

MEMORANDUM

From: Chief Officer Environment & Technical
To: Chief Officer Planning & Regulatory
Our Ref: ET/DC/P/2020/0606
Your Ref: SEH/P/2020/0606
Date: 7th December 2020

TOWN AND COUNTRY PLANNING ACT 1990
TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 417 395 Big Green Farm, Ellesmere Lane, Penley, Wrexham.
Development: Discharge of Conditions 4 (Dust Management), 5 (Site Layout), 6 (Traffic Management), 7, 13 and 14 (Ecology) and 8 (Drainage). Of Outline Planning Permission P/2016/1118.

I refer to your consultation / email dated 12/10/2020 including revised layout plan (Drg. No. 6670-14 rev A) in respect of the above.

5 - Layout

Access

The proposed development site is located on Ellesmere Lane which is a rural, classified road subject to a 30mph speed limit.

Based on speeds of 30mph, any proposed / existing accesses in this location would normally be required to provide a visibility splay of 2.4 x 43m in both directions measured to the nearside edge of the adjoining highway in accordance with Manual for Streets.

Any proposed / existing accesses in this location would also normally be required to provide forward visibility providing a stopping sight distance of 43m for vehicles approaching the proposed accesses from the north east and forward visibility for cars waiting to turn right into the site to vehicles approaching from the south west.

Adequate lateral and forward visibility appears available for the proposed access.

There is an existing telegraph pole including street light in approximately the same location as the proposed access. This will need to be re-located.

A carriageway width of 4.8m would be considered adequate for the proposed development.

Footways

I would recommend the construction of a 2.0m wide footway along the entire site frontage along Ellesmere Lane. Suitable dropped kerb crossing points including tactile paving shall be provided as necessary. This detail has been indicated on the submitted layout plan.

The proposed accessway ramp incorporating dropped kerb crossing points including tactile paving indicated on the submitted layout plan is considered acceptable.

Street Lighting

I would recommend that a scheme to upgrade the existing street lighting along this section of Ellesmere Lane is included as part of any consent.

The above details will need to be submitted and agreed with the Community Council and Street Lighting Section (contact Paul Rogers on Tel: 01978 729673).

Layout

The proposed internal layout does not meet WCBC adoptable standards. I assume the internal estate will be managed by a private management company (planning condition required).

Insufficient drainage information has been provided with this application. The Highway Authority would therefore be unable to adopt the proposed estate road given that the outfall of the proposed system appears to discharge into an existing ditch which would be outside of the control of the Highway Authority.

I would recommend that the proposed limit of adoption terminates at the crossing points behind the accessway ramp just inside the main access. The proposed access indicated on the submitted layout plan serving the site up to the first accessway ramp is considered acceptable.

In terms of parking provision, I comment as follows:-

The proposed parking arrangements at the development site appear adequate.

6 - Construction Traffic Management Plan (CTMP)

A Construction Traffic Management Plan including provision for contractor parking required.

Comments from Traffic Section on CTMP:-

Traffic Section have asked for a sign schedule to be included detailing location and wording of signs (Welsh over English). This can be included in a revised CTMP.

8 - Surface Water Drainage

A suitable scheme for the disposal of highway surface water will need to be submitted. I assume that our Flood Management Section will need to assess / approve any proposed scheme.

The Flood Management Section have previously commented as follows on this development:-

The submitted drainage plan indicates that :-

"All roof rainwater from each proposed house to discharge into a rainwater harvesting tank with overspill going into a soakaway. Adopted road storm water to discharge into storm drain in road complete with a hydrobrake, flowing to a ditch in adjacent field. All parking areas to have permeable block paving to absorb storm water".

No supporting information is included demonstrating that the use of soakaway is suitable for the site and that the applicant has approval to discharge to storm drain / adjacent watercourse or foul drains. Prior to discharge of this condition I would request that this information is provided.

Neil Taunt had previously indicated that:-

It would appear that no additional information has been provided with regards to the management of surface waters on the site, including the feasibility of use of soakaway. As such it has still not been demonstrated that surface water can be sustainably managed.

With regards to the section 278 works, the installation of a linear drainage channel or road gullies (whichever is more suitable based on the proposed levels) prior to the rumble strip, to prevent surface water runoff from the development entering the highway, will be required in this instance. It is not clear what the method of surface water disposal is for this proposed development, but the linear channel / road gullies should discharge to the same network that serves the proposed development.

Details of how the proposed access (to be adopted) will be drained will need to be submitted as part of the required s.38 / 278 agreement.

Notes to Applicant

- The proposed scheme (access and footways) should be constructed to a standard suitable for adoption by the Council for future maintenance at the public expense and the developer will need to enter into an agreement with the Council under s.38 / 278 of the Highways Act 1980.

You are advised that the Highway Authority will require such works to be completed to their satisfaction before they will formally adopt the relevant Highway works for public use and to be maintained at public expense. This will include the provision of a bond to cover the estimated value of such works

The appropriate fees will become due to the Council when the Highways Authority approve the proposed works to be carried out.

However, as stated above, it is unlikely that the Highway Authority would wish to adopt the proposed estate road given that the outfall of the proposed system appears to discharge into an existing ditch which would be outside of the control of the Highway Authority.

Supplementary Notes

The applicant's attention should be drawn to item nos. 1, 2, 3, 4 & 5 of the supplementary notes.



Chief Officer Environment & Technical