

Application Number: 20/0688/FULL

Date Received: 01.09.2020

Applicant: United Welsh Housing Association

Description and Location of Development: Erect residential development and associated works - Ty Yn Y Pwll Hotel Newport Road Trethomas Caerphilly CF83 8BR

APPLICATION TYPE: Full Application

SITE AND DEVELOPMENT

The application site is situated on the northern side of Newport Road, Trethomas.

Site description: The application site is the site of the now vacant Ty Yn Y Pwll Hotel public house. The site comprises the building itself which is a large extended two storey building finished in render with a slate roof. The building is on the western part of the site with the remainder being taken up by garden and storage areas for the public house with a car park on the easternmost part.

The site is within a mixed use area with retail properties to the south and east, residential properties to the north and north east and a village green to the west. There is also a school to the north of the site with a war memorial immediately to the east.

Development: The application seeks full planning permission for the erection of an apartment block containing 18no. 1 bedroom flats, 3no. 1 bedroom adapted flats and 4no. 2 bedroom flats together with a community hub for the occupiers of the complex. The submitted plans indicate the construction of a large three storey building occupying the majority of the site with access, car parking, turning, servicing and deliveries all being accommodated to the side and rear of the building. This would be a modern flat roofed structure with the majority of the second floor facing onto Newport Road being set back from the building line. The building itself is set back from the site frontage with private amenity spaces between the building and the back edge of the pavement. However, the front right hand corner of the building is set forward of the remainder of the building in order to create a feature corner. Entrance to the complex would be via a communal area on the side of the building and there would be a communal garden to the rear.

Dimensions: The application site has maximum measurements of 50m by 35m. The proposed building has maximum dimensions of 36m by 26m by 8.8m high.

Materials: The proposed building will largely be finished in face brickwork with the first floor and the entrance section being clad in a standing seam composite cladding system with a Grey aluminium coping roof.

Ancillary development, e.g. parking: A total of 13 parking spaces are proposed.

PLANNING HISTORY 2010 TO PRESENT

11/0711/FULL - Erect 2 no. two-storey semi-detached three-bedroom dwellings, provide car parking and reconfiguration of the car parking and amenity area serving the former Public House - Granted - 29.05.2012.

13/0862/COU - Change of use from public house/hotel (A3) to a community facility (sui generis use), with the erection of a new entrance lobby and an extension to provide a function room - Granted - 30.05.2014.

15/1112/FULL - Demolish existing structures and construct a 50 bed care home facility with associated external works - Refused - 18.01.2016.

16/0626/FULL - Demolish existing structures and construct a 32 bed care home facility with associated external works - Granted - 11.11.2016.

POLICY

Local Development Plan: Within settlement limits.

Policies

Local Development Plan: SP3 (Development Strategy in the Southern Connections Corridor), SP5 (Settlement Boundaries), SP6 (Place Making), CW2 (Amenity), CW3 (Design Considerations: Highways), CW15 (General Locational Constraints).

Adopted Supplementary Planning Guidance LDP 6 Building Better Places to Live gives advice on all levels of development. The following Paragraphs are relevant to the determination of this application:-

1.1 The quality of the places we live in has an impact on all aspects of life. How well they are designed will influence how safe we feel, how easy it is to walk round, whether we have shops, community facilities and schools nearby, whether our children have safe places to play. It will also affect whether there is good access to public transport and a good choice of homes in which to live. It is essential that the places we create embody the principles of good urban design.

1.2 Caerphilly County Borough Council (CCBC) is committed to achieving good design, as is the Welsh Assembly Government (WAG). Good design is a key aim of the Planning System and Planning Policy Wales (WAG 2010) requires that Local Development Plans (LDPs) provide clear policies setting out a local authorities design expectations. Technical Advice Note 12: Design (TAN 12) [WAG 2002] gives advice to local planning authorities on how design may be facilitated within the planning system.

A good movement network allows people to move around freely and easily, through a variety of transport modes. New development should be accessible to all and should be successfully integrated into the existing surrounding area. It is vital that the pattern of accessibility and ease of movement is designed hand in hand with measures to reduce crime and create safe and secure streets, spaces and buildings.

Development should respond to the character and local distinctiveness of site. The character and context of any development is created by the form of the development, the landscape, culture and biodiversity -all of which are locally distinctive. These elements have often built up over a considerable time and help create a 'sense of place'. The character and context of a site should influence design positively so that development does not simply replace what was there but reflects and responds to changes in local circumstances. If the context to a development has been compromised by an earlier stage of development it should not be seen as a reason to perpetuate what has been done before.

Opportunities should be sought to deliver high quality sustainable development that reflects the technologies and aesthetics of the 21st century and creates a strong sense of place.

Often there is a perception that innovative 'contemporary' design conflicts with established patterns of settlement and traditional styles of architecture. In reality architectural styles and traditions have evolved numerous times in the past in response to changing social and economic conditions. There is no reason why design which uses modern materials and responds to contemporary aesthetics should not fit in with context as well as more traditional forms of development.

When the merits of 'contemporary' versus 'traditional' architecture are considered the debate often revolves around the style of the building itself. Often some of the most important design issues related to character and context are totally overlooked. These can be simple issues like building setback, plot width, building height or verticality. If these are responded to appropriately then architecture using modern materials and construction methods, with styling that reflects aesthetics of the 21st century, can be entirely in-keeping with character and context.

Supplementary Planning Guidance LDP 5 Car Parking Standards sets out parking requirements for all developments.

National Policy: Paragraph 3.9 - The special characteristics of an area should be central to the design of a development. The layout, form, scale and visual appearance of a proposed development and its relationship to its surroundings are important planning considerations. A clear rationale behind the design decisions made, based on site and context analysis, a strong vision, performance requirements and design principles, should be sought throughout the development process and expressed, when appropriate, in a design and access statement.

Paragraph 3.16 - Planning authorities should through a process of negotiation seek to improve poor or average developments which are not well designed, do not take account of their context and consider their place, or do not meet the objectives of good design. Where this cannot be achieved proposals should be rejected. However, they should not attempt to impose a particular architectural taste or style arbitrarily and should avoid inhibiting opportunities for innovative design solutions. If a decision maker considers that a planning application should not be approved because of design concerns they should ensure that these reasons are clearly articulated in their decision and justified with sufficient evidence. In the event of an appeal, in these circumstances, the Planning Inspectorate will need to examine the issues in detail and consider if the proposal meets the objectives of good design including the relationship between the site and its surroundings.

National Planning Guidance contained in Technical Advice Note 12 - Design.

ENVIRONMENTAL IMPACT ASSESSMENT

Did the application have to be screened for an EIA? No.

Was an EIA required? Not Applicable.

COAL MINING LEGACY

Is the site within an area where there are mining legacy issues? No.

CONSULTATION

Ecologist - No objection subject to the provision of bio-diversity enhancements as part of the development.

Head Of Public Protection - No objection subject to conditions.

CCBC Housing Enabling Officer - No objection subject to securing the provision of 40% of the units as affordable.

Senior Engineer (Land Drainage) - No comments received.

Parks And Open Spaces - No comments received.

Head Of Public Services - Provide advice to be conveyed to the developer.

Dwr Cymru - Provide advice to be conveyed to the developer.

Police Architectural Liaison Officer - No comments received.

Western Power Distribution - Provide advice to be conveyed to the developer.

Bedwas, Trethomas & Machen Community Council - Raise objection to the application on the basis of highways safety and the scale, massing and design of the building.

Transportation Engineering Manager - Raises objection to the application in the absence of adequate off street parking.

ADVERTISEMENT

Extent of advertisement: The application was advertised by means of a site notice and neighbour letters.

Response: 16 objections were received.

Summary of observations:

- The scale and design of the building are out of keeping with the character of the area.
- The proposal would have an overbearing impact on the amenity of the neighbouring dwellings.
- The proposal would cause a loss of privacy to neighbouring dwellings.
- Insufficient parking for the development.
- The access to the site is dangerous and poses dangers to highway safety.
- The proposal will affect refuse collections.
- There is already a litter problem in the area.
- The Ty Yn Y Pwll is the oldest building in the village and should be retained for its historic importance.
- There is a potential safeguarding issue to have a structure that overlooks a primary school.
- Would the building be used to house immigrants?
- The site is currently overrun with vermin, what measures have been put in place to prevent this becoming an issue for neighbouring properties during works on site.
- Loss of property value.

SECTION 17 CRIME AND DISORDER ACT

What is the likely effect of the determination of this application on the need for the Local Planning Authority to do all it reasonably can to prevent crime and disorder in its area?

None.

EU HABITATS DIRECTIVE

Does the development affect any protected wildlife species? Based on current evidence, this is unlikely to be a significant issue in this case, but an advisory note will be attached to the consent and sent to the applicant as a precautionary measure.

Is this development Community Infrastructure Levy liable? Yes. The development is liable to CIL and is located in the Higher Viability area where CIL is charged at £40 per square metre. However, it should also be noted that affordable housing can be exempt from the payment of CIL.

ANALYSIS

Policies: The application has been considered in accordance with national guidance, local plan policy and supplementary planning guidance. The application seeks full planning consent for an apartment block within a mixed use area within the settlement limits of Trethomas and as such the principle of the development is considered to be acceptable. However, each application has to be considered against Local Plan Policy and normal development control criteria and in that regard the main points to consider in the determination of this application are the size and design of the proposed building and the impact of the development on the visual and residential amenity of the area.

It should be noted that a previous application for a slightly larger building was previously approved on this site under application reference number 16/0626/FULL and that that consent is still extant and could be implemented.

With regard to the scale and design of the building it is considered that whilst the design is modern, as stated in Supplementary Planning Guidance LDP6, it should not be perceived that contemporary design conflicts with traditional styles of architecture. Provided that the developer has considered the context of the site and used traditional style features such as set back, building height and fenestration, then a modern design can be perfectly in keeping with the traditional character of the area.

In this instance it is considered that the traditional character of the area has been considered in the design of the building. The scheme uses traditional design tools such as vertical emphasis to its fenestration, the creation of a feature corner on the south east corner of the site (in keeping with the buildings on the corner of The Avenue and Navigation Street) and the set back of the second floor and use of contrasting materials to visually reduce the bulk of the building and it is of a similar scale as the terrace of properties to the east. It should also be noted that the proposed building is smaller than the previous approved building. The building has also been sited towards the front of the site in keeping with the traditional character of properties in the area. As such it is not considered that the scale and design of the building would be out of keeping with the character of the area but rather represents a modern interpretation of the traditional character of the area and therefore the design of the building is considered to be acceptable.

The siting of the building has also moved it to the front of the site and away from the dwellings at the rear such that a minimum distance of 21m is achieved. It is considered that the height and scale of the building, together with the intervening distance mean that the amenity of those dwellings is adequately protected and therefore the proposal

would not have an unacceptable overbearing, overshadowing or overlooking impact and complies with Policy CW2 of the Local Development Plan.

Policy CW3 of the LDP requires that all developments have regard for the safe and efficient use of the highway network. When considered in accordance with the requirements for over 55's accommodation contained in the adopted car parking standards (SPG LDP5), the proposed development requires 1 car parking space per 2 to 4 units (6 to 13 spaces for the proposed 25 units). However, when assessed against the general needs requirement in LDP5 a total of 29 spaces are required (1 space per apartment and 4 visitor spaces). On this basis the Transportation Engineering Manager raises objection to the proposal.

Note 5 in relation to residential parking standards states

“For developments where clear evidence has been supplied that car ownership levels will be lower than normal, a more flexible approach to numbers of parking spaces may be taken. Acceptable evidence of this would be a contractual arrangement with tenants to secure low car ownership levels.”

This application is supported by a transport Note that provides the following conclusions based on research into parking levels in comparable developments both within Caerphilly and wider afield:-

- The proposed development is in an appropriate location being within walking and cycle distance to the facilities available in Trethomas. The site is located adjacent to bus stops that provide access to regular services into nearby Caerphilly, where a wider range of services can be accessed;
- It has been estimated that the existing permitted use of the site as a public house has the potential to generate some 253 daily vehicle movements;
- Current parking standards require that the existing permitted use of the site provides some 40 car parking spaces. Only around 20 spaces are available and there is therefore a shortfall of around 20 spaces;
- The proposal is to redevelop the site to deliver 25 affordable apartments (for occupation by people over 55 years old).
- The proposed development will generate some 56 daily vehicle movements, 197 fewer than the existing permitted use of the site. This will have a positive impact on the operation of the surrounding highway network;
- 13 car parking spaces are to be provided and this meets the Parking Standards' requirement for self-contained elderly persons accommodation (not warded).
- Default Parking Standard requirements for general purpose residential development would be for some 29 car parking spaces. 13 are proposed and, on this measure there is a shortfall of some 16 spaces. On this measure the shortfall in parking provision for the proposed development is less than the shortfall for the existing use of the site.
- On this basis, the provision of 13 parking spaces is fully in accordance with the CCBC Parking Standards.

The provision of parking, considering the flexibility is also in accordance with a recent appeal decision referenced by the applicant issued by the Inspectorate (A/19/3230032: 28 Lucas Street), which states:

“In coming to this conclusion, I have considered the fact that Planning Policy Wales (Edition 10, 2018) (PPW) states, amongst other things, that parking standards should be applied flexibly and informed by the local context, including public transport accessibility, urban design principles and the objective of reducing reliance on the private car, whilst supporting a modal shift to walking, cycling and public transport.”

Whilst it is appreciated that each individual case should be dealt with on its own merits, this decision confirms the change in stance for the Inspectorate and Welsh Government in terms of reducing the reliance on the private car, consistent with the transport hierarchy set out in PPW10. In that regard it is not considered that it would be reasonable to refuse this application on the basis of a lack of off street parking and it would be difficult to defend any appeal on that basis.

Moreover, the research shows that the parking provision would not lead to a material impact on parking stress on the surrounding streets or have an unacceptable impact on road safety or highway capacity. The proposals are fully in accord with the objectives for encouraging sustainable travel and reducing car use as set out in PPW10 and consequently they comply with the SPG.

Notwithstanding the above, the applicant has agreed to enter into an Agreement under S106 of the Town and Country Planning Act 1990 to contribute towards the provision of a demand responsive bus service to serve the site (such a service is already in operation in the area and this proposal would contribute to that provision). In that regard it is considered that the proposal is in accord with the guidance contained in SPG LDP5 and is therefore acceptable in terms of parking.

With regard to the access to the site it is considered that this is designed to acceptable standards would not pose dangers to highway safety. In that regard it is considered that the proposal complies with the requirements of Policy CW3 of the LDP and is therefore acceptable in highway safety terms.

Policy CW11 of the LDP requires the provision of affordable housing and in this instance requires the provision of 40% of the units as affordable. Whilst the development proposes that all of the units will be affordable a condition should be attached to any consent granted requiring that the policy compliant level of affordable housing is provided. On that basis the proposal is considered to be acceptable in this regard.

Comments from Consultees: The Council's Ecologist has suggested that the determination of the application should be delayed pending the submission of amended plans to deal with bio-diversity enhancements. However, it is considered that such

matters can be dealt with by condition and to delay the determination on this basis would be unreasonable in planning terms. No other objections have been raised.

Comments from public:

- The scale and design of the building are out of keeping with the character of the area – This is considered at length above.
- The proposal would have an overbearing impact on the amenity of the neighbouring dwellings – This issue is considered above.
- The proposal would cause a loss of privacy to neighbouring dwellings – This issue is considered above.
- Insufficient parking for the development – This issue is considered above.
- The access to the site is dangerous and poses dangers to highway safety – Whilst the access to the site is located on a main distributor road and the pavement is used by children walking to the nearby Bedwas Comprehensive School it is not considered that the creation of an access at this point would lead to dangers to highway safety. The access to the site is designed to acceptable standards and the pedestrian crossover would be no different to numerous other such crossings between the application site and the school. As such refusal of the application on this basis would not be justified.
- The proposal will affect refuse collections – The provision of refuse collection services to the site has been considered by the Head of Public Services and no objection is raised. Issues with the existing services in the area are not a material planning consideration.
- There is already a litter problem in the area – There is no reason to believe that this proposal would exacerbate any existing problems in this regard.
- The Ty Yn Y Pwll is the oldest building in the village and should be retained for its historic importance – The existing building is not Listed and is not located within a Conservation Area and as such does not benefit from any legislative protection. Moreover the Local Planning Authority has a duty to consider the application before it and cannot justify refusing this application on the basis that the public house should be retained.
- There is a potential safeguarding issue to have a structure that overlooks a primary school – Whilst safeguarding is not a material planning consideration it should be noted that the application site is some 28m from the boundary of the school with the proposed building being some 35m away from the boundary. It is considered that this distance is sufficient that there would be no unacceptable overlooking of the school grounds.
- Would the building be used to house immigrants? – Housing tenure is not a material planning consideration.
- The site is currently overrun with vermin, what measures have been put in place to prevent this becoming an issue for neighbouring properties during works on site – This is not a material planning consideration, rather it is a matter for the developer to deal with in association with the Head of Public Health and Protection.
- Loss of property value – This is not a material planning consideration.

Other material considerations:

The duty to improve the economic, social, environmental and cultural well-being of Wales, has been considered in accordance with the sustainable development principle, under section 3 of the Well-Being of Future Generations (Wales) Act 2015. In reaching the recommendation below, the ways of working set out at section 5 of that Act have been taken into account, and it is considered that the recommendation is consistent with the sustainable development principle as required by section 8 of that Act.

It is therefore recommended that the application be deferred to allow for the completion of a Section 106 Agreement which will secure the following:-

- Provision of 40% of the total number of units on the site as affordable units.
- A £15,000 contribution towards enhancing transport provision for the residents of the development and in particular the provision of a demand responsive minibus service, on the basis of 1 day a week for 3 years.

If the Section 106 Obligation is not completed within 3 months of the foregoing resolution then delegated powers be given to the Head of Regeneration and Planning to exercise discretion to refuse the application on the grounds of non-compliance with Policies CW3 and CW11 of the Caerphilly County Borough Local Development Plan which require that development has regard for the safe, effective and efficient operation of the transportation network and an adequate level of affordable housing respectively.

- 01) The development hereby permitted shall be begun before the expiration of five years from the date of this permission.
REASON: To comply with the provisions of Section 91 of the Town and Country Planning Act 1990.
- 02) The development shall be carried out in accordance with the following approved plans and documents: Site Location Plan (A001), Proposed Site Layout (A003 Rev C), Ground Floor Plan (A004), First Floor Plan (A005), Second Floor Plan (A006), Elevations Sheet 1 (A007), Elevations Sheet 2 (A008), Site Sections (A009) and Typical Section (A014).
REASON: To ensure that the development is carried out only as approved by the Local Planning Authority.
- 03) Prior to the construction of the external surfaces of the development hereby approved details of the materials to be used, in electronic or printed format shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.
REASON: In the interests of the visual amenity of the area.
- 04) Prior to the commencement of the development a scheme shall be submitted to and agreed in writing by the Local Planning Authority to deal with the contamination of the site. That scheme shall include a ground investigation and a

risk assessment to identify the extent of the contamination and the measures to be taken to avoid risk to the occupants of the development when the site is developed. The development shall be carried out in accordance with the approved scheme.

REASON: In the interests of public health.

- 05) Before any soils or hardcore that do not fall within the green category set out in Table 2 of the WLGA document 'Requirements for the Chemical Testing of Imported Materials for Various End Uses and Validation of Cover Systems 2013' are brought on to site, a scheme for their importation and testing for contamination shall be submitted to and agreed in writing with the Local Planning Authority. The development shall thereafter be carried out in accordance with the approved scheme.
REASON: In the interests of public health and in accordance with Policy CW2 of the Caerphilly County Borough Local Development Plan up to 2021.
- 06) No building approved by this permission shall be occupied or approved uses commence until a report has been submitted to and approved in writing by the Local Planning Authority which verifies that the required works have been undertaken in accordance with the remediation strategy.
REASON: To protect public health and in accordance with Policy CW2 of the Caerphilly County Borough Local Development Plan up to 2021.
- 07) Prior to the commencement of the development a Working Method Statement to control the environmental effects of the demolition and construction work shall be submitted to and agreed in writing by the Local Planning Authority.
The scheme shall include:
- control of noise,
 - control of dust, smell and other effluvia,
 - control of surface water run off,
 - site security arrangements including hoardings,
 - proposed method of piling for foundations,
 - construction and demolition working hours,
 - hours during the construction and demolition phase, when delivery vehicles or vehicles taking materials are allowed to enter or leave the site.
- The development shall be carried out in accordance with the approved scheme or as may otherwise be agreed in writing by the Local Planning Authority.
REASON: In the interests of the amenity of the area in accordance with policy CW2 of the adopted Caerphilly County Borough Local Development Plan up to 2021.
- 08) Prior to the commencement of the development a scheme depicting hard and soft landscaping shall be submitted to and agreed in writing by the Local Planning Authority. The agreed details shall be carried out in the first planting and/or seeding season following the completion of the development. Any trees or plants which within a period of 5 years from the completion of the development

die or are removed, or become seriously damaged or diseased, shall be replaced in the next planting season with others of similar size and species unless the Local Planning Authority gives written consent to any variation.

REASON: In the interests of the visual amenity of the area in accordance with policies CW2 and SP6 of the adopted Caerphilly County Borough Local Development Plan up to 2021.

- 09) Prior to the commencement of the development a scheme shall be submitted to and agreed in writing by the Local Planning Authority indicating the positions, design, materials and type of boundary treatment to be erected. The boundary treatment shall be completed in accordance with the approved details before the development comes into beneficial use.
REASON: In the interests of the visual amenities of the area amenity in accordance with policy CW2 of the adopted Caerphilly County Borough Local Development Plan up to 2021.
- 10) The layout of the development hereby approved shall include off-highway collection areas for refuse, recycling, food and garden waste to be collected by vehicles operating a highway kerbside collection service. The approved collection areas shall be completed before the residential units to which they relate are occupied and thereafter they shall be maintained free of obstruction for the storage and collection of refuse, recycling, food and garden waste only.
REASON: To ensure that adequate provision for refuse, recycling, food and garden waste collection is included in the site layout in the interest of visual amenity and highway safety in accordance with policies CW2, CW3 and SP6 of the adopted Caerphilly County Borough Local Development Plan up to 2021.
- 11) The development hereby approved shall not be occupied until the area indicated for the parking of 22 vehicles has been laid out in accordance with the submitted plans and that area shall not thereafter be used for any purpose other than the parking of vehicles.
REASON: In the interests of highway safety in accordance with policy CW3 of the adopted Caerphilly County Borough Local Development Plan up to 2021.
- 12) The proposed parking and turning areas shall be completed in materials as agreed with the Local Planning Authority, to ensure loose stones or mud etc. is not carried onto the public highway.
REASON: In the interests of highway safety in accordance with policy CW3 of the adopted Caerphilly County Borough Local Development Plan up to 2021.
- 13) Prior to the commencement of works, a Travel Plan shall be submitted to and approved in writing by the LPA, and shall thereafter be implemented in accordance with any timescales contained therein.
REASON: In the interests of highway safety in accordance with policy CW3 of the adopted Caerphilly County Borough Local Development Plan up to 2021.

- 14) Rainwater run-off shall not discharge into the highway surface-water drainage system.
REASON: In the interests of highway safety in accordance with policy CW3 of the adopted Caerphilly County Borough Local Development Plan up to 2021.
- 15) Notwithstanding the submitted plans, no works whatsoever shall commence until details have been submitted to and approved in writing by the LPA which provide covered and secure cycle stands catering for 2 cycles within the curtilage of the site. Such provision shall be completed in accordance with the agreed details prior to beneficial occupation of the development and shall be maintained in perpetuity for use by residents and visitors.
REASON: In the interests of highway safety in accordance with policy CW3 of the adopted Caerphilly County Borough Local Development Plan up to 2021.
- 16) The demolition or site/vegetation clearance associated with the development hereby approved shall not take place during the breeding season for birds, from March to August inclusive in any given year, unless otherwise agreed in writing by the Local Planning Authority.
REASON: To ensure that breeding birds are protected. All British birds, their nests and eggs (with certain limited exceptions) are protected by law under Section 1 of the Wildlife and Countryside Act 1981 (as amended) and the Countryside and Rights of Way Act 2000 in accordance with policies CW4 and SP10 of the adopted Caerphilly County Borough Local Development Plan up to 2021.
- 17) The landscaping scheme referred to in condition 8 above shall provide for at least two of the proposed trees to be of a native species, the details of which shall be submitted to and approved in writing by the Local Planning Authority prior to works commencing on site.
REASON: To ensure compliance with policies CW4 and SP10 of the adopted Caerphilly County Borough Local Development Plan up to 2021.
- 18) Prior to the commencement of any works associated with the development hereby approved, a plan showing details of the provision of 15 swift boxes shall be submitted to the Local Planning Authority for approval. The approved details shall be implemented before the development hereby approved is first occupied.
REASON: To provide swift boxes as a biodiversity enhancement, in accordance with Section 40 Natural Environment and Rural Communities Act 2006, and policy contained in Welsh Assembly Government's Planning Policy Wales and TAN 5 Nature Conservation and Planning in accordance with policies CW4 and SP10 of the adopted Caerphilly County Borough Local Development Plan up to 2021.

Advisory Note(s)

It should be noted that a registered Asbestos contractor should remove any asbestos within the boundary of the development.

Although this development wouldn't need a formal air quality impact assessment, Environmental Health would encourage the applicant to submit a scheme of air quality soft measures that can reduce the impact of the development on local air quality. This should include the provision of electric charging points or wiring, cycling routes and facilities etc. that encourage cleaner travel.