HOVRA)
- Northern Connections Corridor (NCC)
- Southern Connections Corridor (SCC)

LDP strategy has eight main parts:

1. Target development to reflect the roles and functions of individual settlements
2. Allow for development opportunities in the Heads of the Valleys Regeneration Area
3. Promote a balanced approach to managing future growth
4. Exploit brownfield opportunities where appropriate
5. Promote resource efficient settlement patterns
6. Ensure development contributes towards necessary infrastructure improvements
7. Ensure development provides necessary community facilities

8. Reduce the impact of development upon the countryside

Housing requirement: 8,625

Housing provision: Up to 10,269

Affordable-housing target: At least 964 between 2006 and 2021

Employment land: CCBC 'made provision' for development of 101.9 hectares between 2006 and 2021.

Most recent AMR:

The LDP's plan period has expired.

The LDP missed its housing target (by the end of 2020/21, the number of completions was over 3,000 behind the cumulative average annual requirement (AAR) set out in the housing trajectory).

Just over a third (38.4 hectares) of allocated employment land has been developed since the start of the plan period.

Torfaen CBC:

LDP (to 2021) (adopted in December 2013)

Objectives:

18 objectives covering social, economic, cultural and environmental issues.

Strategy:

'The Network of Integrated Communities Strategy'

This Development Strategy aims to ensure a network of integrated communities, focusing particularly on the two key settlements of Cwmbran and Pontypool to ensure that they are successful and function as service hubs for the surrounding settlements.

Three strategic areas:

1. Southern Connections Corridor (SCC) (Cwmbran)
2. Mid-Valleys or Northern Connections Corridor (NCC) (Pontypool)
3. Heads of the Valleys Area (North Torfaen)

Housing requirement: 4,700

Housing provision: 5,740

Affordable-housing target: 1,132

Employment land: 75.3 hectares (40.3 hectares for 'employment and business purposes' and 35 hectares for 'strategic regional employment opportunities').

2024-25 AMR (October 2025):

Housing:

The Torfaen LDP Policy S5, set a 4,700 dwellings housebuilding target over the 2006 to 2021 plan period, and by 1st April 2021, 3,480 dwellings (74%) had been built, some 1,220 dwellings (26%) short of the target.

In the following 2021-2025 monitoring periods, as agreed by the Torfaen Housing Study Group, an additional 804 dwellings were built. Therefore, a total of 4,284 dwellings (91.2%) has been delivered between 2006 and 2025, some 416 dwellings (8.8%) short of the LDP target.

Similarly, the Torfaen LDP (Policy H4) seeks to achieve approximately 1,132 affordable homes out of the 4,700 new dwellings expected to be built over the plan period to 2021. This equates to a 24.1% provision of affordable housing or the delivery of 75 affordable homes per year. Therefore, by April 2021, 1,143 affordable homes had been delivered (101% of the LDP target); which also equated to 30% of all completions.

Employment:

No significant employment developments have come forward in the last year and the delivery of employment is running behind that forecast. 19.4ha (40%) of the allocated 48.6ha of LDP employment sites (excluding the two (35.0ha) regional employment sites added for flexibility) has now been delivered.

A further 3.2ha (7%) of allocated employment sites are expected to be developed in the next few years (at the residual of the Eastern Strip SAA and Plot C in the Llantarnam SAA in Cwmbran).

RLDP strategies and levels of growth

Caerphilly:

SP1 In order to deliver the Council's CCR Economic Growth Strategy, the plan will make provision for:

- An increase in population of around 8,850
- An increase in the labour force of around 5,000 to facilitate economic growth in the county borough commensurate to CCR ambitions
- 40.3 hectares of employment land for Class B use
- 6,785 new homes to meet a housing requirement of 6,165 (based on a 10% flexibility allowance) including 1,360 affordable homes

The spatial distribution of this growth will be based upon a hybrid strategy comprised of two elements:

- A Metro Investment Focus
- A Town Centre First Focus

Torfaen:

Blaenau Gwent CBC and Torfaen CBC announced on 9 March 2026 that they would prepare a 'Joint LDP'. No details are available yet, and the Welsh Government must approve the proposal too.

Housing completions

The table below shows housing completions in Caerphilly and RCT between 2015 and 2024/2025.

	Caerphilly	Torfaen
2015-16	187	164
2016-17	284	226
2017-18	190	286
2018-19	122	359
2019-20	336	445
2020-21	417	278
2021-22	303	316
2022-23	380	156
2023-24	278	147
2024-25	292	185
2025-26	TBC	TBC

(Source: Caerphilly and RCT AMRs)

Migration

(Note: Data unavailable on StatsWales - 26 March 2026)

Migration from Caerphilly to Torfaen between 2001 and 2022:

Aged 0 to 15	Aged 16 to 24	Aged 25 to 44	Aged 45 to 64	Aged over 65	Total

Migration from Torfaen to Caerphilly between 2001 and 2022:

Aged 0 to 15	Aged 16 to 24	Aged 25 to 44	Aged 45 to 64	Aged over 65	Total

Summary:

More people moved from Caerphilly to RCT than from RCT to Caerphilly.
People aged 25-44 formed the largest migrant group in each direction.

(Source: Statswales: [Migration origins and destinations between local authorities in Wales \(and also UK countries\) by period of change, age group and sex](#))

Employment, commuting and travel to work

Employment, economic activity, jobs:

	Caerphilly	Torfaen
Population	176,865	94,119
Working-age population (16-64)	108,721	56,991
Economically active (number)	89,300	45,200
Economically active (%)	77.5	77.1
Total employee jobs	54,000	37,000

(Source: Nomis)

Travel to work:

	Caerphilly to Torfaen	Torfaen to Caerphilly
Daily number of people travelling to work	1,952	1,178

(Source: [Origin-destination data explorer - Census 2021 - ONS](#))

Conclusion

Caerphilly, Blaenau Gwent and Torfaen face similar challenges in such areas as housing, employment, transport and changes in population. Even though the Blaenau Gwent-Torfaen Joint LDP is in its very early stages, the three authorities broadly agree on the types of land-use policies that will improve conditions for those living in or travelling between their areas.