

# MEMORANDUM



---

|                 |                                              |                  |                        |
|-----------------|----------------------------------------------|------------------|------------------------|
| <b>From:</b>    | Operational Manager Traffic & Transportation | <b>To:</b>       | Chief Planning Officer |
| <b>Our Ref:</b> | TH/DC/PP/2009/0772                           | <b>Your Ref:</b> | CB/P/2009/0772         |
| <b>Date:</b>    | 29 <sup>th</sup> September 2009              |                  |                        |

---

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

**Location:** O. S Grid Ref: 399 406 Field No. SJ3640 Oswestry Road, Overton on Dee, Wrexham.

**Development:** Erection of 2 no. polytunnels. Change of use of pasture land to market garden and new 60m mixed hedgerow boundary.

I refer to your consultation dated 21/09/09 in respect of the above.

The proposed development site is located on the B5069 Oswestry Road which is a classified road subject to a 60mph speed limit.

TAN 18 would normally require any proposed / existing access to provide visibility splays of 2.4 x 215m in both directions measured to the nearside edge of the adjoining highway in which there shall be no obstruction in excess of 1.0m in height.

Visibility from the existing access serving the development site appears adequate in the easterly direction. However, visibility in the westerly direction is inadequate providing a splay of approximately 2.4 x 120m measured to the nearside edge of the adjoining highway. Visibility in this direction is impeded by the vegetation within the verge along this section. However, it would appear that the applicant is willing to maintain the existing verges in order to provide the required visibility splay in this direction. I would recommend that the applicant submits a suitably scaled plan indicating how the required splays are to be provided.

The existing / proposed access is approximately 3.4m wide and is approximately 100m in length leading up to the proposed polytunnels. The access is gated approximately 8.5m behind the carriageway edge and is surfaced with loose bound materials.

I would normally recommend that any gates are setback at least 10m behind the highway boundary with the access being surfaced with hard bound materials for at least 10m behind the highway boundary. However, it is unclear from the submitted details as to whether it is proposed to sell any produce on site which is likely to result in a significant increase in vehicle movements utilising this substandard access. If this is the case, such an access would normally require a minimum width of 4.5m in order to accommodate the simultaneous passage of 2 no. vehicles. It is unclear as to whether the applicant has control of the land either side of the access in order to widen the existing access track. Please ask the applicant to clarify the nature of the proposed business.

Suitable parking and turning facilities must also be provided within the curtilage of the development site. These details have not been demonstrated on the submitted layout plan. I would recommend that the applicant submits a suitably scaled plan indicating the proposed parking and turning arrangements within the development site.

I would normally therefore not support any proposed development that would result in an increase in traffic movements utilising this substandard access.

However, I cannot fully assess the application due to lack of information.

Please ask the applicant to provide a more detailed plan of proposed access arrangements including proposed visibility splays and parking / turning arrangements for the proposed development. Could you please ask the applicant to clarify the nature of the proposed development and the likely traffic movements expected from such a development.

In the absence of the above I would recommend refusal for the following reasons:-

1. Inadequate information has been submitted to show that the proposal is acceptable in terms of access arrangements including proposed visibility splays.
2. Inadequate information has been submitted to show that the proposal is acceptable in terms of parking and turning arrangements within the curtilage of the development site.
3. Inadequate information has been submitted detailing the precise nature of the proposed business including the likely traffic movements expected from such a development.

  
Operational Manager Traffic & Transportation