

## Cerys Jones

---

**From:** Philip Forster  
**Sent:** 31 July 2017 13:56  
**To:** planning\_admin  
**Subject:** FW: Condition comments for Cross Lanes

Please attach to file P/2017/0467 as drainage report

---

**From:** Michelle [<mailto:michelle@storah.com>]  
**Sent:** 26 July 2017 12:05  
**To:** Philip Forster  
**Subject:** Fwd: Condition comments for Cross Lanes

Hi Phillip

My mistake - Please see below - I had sent you this on Monday - but had sent it to the wrong Phillip.

Again - my apologies.

I have spoken with Jon this morning regarding the comments.

Does this suffice in regards to the gullies?

Kind Regards,

Michelle Martin

RIBA BA (Hons), MArch, ADPPA

Architect

Storah Architecture  
46 Halifax Road  
Todmorden  
OL14 5QG

[www.storah.com](http://www.storah.com)

Begin forwarded message:

**From:** Michelle <[michelle@storah.com](mailto:michelle@storah.com)>  
**Subject:** Condition comments for Cross Lanes  
**Date:** 24 July 2017 at 15:15:26 BST  
**To:** Philip James Ingham <[phil@landandwaterscapes.co.uk](mailto:phil@landandwaterscapes.co.uk)>, Jon Brewin  
<[Jon.Brewin@wrexham.gov.uk](mailto:Jon.Brewin@wrexham.gov.uk)>  
**Cc:** david storah <[david@storah.com](mailto:david@storah.com)>

Hi Phillip

I have had correspondence from Opus - the drainage designer in relation to the comments highlighted for the outstanding conditions.

*Drainage routes for surface water and foul drainage, as identified within drawings 1 – 3 of V-R6438-00-500, appear to encroach within the RPA of individual retained trees (e.g. T18, T22, T24). Protective measures to address the*

*potential risks involved to tree roots need to be included within the AMS. The relevant sections of the submitted AMS should be amended asap.*

Comments taken from Opus drainage designer - To avoid the drainage running near the RPA of T22 + T24 The roof drainage near T22 and T24 could be redirected above ground using bigger rain guttering.

The foul water can be redirected to avoid T22 and T24 by running them beneath the old and new building and emerging to the front of the extension/old building.

T18 is a challenging one as the car park/coach turning area will require draining as there may be none there at the moment. A solution to be the use of permeable paving or slot drainage channels which may minimize the depth of excavation.

The western part of the coach park is a low spot and may require some excavations at depth to install drainage in this area. As part of the car/coach park design, the car park level could be raised at this location to minimize the excavation and effects on roots in this area, irrespective of the type of drainage gets installed.

The arboriculturist could also push towards the use of hand excavation/ provision of root barriers and other measures in the NJUG to protect the tree roots, subject to approval of WCBC.

-----  
Jon - could you please comment on the above? Is this sufficient? Is it possible for our new appointed arborist - Alistair - to make a comment on this point in regards to protective measures to T18? Could this be an addition to the existing Method Statement?  
-----

In regards to this comment ... *In terms of the drainage/ecology – Emma Broad has reviewed the detail provided late last week. The solutions proposed are generally retrofit options. Given that newts generally find themselves in gully pots because they are not able to get back up kerbs and end up walking along the ling of the kerb, it would be better if lower kerblines could be specified to allow newts the opportunity to climb them as well as offsetting the gully position away from the edge of the kerblines to provide a sufficient distance between the edge of the gully lid and the kerb.*

Comments from Opus drainage designer -

The measures indicated below including the amphibian kerbs can be offset from the gulley positions and also lowered where necessary. This can be implemented in the external landscape/car park design to ensure the effective drainage and yet avoid any impacts on amphibians.

Please find attached a gulley with an escape system as an in built ladder and a link to an amphibian friendly kerb for the great crested newts.

[http://www.aco.co.uk/product\\_detail.php?id=52](http://www.aco.co.uk/product_detail.php?id=52)

These two systems combined together system can be proposed to mitigate against the impact on the great crested newts.

-----  
Phillip - Is the above statement sufficient?

Kind Regards,

Michelle Martin

RIBA BA (Hons), MArch, ADPPA

Architect

Storah Architecture  
46 Halifax Road  
Todmorden

OL14 5QG

[www.storah.com](http://www.storah.com)

Tel: 01706 813214

Tel: 01706 813214