

## 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.

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