

MEMORANDUM

From: Infrastructure and Planning Manager **To:** Chief Planning Officer
Our Ref: TH/DC/PP/2011/0402 **Your Ref:** MP/P/2011/0402
Date: 14th July 2011

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 484 408 Bank Farm, Whitchurch Road, Little Green, Bronington, Wrexham.

Development: Erection of building for composting shed.

I refer to your consultation dated 13/07/2010 in respect of the above.

The proposed development site is located on the A525 Whitchurch Road which is a classified road subject to a 60mph speed limit.

Any proposed / existing access in this location would normally be required to provide visibility splays of 2.4 x 215m in both directions measured to the nearside edge of the adjoining highway. These splays shall be permanently retained clear of any obstruction above the level of the adjoining carriageway.

Although the farm currently has 3 no. access points, I understand that all vehicle movements associated with the composting operation are through the most westerly access.

Visibility from the existing access appears adequate in the westerly direction providing a splay in excess of 2.4 x 215m measured to the nearside edge of the adjoining highway. However, visibility in the easterly direction is currently inadequate providing a splay of approximately 2.4 x 28m measured to the nearside edge of the adjoining highway. Visibility is currently impeded in this direction by the existing hedgerow which needs cutting back. However, with regular maintenance of the boundary hedge fronting the development site, adequate visibility would appear achievable. I would recommend that the applicant maintains this hedge on a regular basis to ensure that adequate visibility is provided from this access.

The existing westerly access is approximately 9.0m wide and is gated at 3.3m behind the adjoining carriageway. The access is surfaced with loose, unbound material. I would normally recommend that such an access is surfaced with hard bound materials for at least 10m behind the highway boundary with any gates being setback at least 10m behind the adjoining highway in the interests of highway safety.

However, assuming that the majority of composting materials are generated from within the site, it is unlikely that the proposed development will result in any increase in vehicle movements at the development site and I would therefore have no objections to the development on highway grounds.

However, if it is considered that a significant number of additional vehicle movements are being generated as a result of the importation of composting materials over and above that normally expected from normal agricultural use, then it may be considered appropriate to request further clarification from the applicant as to the number of additional movements generated by this venture.

If the increase in traffic generation is considered significant then further improvements to this existing access in terms of visibility and layout would be considered appropriate.

Supplementary Notes

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

Note to Applicant:

Public Footpath No.13 - Bronington passes immediately to the north east of the development site and should not be interfered with.



Infrastructure and Planning Manager