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PLANNING, TAXI LICENSING & RIGHTS OF WAY COMMITTEE **Thursday, 6th April, 2017**

S U P P L E M E N T A R Y P A C K

1.1. Updates

Any Updates will be added to the Agenda, as a Supplementary Pack, wherever possible, prior to the meeting.

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Planning, Taxi Licensing and Rights of Way Committee

UPDATE REPORT

Application No: P/2016/0953 **Grid Ref:** 324093.02 302462.76

Community Council: Forden with Leighton and Trelystan **Valid Date:** 10/11/2016 **Officer:** Louise Evans

Applicant: Mr Steve Jennings, Primesave Properties, C/O Agent

Location: Land adjacent to Heritage Green, Kingswood, Powys, SY21 8LH

Proposal: Application for outline planning permission for a residential development and formation of new access with some matters reserved.

Application Type: Application for Outline Planning Permission

Two additional consultation responses have been received from the Local Highway Authority and the Lead Local Flood Authority which are copied in full below.

Local Highway Authority

The County Council as Highway Authority for the County Unclassified Highway, U2501

Wish the following recommendations/observations be applied

HC7 Within 5 days from the commencement of the development the area of the access to be used by vehicles is to be constructed to a minimum of 410mm depth, comprising a minimum of 250mm of sub-base material, 100mm of bituminous macadam base course material and 60mm of bituminous macadam binder course material for a distance of **15.0 metres** from the edge of the adjoining carriageway. Any use of alternative materials is to be agreed in writing by the Local Planning Authority prior to the access being constructed.

HC9 Prior to the occupation of **any dwelling**, provision shall be made within the curtilage of the site for the parking of not less than **1 car per bedroom**, excluding any garage space provided, in accordance with the standards in CSS Wales . The parking areas shall be retained for their designated use in perpetuity.

HC10 The gradient from the back of the footway/verge to the vehicle parking areas shall be constructed so as not to exceed 1 in **15** and shall be retained at this gradient for as long as the dwellings remain in existence.

HC11 Within 5 days from the commencement of the development provision shall be made within the curtilage of the site for the parking of all construction vehicles together with a vehicle turning area. This parking and turning area shall be constructed to a depth of **0.40 metres** in crusher run or sub-base and maintained free from obstruction at all times such that all vehicles serving the site shall park within the site and both enter and leave the site in a forward gear for the duration of the construction of the development.

HC14 Any internal side-road junctions shall have a corner radii of **6.0 metres**.

HC15 The centre line radii of all curves on the proposed estate road shall be not less than **20 metres**.

HC19 No building shall be occupied before the estate road carriageway and one footway shall be constructed to and including binder course level to an adoptable standard including the provision of any salt bins, surface water drainage and street lighting in front of that building and to the junction with the county highway.

HC20 The estate road carriageway and all footways shall be fully completed, in accordance with the details to be agreed in writing by the Local Planning Authority, upon the issuing of the Building Regulations Completion Certificate for the last house or within two years from the commencement of the development, whichever is the sooner. The agreed standard of completion shall be maintained for as long as the development remains in existence.

HC29 All surface water run-off is to be collected and discharged via a piped system to a soakaway located within the site no less than **6.0 metres** from the highway. This system shall be retained and maintained for as long as the development remains in existence.

HC31 The area of each private drive and any turning area is to be metalled and surfaced in bituminous macadam, concrete or block pavements, prior to the occupation of that dwelling and retained for as long as the development remains in existence.

Lead Local Flood Authority

No local flood risk issues with this site but the surface water drainage proposals do raise concern. Although the concept to dispose surface water run-off is feasible, i.e. the use of an attenuated storage system to then be pumped to the existing public surface water sewer, I do note the arrangement is to be a 'privately' maintained system. I also note the estate road is being offered for adoption. This being the case, I sense the Highway Authority will not be comfortable with the concept of 'adoptable' highway drainage flowing into a 'private' drainage system.

Although Welsh Government in their recent guidance on sustainable drainage ('Non-statutory standards for sustainable drainage (SuDs) in Wales' - Jan 2016; <http://gov.wales/docs/desh/publications/151230-suds-standards-en.pdf>) refer to the use of pumped systems, the concept of disposing surface water via such arrangements is not a preferred option - several caveats and criterion would need to be met. There also remains a concern over flood risk (on and off site) should there be a system failure.

Besides the Sewerage Company agreeing to this pumped discharge connecting to their existing public surface water sewer, agreement would also have to be reached with the Highway Authority on the acceptability of the highway drainage connecting to a 'private' system.

The LLFA would therefore recommend that alternative disposal arrangements be considered.

Officer Appraisal

With regards to the above additional comments, Development Management recommends that the additional highway conditions be attached to any approval granted in the interests of highway safety. As stated in the full committee report, road adoption under the Highway Act is not a material consideration for the Local Planning Authority in the determination of this application. The applicant has been given the option of making layout a reserved matter to provide flexibility for the scheme but does not want to take up this option. On the basis of the information submitted, and with the use of the attached conditions, Development Management considers that the development is acceptable in highway safety terms.

In respect of drainage, the response above indicates that the site is capable of managing surface water drainage but that further negotiation is required with external bodies to achieve a system that is satisfactory to the Local Highway Authority and Severn Trent Water. A condition is attached at the end of the full committee report (condition 8) for the details of the scheme to be agreed with the Local Planning Authority prior to the commencement of development. The development is considered compliant with policy DC13 (Surface Water Drainage) of the Powys Unitary Development Plan.

Case Officer: Louise Evans- Planning Officer
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Planning, Taxi Licensing and Rights of Way Committee Report

Application No:	P/2017/0159	Grid Ref:	321114.55 243170.44
Community Council:	Clyro	Valid Date:	Officer: 07/03/2017 Gemma Bufton
Applicant:	Powys County Council, Spa Road East, County Hall, Llandrindod Wells, Powys, LD1 5LG.		
Location:	Land at Baskerville Hall Hotel, Clyro Court Clyro, Hereford, HR3 5LE.		
Proposal:	Full: Construction of a temporary primary school and associated works		
Application Type:	Application for Full Planning Permission		

This report forms an update to the previous report circulated to Members.

Consultee Response

Powys Built Heritage-

Thank you for consulting me on the above application.

I note the proximity of listed buildings to the proposal most notably Clyro Court (Baskerville Hall Hotel) and Cil-y-Bleiddau (Former stables and coach house to Clyro Court), and the potential for the proposal to affect the setting of these important listed buildings.

I note that the application for the new school at Clyro has been determined (P2016/0802) and that the current application is for a temporary school accommodation during the construction works. I note that the time period applied for is for 2 years.

Given that the works are for a temporary period to facilitate the construction of the school and noting the improvements to the school design and grounds that have been afforded under P2016/0802 I would not wish to object to this application.

I would however request that consideration be given to appropriate conditions to restore the land once the temporary school units have been removed.

Cadw-

Thank you for your email of 30 March 2017 inviting our comments on the planning application for the proposed development as described above.

Our statutory role in the planning process is to provide the local planning authority with an assessment concerned with the likely impact that the proposal will have on scheduled monuments, registered historic parks and gardens, registered historic landscapes where an Environmental Impact Assessment is required and development likely to have an impact on

the outstanding universal value of a World Heritage Site. It is a matter for the local planning authority to then weigh our assessment against all the other material considerations in determining whether to approve planning permission, including any issues concerned with listed buildings and conservation areas.

The proposed development is located within the vicinity of the scheduled monuments known as:

RD066 Clyro Castle
RD124 Gaer Roman Fort
RD203 Clyro Court chambered tomb

The entrance to the proposed development is located some 60m southwest of scheduled monument RD203 Clyro Court chambered tomb, but the built elements will be some 330m away. The monument comprises the remains of a chambered tomb, dating to the Neolithic period (c. 4,400 BC - 2,900 BC) and is situated within improved pasture, on the leading edge of a substantial and prominent S-facing riverine terrace. The grass-covered stony cairn is oval on plan and measures about 32m from NE to SW by up to 16.5m transversely and up to 0.7m in height. The remains of the chamber are visible in the SW end, comprising five earthfast orthostats, and the largest of which measures 1.8m in length and 0.3m in thickness. Chambered tombs are thought to have been located in positions where they could be seen from, and allow views to, contemporary settlements, other funerary monuments and natural features. In this case, given the surrounding topography, such links would be to the southeast, south and southwest to the River Wye and the side of the valley where modern Hay on Wye is situated. The proposed development is not located in one of these identified significant views, but theoretically it could be visible in the background of views to the chambered tomb. However, views to the school site are blocked by extant vegetation, consequently in our opinion there will be no impact on the setting of Clyro Court chambered tomb RD203.

The proposed development is located some 530m south of scheduled monument Clyro Castle RD066 and 1.4km west-south-west of scheduled monument Gaer Roman Fort RD124. However intervening topography and vegetation block the views between the development and the scheduled monuments. Consequently the proposed development will not have any impact on the settings of scheduled monuments Clyro Castle RD066 and Gaer Roman Fort RD124.

Powys Highways-

I'm happy for this condition to be added, it will buy them some time to find a solution.

National Resources Wales-

Thank you for consulting Natural Resources Wales regarding the above proposal that we received on 9th March 2017. We have previously responded to consultations on the demolition of the existing school DEM/2016/0007 (CAS-24035-Y3W4 -13/10/2016) and the construction of the new primary school P/2016/0802 (CAS-21936-R5S8 -24/08/2016) at a location approximately 225 metres away.

We recommend that you should only grant planning permission if you attach the following conditions. These conditions would address significant concerns that we have identified and we would not object provided you attach them to the planning permission.

Summary of Conditions

Condition 1: A wildlife sensitive lighting scheme should be adopted as described in the Extended Phase 1 Habitat Survey, section 10.2.

Condition 2: A scheme of Reasonable Avoidance Measures (RAMs) should be adopted for Great crested newts as follows; Prior to works commencing, the land on and surrounding the main site footprint will be continually kept clear of long vegetation, objects and other materials in the months leading up to the development.

European Protected Species (EPS)

Condition 1: A wildlife sensitive lighting scheme should be adopted as described in the Extended Phase 1 Habitat Survey, section 10.2.

Condition 2: A scheme of Reasonable Avoidance Measures (RAMs) should be adopted for Great crested newts as follows; Prior to works commencing, the land on and surrounding the main site footprint will be continually kept clear of long vegetation, objects and other materials in the months leading up to the development.

We have considered the Extended Phase 1 Habitat Survey (dated 26th January 2017) by Rachel Probert of Powys County Council and we agree with the findings and conclusions. We consider it unlikely any EPS will be affected by the proposal provided that RAMs are applied and a wildlife sensitive lighting scheme is adopted.

Ground Conditions

We have reviewed the Phase II Ground Investigation and test report for the construction of modular buildings at Clyro Court dated 6th February 2017 Ref: DNB/25504. We have no concerns on the ground conditions and no further comments.

Flood Risk

We confirm that the temporary school would be located outside of the River Wye floodplain.

Foul Drainage

We note that the applicant intends to use a cess pit for sewerage. Government policy states that, where practicable, foul drainage should be discharged to the mains sewer. The cesspool must be sealed and watertight and fitted with a level warning device to indicate when the tank needs emptying. The contents of the cesspool shall be taken to an identified sewage treatment works for full biological treatment. The cesspool must be installed and maintained in accordance with British Standard 6297 and Approved Document H of the Building Regulations 2000. You should have regard to the Welsh Office Circular 10/99 in respect of planning requirements for non-mains sewerage. The applicant must obtain any necessary permit prior to any works starting on site.

Scope of NRW Comments

Our comments above only relate specifically to matters that are included on our checklist “Natural Resources Wales and Planning Consultations” (March 2015) which is published on our website:

(<https://naturalresources.wales/planning-and-development/planning-and-development/?lang=en>)_We have not considered potential effects on other matters and do not rule out the potential for the proposed development to affect other interests, including environmental interests of local importance. The applicant should be advised that, in addition to planning permission, it is their responsibility to ensure that they secure all other permits/consents relevant to their development.

Principal Planning Constraints

Class 1 Road

Pipeline buffer

Historic Landscapes Register

Principal Planning Policies

National Planning Policy

Planning Policy Wales (Edition 9, 2016)

Technical Advice Note 5- Nature Conservation and Planning (2009)

Technical Advice Note 11- Noise (1997)

Technical Advice Note 12- Design (2016)

Technical Advice Note 18- Transport (2007)

Welsh Office Circular 61/96 – Planning and Historic Environment: Historic Buildings and Conservation Areas

Technical Advice Note 23 - Economic Development (2014)

Welsh Office Circular 60/96: Planning and the Historic Environment: Archaeology

Local Planning Policies

Unitary Development Plan (March 2010)

SP1- Social, Community and Cultural Sustainability

SP3- Natural, Historic and Built Heritage

SP9- Local Community Services and Facilities

GP1- Development Control

GP3- Design and Energy Conservation

GP4 - Highway and Parking Requirements

ENV1- Agricultural Land

ENV2- Safeguarding the Landscape

ENV3- Safeguarding Biodiversity and Natural Habitats

ENV4- Internationally Important Sites

ENV5- Nationally Important Sites
ENV6- Sites of Regional and Local Importance
ENV7- Protected Species
ENV14- Listed Buildings
ENV16- Landscapes, Parks and Gardens of Special Historic Interest
CS5- Educational Developments
DC11- Non-mains Sewage Treatment
DC13- Surface Water Drainage
ENV17 – Ancient Monuments and Archaeological Sites
ENV18 – Development Proposals Affecting Archaeological Sites

RDG=Powys Residential Design Guide NAW=National Assembly for Wales TAN= Technical Advice Note
UDP=Powys Unitary Development Plan, MIPPS=Ministerial Interim Planning Policy Statement

Officer Appraisal

Section 38 (6) of the Planning and Compulsory Purchase Act 2004

Members are advised to consider this application in accordance with Section 38 (6) of the Planning and Compulsory Purchase Act 2004, which requires that, if regard is to be had to the development plan for the purpose of any determination to be made under the Planning Acts, the determination must be made in accordance with the plan unless material considerations indicate otherwise.

Highway Safety

Since the Officer's previous report further discussions have been ongoing with the applicants and the owners of Baskerville Hall Hotel. The owners have expressed concern over the proposed one way system.

Given that the roads are of sufficient width to allow for two way traffic it is therefore requested that an alternative scheme is considered other than the previously sought one-way system. Discussions have been held with the Highway Authority who has confirmed that in principle they have no objection to the proposed development and that subject to a suitably worded condition being attached to any grant of consent they would have no objection to the proposed development.

It is therefore considered that subject to a traffic management scheme being submitted to and approved in writing prior to the commencement of any development/use of the site that the proposed development can therefore be managed to an acceptable level.

Built Heritage

It is noted that the application site is located within close proximity to a scheduled ancient monument and listed buildings. These have been identified as the following:

- Scheduled Ancient Monument Clyro Court Chambered Tomb RD203
- Cil-y-Bleiddiau (Former stables and Coach-house to Clyro School) Grade II listed building
- Baskerville Hall Hotel (Formerly known as Clyro Court) Grade II* listed building
- Scheduled Ancient Monument RD066 Clyro Castle

- Scheduled Ancient Monument RD124 Gaer Roman Fort

The Built Heritage officer has noted the proximity of the listed buildings and the potential for the proposal to affect the setting of these important listed buildings. The Officer has concluded that given the works are for a temporary period to facilitate the construction of the school and noting the improvement to the school design and grounds that have been afforded under planning application P/2016/0802 they have no objection to the proposed application.

Furthermore, Cadw have also been consulted and have confirmed that given the intervening topography and vegetation the majority of the views between the development and the scheduled monuments would be blocked and therefore Cadw have confirmed that they do not consider that the proposed development would have any impact on the settings of the scheduled ancient monuments.

In light of the above it is therefore considered that the proposed development fundamentally complies with relevant planning policy.

Biodiversity

At the time of writing the previous report no comments had been received from NRW. Comments have now been received which confirm that in principle they have no objection to the proposed development subject to conditions being attached which secure the recommendations as identified within the Extended Phase 1 Habitat Survey.

It is noted that a condition was already previously attached to the previous recommendation to secure that works are completed in accordance with the survey as submitted in support of the application.

It is therefore considered that subject to the proposed condition the proposed development can be managed to an acceptable level and therefore fundamentally complying with relevant planning policy.

RECOMMENDATION

Having carefully considered the proposed development, Officers consider that the proposal broadly complies with planning policy. Whilst a departure from the development plans, in this instance it is considered that the application justifies the grant of consent as an exception to normal policies. The recommendation is therefore one of conditional approval subject to the conditions as listed below within the updated report.

Conditions

1. The buildings, use and any associated infrastructure shall be removed from the land in its entirety and the land shall be restored to its former condition within 2 years from the date of this permission.
2. The development shall be carried out strictly in accordance with the plans stamped as approved on XXX (drawing no's: CLY 00 PL (05)112, CLY00 PL A (05)111, CAM OO OO GA C 601, AVO-14-CLYRO, AVO-13-CLYRO, AVO-15-CLYRO, AVO-16-CLYRO, AVO-01-CLYRO, AVO-000-01, AVO-07-3-CLYR).

3. Prior to the first use of the application site a Traffic Management Plan shall be submitted to and approved in writing by the Local Planning Authority. The plan shall thereafter be implemented as approved prior to the first beneficial use of the site.

4. All works and ancillary operations which are audible at the site boundary shall be carried out only between the following hours:

0800 - 1800 hrs Monday to Friday

0800 - 1300 hrs Saturday

At no time on Sunday and Bank Holidays

Deliveries to and removal of plant, equipment, machinery and waste, including soil, from the site must also only take place within the permitted hours detailed above.

5. Development must be completed in full accordance with Section 10 (recommendations) of the Extended Phase 1 Habitat Survey Produced by Powys County Council and dated January 2017.

Reasons

1. Required to be imposed by Section 91 of the Town and Country Planning Act 1990.

2. To ensure adherence to the plans stamped as approved in the interests of clarity and a satisfactory development.

3. In the interests of highway safety and in accordance with the provisions of Powys UDP Policy GP1 and GP4.

4. To safeguard the amenities of the locality in accordance with policy GP1 of the Powys Unitary Development Plan.

5. In the interest of the protection and preservation of biodiversity in accordance with policy ENV3 of the Powys Unitary Development Plan.

Case Officer: Gemma Bufton- Principal Planning Officer
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Planning, Taxi Licensing and Rights of Way Committee Update Report

Application No:	P/2017/0181	Grid Ref:	317908.03 317349.7
Community Council:	Meifod	Valid Date:	Officer: 14/02/2017 Kate Bowen
Applicant:	Lady Linlithgow, Bryngwyn Hall, Bwlch-y-Cibau, Llanfyllin, SY22 5LF		
Location:	Llwyn Derw, Bwlch-Y-Cibau, Llanfyllin, Powys, SY22 5LN		
Proposal:	Full: Erection of detached dwelling and installation of sewage treatment plant		
Application Type:	Application for Full Planning Permission		

UPDATE

Reason for Committee Report Update

Public representations have been received since the preparation of the original report and the relevant sections of the original report have been updated below.

Public Representations

Following the display of a site notice and publicity in the local press, two public representations have been received and are summarised as follows:

- Concerns over additional traffic that the proposal would generate and the heavy plant travelling over the driveway for several months (additional traffic movements and noise);
- Intended to live in a rural environment providing peace and quiet;
- The owner of the shared driveway is not the applicant which adds another difficulty;
- Led to believe that no more houses would be constructed on the land adjacent to dwelling known as Ty Cerrig; and
- Another dwelling would devalue the existing dwellings.

Officer Appraisal

Impact upon amenities enjoyed by occupants of neighbouring residential properties

Public representations have raised concern over the impact from noise and additional traffic upon the existing dwellings known as Ty Cerrig and Maes y Nant, on the adjacent recently developed housing development. It is noted that the site would occupy an edge of village location where, beyond the application site, there is agricultural land. The village is located in a rural location, however the proposed development for one dwelling is not out of character with the adjoining land uses which are also residential. As noted above, consent was granted for four dwellings under reference P/2012/0047 on adjacent land. The side elevation of Plot 3

(nearest the proposed dwelling) is located approximately 3 metres from the side elevation (garage) of the proposed dwelling. The front (south east) elevation of Plot 2 is located approximately 22 metres to the north west of the front (north west) elevation of the proposed dwelling. In addition, the dwelling known as Llwyn Derw is located to the north of the front (north west) elevation of the proposed dwelling at a distance of approximately 28 metres.

Given that the distance between the front elevations of Llwyn Derw, Plot 2 and the proposed dwelling is more than the 20 metres advised for rear elevations within the Powys Residential Design Guide and that the side elevation of Plot 3 would be affected rather than front or rear elevations, it is considered that the proposal is acceptable in terms of the impact upon privacy. In terms of overshadowing, whilst the proposed dwelling would be less than 40 metres from the front elevation of Plot 2 and Llwyn Derw, given that the proposed dwelling is single storey and that the land level descends towards the application site, the proposal is acceptable in terms of overshadowing.

In terms of noise from heavy plant and machinery during the construction of the dwelling, whilst this would be an inevitable consequence of the construction of the dwelling, given that this would be a temporary occurrence, it is not considered that such noise and disruption would unacceptably adversely impact the amenities enjoyed by the occupants of the neighbouring dwellings. However, in order to control the working hours and deliveries of the construction, it is recommended that a condition is imposed on any consent granted to limit the construction working hours.

In terms of additional traffic movements from the eventual occupation of the dwelling, there would be additional traffic movements travelling over the private drive from the unclassified highway and therefore, past the four recently constructed dwellings. Whilst there would be some additional disturbance from this traffic, the traffic movements associated with one dwelling is not considered to lead to an unacceptable adverse impact upon the amenities of neighbouring residents.

Therefore, it is considered that the proposed development would not have an unacceptable adverse impact upon occupiers of neighbouring residential properties in accordance with UDP Policy GP1.

Highway access and parking

Vehicular access to the site would be gained via the existing estate (private) road off the U2176 unclassified highway and the submission indicates that parking and turning provision would be provided at the site. Public representations have referred to the estate road not being within the ownership of the applicant. The ownership of the estate road is not known, however access rights over the estate road are considered to be a private, legal matter to be negotiated between the relevant parties.

In terms of being able to provide adequate provision for highway access and parking, the Highway Authority has not objected to the use of the estate road off the unclassified highway but has recommended that a condition should be applied to any consent granted to require the provision and retention of 3 car parking spaces. On the basis of the advice from the Highway Authority and subject to the use of the recommended condition, it is considered that adequate provision for highway access and parking would be provided for an additional single dwelling in accordance with UDP Policy GP4.

Other matters

Public representations have raised concern over the effect on property values. The effect of a development on property values is not a material planning consideration.

RECOMMENDATION

Whilst the proposal is a departure from the development plan, the Council's current lack of housing land supply carries significant weight in favour of this development and given that the proposal would otherwise comply with development plan and national planning policies, the recommendation is one of conditional consent.

Conditions

1. The development to which this permission relates shall be begun no later than the expiration of five years from the date of this permission.
2. The development shall be carried out strictly in accordance with the plans stamped as approved on xxxx (drawing no's: Location Plan, 3, 4).
3. No development approved by this permission shall be commenced until a scheme for the provision of surface water drainage works has been submitted to and approved in writing by the Local Planning Authority. The approved scheme must be implemented prior to first use of the dwelling hereby permitted.
4. Within one month of the implementation of this permission a landscaping scheme shall be submitted to and agreed in writing by the Local Planning Authority. The submitted design shall include drawings at a scale of 1:200 or 1:500 and a written specification clearly describing the species, sizes, densities and planting numbers. Drawings must include accurate details of all existing trees and hedgerows with their location, species, size, condition, any proposed tree surgery and an indication of which are to be retained and which are to be removed.
5. All planting, seeding or turfing comprised in the approved details of landscaping shall be carried out in the first planting and seeding seasons following the occupation of the buildings or the completion of the development, whichever is the sooner, and 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. If any plants fail more than once they shall continue to be replaced on an annual basis until the end of the 5 year defects period.
6. Prior to the occupation of the dwelling, provision shall be made within the curtilage of the site for the parking of not less than 3 cars per dwelling excluding any garage space provided. The parking areas shall be retained for their designated use in perpetuity.
7. All works and ancillary operations which are audible at the site boundary shall be carried out only between the following hours:
 - 0800-1800 hrs Monday to Friday;
 - 0800-1300 hrs Saturday; and
 - At no time on Sundays and Bank Holidays

Deliveries to and removal of plant, equipment, machinery and waste from the site must also only take place within the permitted hours detailed above.

Reasons

1. Required to be imposed by Section 91 of the Town and Country Planning Act 1990.

2. To ensure adherence to the plans stamped as approved in the interests of clarity and a satisfactory development.
3. To ensure the provision of a satisfactory means of surface water disposal in accordance with Policies GP1 and DC13 of the Powys Unitary Development Plan (2010).
4. To ensure a satisfactory and well planned development and to preserve and enhance the quality of the environment and visual amenity in accordance with policies GP1 and ENV2 of the Powys Unitary Development Plan (2010).
5. To ensure a satisfactory and well planned development and to preserve and enhance the quality of the environment and visual amenity in accordance with policies GP1 and ENV2 of the Powys Unitary Development Plan (2010).
6. In the interests of highway safety and in accordance with the provisions of Powys UDP Policy GP1 and GP4.
7. In order to protect the amenities enjoyed by the occupants of neighbouring residential properties in accordance with Policy GP1 of the Powys Unitary Development Plan (2010).

Informative Notes

Please note the comments from Wales & West Utilities:

According to our mains records Wales & West Utilities has no apparatus in the area of your enquiry. However Gas pipes owned by other GT's and also privately owned may be present in this area. Information with regard to such pipes should be obtained from the owners.

Safe digging practices, in accordance with HS(G)47, must be used to verify and establish the actual position of mains, pipes, services and other apparatus on site before any mechanical plant is used. It is your responsibility to ensure that this information is provided to all persons (either direct labour or contractors) working for you on or near gas apparatus.

Please note that the plans are only valid for 28 days from the date of issue and updated plans must be requested before any work commences on site if this period has expired.

Case Officer: Kate Bowen- Planning Officer
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