Wiltshire Council

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19 November 2024

Dear Sir/Madam

Discharge of Condition

Application No:	PL/2023/10968
Proposal:	Discharge Condition 8 on PL/2022/01628 - Variation of Conditions 2 (approved plans), 4, (landscaping), 7 (sewerage) and 8 (surface water) of 18/03006/FUL (Erection of two dwellings with associated access, car parking and landscaping).
Site Address	Land southeast of 18 Midford Lane, Limpley Stoke, BA2 7GP
On Behalf of	c/o agent

Thank you for your recent request to discharge conditions related to the above.

The details submitted in respect of condition 8 (drainage) of approved development PL/2022/01628 are not considered acceptable for the following reasons:

Comments were received from National Highways on the details originally submitted with the application who advised the following:

'the submitted Proposed Drainage Strategy (Drawing No 601_P Rev 3 dated December 2023) we do not consider that it provides sufficient information to demonstrate that surface water arising from the development can be satisfactorily managed within the site. We are particularly concerned that soakaways are proposed to be located on the crest of the cutting slope. Whilst this is not a direct connection to the highway via pipework, surface water will be concentrated into the ground ~5m higher than the A36 road level at a distance of 10-15m laterally. No supporting evidence has been provided with regards to the proposed infiltration and therefore we have to assume that water will either not infiltrate, or it will percolate through the strata to the first exit point and out of the embankment lower down and onto the A36. This has implications both for the safety of road users from surface water on the carriageway, and for the integrity of the cutting slope embankment and our drainage asset. There are also no details provided which set out what consideration has been given to overland flows.

At this stage we consider that it has not been demonstrated that the proposed drainage strategy complies with the requirements of DfT Circular 01/2022. We therefore need to see robust evidence from the applicant that these issues can be adequately mitigated, and that they can demonstrate no geotechnical adverse impacts caused by excess water infiltration or overland flows into or over our assets would occur.'

A Proposed Drainage Strategy drawing (Rev 4), Soakaway Calculations, and a Geotechnical Report dated January 2019 were submitted to try and overcome these initial concerns which National Highways reviewed and provided the following comments:

'We note from the Geotechnical Report that Section 5.8 addressed drainage considerations in respect of the site. Whilst the conclusions drawn by the report from the testing undertaken suggest that the use of soakaways may be successful at the site, it does not comment on how excess water from the site/properties entering soakaways can be successfully managed and prevented from flowing towards, across/over or out of the existing A36 cutting. The conclusions do however advise against a single soakaway and instead recommend that soakaway drainage over a much larger area than that shown in the submitted design would likely be required. This design continues to show surface water focused on a single soakaway located on the cutting crest above the A36.

The Drainage Strategy layout drawing presents few supporting details that could be considered a "strategy" for managing surface water, notwithstanding that the single soakaway on the cutting crest remains a fundamental cause for concern. While the soakaway calculations are noted, these do not appear to be an actual test result from the land itself. As it is therefore missing these usual report elements it does not assist in addressing our concerns with regards to the sufficiency or appropriateness of the soakaway as a means for treating surface water from the site. What is required is a favourable infiltration on-site test result, in combination with a strategy which demonstrates how infiltrated water and overland flows can be controlled and contained within the development, minimising the risk to the highway.

We therefore consider that the further information provided has not addressed our previous concerns'

Therefore, the details submitted in respect of condition 8 are not approved.

Yours faithfully
Head of Development Management