

MEMORANDUM

From: Service Manager Environment **To:** Head of Environment and Planning
Our Ref: EP/DC/PP/2015/0181 **Your Ref:** MP/P/2015/0181
Date: 7th February 2017

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 379 465 Plas Fron, Porthwgan Lane, Cross Lanes, Wrexham.

Development: Construction of new vehicular access (to allow condition 12 of planning permission P/2006/0826 to be discharged). Planning permission P/2006/0826 refers to change of use of redundant buildings to 4 residential units at Plas Fron.

I refer to your consultation / email dated 02/02/2017 in respect of the above.

In order to construct the new section of highway and carry out the required highway improvements at the above site, the applicant will be required to enter into a s.38 / 278 agreement with the Council.

Access Arrangements Plan Drg. No. PF-AA-500 Rev F

Proposed Footway / Cycleway Link (Porthwgan Rd)

In order to close up the existing access / section of Porthwgan Lane onto the A525, a Traffic Regulation Order for the prohibition of motor vehicles will need to be implemented. I would recommend that you contact our Traffic Section (contact Darren Green on Tel: 01978 729643) to discuss / arrange.

I would recommend that this section of Porthwgan Lane takes the form of a 3m wide shared footway / cycleway. Appropriate barriers will be required at both ends to prevent access by cars / motorcycles. A suitable post and rail boundary fence or hedge setback approximately 2m will be required either side of the barriers to prevent vehicular access.

The proposed footway / cycleway details indicated on the revised layout plan appear acceptable. However, appropriate shared cycleway / end of cycle route signage will be required at both ends of this link.

Highway Layout

The general layout of the new section of highway appears acceptable subject to the submission of detailed s.38 / 278 plans.

Surface Water Drainage

I understand that it is proposed to provide a new headwall and extend the existing 450mm diameter pipe serving the existing culverted watercourse.

Any works to this culvert will require an additional Ordinary Watercourse Consent under Section 23 of The Land Drainage Act from the Flood & Water Management Team. I would recommend that the applicant contacts our Senior Flood Management Officer – Neil Taunt on Tel: 01978 729734.

In terms of providing a suitable surface water drainage system for the new section of highway, I comment as follows:-

I understand that soil infiltration testing has been carried out by the applicant which determined the presence of a high water table in this location. Based on these investigations, the use of soakaways to drain the proposed new section of highway was considered unsuitable.

It is now proposed to drain the new section of highway using standard gullies & catchpits with twin 525mm attenuation drains / hydrobrake providing a discharge rate of 5 L/sec. This system is proposed to discharge into an existing gully / catchpit currently serving the A525 located approximately 40m south of the proposed access on the opposite side of the A525.

I understand that our Flood Management Officer – Neil Taunt has accepted in principle the proposed discharge of surface water run-off from the new impermeable surface into the existing ditched system at the proposed discharge rate (5 L/sec / ha).

Given the limited extent of highway verge along this section of the A525, I would recommend that the applicant provides a revised layout plan re-locating the proposed catchpit (including hydro-brake) at the new access and catchpit to the south including 225mm diameter drain into the main carriageway (ie/ A525 – north bound lane). Details for the reinstatement of the carriageway to adoptable standards to match exiting surfacing will need to be submitted.

I understand that the proposed southerly catchpit will be connected to the existing highway catchpit on the opposite side of the road with a 225mm diameter connection. I understand that surface water run-off from this catchpit discharges to an existing piped system under the first field access then via a ditched system towards the River Dee.

I would recommend that the applicant provides a revised layout plan indicating the above details including all proposed catchpits and piped / ditched connections between the new access and the ditched system in the field on the opposite side of the A525. Appropriate longitudinal sections / cross sections (pipe gradients) of the new alignment including drainage details between the new access and the ditched system in the field on the opposite side of the A525 will need to be included.

Once the above details have been submitted and approved , I would recommend that the applicant forwards the full s.38 / 278 submission for final approval.

Note to Applicant

No works in the highway can commence until the applicant has entered into a s.38 / 278 agreement with the Council.

1

Peterworthgate

4