

MEMORANDUM

From: Chief Officer Environment & Technical **To:** Chief Officer Planning & Regulatory
Our Ref: ET/DC/P/2019/0312 **Your Ref:** SEH/P/2019/0312
Date: 4th September 2019

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 418 396 Land to the rear of Brookfield Close, Ellesmere Lane, Penley, Wrexham.

Development: Erection of 15 no. dwellings, associated landscaping and car parking.

I refer to the email dated 30/08/2019 including revised General Arrangement Plan (Drg. No. PN-GA-500 Rev D) and Proposed Levels & Kerbing Plan (Drg. No. PN-PL-501 Rev A) in respect of the above.

Existing Layout

Crated surface water attenuation units have been installed in the estate road. These features would need to be removed / re-located so the estate road can be brought up to adoptable standards. Any revised drainage proposals would need to be discussed / approved with our Flood Management Officer – Neil Taunt on Tel: 01978 729734.

Modifications to the street lighting along Ellesmere Lane does not appear to have been carried out. A scheme of street lighting will also be required for the internal estate road. **I would recommend that the applicant liaises with our Street Lighting Section contact: Paul Rogers on Tel; 01978 729673 to progress.**

Proposed Layout

The submitted layout plan appears to indicate the extension of the existing internal estate road which leads to a new turning head. I would recommend that the existing footway either side of the access way ramp is extended on both sides up to and around the proposed turning head. **This will require appropriate dropped kerb / tactile crossing points across the side roads (both sides) ie/ 1200 min x 1200mm min tactiles. Detail not shown but can be addressed via s.38 /278 submission.**

The 2 no. existing side roads would need to remain private and be **managed by a private management company** (no service strips / footway, fencing erected directly behind kerbs – impedes visibility, gates erected on driveways).

The limit of adoption would only be accepted up to the top end of the site where a turning head would need to be provided to adoptable standards. The proposed turning head is considered acceptable. The private driveway serving plots 5 – 15 will need to be **managed by a private management company**

Waste Disposal / Recycling

It is important that any proposed bin store / compound is of adequate size / design to accommodate the required number / type of bins and is suitably located to serve such a development ie/ in close proximity to the adjoining highway.

The submitted layout plan appears to indicate a potential bin compound located on the public opens space opposite plot 1. However, it is unclear as to how the existing 9 dwellings are serviced. It may be considered beneficial to provide an additional bin compound which can also accommodate the bins / recycling for the existing dwellings within the site.

I would strongly recommend that you consult with our Waste Strategy Officer –Catherine Golightly on Tel: 01978 729693 to discuss the above detail and the adequacy of any area allocated to waste collection. No discussions in respect of the above appear to have taken place.

Surface Water Drainage

I would strongly recommend that the applicant contacts our Flood Management Officer – Neil Taunt to discuss / agree any revised surface water drainage system for the development site. Any proposed development will be reliant on providing a suitable surface water drainage system which meets WCBC adoptable standards.

No private surface water shall be permitted to flow onto the adjoining highway. Aco drains or similar will be need to be provided across each private access road to intercept any private surface water run-off. This detail has been indicated on revised layout plan Drg. No. PN-GA-500 Rev D.

I understand that this site will require a separate SABS application / submission which needs to include a suitable scheme to deal with both highway and private surface water run-off which will need to be approved by our Flood Management Officer – Neil Taunt. **I understand that our Flood Management Officer has not yet received a SABS application.**

In principle, I have no objections to the proposed development / layout but this is dependent on a suitable SABS submission being submitted and approved for any works to commence.

If the application is supported, I would recommend any permission includes the following conditions:-

CONDITIONS

ZJ41
026R

GENERAL LAYOUT

Prior to first use of the development the site shall be laid out in strict accordance with layout plan(s) No. @@@

NONSTD SUBMISSION OF FURTHER DETAILS

026R No part of the development shall commence until a scheme detailing the construction of
E06N the following has been submitted to and approved in writing by the Local Planning
E07N Authority: ***delete as appt ****

- 1) *Detailed layout, design, lighting and construction of the proposed new access, internal access road and footways,*
- 2) *Scheme of street lighting along Ellesmere Lane.*

The scheme as is approved shall be fully implemented prior to first use of the development.

NONSTD PRIVATE MANGEMENT COMPANY

026R The internal estate roads, parking and turning areas not included in the proposed adoption shall be maintained in perpetuity by a private management company.

ZJ45 CONSTRUCTION TRAFFIC MANAGEMENT PLAN

026R No part of the development shall commence until a Construction Traffic Management Plan including provisions for contractor parking has been submitted to and approved in writing by the Local Planning Authority and the plan as is approved has been fully implemented.

Notes to Applicant

- *The proposed scheme 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

Supplementary Notes

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

pete dothwaite
Chief Officer Environment & Technical