

MEMORANDUM



From:	Chief Officer, Environment & Technical	To:	Chief Officer Planning & Regulatory
		FAO::	Rhian Chitty
Our Ref:	ET/DC/PP/P/2023/0292	Your Ref:	P/2023/0292
Date:	4 th Aug 2023		

TOWN AND COUNTRY PLANNING ACT 1990

CODI ADEILAD FFRAM PORTHOL DEUOL AR OLEDDF, ARDAL ARWYNEB CALED NEWYDD A LLE PARCIO /
ERECTION OF DUO-PITCH PORTAL FRAME BUILDING, NEW EXTERNAL HARDSTANDING AND CAR PARKING
AREA

LAND ADJACENT TO DMH TYRES MINERS ROAD LLAY

Grid Ref: E 332764.92 N 356387.42

I refer to your consultation / email dated 01/06/2023 in respect of the above.

Access:

We note that the applicant proposes to increase the size of the entrance. In light of the congestion witnessed on this road we request that the **dimensioned plans submitted clearly demonstrate that an articulated HGV can enter or exit the site without clashing with any vehicle parked on the opposite carriageway**. Any swept path analysis provided should consider and demonstrate that a vehicle passing in the opposite direction in or out of the access at the same time can be accommodated. We note that visibility splays appear reasonable, and request these be clearly measured and defined on a proposed entrance construction drawing.

We note reference to selection of hard paving to avoid damage to tree roots. Can this be further defined on the proposed drawings, and designed to be able to accommodate HGV loadings please?

Any gate should be set back to avoid vehicles protruding onto the public highway and obstructing the pedestrian access when unlocking/locking the gate.

HGV accessibility

Reversing out onto the public highway is to be avoided by designing the layout to accommodate adequate articulated and rigid bodied HGV turning circles, coordinated with other vehicles and demonstrated on the proposed layouts.

We request the turning circles be designed for both 16.5m and recently permitted 18.5m long articulated trailers. We understand difficulties in accessing software that demonstrates the 18.5m turning circle so would accept a technical specification from manufacturers, or request the condition that access is restricted to vehicles with turning circles not exceeding that of a 16.5m HGV.

Parking:

We note details are provided for car parking in accordance with the usage classification and request clarity on the total numbers of parking spaces and compliance with PGL16 once the above details have been incorporated into the layout.

Active Travel: We note cycle spaces will be provided and that the nearest bus stop is an 11 minute walk

We note that the entrance is hard paved and note that drainage should be provided that prevents any site rainwater from discharging onto the adoptable highway.

Conclusion:

We confirm that we have no objection to the principles of the application but would request any approval be conditioned subject to a Section 278 agreement for the entrance proposals, and updated layouts demonstrating the following:

1. A turning circle for HGV's as noted above within the site.
2. Dimensioned plan showing the widened entrance drawing
3. Swept Path analysis as noted above for the proposed entrance.
4. Parking layout that considers the proposed widened entrance detail
5. Surfacing proposals taking root protection into account, but designed for appropriate loading.
6. Safe pedestrian and cycle access both into the site and across the entrance.
7. Visibility splays compliant with the road speed to be added to the proposed detail

Supplementary Notes

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



Chief Officer, Environment & Technical