

## COMMENTS ON CASE (Online Version)

Please note that comments about this case need to be made within the timetable for it. This can be found in the notification letter sent out by the local planning authority or the start date letter for it.

Comments submitted after the deadline may be considered invalid and returned to sender.

### DETAILS OF THE CASE

Case Reference: **APP/H6955/A/14/2228984**

Address of site

Talwrn Farm  
Talwrn Road  
Legacy  
Wrexham

Postcode

LL14 4ER

Grid Reference: Easting

3294049

Northing

3478684

### SENDER DETAILS

Name

Mr DALE WEBB

Acting On Behalf Of

N/A

### ABOUT YOUR COMMENTS

In what capacity do you wish to make representations on this case?

Land Owner

What kind of representation are you making?

Statement

### YOUR COMMENTS ON THE CASE

Please provide your representation below.

Traffic concerns for consideration

I ask you to consider the potential consequence of introducing additional HGV vehicles to the lanes around Talwrn, Legacy & Pentre Bychan. There is only one single route potential from the A483 to the proposed egg barn. This route is via the B5097 - Bronwylfa road which is plagued with blind corners, uneven camber, permanent water leaks, narrow bridges & tight spots. The B5097-Bronwylfa road has recently been partially resurfaced following severe crumbling of the road surface. Many of the patches that have been placed on the road are on the edges and the corners. I can only speculate the real cause of this road to deteriorate, however I would suggest that one of the main causes is HGV traffic. I believe the wagons that already travel on this road have damaged the surface due to the heavy loads that they carry, which by the nature of this countryside lane have to ascend & descend, twist and brake on tight corners. It is a winding lane, every corner takes punishment from the

## YOUR COMMENTS ON THE CASE (Continued)

trucks, which in turn accelerates the deterioration of the road surface.

This suggests to me that this road is not suitable for HGV traffic. The B5426-Smithy lane has not had the same resurfacing works, but importantly it doesn't carry the same routine heavy HGV traffic.

As a car tax payer and council tax payer I would ask that these points are considered as I do not believe it is fair that tax payers should have to pay for the routine road maintenance, when it is being inappropriately used and therefore more susceptible to daily damage and needing more investment to keep it in usable condition.

Presently the B5426-Smithy lane is closed due to new electrical infrastructure being installed within the road. This road has been closed for over a month. The new infrastructure being installed by Scottish Power will run from Oswestry to the Legacy power 400v substation. This situation could easily be played differently where the B5097 could be closed to allow SP energy networks to alter the supplies to the 400v substation or for Dee valley water to need to modify the pipework supplying the legacy water treatment works. In this instance the HGV traffic (which is unpoliced) would have to use the B5426-Smithy lane or travel through the town of Rhosllanerchrugog, neither of which could support HGV traffic. The point im making is that the overall road network cannot support this sort of traffic. And for this proposal to rely on one single route is unacceptable.

I was genuinely surprised when I moved to Legacy by the amount of walkers, cyclists, joggers that use the roads for recreation. As there are no pavements in the area & all of these are at the side of the road. This proposal adds additional unnecessary risk to the lives of these people.

I am sure that you can appreciate the consequences of a Road Traffic Accident collision between a HGV and one of these fragile road users. It would be life changing. Not only for the people injured, but also for the wider community.

As I said above I really ask you to consider the potential consequences of this proposal.

Existing HGV drivers that use the Legacy lanes are driving to a destination they know, it is the existing haulage companies depot. Permission to these users were done when HGV's were so much smaller than today. Lorries in reality will be hitting the area in accumulations. Twenty in one day etc, meaning that it will overburden the road system of the area, clashing with Cecil Allen wagons, existing farm traffic, school run vehicles, existing access to the water tower, existing access to the Scottish Power depot. The B5097 serves as an arterial route for Rhos (and area) residents to access the east side of Wrexham.

The new Egg barn HGV drivers will have to navigate their way to the facility, many may only do it the once. Each time a new driver delivers, they will be distracted trying to find their way to the access point. This unfamiliar route could potentially cause accidents, drivers going the wrong way, turning around etc, of which the roads cannot support.

I have recently been responsible for updating google maps with the correct local road names. Talwrn road which, has up until last month always been displayed as Vinegar hill caused many delivery van drivers confusion when they were trying to find my property. This confusion cannot be tolerated in a Heavy Goods Vehicle.

We have invested heavily into the former Talwrn Tank residential property, in particular the installation of a biomass boiler which burns pellets. We have found that the Pellet Delivery Drivers who deliver 1 to 2 tonnes per delivery, will only deliver on a van as they consider the road to be too narrow for a HGV delivery.

The access into the farm is now proposed from Talwrn road on a blind bend. I find it astonishing that it would be proposed for a vehicle of this sort to have to arrive at the entrance and turn right - across the carriageway into the farm. This approach is dangerous to all road users as the truck makes the turn.

When leaving the driver cannot know that there are cars approaching or not because of the blind bend. Therefore the driver would have to stop and then pull out with blind faith that no one was coming. Along with the poor surface the risk is high for a collision.

Although the road is a 30 mile an hour limit. This is often not adhered to and is frequently brought up in community council meetings with the police. The police have visited the section of road this year and witnessed the high speed taken through the area.

As this is a currently occurring I believe it has to be factored into any decisions made.