

Code No. and Date Received	Name and Address of Applicant	Description and Location of Proposed Development
17/1027/FULL 29.11.2017	Linc Cymru C/o GVA One Kingsway Cardiff CF10 3AN	Demolish Caerphilly Magistrates' Court building and re-develop with 38 No. dwellings (comprising 34 No. apartments and a terrace of 4 No. houses), together with associated vehicular and pedestrian accesses, car parking, amenity areas, buggy and bin store, landscaping and ancillary development: site preparation, clearance, treatment, re-profiling and the installation of new services and infrastructure Caerphilly Magistrates Court Mountain Road Caerphilly CF83 1HG

APPLICATION TYPE: Full Application

SITE AND DEVELOPMENT

Location: The application site is situated on the eastern side of Mountain Road.

Site description: The application site extends to a total of some 0.49 hectares (1.2 acres) and is occupied by the former Magistrates' Court building and its surrounding curtilage, which includes a car park and some landscaped areas. The Magistrates' Court building is a two storey flat roof building on the eastern part of the site with surface level car parking provided to the east of the building. The site slopes down from west to east, with a number of retaining walls throughout which create a series of plateaus that tier down the natural slope of the site. The site is well screened by vegetation and mature trees along its boundaries.

The site is located some 175m to the south of Caerphilly Town Centre and Caerphilly train and bus station. The site is located in close proximity to a range of public amenities, including a number of local stores, public houses and restaurants, which are all within 400m walking distance. The town is accessed via the B4263 (Mountain Road),

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off which the site is located. The site benefits from a singular pedestrian / vehicular access point onto Mountain Road to the northwest.

The immediate character of the area is predominantly residential in nature, although an office building and the former Police Station are located to the immediate north and Caerphilly Golf Club to the west, beyond which lies St Martin's School.

The existing building on the site is not listed and the site does not fall within a conservation area. There are no listed buildings or scheduled ancient monuments adjacent to the site.

Development: The proposal is to demolish the existing court building and redevelop the site for residential purposes. The proposed residential scheme would comprise 100% affordable housing (Use Class C3). The proposed scheme would comprise a mixture of 34 no. apartments (14 no. 2-beds and 20 no. 1- beds) and 4 no. terraced houses. The apartments will be for tenants over 55 years of age with the units being offered on the basis of shared ownership. The terraced housing will be general needs family housing.

The proposed apartment building would be positioned in a similar location to the existing court building at the rear of the site, set on the lower plateau, at a lower level than the two properties lying immediately south of the site (Nos. 5 and 7 Mountain Road). The building would be four storeys, with access to the building provided via two separate entrances at ground floor level.

The terrace of 4 no. 3-bed houses would be positioned at the front of the site and would be two storeys, fronting onto Mountain Road. Residents will have access to private raised terraces, with steps down to private gardens at the rear of the properties. Access to the properties would be provided via main entrances facing Mountain Road, although a shared path would be provided leading from the parking spaces adjacent to the main vehicular entrance to the site rather than directly from the pavement along Mountain Road. Rear access would also be provided via the private gardens.

In terms of the design of the apartments, the buildings would be built to 'The Passivhaus Standard', which is one of the fastest growing energy performance standards in the world. The Passivhaus Standard is a leading fabric-first approach to low energy buildings, which delivers very high levels of energy efficiency through effective building design. The high-quality building design offers the opportunity to make a positive impact on the visual appearance of the local area.

In terms of access, vehicular access to the site would be gained from Mountain Road, utilising the existing vehicular access point to the northwest of the site. Sufficient

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visibility is achievable in either direction along Mountain Road and a footpath already exists along either side of the site's frontage onto the highway. Pedestrian access would also be gained from the site's frontage along Mountain Road.

The existing access and egress point would serve the car park for the site, which is proposed to accommodate surface-level parking for 3 no. cars, as well as sufficient space for bin storage. The main parking area will be set at a lower level to Mountain Road.

Dimensions: The apartments have overall measurements of 37.4 wide by 26.8m by 13.1m high. The dwellings have overall measurements of 23.6m wide by 10m deep by high to the ridge.

Materials: Brickwork with standing seam metal roofs with integrated photo voltaic laminate.

Ancillary development, e.g. parking: None.

PLANNING HISTORY 2005 TO PRESENT

P/06/0291 - Extend existing magistrates court building to provide a new courtroom and change the use of part of the curtilage of the site for car parking - Granted 21.04.06.

06/0786/FULL - Erect new crib retaining wall to support parking (required by condition (2) of planning consent P/06/0291) - Granted 17.01.07.

07/1063/FULL - Replacement of existing front boundary fence and new vehicular access gate and new parking layout - Granted 30.10.07.

08/0601/FULL - Provide roof access safety ladders and safety barrier - Granted 15.07.08.

POLICY

Local Development Plan: Within settlement limits.

Policies

Local Development Plan: SP3 (Development in the Southern Connections Corridor), SP5 (Settlement Boundaries), SP6 (Place Making), SP7 (Planning Obligations),

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SP14 (Total Housing Requirements), SP15 (Affordable Housing Target), CW2 (Amenity), CW3 (Design Considerations: Highways), CW6 (Trees, Woodland and Hedgerow Protection), CW11 (Affordable Housing Planning Obligation), CW15 (General Locational Constraints) and H19 Allocated Housing Sites).

Supplementary Planning Guidance LDP 1 gives advice on Affordable Housing Obligations.

Supplementary Planning Guidance LDP 4 gives advice on Trees and Development.

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

Supplementary Planning Guidance LDP 6 Building Better Places to Live gives advice on all levels of development.

National Policy: PPW (Edition 9) sets out the land use planning policies of the Welsh Government (WG). This contains guidance for the preparation of Local Authority's development plans, development management, and sets out the WG commitment to creating sustainable developments.

Chapter 4 of PPW has been updated to include reference to the statutory purpose for the planning system introduced by the Planning (Wales) Act 2015 and the Well-being of Future Generations (Wales) Act 2015, particularly regarding the use of the well-being goals in the Act in the absence of locally set well-being objectives.

Chapter 4 acknowledges that the land use planning system is central for achieving sustainable development in Wales. It recognises the importance of creating sustainable communities where people can live, work and play and encourages opportunities for land to occupy both commercial and residential uses to derive benefit from co-location. This chapter identifies a number of key objectives for policies and proposals to achieve. These include:

The re-use of suitable previously developed land and buildings, wherever possible avoiding development on greenfield sites;

The location of development in places which minimise the demand for travel, especially by private car;

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Ensuring that all local communities - both urban and rural - have sufficient good quality housing for their needs, in safe neighbourhoods;

- Promoting access to employment, shopping, education, health, community, leisure and sports facilities and open and green space, maximising opportunities for community development and social welfare;
- Fostering improvements to transport facilities and services which maintain or improve accessibility to services and facilities, secure employment, economic and environmental objectives, and improve safety and amenity;
- Fostering social inclusion by ensuring that full advantage is taken of the opportunities to secure a more accessible environment for everyone;
- Protecting and improving the natural environment, and the historic environment and cultural heritage resource; and
- Contributing to the protection and, where possible, the improvement of people's health and well-being as a core component of sustainable development.

Chapter 8 of PPW acknowledges that the land use planning system can help to achieve the WG's objective for sustainable transport and, amongst other matters, sets out a hierarchy that supports development primarily accessible by walking and cycling, followed by public transport and then the private car.

Chapter 9 of PPW deals with housing and emphasises the need to provide housing of a good quality that will contribute to the development of sustainable communities. It stipulates that the local authorities must make provision for a 5-year supply of land for housing.

National Planning Guidance contained in Technical Advice Notes 1 Joint Housing Land Availability Studies, 2 Planning and Affordable Housing and 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? Yes.

CONSULTATION

Transportation Engineering Manager - No objection subject to conditions.

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Senior Engineer (Land Drainage) - No objection subject to the submission of a drainage scheme.

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

Police Architectural Liaison Officer - No objection.

Wales & West Utilities - Provides advice to be conveyed to the developer.

CCBC Housing Enabling Officer - Whilst the application proposes the provision of 100% affordable housing, in order to be Policy compliant 40% of the units will need to be secured by an Agreement under Section 106 of the Town and Country planning Act 1990.

CCBC - 21st Century Schools - No objection.

CADW - No objection.

Head Of Public Protection - No objection subject to conditions.

Countryside And Landscape Services - No objection subject to the imposition of conditions.

ADVERTISEMENT

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

Response: One letter of objection was received.

Summary of observations:

1. Traffic impacts on Mountain Road.
2. The apartments will be out of keeping with the character of the area.
3. Lack of policing in the area.

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? No.

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Is this development Community Infrastructure Levy liable? Yes. The proposed buildings have a total floor area of 2801.11 square metres. The existing building on site has a total floor area of 1616 square metres meaning that there would be a net increase in floor area of 1185.11 square metres. At a rate of £40 per square metre a CIL amount of £47,404.40 is payable. The developers will be able to claim a social housing exemption.

ANALYSIS

Policies: The application has been considered in accordance with national guidance, local plan policy and supplementary planning guidance. In planning policy terms, the policy framework is supportive of the site's redevelopment for residential purposes given the site's location within the settlement boundary of Caerphilly, its brownfield status, and because the site is sustainably located offering easy access to rail and bus services, as well as other public amenities. The location of the proposed residential scheme would accord with the development strategy set out by LDP Policies SP3 and SP5.

Given the current shortfall in housing supply, the site also offers an appropriate and acceptable windfall site that will contribute towards achieving the Council's housing targets detailed in LDP Policies SP14 and SP15. The residential development of the site will facilitate in achieving the wider aims of the plan, exploiting the use of brownfield land and providing much needed affordable housing to sustain a growing, balanced community.

The location of the development within an existing community, nearby to existing community facilities and local shops and services in the town centre, is intended to ensure that all of the residents are integrated within the wider community, thus ensuring that the scheme contributes to a balanced and sustainable community. This accords with the specific requirements of LDP Policy CW11, which support the provision of 100% affordable housing sites in sustainable locations where schemes will not undermine the aim of delivering mixed communities.

The nature of the proposed use is considered appropriate to the character of the surrounding area, which is predominately residential. The proposed development has been designed in a way which reflects the difference in levels throughout the site ranging between 2-4 storeys and would be set at a lower level than Mountain Road, thereby respecting building heights in the surrounding context.

In terms of the design of the apartments, the buildings would be built to 'The Passivhaus Standard', which delivers very high levels of energy efficiency through effective building design. The high-quality building design offers the opportunity to make a positive impact on the visual appearance of the local area.

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In terms of residential amenity, the proposed layout would not result in harm to the amenity of neighbouring occupiers or the occupiers of the proposed units given the separation distances and the levels on the site. The apartment building will occupy a similar footprint to the court building, which remains in situ and represents the fall-back position for the site in planning terms. The proposals represent a more sympathetic use to the operation of the Courts and will reduce the level of noise, disturbance and general traffic movements experienced by the site until very recently. The terrace will occupy frontage position, being slightly set down from Mountain Road and set away from the boundaries with neighbouring dwellings. As such, the proposals will not result in demonstrable harm to residential amenity.

Amenity areas for the occupants of the apartments would be provided within the confines of the site, surrounding the apartment building. The occupiers of the terraced houses will be provided with sufficient amenity space to the rear of each respective property.

The site is screened by vegetation and mature trees along its boundaries, which will act to soften the redevelopment proposals. Significant vegetation and tree cover is being retained as part of the proposals, with only a small number of 'U' category trees being removed for arboricultural reasons to avoid undue loss of screening to the neighbouring properties.

In terms of access, vehicular access to the site would be gained from Mountain Road onto which there is an existing point of access in the form of a priority T-junction which serves the Magistrates' Court. Sufficient visibility is achievable in either direction along Mountain Road and a footpath already exists along either side of the site's frontage onto the highway. It is proposed to reuse this access and egress point to serve the car park for the site, which will accommodate 34 no. parking spaces. The main parking area will be set at a lower level to Mountain Road and, for that reason, would not be overly prominent in the surrounding area.

The site is considered to be in a sustainable location, located some 175m to the south of Caerphilly town centre and Caerphilly train and bus station, and in walking distance to a range of public amenities, including a number of local stores, public houses and restaurants. In this respect, the location of the site would afford future residents with the potential to travel by non-car travel modes.

It is noted that the rear apartment block will be for tenants over 55 years of age with the units being offered for shared ownership, whilst front terrace of 4 no. units will provide general needs family housing. SPG LDP 5 on Car Parking Standards makes specific requirements for 'self-contained elderly persons dwellings (not wardened)', which

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amount to 1 space per 2-4 units, plus 1 space per 4 units for visitors. Based on the provision of 34 no. apartments (14 no. 2-beds and 20 no. 1-beds) this equates to 26 spaces at the higher-end and 17 spaces at the lower-end (both figures rounded and inclusive of visitor spaces). The front terrace parking requirement is 1 space per bedroom (max 3) with 1 space per 5 units for visitors. This, therefore, generates a further 12 spaces. The total requirement would be 29 spaces at the lower-end or 38 spaces at the higher-end, whilst the layout shows 34 no. spaces in total.

Planning Policy Wales (PPW) and Technical Advice Note 18: Transport (2007) both support lower levels of parking provision. In particular, PPW, Edition 9 states at paragraph 8.4.2 that "local authorities should ensure that new developments provide lower levels of parking than have generally been achieved in the past" and that "minimum parking standards are no longer appropriate." With this in mind, and considering the location of the site in close proximity to the town centre and within walking distance to the railway station, bus station, local schools, post office and community medical practices, we consider the scheme to be sustainable.

The former use of the premises as a Magistrates' Court represents the fall-back position for the site in planning terms. Therefore this use forms the baseline scenario against which all development impacts must be considered. The proposals would result in a reduction in vehicle traffic movements on the highway network when compared to the extant use, and this would provide corresponding benefits in respect of highway safety and capacity. Nevertheless, a Transport Statement has been commissioned and is submitted in support of the application in order to justify the use of the access onto Mountain Road and the associated traffic movements. The Transport Statement establishes that the highways impacts of the proposal are acceptable having regard for the issues discussed above and subject to the imposition of suitably worded conditions. The proposal therefore complies with Policy CW3 of the LDP.

Comments from Consultees: No objections received.

Comments from public: Each of the issues raised is addressed below:-

1. The highways impacts of the development are adequately addressed above. Whilst the residential use of the site would inevitably increase traffic in the area over and above that which is present at the moment, the fall back position has to be considered and in that regard it is not felt that the proposal would be unacceptable in terms of highways impacts.
2. The design and appearance of the proposal is also addressed above. Whilst the proposed buildings will have modern elements within their design, this is not considered to be unacceptable in itself. The existing building on site is of a fairly modern and utilitarian design with a flat roof and it is considered that the block of apartments is a marked improvement on the appearance of that building. It should also be noted that

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the apartment block is set well back from Mountain Road and would be partly screened by the terrace of houses and in that regard it would not be seen as part of any street scene. In that regard it is not considered that the proposal would be out of keeping with the character of the area.

3. The reference to a lack of policing in the area appears to be a reference to a perceived increase in anti social behaviour as a result of the introduction of social housing. Firstly it should be noted that the level of policing in the area is not a material planning consideration. Secondly, there is no proven link between the provision of social housing and an increase in anti social behaviour. Moreover, it is a central policy of the Welsh Government and the Local planning Authority to provide social housing. In that regard it is not considered that this would justify the refusal of this application.

Other material considerations: In line with Policy CW11 of the Local Development Plan developments of this type in the Caerphilly Basin area are required to provide 40% of the units as affordable housing. The developer has agreed to the provision of affordable housing in this scheme and as such it is recommended that the application be deferred to enable the completion of a Section 106 Agreement in respect of the provision of 40% affordable housing. The agreement is necessary to make the scheme policy compliant, it relates to the development which is housing, and it is reasonable and proportionate to the scale of the scheme.

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.

RECOMMENDATION that (A) the application be deferred to allow the applicants to enter into a Section 106 Obligation to provide the following:-

1. 40% provision of Affordable Housing.
2. A contribution of £15,600 towards enhancing transport provision for the elderly residents of the development and in particular the provision of a demand responsive minibus service three days a week.

On completion of the Section 106 Obligation that (B) planning permission is granted subject to the following conditions.

RECOMMENDATION that Permission be GRANTED

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This permission is subject to the following condition(s)

- 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, inclusive of red edge boundary, at a scale of 1:1250 (Drawing Reference GVA/SLP/01A),
- Existing Site Layout Plan, at a scale of 1:200 @ A1 (Dwg Reference 17/433/101),
 - Proposed Site Layout Plan, at a scale of 1:200 @ A1 Reference 17/433/102 Rev B),
 - Proposed Site Section, at a various scales @ A1 (Dwg Reference 17/433/105),
 - Proposed Site Section, at a various scales @ A1 (Dwg Reference 17/433/106),
 - Proposed Ground Floor Plan (Block A), at a scale 1:50 @ A1 (Dwg Reference 17/433/110),
 - Proposed First Floor Plan (Block A), at a scale 1:50 @ A1 (Dwg Reference 17/433/111),
 - Proposed Second Floor Plan (Block A), at a scale 1:50 @ A1 (Dwg Reference 17/433/112),
 - Proposed Third Floor Plan (Block A), at a scale 1:50 @ A1 (Dwg Reference 17/433/113),
 - Proposed Roof Plan (Block A), at a scale 1:50 @ A1 (Dwg Reference 17/433/114 Rev A),
 - Proposed Ground Floor Plan (Block B), at a scale of 1:50 @ A1 (Dwg Reference 17/433/115),
 - Proposed First Floor Plan (Block B), at a scale of 1:50 @ A1 (Dwg Reference 17/433/116),
 - Proposed Roof Plan (Block B), at a scale of 1:50 @ A1 (Dwg Reference 17/433/117 Rev A),
 - Proposed Elevations (Block A), at a scale of 1:100 @ A1 (Dwg Reference 17/433/120 Rev A),
 - Proposed Elevations (Block B), at a scale of 1:100 @ A1 (Dwg Reference 17/433/121 Rev A),
 - Proposed Bin Store, at a scale of 1:50 @ A3 (Dwg Reference 17/433/122),
 - Visualisations, (Blocks A & B) (Dwg Reference 17433/300),
 - Swept Path Analysis, at a scale of 1:100 @ A1 (Dwg Reference 17196.OS.101.01),
 - Swept Path Analysis, at a scale of 1:100 @ A1 (Dwg Reference 17196.OS.101.02),

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- Planning Statement (GVA),
- Design and Access Statement (Childs & Sulzmann Architects),
- Pre-Application Consultation Report (GVA),
- Site Investigation Report, inclusive of Coal Mining Risk Assessment (Intégral Géotechnique (Wales) Limited) (Ref: 11991/LW/17/SI/REvB),
- Site Investigation Letter Report - Phase 3 Supplementary Site Investigation (Intégral Géotechnique (Wales) Limited),
- Site Investigation Letter Report - Gas Monitoring (Intégral Géotechnique (Wales) Limited),
- Topographical Survey (Zenith Land Surveys Limited),
- Preliminary Ecological Appraisal (David Clements Ecology),
- Detailed Landscape Proposals (TDA.2350.01),
- Pre-Development Tree Survey & Assessment (Treescene),
- Tree Constraints Plan (Treescene),
- Demolition Tree Protection Plan (Treescene),
- Arboricultural Impact Assessment (Treescene),
- Arboricultural Impact Assessment Plan (Treescene),
- Drainage Strategy (Smart Associates),
- Transport Statement (Calibro),
- Landscape Specification and Management Plan (TDA)
- Detailed Landscape Proposals, at a scale of 1:200 @ A1 (Dwg Reference TDA.2350.01),
- Stone Clad Entrance Walls, at a scale of 1:25 @ A3 (Dwg Reference TDA.2350.02),
- Air Quality Assessment (Air Quality Consultants),
- Stitch Drilling Investigation (Integral Geotechnique),
- Eco Habitats For Bats (Ibstock),
- Bug Box (Bird Brick Houses),
- Standard Swift Box (Bird Brick Houses),
- Sparrow Terrace (Bird Brick Houses),
- Standard Bird Box (Bird Brick Houses), and
- Bat Box (Bird Brick Houses).

REASON: To ensure that the development is carried out only as approved by the Local Planning Authority.

- 03) Prior to the commencement of works on site a scheme of land and surface water drainage within the site shall be submitted to and agreed in writing by the Local Planning Authority. All works that form part of the agreed scheme shall be carried out before any part of the development to which it relates is occupied.
REASON: To ensure the development is served by an appropriate means of drainage.

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- 04) All hard and soft landscape works shall be carried out in accordance with the approved details. The works shall be carried out prior to the occupation of any part of the development or in accordance with a programme agreed in writing with the Local Planning Authority. Any trees or plants which within a period of 5 years from the completion of the development die, 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: To ensure that the works are carried out as approved in the interests of the visual amenity of the area.
- 05) 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.
- 06) The development hereby approved shall be carried out in accordance with the recommendations made in Section 6 of the Bat Survey Report dated June 2017; prepared by Dave Clements Ecology; unless otherwise agreed in writing by the Local Planning Authority.
REASON: To ensure adequate protection and mitigation for protected species.
- 07) Prior to the installation of any lighting a light mitigation strategy, including measures to ensure that street lighting and security lighting reduces light spillage into foraging habitats for bats, shall be submitted to the Local Planning Authority for approval. The lighting shall be installed in accordance with the approved strategy.
REASON: To ensure proper measures are taken to safeguard the habitat of bats, in the interests of biodiversity.
- 08) Prior to the commencement of works on site, a method statement shall be submitted for approval to the Local Planning Authority detailing the treatment of Japanese Knotweed on site. The treatment of Japanese Knotweed shall be carried out in accordance with the approved details.
REASON: It is an offence under the Wildlife and Countryside Act 1981 (as amended) to "introduce, plant or cause to grow wild any plant listed in Schedule 9 Part 2 of the Act" . Japanese Knotweed (*Fallopia japonica* / *Polygonum*

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cuspidatum) is included within this schedule. All Japanese knotweed waste (the plant itself or material containing its rhizome) is classed as controlled/special waste and therefore must be disposed of in accordance with the Environmental Protection Act 1990 and the Environmental Protection Act Duty of Care Regulations 1991.

- 09) Subsequent to the demolition of the existing buildings on site and prior to the commencement of any other works on site, a scheme of groundwater sampling and ground gas monitoring shall be submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be carried out in accordance with the approved details unless otherwise agreed in writing by the Local Planning Authority.
REASON: In the interests of public health.
- 10) 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: To prevent contamination of the application site in the interests of public health.
- 11) 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.
- 12) 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:
(i) control of noise,
(ii) control of dust, smell and other effluvia,
(iii) control of surface water run off,
(iv) site security arrangements including hoardings,
(v) proposed method of piling for foundations,
(vi) construction and demolition working hours,
(vii) hours during the construction and demolition phase, when delivery vehicles or vehicles taking materials are allowed to enter or leave the site.

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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.

- 13) Prior to the commencement of the development a scheme shall be submitted to and agreed in writing by the Local Planning Authority indicating full engineering details of the road layout with sections, street-lighting and surface water drainage and a detailed programme for the provision of the proposed highways. The development shall be carried out in accordance with the agreed details.
REASON: In the interests of highway safety.
- 14) Prior to the occupation of the development hereby approved the proposed means of access shall be laid-out, constructed and maintained thereafter, with vision splays of 2.4 metres x 43 metres in a southerly direction and 2.4 metres x site frontage in a northerly direction. No obstruction or planting when mature exceeding 0.9 metres in height above the adjacent carriageway shall be placed or allowed to grow in the required vision splay areas.
REASON: In the interests of highway safety.
- 15) The development shall not be occupied until the area indicated for the parking of 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.
- 16) The footway infrastructure on Mountain Road shall be improved in a manner to be agreed in writing with the Local Planning Authority before any works commence on site. The improvements shall be in the form of the provision of pedestrian crossing points to the Bronrhiw Fach and King Edward Avenue road junctions to include the installation of tactile paving. The improvements shall be completed in accordance with the agreed details prior to beneficial occupation first commencing.
REASON: In the interests of highway safety.

Advisory Note(s)

The following policy(ies) of the Caerphilly County Borough Local Development Plan up to 2021 - Adopted November 2010 is/are relevant to the conditions of this permission: CW2, CW3 and CW4.

