

Application Number: 21/0574/FULL

Date Received: 18.06.2021

Applicant: Harmoni Homes Ltd

Description and Location of Development: Erect residential development, including demolition/removal of existing structures, for the erection of 31 affordable dwellings and associated works including sustainable drainage, car and bicycle parking and landscape planting - The Rhos Bedwas Road Caerphilly.

APPLICATION TYPE: Full Application

SITE AND DEVELOPMENT

Location: The application site is located on the north western side of Bedwas Road, Caerphilly.

Site description: The application site is a small industrial estate located in a mainly residential area on the outskirts of Caerphilly Town Centre. The site contains a number of B2 (heavy industrial) uses and is accessed via the side lane between numbers 190 and 192 Bedwas Road. The site is flat and contains a number of single storey profile sheeting clad industrial buildings.

To the north west of the site is the Former Virginia Park Golf Course where planning consent has been granted for up to 350 dwellings, to the south west of the site is a paddock where horses are kept and where consent has been granted for the erection of 11 dwellings, to the south east are the terraced dwellings on Bedwas Road and to the north east are the modern detached dwellings at Hazel Grove.

Development: This application seeks full planning consent for the erection of 31 affordable dwellings. This would comprise of 16 dwellings and an apartment block containing 15 units. Access to the site would be achieved by an improvement to the existing access lane off Bedwas Road with 4 dwellings either side of the access road and a further 8 dwellings backing onto Virginia Park. The apartment block would be located in the south eastern part of the site backing onto Hazel Grove.

The dwellings would be a mixture of link and semi detached 2, 3 and 4 bed properties all of two storey height with front and rear gardens and parking largely to the side or rear. The apartment block will be a three storey building with parking located to the side. The apartments would be a mixture of 12 one beds and 3 two beds.

Dimensions: House types A1 and A2 measure 6.2m wide by 9.5m deep by 8m high.
House Types B1 and B2 measure 6.2m wide by 8.9m deep by 8m high.
House type C1 measures 6m wide by 9.4m deep by 9.4m high.

The apartment block is I-shaped and will have overall dimensions of 33m wide by 15.4m deep by 11.5m high.

Materials: The buildings will be finished in face brickwork with a tiled roof.

Ancillary development, e.g. parking: In order to improve visibility at the junction of the access lane and Bedwas Road, build outs are proposed in the highway with the junction line moved further out into the existing carriageway.

PLANNING HISTORY 2010 TO PRESENT None.

POLICY

Local Development Plan: Caerphilly County Borough Local Development Plan up to 2021 - Adopted November 2010.

Policies Within settlement limits.

Local Development Plan: SP3 (Development in the Southern Connections Corridor), SP5 (Settlement Boundaries), SP6 (Place Making), SP7 (Planning Obligations), SP14 (Total Housing Requirements), SP15 (Affordable Housing Target), CW2 (Amenity), CW3 (Design Considerations: Highways), CW11 (Affordable Housing Planning Obligation), CW15 (General Locational Constraints) and HG1.62 Allocated Housing Sites).

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: 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.

Future Wales - The National Plan 2040 sets out the spatial strategy for Wales for the next 20 years and provides Policies that should be taken into account in the determination of applications at all levels.

ENVIRONMENTAL IMPACT ASSESSMENT

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

Was an EIA required? No.

COAL MINING LEGACY

Is the site within an area where there are mining legacy issues? The site is within a low risk area and an advisory note can be sent to the developer to advise them of this fact.

CONSULTATION

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

Welsh Government - Planning Directorate - No comments received.

Senior Arboricultural Officer (Trees) - No comments received.

Ecologist - No objection subject to conditions.

Landscape Architect - CCBC - No comments received.

Caerphilly Town Council - Raise objection on access, parking and privacy grounds.

The Coal Authority - Provide advice to be conveyed to the developer.

Glamorgan-Gwent Archaeological Trust - No objection.

Natural Resources Wales - No objection subject to conditions.

Transportation Engineering Manager - CCBC - Does not support the application given that there is a shortfall of 16 car parking space when assessed against the car parking guidance.

Would not support build outs at the junction with Bedwas Road or the lack of footway serving the flats and off street parking and on this basis should planning permission be granted the Highway Authority would not seek to adopt this site.

Head Of Public Protection - CCBC - No objection subject to conditions.

CCBC - 21st Century Schools - No objection.

CCBC Housing Enabling Officer - No comments received.

Senior Engineer (Land Drainage) - No comments received.

Parks And Open Spaces - No comments received.

Head Of Public Services - Requests information in respect of refuse storage and access for refuse vehicles.

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

ADVERTISEMENT

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

Response: None.

Summary of observations: None.

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, the proposal is unlikely to have a significant impact on biodiversity. However, Policy 9 of Future Wales - The National Plan 2040 states that action towards securing the maintenance and enhancement of biodiversity (to provide a net benefit), the resilience of ecosystems and green infrastructure assets must be demonstrated as part of development proposals through innovative, nature based approaches to site planning

and the design of the built environment. In that regard biodiversity enhancements will be sought as part of this development.

Is this development Community Infrastructure Levy liable? Yes, the site is located in the higher viability area where CIL is charged at £40 per square metre plus indexation.

ANALYSIS

Policies: The application has been considered in accordance with national planning policy and guidance, local plan policy and supplementary planning guidance. This application seeks full planning consent for residential development in a mainly residential area within the defined settlement limits and as such the principle of the development is acceptable in accordance with Policies SP3, SP5 and CW15 of the LDP. In that regard the main points to consider in the determination of this application are whether the design of the buildings is acceptable in the context, whether there would be any unacceptable impacts on neighbouring land and whether the proposal is acceptable from a highway safety perspective.

With regard to the first issue, it is considered that the relatively modern design of the proposed dwellings would depart from the traditional character of the dwellings along Bedwas Road, which are characterised by the use of stone and slate with some later alterations to render etc. However, the area has also been subject of several more modern developments on the land to the rear of Bedwas Road, using more modern materials and design features. In that the proposed development would only be visible in glimpsed views when travelling along Bedwas Road and that it is set well back from the dwellings along that frontage it is not considered that the more modern design of the dwellings would be unacceptable from a planning perspective. Moreover, taken in their own right it is considered that the proposed buildings incorporate a good design philosophy comparing favourably with the scale and pattern of development in the area, with a complimentary pattern of materials and architectural detailing which replicate features that can be found in both the traditional and modern dwellings in the area. In that regard it is considered that the proposal has sufficient regard for the context of the local, natural, historic and built features through a high standard of design that reinforces attractive qualities of local distinctiveness and as such complies with Criterion B of Policy SP6 of the LDP.

With regard to the possible impacts of the development on neighbouring properties it is clear that whilst no objections were raised in respect of the planning application, responses provided to the PAC exercise carried out by the applicant indicate that residents in Hazel Grove feel that the apartment block is too large and that this would have an overbearing impact and cause a loss of privacy. Whilst it is accepted that the apartment block is proposed as a three storey building, it is actually only approximately 2.5m higher than the other proposed buildings on the site. The main part of the building is also 21m away from the rear elevations of the dwellings directly facing it in Hazel Grove. Whilst the projecting element to the rear would only be some 6m away from the dwelling at number 70 Hazel Grove, it would be facing the blank pine end of that

dwelling and the unfenestrated rear elevation of a single storey extension to the front. In that regard it is considered that there is sufficient separation distance from the existing dwellings to the proposed buildings such that there would be no overbearing impact from the development. It should also be noted that there are no habitable room windows proposed in the elevations facing Hazel Grove and as such there would be no loss of privacy. With regard to the dwellings along Bedwas Road it should be noted that these properties have long rear gardens of approximately 18m length and this together with the rear lane in between results in sufficient distance to these properties to protect their amenity.

With regard to the privacy between the proposed dwellings it is noted that the dwellings either side of the access road have a separation distance of less than 21m but this is considered to be acceptable in a front to front scenario. However, the first floor bedroom windows of these dwellings are full height resulting in views being possible directly into these rooms. In order to protect the privacy of future occupiers it is considered that the bottom portion of these windows need to be obscurely glazed or in solid panels and as such a condition would be attached to any consent granted requiring the submission of details. In respect of the above issues it is considered that the proposal would not have a detrimental impact on the amenity of the area and as such the proposal complies with Policy CW2 of the LDP.

In respect of highway safety matters it is noted that the Transportation Engineering Services Manager does not support the application on the basis that the proposed development fails to provide adequate off street parking to serve the proposed dwellings. It is also considered that the internal layout of the development is such that the Local Highway Authority would not want to adopt it for future maintenance.

With regard to the first matter it is accepted that the proposal does not comply with the guidance contained in Supplementary Planning Guidance LDP 5 - Car Parking Standards in that the site is not categorised as being in a sustainable location having regard to the criteria set out within that document and as such the parking provision is short of the level required in the guidance. However, from a planning perspective, it is considered that the site is sustainably located. The entrance to the application site is located some 600m from the front of the Morrison's supermarket at Castle Court to the west and 1km away from the front of the Tesco supermarket at Gallagher Retail Park to the east. It should also be noted that Castle Court Shopping Centre also forms part of the retail core of Caerphilly with all of the services available therein. Immediately outside the entrance to the site is a small convenience store which could serve the immediate needs of future occupiers of the development. It should also be noted that immediately adjacent to the junction are bus stops that provide regular services to both of the above mentioned retail centres. On the basis that the site is well related to existing retail provision and the town centre, which are in walking distance for pedestrians, and is well served by public transport it is considered that a reduction in car parking provision can be justified in this instance.

Moreover, lower parking levels within development is supported by National Planning Guidance. Paragraph 4.1.9 of Planning Policy Wales states:-

The Welsh Government is committed to reducing reliance on the private car and supporting a modal shift to walking, cycling and public transport. Delivering this objective will make an important contribution to decarbonisation, improving air quality, increasing physical activity, improving the health of the nation and realising the goals of the Well-being of Future Generations Act. 4.1.10 The planning system has a key role to play in reducing the need to travel, particularly by private car, and supporting sustainable transport, by facilitating developments which:
are sited in the right locations, where they can be easily accessed by sustainable modes of travel and without the need for a car;
are designed in a way which integrates them with existing land uses and neighbourhoods; and
make it possible for all short journeys within and beyond the development to be easily made by walking and cycling.

Paragraphs 4.1.50 - 4.1.52 also state:-

4.1.50 A design-led approach to the provision of car parking should be taken, which ensures an appropriate level of car parking is integrated in a way which does not dominate the development. Parking provision should be informed by the local context, including public transport accessibility, urban design principles and the objective of reducing reliance on the private car and supporting a modal shift to walking, cycling and public transport. Planning authorities must support schemes which keep parking levels down, especially off-street parking, when well designed. The needs of disabled people must be recognised and adequate parking provided for them.

4.1.51 Planning authorities must require good standards of car parking design, which do not allow vehicles to dominate the street or inconvenience people walking and cycling. This includes preventing pavement parking through the design of the street. Car parking should be overlooked by surrounding properties to provide natural surveillance.

4.1.52 Local authorities should develop an integrated strategy on parking to support the overall transport and locational policies of the development plan. Local authorities should consider parking issues on a joint basis with neighbouring authorities. They should jointly establish maximum levels of parking for broad classes of development, together with a threshold size of development above which such levels will apply. These maximum standards should be set in collaboration with interested organisations. Local authorities will need to ensure that their parking standards reflect local transport provision, are adopted by individual authorities as supplementary planning guidance, and are kept under review. Parking standards should be applied flexibly and allow for the provision of lower levels of parking and the creation of high quality places.

In this instance the applicant has argued that the development is sustainably located and as such should benefit from the reduction in parking levels set out in the SPG which would result in a reduction of one parking spaces per dwelling such that two spaces would be provided for three bedroom dwellings and so on. Given the above considerations and the national guidance which points towards reduced levels of parking within developments and a push towards the use of modes of transport other than the private motor vehicle, it is considered that the levels of parking provided as part of this development are acceptable in planning terms.

In terms of the internal layout of the site it is considered that it would be a matter of preference for the developer to decide whether they wish to proceed with the development without the option of adoption by the Local Highway Authority. Moreover, Paragraphs 4.1.19 - 4.1.24 of Planning Policy Wales provide the following advice:-

4.1.19 Well-designed, people orientated streets are fundamental to creating sustainable places and increasing walking, cycling and use of public transport. New development should improve the quality of place and create safe, social, attractive streets where people want to walk, cycle and enjoy, and children can play. To make streets safer and more attractive places for people, the Welsh Government is making 20 mph the new default speed limit for most streets and taking measures to prevent pavement parking.

4.1.20 The design and layout of streets must give a high priority to their role as public spaces and meeting the needs of pedestrians, cyclists and public transport users, reflecting the principles of the sustainable transport hierarchy. To create streets that are social places, the public realm needs to be safe and attractive and the street designed for low speeds of 20 mph or less.

4.1.21 Well integrated green infrastructure, such as SUDS, street trees and verges, not only create a pleasant environment but can also achieve a range of other benefits, including pollutant filtering, urban cooling, water management and habitat creation. Such features should be included as part of a well-designed street layout.

4.1.22 The Welsh Government policy, Manual for Streets and its companion guide Manual for Streets 221, requires that street design should not follow the conventional engineering-led approach. The design of new or enhanced streets should respond to urban design principles, including those in Manual for Streets and the Active Travel Design Guidance²², and not adhere to rigid standards. Design Bulletin 32: Residential Roads and Footpaths has been superseded by Manual for Streets.

4.1.23 Planning authorities must ensure the design of streets contributes to the creation of high-quality places, which will require a multi-disciplinary approach, and should challenge development proposals with standardised, prescriptive, engineering-focussed, risk-adverse street designs.

4.1.24 In residential areas, Home Zones are a way in which streets can be designed to slow vehicular traffic speeds down and give priority to people over motorised uses.

Local authorities should consider using powers available under the Transport Act 2000 to designate Home Zones.

It should also be noted in this instance that a condition can be attached to any consent granted requiring the provision of cycle parking in order to assist with sustainable modes of transport.

In that regard it is considered that the design of the internal layout of the site responds to the above guidance and creates a design that is not dominated by the car and creates sense of place that does not follow the traditional engineering led approach to highway layout but instead gives priority to the individual over the car. In light of the above considerations it is considered that the proposal is acceptable in highway safety terms and complies with Policy CW3 of the LDP.

Policy CW11 of the LDP requires the provision of affordable housing on all sites of 5 dwellings or more or with a site area exceeding 0.15 hectares. The Policy also sets targets for the provision of 40% of the units on a site to be affordable in the Caerphilly Basin Area. In that this development proposes 100% of the units to be affordable and as this can be secured by a legal agreement under Section 106 of the Town and Country Planning Act 1990 it is considered that the proposal complies with this Policy. However, it should be noted that as the policy only requires a maximum of 40% of the units to be affordable it will only be possible to require this amount through any legal agreement.

A small portion of the south west corner of the application site is located within Zone C2 as defined in the Development Advice Maps attached to TAN15; Flooding and Development and as such is susceptible to flooding in extreme events. However, the application is supported by a Flood Consequences Assessment that considers the impacts of flooding associated with the development. This assessment has been reviewed by Natural Resources Wales and they have confirmed that the risks of flooding are acceptable in this instance and as such the proposal complies with the advice contained in TAN15.

Comments from Consultees: The concerns of Caerphilly Town Council are addressed above.

Comments from public: None.

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.

Future Wales - The National Plan 2040 was published on 24 February 2021 and forms part of the statutory development plan for the county borough. In addition to this Planning Policy Wales (PPW) has been amended to take account of Future Wales and PPW Edition 11 has also been published on 24th February 2021. In reaching the conclusion below full account has been taken of both Future Wales and PPW Edition 11 and where they are particularly pertinent to the consideration of the proposals they have been considered as part of the officer's report. It is considered that the recommendation(s) in respect of the proposals is (are) in conformity with both Future Wales and PPW Edition 11.

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

A. Provision of 40% of the total number of units on the site as affordable units.

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 provides an adequate level of affordable housing respectively.

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: AL(00)01 Rev A, AL(00)20, AL(00)21, AL(00)23, AL(00)24, AL(00)26, AL(00)31, AL(00)32, AL(00)35, AL(00)36, AL(00)37, AL(00)20, AL(00)38, AL(90)10 Rev J, 02 Rev B, 21002.OS.103.01, P0503, The Rhos - Flood Consequences Assessment by JBA Consulting Ltd dated December 2020, Geotechnical and Geoenvironmental Report: Proposed Residential Development Land to the Rear Of 184-202 Bedwas Road, Caerphilly, CF83 3AU by Terrafirma Ltd dated September 2020, Preliminary Ecological Assessment & Bat Survey by Eco Logical Services Ltd dated 27th April 2021, Transport Statement Rev C by Lime Transport dated 14th August 2021 and Tree Survey by Treescene dated 1st February 2021.
REASON: To ensure that the development is carried out only as approved by the Local Planning Authority.
- 03) 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.

- 04) 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.

- 05) 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.

- 06) 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.

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.

- 07) Prior to the commencement of the construction of any of the proposed buildings on the site, an Air Quality Management Assessment shall be carried to assess the impact of the development on the Caerphilly Air Quality Management Area. The assessment should identify any mitigation measures required to make the

development acceptable and those measures shall be carried out prior to the occupation of any dwellings on the site.

REASON: In order to ensure that the development does not have any detrimental impact on the health of members of the public and in order to ensure compliance with Policy CW2 of the Caerphilly County Borough Local Development Plan up to 2021 - Adopted November 2010.

- 08) Prior to the commencement of the development, a long-term monitoring plan for groundwater quality and land contamination shall be submitted and approved in writing by the Local Planning Authority.

The long-term monitoring plan should include:

Details of the methods and triggers for action to be undertaken,

Timescales for the long-term monitoring and curtailment mechanisms (e.g. a scheme of monitoring for 3 years unless the monitoring reports indicate that subsequent monitoring is or is not required),

Timescales for submission of monitoring reports to the LPA (e.g. annually),

Details of any necessary contingency and remedial actions and timescales for actions. Details confirming that the contingency and remedial actions have been carried out,

The monitoring plan shall be carried out in accordance with the approved details and within the agreed timescales.

REASON: In order to protect the water environment and in order to ensure compliance with Policy CW5 of the Caerphilly County Borough Local Development Plan up to 2021 - Adopted November 2010.

- 09) If, during development, contamination not previously identified is found to be present at the site then no further development, unless otherwise agreed in writing with the Local Planning Authority, shall be carried out until a remediation strategy detailing how this unsuspected contamination shall be dealt with has been submitted to and approved in writing by the Local Planning Authority. The remediation strategy shall be carried out as approved.

REASON: In the interests of public health.

- 10) No development shall commence until details of piling or any other foundation designs using penetrative methods sufficient to demonstrate that there is no unacceptable risk to groundwater have been submitted to and approved in writing by the Local Planning Authority. The piling/foundation designs shall be implemented in accordance with the approved details.

REASON: In the interests of public health.

- 11) Prior to the commencement of development, a Biodiversity Strategy shall be submitted to, and approved in writing by the Local Planning Authority. The strategy shall include, but not be exclusively limited to: Working methodologies including timing/phasing, wildlife friendly drainage, Underpasses, provision of bird nesting boxes, Dark vegetated flight corridors around the periphery of the site, no net loss of hedgerow, retention of trees and water bodies, buffer to water

courses, 100mm gaps under all fences, use of native species in the planting scheme and a biodiverse species planting mix for amenity/roadside grassed areas. The strategy shall be implemented as agreed.

REASON: To secure mitigation, compensation and enhancement measures for biodiversity on site, in accordance with Part 1 Section 6 of the Environment (Wales) Act 2016, Planning Policy Wales (February 2021) and Tan 5 Nature Conservation and Planning (2009).

- 12) Prior to the construction of the external surfaces of the development hereby approved details of the materials to be used 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 in accordance with policy CW2 of the adopted Caerphilly County Borough Local Development Plan up to 2021.
- 13) The development hereby approved shall not be occupied until the means of vehicular access has been constructed in accordance with the approved plans.
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) 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 in accordance with policy CW3 of the adopted Caerphilly County Borough Local Development Plan up to 2021.
- 15) Prior to the commencement of work on site, a travel plan shall be submitted to and approved in writing by the Local Planning Authority and thereafter implemented in accordance with any timescales contained therein.
REASON: To encourage the use of a variety of transport options in accordance with policy CW3 of the adopted Caerphilly County Borough Local Development Plan up to 2021.
- 16) Prior to the occupation of the dwelling(s) hereby approved all hard surfacing within the curtilage(s) shall have been:
 - 1) constructed in porous or permeable materials, or
 - 2) provided with drainage to direct run-off water from the hard surface to a porous or permeable area or surface within the curtilage of the dwellinghouse, and
 - 3) where a surface is to be used as a parking area or drive it shall not be constructed in loose materials,and thereafter those areas shall be permanently maintained so as to comply with requirements 1), 2) and 3) of this condition.

REASON: To provide a sustainable drainage system and avoid loose materials being taken out onto the highway in accordance with policies CW3 and SP6 of the adopted Caerphilly County Borough Local Development Plan up to 2021.

- 17) Unless an endorsed Agreement under Section 38 of the Highways Act 1980 has been completed a detailed programme for the provision of the proposed highways and highway alterations including all stages in the statutory process for approval thereof together with a similarly detailed programme for the construction, completion and future maintenance of the proposed highways shall be submitted to and approved in writing by the Local Planning Authority before any works of construction are commenced on site.

REASON: In the interests of highway safety in accordance with policy CW3 of the adopted Caerphilly County Borough Local Development Plan up to 2021.

- 18) The development shall not be occupied until covered and secure cycle parking facilities have been provided in accordance with a scheme that shall have been submitted to and approved in writing by the Local Planning Authority.

REASON: To ensure that the development is accessible by all modes of transport in the interests of sustainability in accordance with policy CW3 of the adopted Caerphilly County Borough Local Development Plan up to 2021.