

[REDACTED]

From: [REDACTED]
Sent: 20 March 2026 12:32
To: [REDACTED]
Subject: Re: DC/26/0112 - Land at 512000 114372
Attachments: Visibility Splay Photos Existing Access.pdf; D 0825_765_02 C-Existing Visibility.pdf; D 0825_765_01 B-Site Plan Revised red Line.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Bethan,

The existing field access has limited visibility in both directions. Attached are photographs of the splays taken from the existing access at an x distance of 2.4m. The west splays could be improved if further hedging were removed but the east splay is limited to a y distance of 30m by the vertical alignment of the road (there is a brow which hides vehicles beyond this point). This is demonstrated on the attached splay plan.

The applicant confirms that if a tractor with or without trailer needs to exit the existing access then a second person has to routinely enter the road to advise of passing traffic or even halt the traffic to allow the long vehicles out.

WSSC have asked for confirmation of likely vehicular use of the new crossover. It would only be lightly used (perhaps one or two movements per day). A hay crop is taken twice a year and this involves a few days of increased traffic movements (perhaps four or five a day). About once a year National Power Networks require access to trim tree growth from overhead power lines. A number of larger vehicles and wood chipper result from this cutting back of tree spreads.

The comments of the Landscape Officer are noted. We agree to extend the mixed native hedge planting detailed in the application across the whole of the field frontage. This will ensure the replacement of the existing laurel hedge with more appropriate planting. To this end an amended red line plan is included to cover a strip across the front of the whole field within which the replacement hedge planting will take place.

Kind Regards

[REDACTED]

[REDACTED]