

Code No. and Date Received	Name and Address of Applicant	Description and Location of Proposed Development
15/0412/OUT 22.06.2015	Redrow Homes Limited Redrow House Copse Walk Cardiff Gate Business Park Cardiff CF23 8RH	Erect residential development of up to 260 dwellings with open space Land North Of Hendredenny Drive Hendredenny Caerphilly

APPLICATION TYPE: Outline Application

SITE AND DEVELOPMENT

Location: The application site is to the north of the existing Hendredenny housing estate and adjoins Brigham Court, part of Hendredenny Drive, Dunraven Court, Rhuddlan Court, Chester Court, and Golwg y Coed. Hendredenny Ganol Farm lies to the north of the site.

Site description: At present the land consists of a number of fields used as pasture, bounded by hedgerows, and slopes down in a north-easterly direction to Nant yr Aber.

Development: It is proposed to erect up to 260 dwellings with open space. The application is in outline with all matters reserved except for access. An indicative masterplan has been submitted which shows the main vehicular access from Hendredenny Drive where it adjoins the site. Potential cycle and footpath links are shown into Rhuddlan Court and Chester Court, and at three points along the western boundary. The road within the site would consist of a number of loops and culs-de-sac, with the potential for a bus turning area to allow public transport access.

The housing close to the existing development would be two-storey, but in the northern half of the site it would be up to three-storey. It is categorised as a mixture of coach houses, apartments, terraced, semi-detached and detached. An element of affordable housing will be provided within the development in a series of clusters. These will include affordable rented, shared ownership and low cost/reduced cost market housing. Details of the precise tenure arrangements will be submitted at reserved matters stage.

A local equipped area of play (LEAP) is shown adjoining Rhuddlan Court and Chester Court. The existing hedges would be retained and enhanced, and there would also be areas of native planting and a wildflower grassland, particularly along the eastern boundary where there would be a 15m wide woodland buffer. A green corridor would run from the western boundary to the LEAP.

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The application is supported by a design and access statement (DAS), ecological assessment, landscape and visual impact assessment, planning statement, transport assessment, tree survey report and hedgerow assessment, and a coal mining risk assessment. The conclusions of some of those documents are summarised below. The ecological assessment concludes that there are no statutory nature conservation sites affected by the development, and it has been designed to reduce impact on the adjacent site of importance for nature conservation. Habitats within the site are of low ecological value, and areas of wet grassland that are going to be lost will be replaced where appropriate. There are no protected species on site, but there is one tree that may be suitable as a bat roost, which will be retained, and the development will include enhancements for foraging and commuting species.

The landscape and visual assessment comments that there will be limited effects upon the landscape elements - trees, hedges, topography - of the site, with the key features of the special landscape area remaining intact. The effectiveness of the green wedge separating the Caerphilly from Abertridwr will not be reduced. The tree survey report and hedgerow assessment identifies a total of 37 trees, groups of trees and hedgerows, and concludes that provided the appropriate tree protection measures are implemented the development would be acceptable from an arboricultural perspective. The coal mining risk assessment identifies a coal mining shaft near the north-west boundary of the site which will have to be taken account of in the development of the site, but otherwise the remainder of the site can be safely developed without further investigation or remediation.

The transport assessment states that the development is not proposing to create capacity improvements in the local network for the benefit of cars occupied by a single commuter. Instead, the development is seeking to change the way in which new and existing residents in this area travel to school and work by providing significant investment in sustainable measures, such as walking buses to school, off-site local highway improvements to facilitate walking and cycling, providing safer routes to local amenities, facilities and schools in the vicinity of the Hendredenny estate, and improvements to pedestrian crossing facilities in the vicinity of the site. Further measures could include: contributing towards improvements to the extant footbridge over the A468, increasing the frequency of the bus service along Hendredenny Drive, contributing towards a travel bond for a free bus pass or cycle voucher for the new dwellings, contributing towards pedestrian/cycle improvements between the proposed development site via Hendredenny estate towards the local schools, and contributing to a travel plan fund for the infants, primary and secondary schools. Evidence suggests that a successful Travel Plan can reduce school traffic by up to 40% and is therefore a critical part of the planning application.

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The proposed measures should give rise to a significant modal shift away from the private car. Together with a comprehensive travel plan it is suggested that this modal shift could be in the order of 10% over a period of 3 years. It is predicted that the proposed residential development is likely to generate 224 (two-way) vehicle movements in the AM peak period and 241 (two-way) vehicle movements in the PM peak period. This is about 3 extra two way trips per minute during the peak hours. The results of the junction modelling show that there are capacity issues with the St Cenydd Road corridor during the AM and PM peak periods. The major factor associated with the existing levels of congestion on the local highway network is school traffic associated with the four schools within the vicinity of the proposed development site and the delays associated with the signalised pedestrian crossing facility across St Cenydd Road outside St Cenydd Comprehensive School and Hendre Junior School.

Dimensions: The site has an area of 11.23 hectares, and on that basis the development would have a density of up to 23 houses to the hectare. As required by legislation minimum and maximum dimensions are given for the various types of housing proposed expressed below as length x depth x ridge height in metres.

Coach Houses: Minimum 8.0 x 6.0 x 7.0 (2-storey); Maximum 15.0 x 8.0 x 10.0 (2-storey).

Apartments: Minimum 8.0 x 7.0 x 7.5 (2-storey) Maximum 40.0 x 11.0 x 12.0 (3-storey).

Terrace: Minimum 12.0 x 7.5 x 7.0 (2-storey) Maximum 30.0 x 12.0 x 10.0 (2-storey).

Semi-detached: Minimum 8.0 x 5.0 x 7.0 (2-storey) Maximum 14.0 x 12.0 x 10.0 (2.5-storey).

Detached: Minimum 5.0 x 5.0 x 7.0 (2-storey) Maximum 16.5 x 16.5 x 10.0 (2.5-storey).
Garage Minimum 2.8 x 5.5 x 2.5 Maximum 9.5 x 7.0 x 5.5.

Materials: Building materials recommended for use within the DAS are a mixture of red brick, buff brick, orange brick and render as seen within the existing Hendredenny estate.

PLANNING HISTORY

Planning permission was refused in 1977 for a residential extension to the Hendredenny estate on the western two-thirds of the current site, the eastern boundary aligning roughly with Chester Court.

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The reasons were the coalescence of settlements, congestion at the Hendredenny Drive St Cenydd Road Junction, and prematurity pending the approval of the Caerphilly Basin District Plan. An appeal against that decision was dismissed in 1978 with the inspector emphasising the highway concerns.

POLICY

LOCAL DEVELOPMENT PLAN

Site Allocation: The site is outside the settlement within a special landscape area (SLA) (NH1.3), a green wedge (SI 1.20), and a sandstone safeguarding area (SSA). To the north east the site is bounded by a site of importance for nature conservation (SINC) (NH3.159) within which is a cycleway (TR1.14).

Policies: There is a wide range of policies of relevance to the consideration of this application contained in the Local Development Plan. These are as follows:-

Strategy Policies.

SP3 Development Strategy, SP4 Settlement Strategy, SP5 Settlement Boundaries, SP6 Place Making, SP7 Planning Obligations, SP8 Minerals Safeguarding, SP10 Conservation of Natural Heritage, SP14 Total Housing Requirements, SP15 Affordable Housing Target.

Countywide policies.

CW1 Sustainable Transport, Accessibility and Social Inclusion, CW2 Amenity, CW3 Design Considerations Highways, CW4 Natural Heritage Protection, CW6 Trees, Woodland and Hedgerow Protection/LDP 4:Trees and Development, CW7 Protection of Open Space, CW10 Leisure and Open Space Provision, CW11 Affordable Housing Provision, CW15 General Locational Constraints, CW22 Locational Constraints Minerals, CW23 Mineral Site Buffer Zones.

NATIONAL POLICY The Proposal should be considered in line with National Planning Policy and Guidance and in particular the requirements of:-

Planning Policy Wales (Edition 8, January 2016);

Technical Advice Note 1: Joint Housing Land Availability Studies (2015).

Technical Advice Note 2: Planning & Affordable Housing (2006).

Technical Advice Note 5: Nature Conservation and Planning (2009).

Technical Advice Note 12: Design (2014).

Technical Advice Note 18: Transport (2007).

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ENVIRONMENTAL IMPACT ASSESSMENT

Did the application have to be screened for an EIA? Yes.

Was an EIA required? Not applicable.

COAL MINING LEGACY

Is the site within an area where there are mining legacy issues? Yes. The developer has provided a coal mining risk assessment that is considered satisfactory by The Coal Authority.

CONSULTATION

Principal Valuer - No objection.

Natural Resources Wales - No objections subject to a condition concerning Himalayan balsam, and advice is provided about biodiversity, drainage, and waste management.

Countryside And Landscape Services - No objections subject to conditions concerning the protection of a tree that may be a bat roost, details of trees and hedgerows, light mitigation strategy for bats, a biodiversity, landscaping and management scheme, works not to disturb breeding birds, the treatment of Himalayan balsam, the creation of a wetland habitat, and the provision of bat roost and bird nesting facilities.

From a landscape point of view, there are no concerns about the principle of the development but comments are made about the need to consider the use of sustainable urban drainage systems, the ownership of hedgerows, the impact of trees and hedges on daylight especially as they get taller, and how will hedgerows become established.

Strategic & Development Plans - The application is contrary to the provisions of Criterion A of policy SP3 because it is not previously developed land. Further the Head of Engineering Service's views should be sought in respect of the proposal's ability to adhere to Criterion B in respect of transport. The proposal would be acceptable in terms of the remaining Criteria C to E subject to detailed consideration and appropriate mitigation. The site lies outside the settlement boundary of Caerphilly and is clearly contrary to the provisions of Policy SP5. Notwithstanding the existing delineation of the settlement boundary, the application site could constitute a logical rounding off of the existing settlement limit at this location, extending the built form in a northerly direction in line with the development at Penyrheol.

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The development of the application site would inevitably erode part of the Special Landscape Area (SLA). However the Landscape Architect's professional view should be sought to determine if this incursion into the SLA on the edge of the settlement would have an unacceptable impact on the wider SLA. The development of the application site would inevitably erode the Green Wedge between Hendredenny and Abertridwr contrary to the provisions of the plan. However this incursion into the Green Wedge would not result in the coalescence of the two areas as a significant amount of land would remain even if the application site were to be lost to development.

The Council is required to ensure that there is a genuine 5-year supply of housing land available within the county borough and therefore the lack of 5-year supply is a material consideration in determining this application. There is a need for a further 4573 (51%) dwellings to be developed over the remainder of the plan period i.e. by 2021 to meet the total housing requirement of 8,625 dwellings identified in the Adopted LDP.

The Council in its consideration of the 2015 Annual Monitoring Report are recommended to accept the need to release greenfield sites in order to address the lack of a five year land supply in the short term. The development of the application site for housing would deliver much needed housing, including affordable housing, in an area of considerable housing need. If members are minded to permit development on the site, then in order to ensure that the site can genuinely contribute toward the 5 year housing land supply, it would be appropriate to specify that development should commence within three years from the date that outline consent is granted (as opposed to the usual five years), with reserved matters submission within one year instead of three).

However, the development of the site is contrary to the provisions of the Adopted LDP, in so far as the site lies outside of the settlement boundary for Caerphilly, within a Green Wedge and in the SLA. The need to deliver new housing in this area and the need to increase the housing land supply is a significant material consideration. However the potential impact of the development on the strategic highway network is also a matter of significance in respect of this proposal. The location of the site, the evidence of existing residents, the capacity of the existing highway network to accommodate additional traffic at key junctions are all matters that need to be adequately addressed if this application is to be successful. To this end the Head of Engineer's views should be sought on these specific technical aspect of the application to determine whether the site can meet the provisions of the plan in terms of Policies SP6 (D) and CW1.

The Coal Authority - No objections subject to a condition concerning site investigations and any remedial works arising from that work.

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Penyrheol Trecenydd & Energlyn Community Council - Object on the following grounds:-

1. Highway safety/traffic management. There is a lot of traffic congestion in this area already and Councillors feel this would only worsen with the proposed housing development, with more traffic being generated and no extra roads or provision for this. Councillors are concerned that the town of Caerphilly and villages of Abertridwr and Senghenydd could potentially one day merge into one and there is only one road going into and out of Abertridwr. Hendredenny Estate also only has one road in and out and is very busy at peak periods already.
2. Lack of additional infrastructure. Schools, GP surgeries, dentists etc are full to breaking point as it is and extra residents would impact greatly on the current infrastructure.
3. Environmental/nature conservation. The green belt between Caerphilly and Abertridwr would become less and also many sewerage, water, gas pipes etc. would have to be inserted into the ground. Councillors understand that there were difficulties with main sewers when the last two developments took place off Hendredenny Estate. This caused problems for other residents. The sewerage system is at capacity and will require major works, creating further unacceptable disruption to the whole area. The green belt visual aspect would also be affected.
4. Loss of visual and amenity space.

Community Councillors feel strongly, on behalf of residents in the Penyrheol, Trecenydd and Energlyn wards, that Caerphilly basin is at breaking point with regards to more houses being built and no extra infrastructure being put in place. They therefore feel that other areas in Caerphilly County Borough should be considered for potential housing developments, further away from the basin, in order to help to regenerate those areas.

Head Of Public Protection - No objections subject to conditions concerning the importation of materials and the control of construction dust and noise.

Senior Engineer (Land Drainage) - No objections provided prior to the commencement of any development of the site the applicant submits to the authority, and receives written approval of, comprehensive proposals showing how surface water and land drainage flows from the site will be dealt with as required by the Flood & Water Management Act 2010.

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Outdoor Leisure Development Officer - No objections provided:-

The development should factor in the requirements set out in policy CW10 of the LDP which requires the provision of the public open spaces in and around the development site. The space should be well drained, lend itself to easy maintenance and ultimately be useable areas of land for local residents to enjoy. The site design should avoid incidental areas of unusable space. The provision of an equipped play area is supported, and its location appears to be well connected to its hinterland of properties. Any mounds should be made of suitable materials, be physically stable and well drained. They should not be simply an outlet for the disposal of arisings from on site landscaping works. Given the scale of the development it would be in order to have a suitably sized ball court area too: this could come in the form a mini MUGA or kickabout pod. The proximity of the local cycle track to the proposed site is noted and would advocate suitable connections to this route.

Head Of Public Services - No objections. The Authority does provide kerbside collections for refuse, recycling and green waste, with the onus on the developer to provide suitable off road storage near the proposed public highway for one 240L refuse bin, one 240L recycling bin and one food caddy per property. A suitable collection point will need to be provided near the adopted highway for any plots with unadopted highways/ private driveways, as the Council's vehicles will not travel over those surfaces.

Transportation Engineering Manager - Objects to the scheme because of the impact on the local road network.

Dwr Cymru - No objections subject to conditions concerning sewerage. No objections are raised in respect of water supply.

Glam/Gwent Archaeological Trust - No objections. There are no known sites of archaeological interest that are likely to be affected by the proposal. Their records note nearby farms and settlements of post-Medieval date, although it is unlikely that any remains would be encountered during the proposed development. Their records are not definitive, however, and whilst they are not aware of any reason for an objection to the proposal on archaeological grounds, previously unknown sites may be disturbed during the course of the work. Should this occur, the Trust should be contacted.

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Minerals Officer - The site is a parcel of land on the edge of the settlement within the mineral safeguarding area for sandstone. Minerals are a finite resource that can only be worked where they occur and Mineral Planning Policy Wales and Mineral Technical Advice Note 1: Aggregates state that policies should protect potential mineral resources from other forms of permanent development that would sterilise them or hinder future extraction and state that the potential for future extraction should be considered. Policy CW22 in the Caerphilly County Borough Local Development Plan up to 2021 - Adopted November 2010 translates this into the development plan. The proposed development would constrain the future extraction of the mineral by introducing permanent sensitive development in the safeguarding area. In terms of the criteria for permanent development, the proposal does not meet criterion iv and it is unlikely that the mineral could be extracted satisfactorily prior to the development taking place (criterion ii) due to the timescales involved, the availability of markets and proximity to existing sensitive development. For the reasons set out above, it is also unlikely that the applicant could demonstrate that the mineral was no longer of any value (criterion i). The application, therefore, needs to demonstrate that there is an overriding need for the development in this location, which outweighs the need to safeguard the sandstone resource, and that suitable sites cannot be found outside the safeguarding area. It is intended that the effect of new development on mineral resources will be taken into account in the LDP review in identifying preferred housing sites and, therefore, this application is somewhat premature in that it would be preferable to assess all the candidate sites before reaching conclusions on the preferred sites.

ADVERTISEMENT

Extent of advertisement: Properties adjoining the application site were consulted, site notices posted and an advertisement placed in the press.

Response: 247 letters of objection and a petition bearing 102 signatures have been received.

Summary of observations:

- access poor, often grid-locked especially during rush hour;
- traffic problems in Aber Valley, through St Cenydd roundabout up to Penrhos;
- there could be at least 500 additional cars associated with the development;
- most of the occupants will be commuters;
- public transport is not adequate to provide an alternative means for the occupants to get to work;
- bus times stated in the supporting information are incorrect;

- expectations about the use of bikes are unrealistic;
- improvements to the footbridge at Trecenydd will not dissuade the use of the crossing outside the school;
- emergency vehicles would have difficulty accessing the estate when the roads are busy;
- additional traffic would make the estate less safe for children;
- residents have been snowed in twice in the past seven years;
- no space in local schools;
- limited local facilities including doctors and dentists;
- sewerage, land drainage and water pressure problems;
- noise associated with construction vehicles;
- loss of privacy;
- loss of daylight and sunlight;
- loss of green space or green belt;
- loss of green wedge defined in the local development plan, and contrary to Policy CW7 which seeks to protect open space;
- the sale of Council land to allow access into the estate should not go ahead;
- consent of third parties needed to allow footpath access from the existing streets into the site;
- the proposal by-passes the local development plan process;
- loss of wildlife;
- brownfield sites available with better transport links;
- air quality already an issue in the town;
- increased risk of theft and vandalism;
- loss of property value;
- footpath access onto a private lane;
- inclusion of affordable housing and the possible increase in crime.

A letter from the local MP raises objections to the development on ecology, infrastructure, and traffic grounds, and reflects many of the concerns raised by local residents.

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?
This is a residential development which will have implications for crime and disorder, but not ones that could be reasonably addressed through the planning system.

EU HABITATS DIRECTIVE

Does the development affect any protected wildlife species? No.

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COMMUNITY INFRASTRUCTURE LEVY

Is this development Community Infrastructure Levy liable? The development is liable, but the application is in outline and therefore this matter cannot be considered until the details of the scheme are known at reserved matters stage.

ANALYSIS

Policies: There are a number of key policies that require consideration in the determination of this application, but its impact on the local highway network will be considered first. It is agreed by the applicants that there are problems at the traffic junction in the area during peak AM and PM periods, but in this case the intention is to achieve modal shift where existing vehicle users as well as those associated with the new development, especially those associated with the school, are encouraged to walk or cycle resulting in no significant increase in traffic on the roads during those critical periods. The various measures have been mentioned above, but the Council's Transportation Engineering Manager has considered them and concluded that they will not be effective in achieving a reduction in traffic and the development will therefore only aggravate the existing problems. On that basis the scheme is unacceptable from a planning point of view, being contrary to policy CW3 of the LDP because it does not have regard to the effective and efficient use of the local road network. This concern would outweigh any support for the scheme based on the lack of a five-year housing land supply which is discussed further below.

The site is outside the settlement, within an SLA and a green wedge. However, in view of the five-year land supply, if there were no highway issues in respect of this scheme, those matters would not result in a recommendation to refuse planning permission for this development. In terms of an extension to Caerphilly the site is a logical rounding off of the settlement, filling in the gap between Hendredenny and the Cae Caradog development on the opposite side of the Aber Valley. A green corridor would be retained along the valley floor which is designated as a SINC. The SLA, referred to in the LDP as 'Mynydd Eglwysilan' extends from Groeswen, to Senghenydd, over the hillside Nelson, and down the other side of the Aber Valley to Penyrheol. The appendix to the LDP sets out the following key policy, management and development control issues for this SLA

Long Term

"Future development proposals should not see the loss of any historic environment or geological or geomorphological features present within the landscape. A wealth of archaeology from all periods, especially the Industrial / Modern period is present and should be protected.

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Care should be taken not to subsume past cultural attributes beneath pressures for expansion and regeneration - plan and allow expansion compatible with the ability of the area to contain such pressures. Prevent the area becoming too cluttered with incongruous vertical elements, including pylons and turbines. Prevent the loss of habitats, both upland and lowland which contribute to the character of the area - ensure that valuable habitats are not lost. Longer term management of forestry plantations around Llanbradach with consequent effect upon visual qualities of the landscape.

Medium Term

"Hedgerows and stone walls should be protected, maintained and enhanced. Restrict urban spread in to the countryside and soften the existing urban edge. Encourage reduced grazing - stock grazing will prevent the grassland from reaching higher levels of ecological value. Possibly introduce the Tir Gofal scheme or current equivalent to the area. Prevent habitat fragmentation between grassland types."

Immediate

"Encourage the reduction of grazing in the most sensitive landscape habitat areas and increase grazing in areas dominated by bracken to reduce the spread. Investigate the condition of habitats and implement management plans where appropriate. Minimise and remove visual landscape degradation including fly tipping, burnt / dumped cars, littering and illegal off roading."

In this case the main threats are the potential loss of historic environment, habitats, hedgerows, and the spread of the urban area into the countryside. Statutory consultees have not identified any loss of historic environment or habitats and the development will retain and enhance hedges. The encroachment on the countryside by the development will be relatively small when compared to the extent of the SLA as a whole, and will result in the loss of pasture of which there are numerous further examples adjacent to the site and beyond. Policy CW4 only allows development in SLAs where it conserves and where appropriate it enhances the distinctive or characteristic features of that designation. The local impacts of a loss of a small part of the SLA would be outweighed by the need to provide additional housing land to fulfil the Council's housing land supply which currently stands at 1.9 years, whereas it should be five years.

The green wedge is supposed to prevent the coalescence of Caerphilly and Abertidwr. The north-western edge of the Hendredenny estate is approximately 800m from the edge of Abertridwr on the northern side of the valley, and almost 1400m on the southern side.

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The development site would intrude into the wedge by approximately 290m, on the southern side of the valley, its north-western side aligning with the Heol Clyd/Heol Serth estate on the opposite side of the valley. The open character of part of the green wedge will be lost, but a significant gap between Caerphilly and Abertridwr would still be maintained, and on that basis, taking into account the five-year land supply, no objection is raised.

The site has been retained in the SLA and Green Wedge in the review of the LDP, but at present the amended plan can be given very little weight.

The development is contrary to the strategy for the Southern Connections Corridor as set out in policy SP3 of the LDP but at present that approach is not delivering adequate housing land in the borough, and would not justify a reason for refusal. It would also be contrary to policy SP5 which defines the settlement boundaries, but the justification for encroaching beyond the boundary at this site is set out above. The site is within a mineral safeguarding area, but it is unlikely that a quarry would be granted planning permission on this site, hard up against existing residential development. Therefore no objections are raised on the grounds of policies SP8 or CW22. The latter contains a number of criteria which are set out below, stating that development will not be approved unless:

- The applicant can demonstrate that the mineral is no longer of any value or potential value, or
- The mineral can be extracted satisfactorily prior to the development taking place, or
- There is an overriding need for the development, or
- The development comprises infill development within a built up area or householder development or an extension to an existing building.

The third criterion is pertinent in this case in that the need for housing land in the borough overrides the need to safeguard the mineral.

The proposal seeks to address the requirements of policy CW1 in that it seeks to promote walking, cycling and public transport, but it does not overcome the limitations of the local road network as discussed above. It would also be acceptable in terms in policy CW2 which seeks to protect the amenity of the area, and its relationship with the existing housing could be fine tuned at the reserved matters stage. Account has been taken of the impact of the development on the SINC, trees and hedges (policies CW4 and CW6), and leisure provision could be secured in accordance with policy CW10. Affordable housing is proposed and could be secured through a Section 106 Agreement (policy CW11).

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Comments from Consultees: The concerns of consultees apart from those of the Transportation Engineering Manager can be resolved by condition. Those of the community council are considered above.

Comments from public: The issues of congestion on the local highways have been considered above. There is no evidence available that local schools, medical facilities, sewers and water supply could not accommodate the development.

The relationship of the development with the existing housing is satisfactory on the basis of the illustrative layout submitted with the application, but matters of privacy and overbearing impact could be addressed in detail at the reserved matters stage.

The development of the SLA and the green wedge are addressed above. This site is not within a green belt; there is no such designation in the LDP. The ecological impacts of the development have been considered and raise no concerns from a planning point of view.

The access into the site as currently configured does not require Council owned land. Consent of third parties to allow footpath access into the site is a private matter, but it may prejudice the developer's ability to deliver pedestrian linkages to existing facilities.

This application has been submitted in advance of the review of the LDP, but the local planning authority must make a decision in accordance with the development plan unless material considerations indicate otherwise, at whatever point in the life of a plan a submission is made. The plan and the material considerations in this case are set out above. There are brownfield sites in the Caerphilly basin but the Local Planning Authority must consider the scheme before it on its merits, rather than discard it in favour of a preferred alternative. There are air quality issues in the town, but there is no evidence that this development would aggravate them to such an extent as to justify a refusal of planning permission.

Loss of property value is not a material planning consideration, and whatever concerns are raised about the potential increase in crime associated with the development or parts of the development, that would not be a planning justification to refuse permission for residential development next to existing housing.

RECOMMENDATION that Permission be REFUSED

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The reason(s) for the Council's decision is/are

- 01) The vehicular traffic generated by proposed development will aggravate congestion at peak times on the local road network particularly at the junction of Hendredenny Drive with B4263 St Cenydd Road, and between that junction and the B4263/A468 junction. Furthermore the applicant has failed to demonstrate through a robust traffic assessment that the sustainable transport initiatives proposed are of an adequate standard to off-set the traffic impact of the development. The development would therefore be contrary to policy CW3 of the Caerphilly County Borough Local Development Plan up to 2021 - Adopted November 2010 because it would be prejudicial to the effective and efficient use of the transportation network.
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