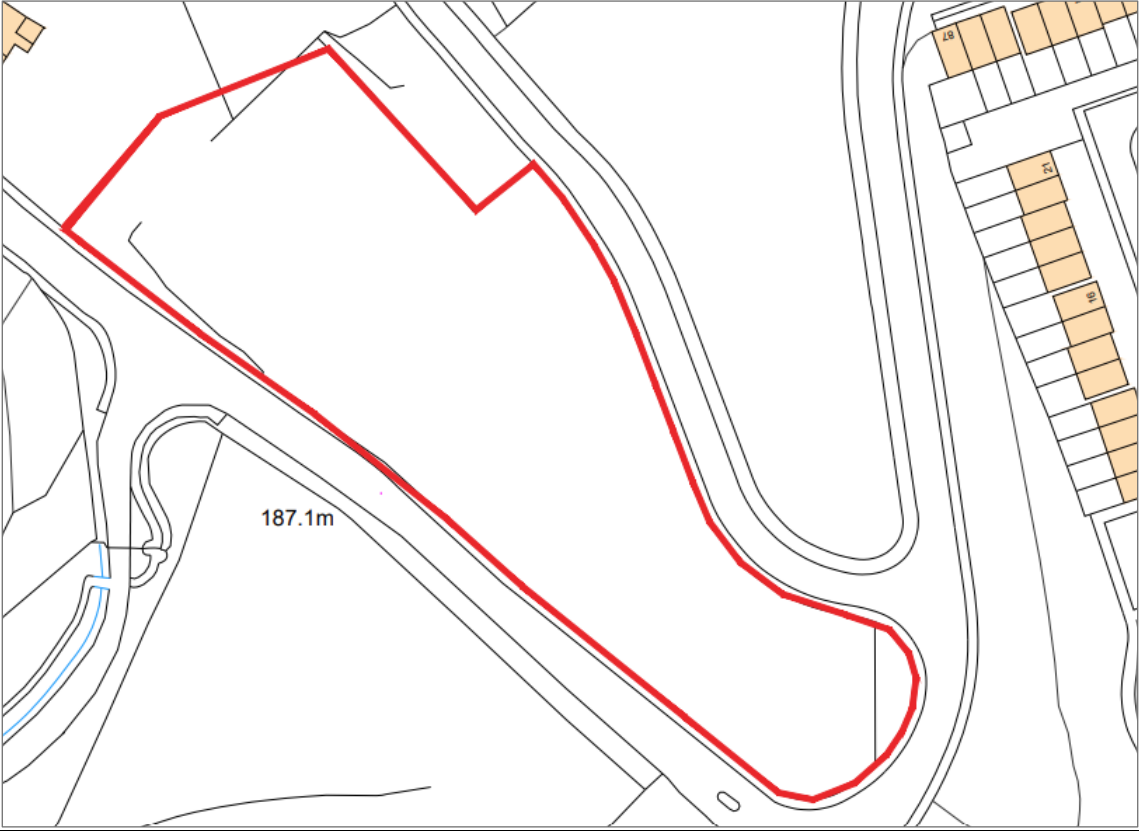


Planning Statement

Land at Penallta Road,
Hengoed

June 2025



Overview	
Client	This document has been prepared on behalf of Bluefield Land.
Context	The statement relates to a full planning application for the development of affordable dwellings and retail unit with appropriate green infrastructure, access, parking, and associated works.
Supporting Documents	<p>The enquiry is accompanied by the following documents:</p> <ul style="list-style-type: none"> • Site Location Plan • Topographical Survey • Proposed Site Plan and Floor Plans • Preliminary Ecological Appraisal • Tree Survey Report and Tree Constraints Plan • Transport Statement • Soft Landscaping Proposal • Green Infrastructure Statement • Site Investigation Report and Intrusive Mining Risk Assessment • Utilities Survey • Engineering and Drainage Plan and Road Longitudinal Sections • Housing and Environment Scrutiny Committee Minutes (24/10/24).
Site Details	
Site Location	<p>Figure 1: Red line plan (Spring Design)</p> 

<p>Site Description</p>	<p>The application site, located to the west of Hengoed, comprises a 1.10-hectare parcel of land, with varied topography situated between Winding Wheel Lane and Penallta Road. The site is bounded by a mix of industrial and residential development, with Penallta Colliery and its associated grounds forming part of the wider context. The surrounding residential development is predominantly characterised by two- and three-storey terraced and semi-detached dwellings, contributing to a mixed use yet cohesive urban character.</p> <p>Historically, the site remained as undeveloped field land until approximately 1920, when a railway was constructed to serve the operational needs of Penallta Colliery. Following the colliery's closure in 1991, the railway infrastructure was dismantled, and the site has since remained vacant. It is now considered an underutilised and previously developed piece of land, presenting an opportunity for redevelopment within the local area.</p> <p>The site benefits from strong transport connectivity. Penallta Road serves as a primary local thoroughfare, providing access to nearby settlements and connecting to the wider regional road network. Public transport provision is robust, with bus stops along Penallta Road offering frequent services to key destinations. Furthermore, Ystrad Mynach Train Station is located within a 22-minute walking distance, providing convenient rail links to wider destinations.</p> <p>Active travel is well-supported, with established pedestrian footpaths and cycle routes facilitating safe and sustainable access to local amenities, schools, and recreational facilities. A Public Right of Way adjoins the southern boundary of the site, connecting to a designated National Trail that extends from Rumney through Hengoed to Cardiff, further enhancing the site's accessibility.</p> <p>The site's existing landscape and green infrastructure features include mature trees, scrub, grasslands, and a watercourse, all of which are concentrated along the boundaries. The central portion of the site has been recently cleared of ground vegetation, leaving the site largely open and ready for redevelopment.</p>
<p>Development Proposals</p>	
<p>The Scheme</p>	<p>The proposed development comprises the construction of 33 affordable apartments across three distinct flat blocks, along with a 4000sqft retail unit, located on the easternmost section of the site. The scheme also includes associated infrastructure such as a new internal road, turning head, designated car parking areas, and amenity areas. Additionally, the development features appropriate landscaping, ecological mitigation/enhancement measures, and sustainable drainage solutions to ensure compliance with local and national planning policies.</p> <p>The affordable housing mix comprises a combination of common access flats and walk-up flats, designed to meet local housing needs as follows:</p> <ul style="list-style-type: none"> • 2P 1B walk-up apartments x 2 • 2P 1B common access apartments x 31 <p>A total of 12 of these affordable units will be dedicated for over 55's occupiers only, from the local social housing register.</p>

Figure 2: Proposed Layout (Spring Design)



New vehicular access to the site is proposed off Winding Wheel Lane. The internal road layout has been carefully designed to prioritise traffic safety, ensuring safe ingress and egress while providing sufficient turning space for vehicles. A dedicated delivery layby for the retail unit ensures that residential amenity is preserved, and traffic flow remains unimpeded.

Car parking provision across the site aligns with up-to-date guidance, providing a policy compliant level of parking for the new retail unit, and a reduced quantum of parking for affordable units, with detailed assessment and specifications provided in the accompanying Transport Statement and discussed later in this document. The parking bays will be provided in the form of parking courts. Adequate cycle parking facilities will also be integrated into the design, promoting sustainable transport options.

The design of the scheme has been informed by a contextual assessment (including a Heritage Impact Assessment) of the site and its surroundings, ensuring a sympathetic approach to local character, grounds conditions and topography while delivering high-quality, affordable homes and a functional retail unit. The flat blocks, at three storeys in height, have been designed to complement the existing varied scale of neighbouring land uses while avoiding overdevelopment of the site. The materials palette for the units are being refined and choices will ensure the built form integrates seamlessly into the surrounding area, with an emphasis on creating visual interest and enhancing placemaking principles.

Floor plans are provided with this enquiry detailing configuration of internal spaces. Flats will comprise of bedrooms, bathrooms and practical open-plan configuration of kitchen, living, and dining areas to promote easy movement and efficient use of internal space while maintaining privacy and comfort for occupants. Block A and Block B are proposed to have a square layout, while Block C will adopt an L-shaped design, which responds to the unique characteristics of the site and maximises its development potential. The ground floor of Block A will include plant and bicycle storage facilities. Block C will incorporate an external bin store, thoughtfully positioned adjacent to the parking court to ensure accessibility without compromising the visual or functional quality of the development.

In addition to well-configured internal living areas, the development includes 620sqm of dedicated communal amenity space. This area will be appropriately landscaped to support social interaction and provide opportunities for informal recreation, contributing to the overall usability and attractiveness of the site. Private balconies are also incorporated into the apartment designs, offering units individual outdoor space that enhances living standards. The inclusion of balconies also contributes to the architectural quality of the buildings, adding visual interest and supporting the development's contemporary design approach.

The scheme ensures that appropriate separation distances of over 21m are maintained between the proposed dwellings and existing neighbouring properties. These distances, combined with proposed landscaping and careful orientation of flat blocks will safeguard privacy and prevent adverse impacts such as overlooking or overshadowing. The flat blocks are also located significant distance away from the new retail unit, which is of a subservient scale as to not dominate the site.

The site layout has been purposefully designed to limit the dominance of hardstanding areas, ensuring a balanced integration of built and natural elements. This approach enhances the site's landscape value while promoting a sense of place for future residents and the wider community. A comprehensive Green Infrastructure Framework has been developed (as discussed later in this document) to demonstrate compliance with National and Local Policy regarding biodiversity enhancement and climate resilience.

While the development necessitates the removal of some boundary trees to facilitate construction, compensatory planting is proposed across the site to mitigate any loss. The landscape proposals and Green Infrastructure Statement outline measures such as:

- New tree planting and soft landscaping to enhance biodiversity;
- Seeding of the rediverted watercourse with wetland grass and wildflower mix to integrate ecological features into the site; and
- Creation of green spaces that support both ecological and recreational functions.

The necessary redirection of the existing watercourse has furthermore been thoughtfully designed to address site constraints while preserving its role as a key ecological and visual asset. To safeguard the redefined watercourse from disruption by new development, a suitable buffer is provided around its location. This approach ensures future impacts are minimised, and the watercourse is protected.

The site is constrained by historic shallow coal workings. A detailed Site Investigation and Coal Mining Risk Assessment (appended) has been undertaken, concluding that the risks associated with coal mining can be effectively managed through the implementation of additional investigation and appropriate mitigation measures.

The proposed retail unit, designed to accommodate a supermarket, will deliver significant economic and social benefits in accordance with Caerphilly's Local Development Plan and associated retail policies. By enhancing local convenience retail provision, the unit will meet an identified need for additional retail floorspace, supporting the role of Caerphilly as a principal settlement while reducing the need for residents to travel further afield for essential goods and services. The site's location and its integration with the proposed internal road network ensure the retail unit is easily accessible to residents, with appropriate parking, cycle provision, and pedestrian linkages incorporated into the design.

By balancing residential, commercial, and environmental needs, the development achieves a sustainable and deliverable scheme that aligns with Caerphilly County Borough Council's LDP objectives and policy requirements.

Relevant Planning Policy

Local Development Plan

The Caerphilly County Borough Local Development Plan (2010-2021) is the adopted development plan for the proposed site location and provides the statutory framework for the development and use of land within Hengoed.

Figure 3: LDP Proposals Map

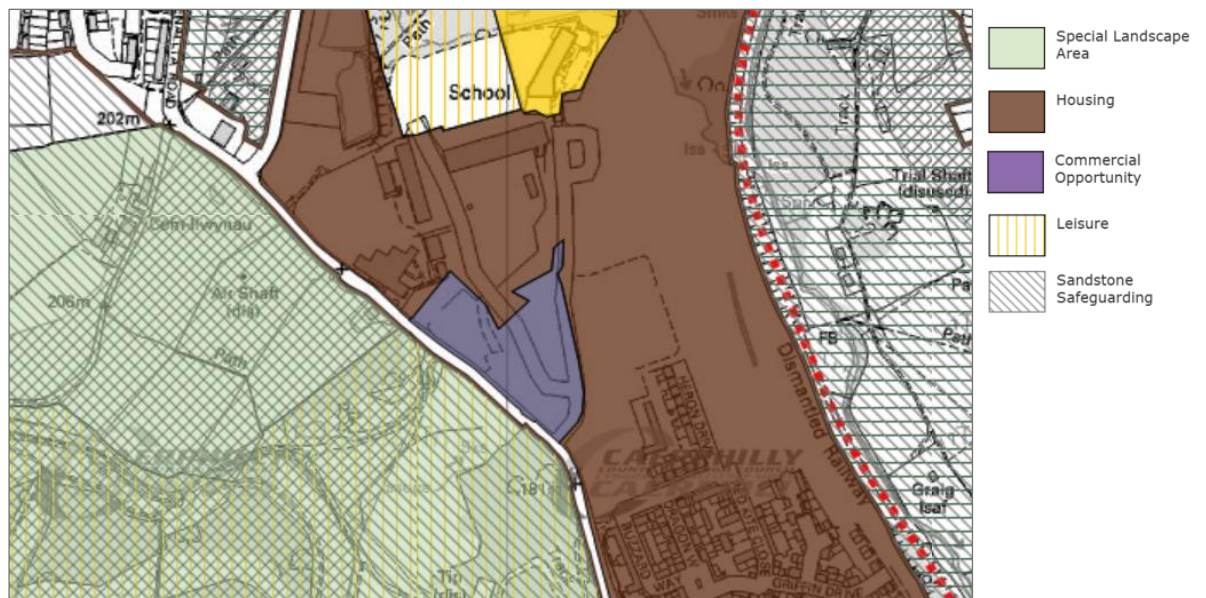
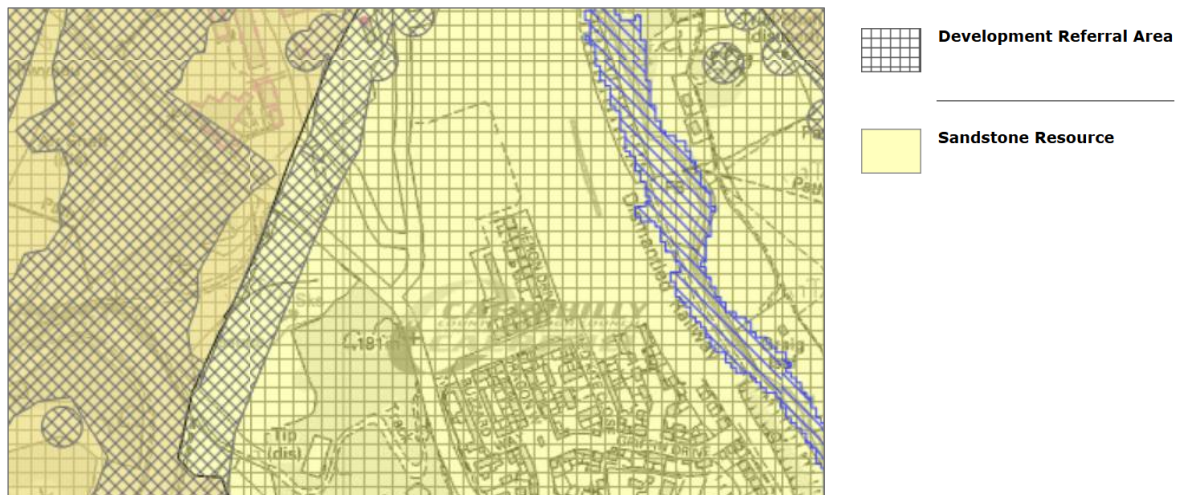


Figure 4: LDP Constraints Map



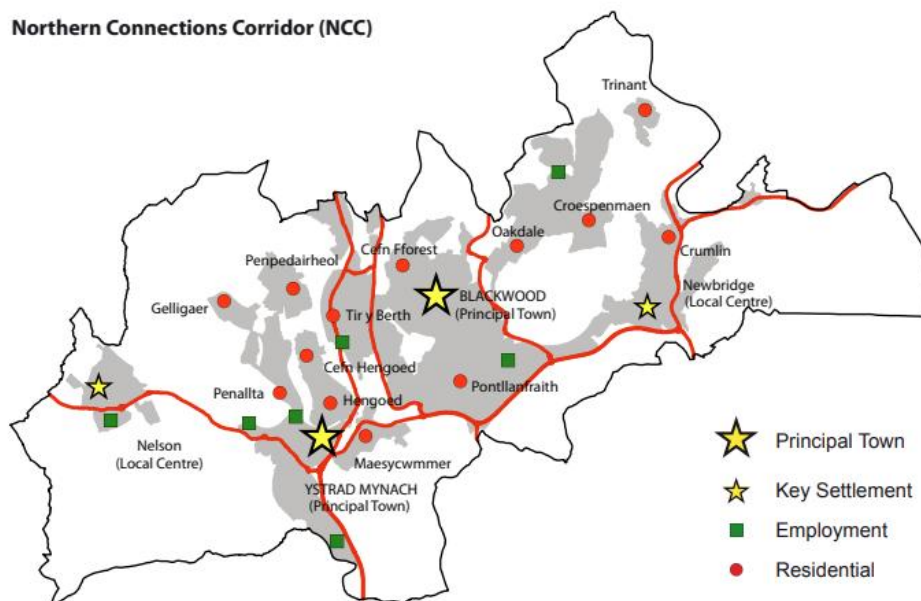
The Site comprises of the following designations:

- Allocated for Commercial Development under the provision of Policy CM4 with ref. CM4.6 (Penallta Colliery, Ystrad Mynach) for 2 hectares of Retail Units and Office Space
- Located within the Northern Connections Corridor and within a Principle Town under Policy SP2
- Located within a Development Referral Area for the purpose of Coal Mining Risk
- Located within a Sandstone Resource Area
- Located adjacent to a designated Leisure Area and SLA

Having regard to the proposal and its associated designations, the following LDP Policies are applicable:

Policy SP2 – Development in the Northern Connections Corridor

Figure 5: LDP Strategic Corridor Zones



Development proposals in the Northern Connections Corridor will promote sustainable development that:

- a) Focuses significant development on both brownfield and greenfield sites that have regard for the social and economic functions of the area*
- b) Reduces car borne trips by promoting more sustainable modes of travel*
- c) Makes the most efficient use of the existing infrastructure*
- d) Protects the natural heritage from inappropriate forms of development*
- e) Capitalises on the economic opportunities offered by Oakdale / Penyfan Plateau*

Policy SP6 – Placemaking

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

- a) An appropriate mix of uses that reflect the role and function of settlements*
- b) A high standard of design that reinforces attractive qualities of local distinctiveness*
- c) Design in accordance with best practice in terms of designing out crime*
- d) A location and layout that reflects sustainable transport and accessibility principles and provides full, easy and safe access for all*
- e) The incorporation of resource efficiency and passive solar gain through layout, materials, construction techniques, water conservation, and where appropriate the use of sustainable drainage systems*
- f) The efficient use of land, including higher densities where development is close to key transport nodes*
- g) The incorporation and enhancement of existing natural heritage features*
- h) The incorporation of mitigation measures that improve and maintain air quality*

Policy SP7 – Planning Obligations

The Council will seek to secure Planning Obligations (S106 Agreements) where they are necessary to remove obstacles to planned development, meet local needs and make development more sustainable.

Policy SP8 – Minerals Safeguarding

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

- a) Safeguarding known resources of coal, sand and gravel and hard rock*
- b) Maintaining a minimum 10-year land bank of permitted aggregate reserves in line with national guidance*

Policy SP10 – Conservation of Natural Heritage

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

Policy SP14 – Total Housing Requirements

The Council has made provision for the development of up to 10,269 new dwellings in the County Borough between 2006 and 2021 in order to deliver the 8625 new dwellings required to meet the moderate growth strategy. This 19% over provision allows for flexibility and choice.

Opportunities for residential development will be distributed across the whole County Borough, in line with the role and function of individual settlements. In particular, housing development will be targeted at settlements with good rail and bus services and also former mining villages that require additional housing in order to promote and sustain them as viable residential areas. Furthermore, brownfield sites will be promoted over greenfield sites where appropriate.

A wider total of 3664 affordable dwellings is estimated could be provided using all delivery mechanisms in response to levels of need.

Policy SP17 – Promoting Commercial Development

The Council has made provision for the development of 29.3 hectares of commercial sites, and identified five principal town centre boundaries, two primary retail areas, three commercial opportunity areas and two retail warehouse parks, in order to enhance the commercial sector in terms of service provision and employment:

- a) Commercial Development Sites*
- b) Principal Town Centre Boundaries*
- c) Primary Retail Areas*
- d) Commercial Opportunity Areas*
- e) Retail Warehouse Parks*

Policy SP18 – Protection of Strategic Leisure Network

The Council will protect important networks of public open space, natural green space and recreational facilities from inappropriate development. Access to public open space, natural green space and recreational facilities are important in promoting public health and wellbeing and enhancing quality of life for both residents and visitors. The Council will therefore seek to protect these land uses to avoid their loss to more profitable developments such as housing.

Policy SP21 – Parking Standards

In order to implement the Parking Standards laid out in the CSS Wales Parking Standards 2008, the Council will identify the following Parking Zones:

- a) Town Centres*
- b) Urban Areas*
- c) Suburban Areas*
- d) Countryside*
- e) Deep Rural*

Policy CW1 – Sustainable Transport, Accessibility and Social Inclusion

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

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

Policy CW2 – Amenity

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

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

Policy CW3 – Design Considerations (Highways)

Development proposals must satisfy the following highways requirements:

- a) The proposal has regard for the safe, effective, and efficient use of the transportation network*
- b) The proposal ensures that new access roads within development proposals are designed to a standard that:*
 - I. Promotes the interests of pedestrians, cyclists and public transport before that of the private car, and*
 - II. Safely and effectively accommodates the scale and nature of traffic, which those roads are intended to serve*
- c) Parking, appropriate servicing and operational space have been provided in accordance with the CSS Wales Parking Standards 2008*
- d) Where access onto a highway is required the proposal takes account of the restrictions relevant to the class of road as designated in the road hierarchy ensuring movements and speeds are controlled through appropriate design, in order to ensure highway safety and amenity*

Policy CW4 – Natural Heritage Protection

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

- a) Where they conserve and where appropriate enhance the distinctive or characteristic features of the Special Landscape Area (SLA) or Visually Important Local Landscape (VILL).*
- b) Within, or in close proximity to sites designated as Sites of Importance for Nature Conservation (SINC), Local Nature Reserves (LNR), Regionally Important Geological Sites (RIGS), Green Corridors, or Local Priority Habitats and Species, where proposals either:*
 - I. Conserve and where appropriate enhance the ecological or geological importance of the designation, or*
 - II. Are such that the need for the development outweighs the ecological importance of the site, and where harm is minimised by mitigation measures and offset as far as practicable by compensation measures designed to ensure that there is no reduction in the overall value of the area or feature.*

Policy CW5 - Protection of Water Environment

Development proposals will only be permitted where:

- a) They do not have an unacceptable adverse impact upon the water environment, and*
- b) Where they would not pose an unacceptable risk to the quality of controlled waters (including groundwater and surface water)*

Policy CW6 – Trees Woodland and Hedgerow Protection

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

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

Policy CW10 – Leisure and Open Space

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

- a) Well designed useable open space as an integral part of the development; and*
- b) Appropriate formal children's play facilities either on or off site and*
- c) Adequate outdoor sport provision either on or off site, to meet the needs of the residents of the proposed development*

Policy CW11 – Affordable Housing Planning Obligation

There is a significant need for affordable housing in the County Borough and therefore seeking appropriate levels of affordable housing is justified as a means of contributing to mixed, balanced and sustainable communities through the provision of housing for all sectors of the population. This Policy should be read on conjunction with the Supplementary Planning Guidance on Affordable Housing.

Policy CW15 – General Locational Constraints

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

- a) Development proposals will not be permitted if they prejudice the implementation of wider comprehensive redevelopment or constrain the development of any adjacent site for its allocated land-use
- b) Within settlement boundaries proposals for all types of development accord with the role and function of the settlement within which they are located

Policy CW22 – Minerals

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

- a) *Proposals for permanent development uses within identified mineral safeguarding areas will not be approved unless:*
 - i. *The applicant can demonstrate that the mineral is no longer of any value or potential value, or*
 - ii. *The mineral can be extracted satisfactorily prior to the development taking place, or*
 - iii. *There is an overriding need for the development, or*
 - iv. *The development comprises infill development within a built up area or householder development or an extension to an existing building*
- b) *Proposals for development uses of a temporary nature within identified mineral safeguarding areas will not be approved unless they can be completed and the site restored to a condition that does not inhibit mineral extraction within the timescale that the mineral is likely to be needed*

This policy is further supplemented by Policies MN1 (Mineral Buffer Zones) and MN2 (Mineral Safeguarding).

Policy NH1 – Special Landscape Areas

Special Landscape Areas are identified and will be protected. Special Landscape Areas (SLAs) are local non-statutory designations that seek to protect areas that exhibit distinctive landscape, historical, cultural, biodiversity and geological features and characteristics within the County Borough.

	<p>Policy CM4 – Principal Town and Local Centre Development Sites</p> <p>The site is located within a Principal Town and Local Centre sites under allocation CM4.6 Penallta Colliery for the development of retail and office space.</p>
Supplementary Planning Guidance	<p>The Caerphilly County Council Local Development Plan (2010 – 2021) is complemented by a series of Supplementary Planning Guidance documents that provide further advice and guidelines on specific policies. Although Supplementary Planning Guidance does not have the same status or weight as the adopted local development plan, it can be considered as a material consideration in determining planning applications. The following SPGs are of relevance:</p> <ul style="list-style-type: none"> • LDP1 – Affordable Housing • LDP4 – Trees and Development • LDP5 – Car Parking Standards • LDP6 – Building Better Places to Live • Ystrad Mynach Town Centre Action Plan
Planning History	<p>The site is located amongst an area of strategic mixed-use development of the former Colliery as identified within the LDP, much of which has now been delivered. The following planning history is of relevance to site's specific location:</p> <ul style="list-style-type: none"> • P/00/0350 - Former Penallta Colliery Penallta Ystrad Mynach Hengoed Convert buildings to residential. • P/99/0768 Redevelop former colliery for housing, employment (B1, B2 & B8 USES), shop and pub including land reclamation and conversion of pit head buildings. <p>Although the above planning history is referenced in the LPA's mapping system, the planning register does not include copies of the relevant documentation, nor relevant decisions.</p>
Request to LPA	
Principle of Development	<p>The application site is located within the defined settlement boundary and is allocated for commercial development under the provisions of the adopted Local Development Plan, forming part the larger CW4.6 Penallta Colliery allocation. The proposed development promotes the effective and sustainable use of previously developed land in a location that is both appropriate and accessible, aligning with key strategic policies within the LDP and national planning objectives for sustainable growth.</p> <p>The LDP identifies the need for retail provision within Principal Town Centres, and the introduction of a new supermarket at this location directly aligns with Policy CM4 and its associated allocation. The provision of a supermarket enhances local retail choice, serves a clearly defined need, and delivers significant social and economic benefits to the area. Given the site's allocation, compliance with identified need, and the scale of the proposal, it is not considered that a Retail Impact Assessment is required.</p> <p>The siting of a new supermarket will create jobs and offer an accessible and convenient option for local people to meet their needs through shorter journeys utilising green travel. The traffic</p>

impact of the proposed unit has also been assessed and it has been concluded that the 4000sqft supermarket building can be accommodated without any harmful impact to the existing highway operations of the site.

The site is situated within the Northern Connections Corridor, as referenced in the LDP appendices, and forms part of the wider ongoing masterplan for the redevelopment of the former Penallta Colliery. While the site is wholly allocated for commercial uses under provisions of Policy CM4 and not formally allocated under Policy EM1 (Employment Allocations) the supporting text for CW4.6 within the associated LDP Appendices acknowledges that "offices providing local services and employment opportunities would also be welcomed." This highlights a degree of flexibility within the allocation, recognising that appropriate alternative uses, including mixed-use development, can support the wider aspirations of sustainable development of the site.

In this context, it is important to note that there is a surplus of available employment land within Caerphilly as evidenced in the Employment Land Review, notably in the Northern Connections Corridor. As a result, the proposed development's delivery of affordable housing can be justified as an appropriate alternative use that meets a demonstrable local housing need while still retaining a significant commercial element in the form of the supermarket.

The introduction of affordable housing responds directly to the Council's strategic housing priorities in line with Policy SP15, addressing localised demand for high-quality, accessible homes in sustainable locations. The affordable housing is well designed to integrate with the proposed commercial element whilst maintaining a sense of identity, creating a balanced and cohesive mixed-use scheme that optimises the potential of the site.

The significant shortfall in the delivery of affordable housing within Caerphilly County Borough is clearly highlighted in the Local Housing Market Assessment (LHMA), which identifies that the number of affordable homes delivered annually falls well below the established housing targets. While progress has been made in recent years to address existing housing needs, the enduring impact of the Right to Buy and Right to Acquire policies has led to a substantial loss of social housing stock. As referenced in the Caerphilly Annual Monitoring Report, this has resulted in a significant backlog of households waiting to be rehoused, further exacerbating the demand for affordable housing. The Northern Connections Corridor, where the application site is located, is recognised by the Council as the highest viability zone for affordable housing delivery.

Moreover, the recent findings of the Housing and Environment Scrutiny Committee, which convened on 24th October 2024 (minutes appended), have raised concerns regarding the accuracy of the previous Local Authority projections. The Committee concluded that earlier forecasts may have underestimated the scale of affordable housing need, raising questions about the ability to meet future demand. In response to these challenges, the Council has acknowledged a potential mismatch between identified housing needs and delivery rates, as was the case with the previous Local Housing Market Assessment and have advised they remain committed to addressing these issues through collaboration with housing association partners.

The proposed development, which would be delivered in collaboration with United Welsh makes a meaningful contribution to these aims by delivering high-quality affordable housing in

	<p>a location that is sustainable, policy compliant and located in one the most viable areas in the authority. By providing a significant number of affordable units, this scheme will assist in addressing the recognised housing backlog while supporting the Council's objectives to meet the identified need for affordable housing.</p> <p>The planning application for the scheme will also include up to date wait-list figures for the ward sourced by United Welsh, further demonstrating the important need for affordable homes in this area, notably also for the over 55's category.</p> <p>By delivering both affordable housing along with a significant element of retail provision, the scheme strikes an appropriate balance between realising the site's commercial allocation and responding to priorities of the LPA's delivery for affordable housing. The scheme represents a well-designed response to the site's constraints and opportunities, supporting the aspirations of Caerphilly County Council to deliver sustainable, well-integrated development within its key settlement areas. It is therefore considered that the principle of development is robust. Through pre-application engagement (SPA/24/0123) dated 23rd March 2025, the principle of development has also been welcomed by the Local Authority.</p>
Highways and Transport	<p>A Transport Statement has been prepared to address key highway considerations, including traffic generation, highway safety, and parking, ensuring compliance with TAN18 and relevant LDP policies such as SP19, SP20, and TR7.</p> <p>The local highway network operates safely, with no recorded injury collisions in the last five years. Vehicular access to the site will be from Winding Wheel Lane designed to meet the appropriate visibility standards, where a new junction will be formed. The estate road will feature a 5.5m-wide carriageway with footways on both sides, with a turning area accommodating refuse and delivery vehicles. A delivery bay for the retail unit has also been designed, and swept path analysis confirms its adequacy.</p> <p>The site is located approximately 1.5km north of Ystrad Mynach town centre, which provides a variety of services and amenities. Currently, local residents in the area need to undertake a 3km round trip, often by car, to access the shops in Cefn Hengoed or Ystrad Mynach. The inclusion of a new retail unit, proposed as a Supermaket will cater to both new and existing residents, significantly reducing car dependency while encouraging sustainable travel modes such as walking and cycling.</p> <p>The development supports active travel, with safe pedestrian access from Penallta Road, Cwm Calon Road, and Winding Wheel Lane, linking to a wider designated local pedestrian network and nearby amenities. Future walking and cycling routes identified in Caerphilly's Active Travel Network Map will further enhance connectivity as identified in the Transport Statement Figure 2. The nearest bus stops are located 350m away on Penallta Road, and Ystrad Mynach railway station, approximately 2km from the site, provides regular services between Cardiff and Bargoed/Rhymney.</p>

Fig.6 Local Facilities

Amenity	Location	Walk Distance
Bus Stops	Penallta Road	350m
School	Ysgol Gymraeg Penallta	350m
	Derwendeg Primary School	1400m
Community Facility	Penybryn Community Centre	850m
Food & Drink	Fox & Hounds, Penybryn	950m
Convenience Store	Magnum Stores, Cefn Hengoed	1400m
Leisure	Parc Penallta	900m

The development provides 19 parking spaces for the retail unit, meeting the Parking Standards of 1 space per 20m² of floor area. For the residential element of the scheme a total of 20 spaces is proposed, reflecting lower car ownership rates among social housing tenants and elderly residents. This includes 13 spaces serving Blocks A and B and 7 spaces allocated to Block B.

The adopted Parking Standards do not differentiate between housing type or tenure but allow flexibility where evidence supports reduced car ownership. Census 2021 data for Caerphilly highlights that car ownership is significantly lower for households in flats (45%) compared to houses or bungalows (83%) and lower for social rented accommodation compared to other tenures. The Transport Statement demonstrates this difference, reinforcing the case for reduced parking provision for the proposed development.

The Transport Statement estimates retail trip generation will add no more than 5–7 peak hour vehicle movements. Importantly, the addition of a convenience store will reduce car dependency in nearby residential areas, encouraging shorter, sustainable trips by foot or bicycle.

It is considered that the proposed development aligns with planning policies, demonstrating a safe, sustainable, and well-considered approach to transport and accessibility.

Trees

In accordance with Policy CW6 of the Caerphilly County Borough Council Local Development Plan, which safeguards trees and woodlands, and the updated guidance set out in Chapter 6 of Planning Policy Wales (PPW) Edition 12 regarding Green Infrastructure, particular attention has been given to the retention, protection, and appropriate replacement of trees on the site. The accompanying Green Infrastructure Statement addresses the impacts of tree loss and outlines proposed mitigation measures in line with current policy requirements.

A Tree Survey has been undertaken to assess the quality and condition of existing trees within the site boundary. The survey identifies a total of 13 trees or groups of trees to be removed, either to facilitate the development or as a result of required arboricultural management practices. Of these:

- 1 tree (T19) is classified as *Category B* under, indicating moderate quality and value;
- 7 trees or groups are classified as *Category C*, denoting low quality or limited remaining life expectancy;
- 5 trees or groups are classified as *Category U*, which are unsuitable for retention due to their poor condition, structural defects, or anticipated decline, and would have required removal irrespective of the proposed development.

	<p>The removal of these trees has been carefully considered and justified in the context of the site layout, safety, and long-term landscape management. The development seeks to balance the requirements of delivering much-needed housing and commercial space, with safe access, while respecting the ecological and visual value of the existing green infrastructure.</p> <p>To compensate for the necessary tree loss, a robust Soft Landscape Proposal has been developed, which includes the planting of 31 new trees across the site. This proposed level of tree planting has been designed to integrate positively with the site layout, ensuring that the species, location, and quantity are appropriate to the scale of the development and the available space. The new trees will contribute to the site's biodiversity, amenity value, and wider green infrastructure network while providing long-term ecological and environmental benefits.</p> <p>Moreover, significant efforts have been made to retain and protect existing trees that have been identified as worthy of retention through the arboricultural assessment. This includes the implementation of tree protection measures in line with BS5837:2012 (Trees in relation to design, demolition, and construction) to ensure the safeguarding of retained trees during the construction phase.</p> <p>Overall, the proposed approach represents a well-balanced response to tree management on the site, ensuring compliance with national and local policy, delivering appropriate mitigation for tree loss in a manner appropriate to the site context.</p>
Landscape and Green Infrastructure	<p>Policy SP10 of the LDP seeks to conserve natural heritage, including amenity value between landform and landscape. The proposal provides an appropriate development for its local landscape context. The site, currently a redundant brownfield parcel of land, will be brought back into active, productive, and aesthetically positive use, offering a significant enhancement to both the immediate site and the wider locality. The proposals represent an opportunity to revitalise the site, improving its visual amenity and contributing to the regeneration of underutilised land.</p> <p>A robust landscape strategy underpins the development, comprising carefully considered measures to enhance the ecological, environmental, and visual value of the site. This includes soft landscaping proposals that provide long-term benefits.</p> <p>The landscape proposals have been designed to contain a range of measures to ensure important GI is maintained and enhanced as part of the development. Key measures include:</p> <ul style="list-style-type: none"> • Native tree planting around the site. This provides an attractive setting for the development and adds to the existing landscape infrastructure. • Native hedge planting to boundaries provides a food source and nesting opportunities for birds. • Shrub planting including species known benefit wildlife value. This also softens building frontages. • The inclusion of wildflower meadow area to the SUDS features and around the site provides further ecological benefits.

Fig. 6 Soft Landscaping Proposal



Figure 02 - Extract from DPLA drawing 1243.01

The design of the site demonstrates a clear application of the Step-Wise Approach to minimise the impact on existing vegetation and habitats, and importantly as much of the hedgerow on site as possible. Wherever possible, the removal of existing vegetation has been avoided; for instance, the majority of the high-quality trees located along the western and northern boundaries are being retained. Where the removal of vegetation has been unavoidable, whether due to the requirements of the development or as a result of other considerations, such losses have been minimised and appropriately mitigated. The combined effect of the above measures will be the creation of a species rich landscape, appropriate to the scale and nature of the proposed development

All mitigation measures have furthermore been integrated within the site itself, ensuring that on-site compensation has been prioritised. A net gain in biodiversity has been achieved through a combination of targeted actions, such as the installation of bat and bird boxes and the creation of new habitats. The proposed soft landscaping strategy has been carefully designed to be proportional to the scale and impact of the development.

The existing watercourse to the north west end of the site enters the site beneath tree T6 before dispersing over a wide area until it collects at the bottom of the slope. The proposals seek to provide a more controlled route in the form of a ditch/swale. This SUDS feature has been designed to avoid the RPA's of the important trees further down the slope such as trees T1 and

	<p>T5 and the swale will be seeded with an appropriate wetland grass and wildflower mix to enhance biodiversity on site.</p> <p>The site is situated in close proximity to a designated Special Landscape Area (SLA), which recognises and protects the distinctive features and characteristics that contribute to the landscape's special quality, as outlined in Policy NH1. The proposed development represents a significant improvement to the site's current brownfield condition, enhancing both its visual and ecological value. Through carefully considered design and landscaping measures, the scheme will provide a positive contribution to the setting of the SLA, ensuring that it complements and strengthens the character and quality of the surrounding landscape.</p> <p>Due to the wide range of measures proposed and the sensitive approach to design it is affirmed that the proposal is compliant in regards to PPW Chapter 6, along with relevant LDP Policies.</p>
Ecology	<p>A Preliminary Ecology Appraisal prepared by WildWood Ecology is appended with this submission. A desk study and Phase 1 habitat survey was undertaken in November 2024, along with assessment of nearby off-site pond. The site is currently brownfield land, and the majority of GI assets are location at the sites boundaries, in the form of scrub, trees, hedgerow and grassland. A culvert traverses the site at the west.</p> <p>The site was not situated within the zone of influence of any international designated sites. Therefore, due to the distance of the development from the international designated sites and/or lack of identified impact pathways, a Habitat Regulations Assessment is considered unlikely to be required.</p> <p>The Nelson Bog SSSI is located within Parc Penallta, although the country park adjacent to site has been assessed in regard to impact by the development due to a potentially higher footfall, it, along with the internal SSSI, is already highly used by existing dense residential areas around the park. Therefore, impacts on the country park and SSSI are not considered to be substantial.</p> <p>Common and widespread habitats will be compensated by native and wildlife-friendly planting and general landscaping across the site. The ancient semi-natural woodland adjacent to site was sufficiently separated by a road that there will be no impacts on this habitat.</p> <p>There is a culvert planned to be redirected as part of the proposals, as explained in earlier sections of this document. The appropriate surveys will be undertaken to ensure no harm to Great Crested Newt that may be utilising this watercourse.</p> <p>Further surveys are proposed for the following species:</p> <ul style="list-style-type: none"> • Roosting, foraging and commuting bats • Great Crested Newt • Barn Owl (only if heavy construction methods need to be deployed) • Reptiles <p>Mitigation/Compensation/Enhancement will be provided for the following:</p>

	<ul style="list-style-type: none"> • Impact to Culvert • Grassland • Broadleaved Woodland • Common Amphibians including Great Crested Newt • Barn Owl • Bat • Nesting Bird • Hazel Dormouse • Reptiles • Trees <p>It is therefore confirmed that adherence to the appropriate survey methods, mitigation, compensation and enhancement measures will ensure no unnecessary harm to any protected species or areas of ecological value. Where harm is unavoidable, appropriate mitigation will be delivered. Furthermore, sensitive construction methods will be employed as required by the County Ecologist. It is concluded that the proposal aligns with up to date National Policy Guidelines, as well as Policy SP10 and the Trees and Development SPG.</p>
Flood Risk	<p>Both the current Flood Risk Map for Planning and the Development Advice Map show that the site is at no risk of flooding from rivers and sea, nor surface water/small watercourses. Therefore, it is concluded that there is no risk of exacerbated flooding through the delivery of the proposed development. Furthermore, the scheme seeks to include appropriate drainage methods.</p>
Drainage	<p>Indicative drainage and engineering proposals have been submitted with this enquiry, detailing the planned drainage and attenuation measures for the site with regard to thorough site investigation. These proposals include permeable parking bays, permeable carriageway, a bioretention area, cellular soakaways, cellular storage tank, rain gardens and various appropriate planting methods.</p> <p>The existing watercourse will be carefully diverted to ensure an appropriate method of drainage can be delivered with minimal harm to RPA's of trees T1-5. The swale to be positioned at the culverts former location will be seeded with an appropriate wetland grass and wildflower mix to enhance biodiversity on site. At all times, construction regarding the culvert will be undertaken sensitively, and an appropriate buffer maintained where no development will be proposed near its new location. The outfall of the diverted watercourse will be into the existing inlet adjacent Winding Wheel Lane.</p> <p>The existing road gully to the east will be repositioned to improve its location relative to the junction. Additionally, new foul water generated by the proposed development will be directed into the existing sewer system to the east.</p> <p>The approach to drainage not only addresses necessary drainage and attenuation requirements but also provides environmental and aesthetic benefits, aligning with sustainable development principles and enhancing the natural value of the site. The resulting proposal will be assessed by SAB.</p>

Fig.7 Drainage Proposal



Noise

A Noise Impact Assessment accompanies this submission. It is anticipated that a suitable rating level can be achieved with practical and common solutions such as MVHR systems if required. These are not considered to be unusual or onerous requirements for a development of this nature.

Heritage & Character

A suitable Heritage Impact Assessment has been prepared in support of this planning application for a mixed-use residential and retail development on land adjacent to the Penallta Colliery complex. The site lies within close proximity to several listed buildings, including the Winding Wheels, Power Hall, Bath House, Lamp House, and Engineering Building.

In accordance with Planning Policy Wales (PPW) Edition 12 (2024) and Technical Advice Note 24 (2017), this statement considers the development's potential impact on the historic environment and outlines how the proposal positively responds to the site's heritage and character context.

This statement is informed by the accompanying Design and Access Statement, both of which provide detailed historical analysis and design rationale in relation to the adjacent heritage assets.

The site lies within a historically significant industrial landscape, forming part of the wider Penallta Colliery area. A number of listed buildings within the colliery site are of local and national heritage value, including:

- The Winding Wheels
- Power Hall
- Bath House
- Lamp Room
- Engineering Building
- Pit-top Offices

These structures are generally built from Pennant sandstone with red brick detailing, incorporating features such as arched windows, dentilled surrounds, stepped parapets, and slate roofs, which together define the distinctive architectural character of the colliery.

The HIA identifies that the site, though currently derelict, once contained buildings in the recent past. As such, the introduction of new built form is not inconsistent with its historical character. However, the assessment also acknowledges the potential for archaeological remains associated with earlier industrial use and recommends a programme of archaeological mitigation prior to construction. This will be pursued in consultation with local heritage officers and Cadw.

While the proposal introduces three-storey structures, careful design considerations ensure that the height and massing are sympathetic to the surrounding listed assets. Although taller than the adjacent single-storey Pit-top Offices and Lamp Room, the development will not exceed the visual prominence of the Bath House or Engine House, and adequate spatial separation will be maintained to preserve views and setting.

The alignment of the new development is intentionally distinct from the original colliery layout, allowing the historic and modern to be visually and spatially legible. The proposal draws on the architectural character of the colliery buildings while responding to modern standards of sustainability, safety, and usability. The materials and finishes have been selected to ensure robustness, low maintenance, and a respectful visual language in the context of adjacent listed buildings.

Material Palette Summary (Drawn from Surrounding Context):

- Red: Brick walls, chimneys, and detailing.
- Grey/Dark Grey: Slate roofs, rendered walls, rainwater goods.
- Black: Timber detailing, fascias, railings.
- Cream/Brown: Stone surrounds, bricks, timber and brick detailing.

The development brings back into use a neglected brownfield site and provides significant social and economic benefits. This is a sensitive, carefully designed scheme that enhances a previously underutilised part of the site, ensuring no significant harm to the setting or significance of the listed assets. Where minor impacts may arise, such as height differentials, these are addressed through design mitigations, materiality, and spatial arrangement.

	Through appropriate mitigation, the proposed development conserves and enhances the character of the Penallta Colliery setting and brings forward a sustainable future for this important part of Caerphilly.
Ground Conditions and Coal Mining	<p>The site is located within a development referral area for pre-existing coal mining risk, with an entry point situated 20 metres away. To ensure the development can proceed safely and without risk to the environment or public health, a comprehensive Site Investigation and Coal Mining Risk Assessment have been conducted. The assessment identified some potential for instability on surrounding land, however, appropriate engineering mitigation measures can effectively address these concerns. As such, the identified risks do not preclude the development of the site.</p> <p>Additional works, including further probehole investigations, are being carried out to confirm that recorded workings do not extend southwards beneath a sensitive area of the site. These measures ensure the development can be delivered without harm.</p>
Conclusion	<p>The proposed development respond appropriately to its local character, is located sustainably and serves to meet an identified housing needs whilst also contributing to its commercial allocation within the LDP. Moreover, the appropriate mitigation is proposed in terms of both ecology, noise and environmental health. The principle of development has also positively been received at pre application stages.</p> <p>It is therefore asserted that the principle of developing the site is robust, and the application should be supported.</p>