



Use of site for motocross activities including use of existing scramble track, erection of buildings, highways improvements and infrastructure associated with this use.

Rhydblawd Farm, Dissertth.
Builth Wells

TRANSPORT STATEMENT

Prepared by: Entran Ltd

DATE: February 2022





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Rhydblawd Farm, Disserth.
Builth Wells

TRANSPORT STATEMENT

Revision	Date	Notes	Author	Checked	Approved
Issue	Feb 22	1 st Issue – New Application	DJA	DTW	RW

Entran Limited
2nd & 3rd Floors
Northgate House
Upper Borough Walls
Bath
BA1 1RG

T: 0117 937 4077



DATE: Feb 2022

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B	Architects Layout
C	Welsh Government Response



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1.0 INTRODUCTION

1.1 Overview

- 1.1.1 Entran Ltd has been commissioned to provide an assessment of the traffic and transportation issues associated with the proposed MotoX experience centre development located at Rhydblauw Farm, Disserth, Builth Wells.
- 1.1.1 Extensive discussions and site meetings have been held with both PCC and NMWTRA (Welsh Government) which inform this TS.
- 1.1.2 All information included in this TS has now been agreed with both PCC and Welsh Government.
- 1.1.3 Agreed response to comments package including updated drawings as agreed with PCC is attached as **Appendix A**.
- 1.1.4 The proposed site layout is illustrated on the architect's layout attached as **Appendix B**.
- 1.1.5 Throughout this process this TS has sought to reference both National and Local Policy and Plan Documents including:
 - Travel plans, transport assessments and statements in decision making (2014);
 - DfT- GTA (2007);
 - DMRB CD123;
 - MfS and MfS2 where applicable;
 - Technical Advice Note 18 (Wales)
 - Powys Local Development Plan 2011-2026; and

1.2 Structure of Report

- 1.2.1 This report provides details of the traffic and transportation issues associated with the development proposals and addresses the following:
 - Chapter 2 - Existing development site and highway conditions.
 - Chapter 3 - Development proposals
 - Chapter 4 - Traffic Generation
 - Chapter 5 - Travel Planning
 - Chapter 6 - Off-Site Highway Works
 - Chapter 7 - Summary and conclusions.



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2.0 SITE LOCATION AND DESCRIPTION

2.1 Location and Existing Site Use

- 2.1.1 The development site known as Rhydylawd Farm is accessed from the A483 via an unclassified C-Class Road.
- 2.1.2 The development site can be described as an existing farm with a small scale ancillary use already providing a MotoX experience. It is to be noted that, the existing MotoX use on the site is promoted more as a bring your own bike and ride type of operation and this will not be the case for the proposed use.
- 2.1.3 The existing use of the track has planning permission for unlimited use on Wednesday afternoons, all day Sundays and 3 events annually. In addition, and since the site has been purchased, it has also been used at least 2-3 weekends per month.
- 2.1.4 A Certificate of Lawful Use under Section 191 of the Town and Country Planning Act 1990 was issued by Powys County Council on 25th March 1999 for:
- Use of the site for practices all day Sunday and Wednesday afternoons
 - Use of the site for 3 organised events per annum.
 - Use of the land up to 14 days per annum for motorcycle events is permitted by virtue of Class B2/part IV to Schedule 2 of the Town and County Planning (General Permitted Development) Order 1995. This permitted development right is in addition to any permissions or certificate of lawfulness as confirmed by Powys County Council in correspondence dated 1st April 2008.
- 2.1.5 Up until 2020 and the COVID pandemic the track has been fully utilised since its planning consent in 1999 and has seen the quad bike events attracting up to 100 entrants per event.
- 2.1.6 These events require large vehicles (mostly motorhomes and vans) to attend the site and are often single occupancy. In essence, the teams will usually turn up on Saturday to walk the track and setup and Race on Sunday.
- 2.1.7 Sunday and Wednesday afternoons riders are able to turn up and pay without any booking system in place which, again, has recently attracted approximately 50 riders per session. Again, vehicle movements are generally classed as single occupancy bringing with them their own motorbike.
- 2.1.8 During summer weekends, the previous owner of the track would use the 14 days under permitted development rights to promote riding on 14No. Saturdays as well. Again, attracting approximately 50 riders all of which can be classed as single occupancy vehicle movements.
- 2.1.9 In this regard, vehicle movements per event can be as much as 50 vehicles arriving and 50 vehicles departing the current site. This equates to 1 vehicle movement every minute when this occurs.
- 2.1.10 It is important to note that, there is currently no restriction regarding time of operation under the current planning consent and all movements currently can use the PM highway peak hour to depart with all arrivals being outside of that of the AM peak hour.



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Existing Use Summary

- 52 Sundays;
- 52 Wednesday Afternoons;
- 14 permitted days (Please note that there is no constraint currently regarding number of riders); and
- 3 Petrol Events.

Annual Total

- 121 days (if permitted development use is 14 days)

2.1.11 The site access is currently a single track and can be described as a typical Country Lane type construction of well bedded in gravel and grass verges for passing places.

2.2 Existing Local Highway Network

- 2.2.1 To access the A483 from the site the unclassified road travels south east and forms a T junction with the A483.
- 2.2.2 The A483 to the north leads to Newtown via Llandrindod Wells, Crossgates and Dolfor and then onto the A5/ 54 and M6 and to the south to Builth Wells and onto make a connection to the A470.
- 2.2.3 The A470 south provides access to Merthyr Tydfil, Pontypridd and onto Cardiff and the M4 J32.
- 2.2.4 From the M4 and M6 motorways all major routes and destinations can be connected to.
- 2.2.5 The A483 at the junction with the unclassified road is approximately 7.3m in width and the unclassified Road is approximately 3m wide with passing places available along its length within the grass verges either side.
- 2.2.6 All local roads carry a speed limit of 60mph and no pedestrian footways or street lighting are present.
- 2.2.7 The sites contextual location is illustrated in **Figure 2.1** below:



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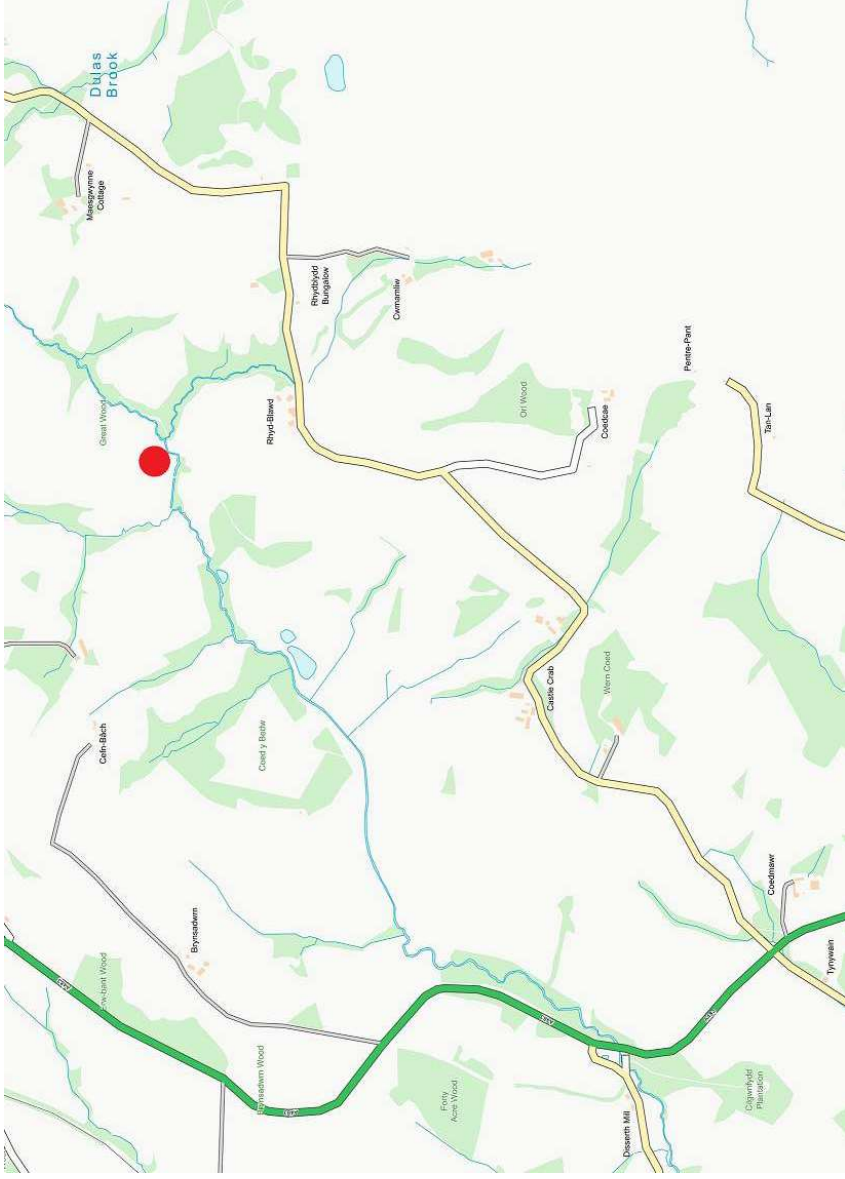


Figure 2.1 – Site Location Plan

Accessibility by Sustainable Modes

- 2.2.8 The accessibility of the proposed site has been assessed in terms of existing sustainable travel modes including walking, cycling and public transport. All of these modes are not viable in terms of travel to and from the existing development nor for the future expansion of the experience centre.
- Walking**
- 2.2.9 There are no footway present along any local roads within a reasonable radius of the development site.
- 2.2.10 Planning Policy Wales' guidance TAN/18 states that walking should be promoted for short trips as a main mode of transport. This is consistent with documents such as the formerly adopted guidance PPG13 (Transport) in England, which states that walking has the potential to replace short car journeys – particularly those less than 2km.
- 2.2.11 However, the geographical location of the site is rural in nature with a very small amount of residential dwellings within a vast area of rural countryside. Therefore, walking has never been and can never be a potential primary mode of travel.
- Cycling**
- 2.2.12 Planning Policy Wales' guidance TAN/18 also states that cycling has the potential to act as a substitute for shorter car journeys in urban or rural areas. This is consistent with the formerly



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adopted guidance in England, PPG13 (Transport), which states that cycling has the potential to replace short car journeys – particularly those less than 5km.

2.2.13 Due to the rural nature of the location of the site, the traffic flows on the surrounding roads are low and therefore the majority of routes are suitable for cyclists. However, it remains an unsuitable and unviable choice of travel if both existing and future users of the experience centre live more than 5km from the development site. Therefore, although it is a possible mode of travel it remains an unsuitable mode of travel.

2.2.14 For completeness and in terms of specific infrastructure, cycle routes local to Builth Wells and the development site there are no National Cycle Routes nearby.

2.3 Public Transport Services

2.3.1 The nearest bus stop is approximately 5km from the development site known as the Sunny Haven Park stop and supports routes:

- 48 – Llandrindod Wells; and
- T4 – Newtown

2.3.2 A 5km walk from the bus stop is not a reasonable distance for someone to continue an onward journey which makes public transport an unviable choice of travel.

2.3.3 However, the Travel Plan that supports this TS will consider available measures to help improve this mode of travel.

2.3.4 Full bus timetables with all services and maps can be found at;

<http://www.powys.gov.uk/en/roads-transport-and-parking/find-out-local-bus-times/>
www.celtic-travel.co.uk
www.stagecoachbus.com
<https://www.traveline.cymru/>

2.3.5 For completeness, the bus services available are not frequent enough to rely on for a reasonable commuting trip where frequent times and services are required, however, the bus services available are reasonable for everyday trips and leisure use.

Trains

2.3.6 Builth Road Train Station is located approximately 5km to the south west and Llandrindod Train Station is located 7.5km to the north of the development site. This is outside of a reasonable walk or cycle distance.

2.3.7 However, the IHT guidelines for 'Providing for journeys on foot' Table 3.2 contains suggested acceptable walking distances, for pedestrians without a mobility impairment for common facilities. Table 3.2 suggests that a walking distance of 1km is an acceptable journey for commuting on foot with a maximum distance being 2km.

2.3.8 Train is therefore not within an ideal or acceptable distance to form part of a multi-modal journey to work or any leisure activity by walking or by cycling.

2.3.9 The use of the train would normally be more acceptable for leisure-based trips but, even in this instance it is too far a distance for an onward journey to the final destination.



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3.0 PROPOSED DEVELOPMENT

3.1 Development Proposals

3.1.1 The overall vision for the project is for a low key, well managed and regulated tourism offer and eventually become a select, premier location for the enjoyment of low noise and low impact electric motorcycles.

3.1.2 However, due to the electric motorcycles being within their infancy there will be a transition period from mixed use (petrol and electric bikes) to 100% electric which is the client's vision in the near future.

3.1.3 In this regard, the proposed development proposals comprise of the following (*outside that of the existing lawful planning use*):

Experience Days

- Monday – Friday;
- Supervised groups of 10 riders per session (20 per day);
- 2No. allotted sessions on that day i.e. 1000-1200hrs, 1400-1600hrs;
- 8/10 to use electric bikes per session i.e. 80% to be electric bikes during these sessions but eventually will be 100% electric.
- 40No. MotoX bikes to be purchased as an initial investment for the business;
- 6No. accommodation units on site (not to be used in addition) these will only be offered to the people using the sessions, so no additional trips related to the on-site accommodation but in fact, can be used to reduce traffic daily if people arrive the evening before.

****NOTE:** *Anybody using the on-site accommodation WILL be included within the 10 riders per session.*

3.1.4 This is now agreed with PCC and NIMWTRA. See **Appendix A**.

3.2 Proposed Means of Vehicular Access

3.2.1 Vehicular access to the developments private access road will remain as existing along the unclassified road of which has a varying width between 2.5m and 3m along its length and benefits from grass verge either side for the primarily single lane track for most of its length.

3.2.2 It is proposed to incorporate passing places where possible which is envisaged to be on the straight sections of road where good forward visibility is achieved and within land controlled by PCC and will not require any 3rd party land.

3.2.3 The proposed point of access into the site will consist of the following criteria:

Access 1 – Primary Access

- To be upgraded and formalised which will be the primary access point to the track and Main Building.
- This access will also be used as part of a management strategy for larger event days to control the flow and direction of the traffic when entering and leaving the development. If any



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exit movements are required on specific days/events then this will be managed and visibility of 2m x 43m in both directions is achievable in this instance.

Access/ Egress 2

- Upgrades to include minimum 8m radii and a 6m width for the first 50m;
- Visibility will be in accordance with MfS for a 30mph road at 2m x 43m in either direction;
- Access to the Log Cabins.

3.2.4 The proposed site access arrangements are illustrated in **Figure 3.1** and **3.2** below and to scale in **Appendix A** as Drawing **SK03_RevD** and are now agreed with PCC.

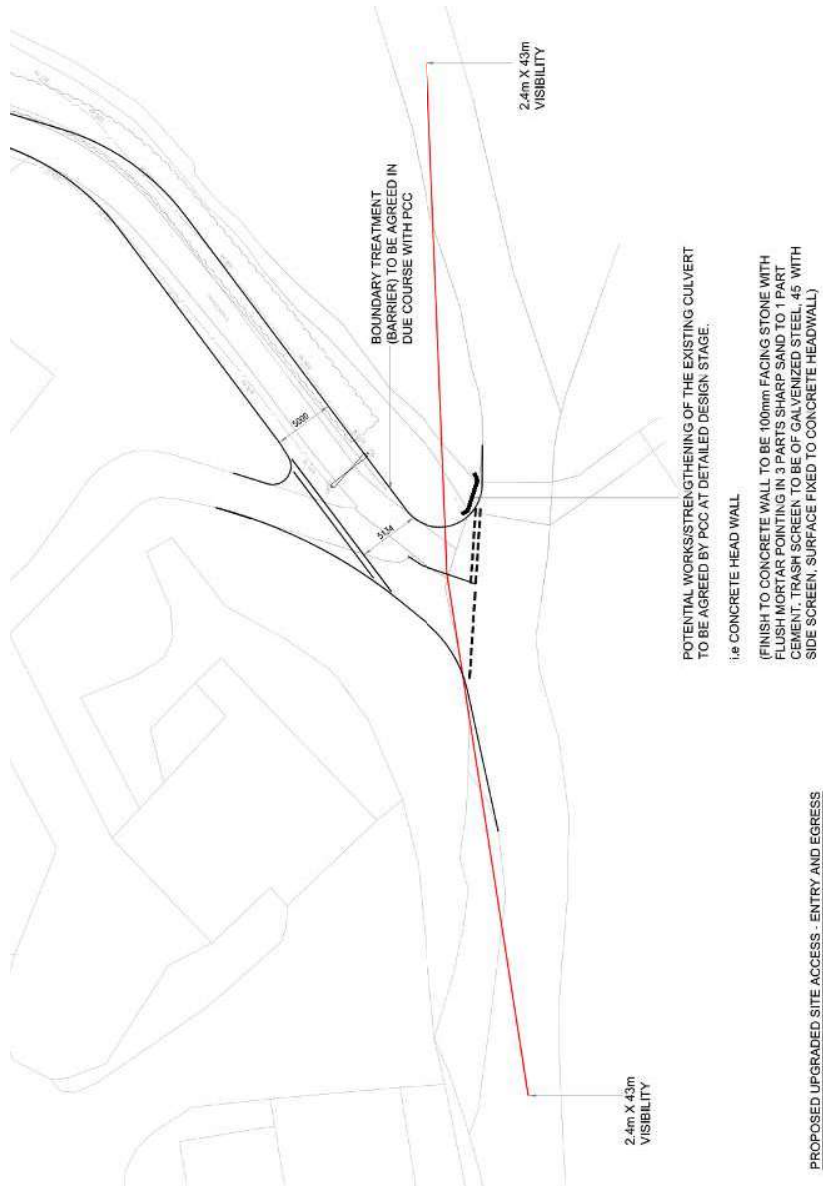


Figure 3.1 – Access 1 arrangements



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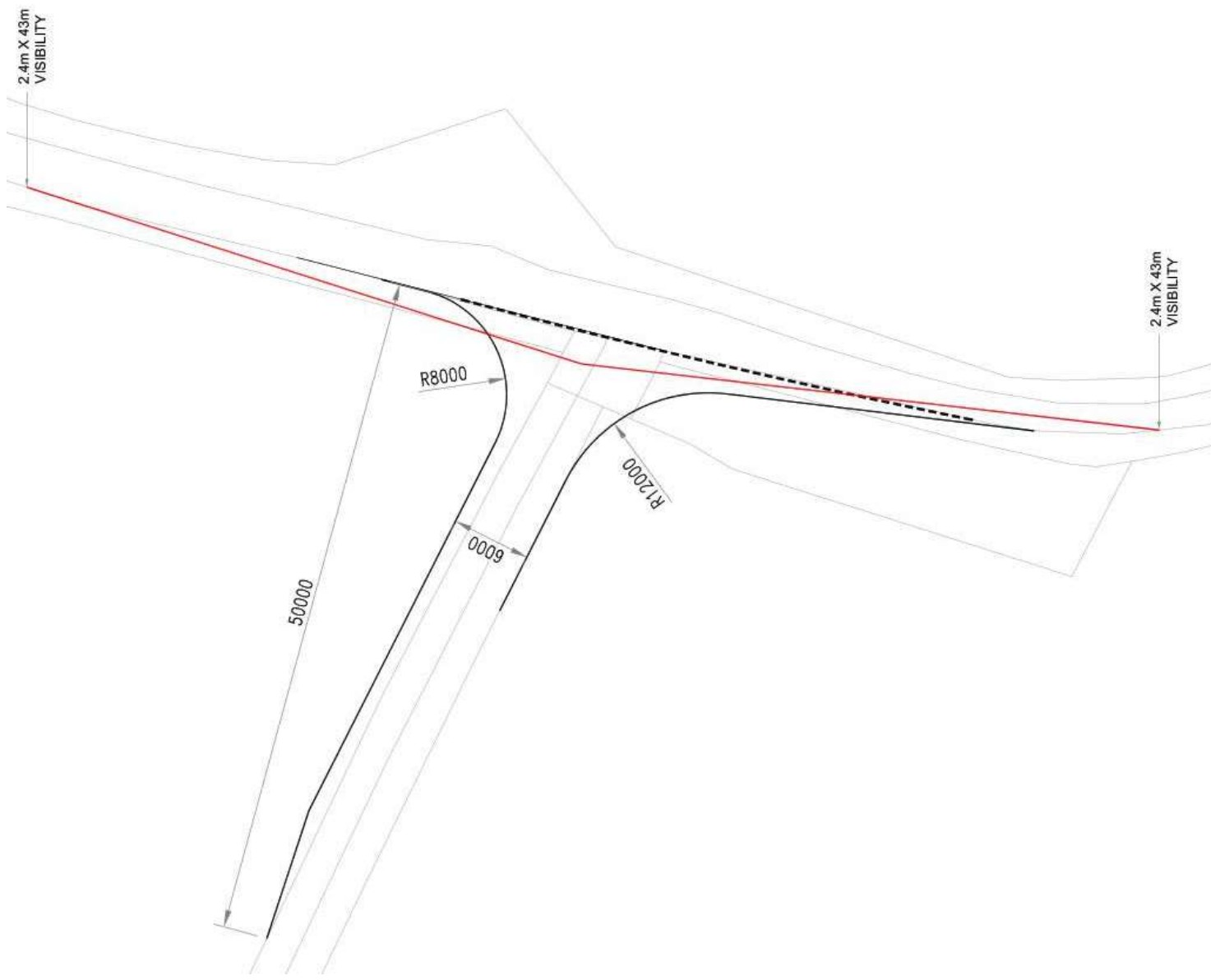


Figure 3.2 – Access 2 arrangements



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3.3 Refuse

3.3.1 Refuse collection will be undertaken from the main site access at location 2 where a collection point will be provided, this collection point will be covered and secure. Therefore, internal management of the onsite refuse will take place and be held within the collection point for a weekly collection from using the Powys County Council refuse collection service.

3.3.2 See swept path analysis of a large 4-axle refuse below in **Figure 3.3**:

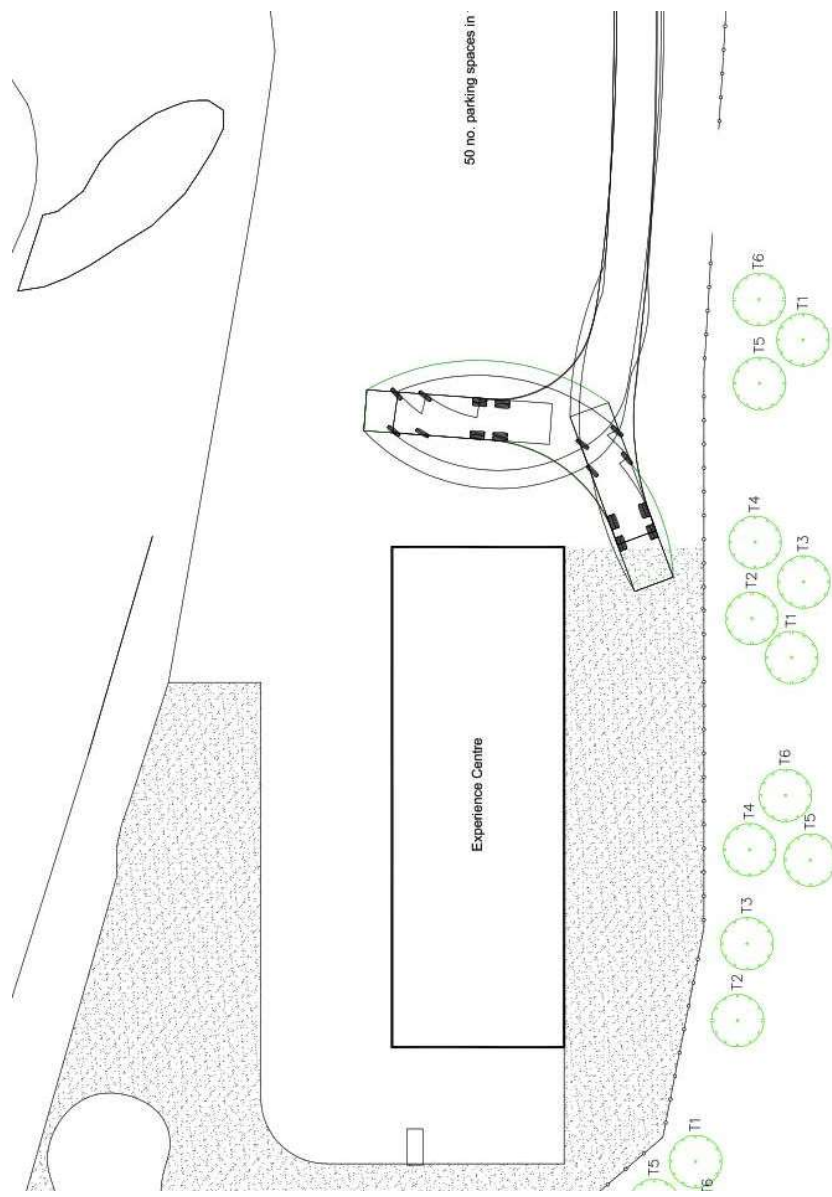


Figure 3.3 – Large 4 -axle refuse



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3.4 Servicing

- 3.4.1 Servicing will be undertaken internally within the site with sufficient road widths to accommodate the vehicles as well as onsite turning facilities for entry/ exit in a forward gear to and from Access location 2 onto the unclassified road.
- 3.4.2 It is envisaged that the development will have no more than approximately 3 deliveries per week using a vehicle no larger than a 7.5T Box Van.

3.5 Internal Car and Cycle Parking

- 3.5.1 A practical and sustainable approach has been taking to the on-site car parking and proposed to provide 50No. parking spaces for visitors and guests with a further 30No. overspill spaces available for event days if required.
- 3.5.2 The CSS Wales Parking Standards 2008 have not been used when calculating the parking requirement. This is because there is no representative data or research for this particular development type within the standards.
- 3.5.3 Therefore, a practical and sustainable 80No. parking spaces in total (50No. Permanent and 30No. overspill temporary spaces) has been calculated in order to best suit the proposed development and its business nature.
- 3.5.4 There will also be a minimum of 3No. minibus spaces on site to encourage customers/visitors to travel sustainability and in groups as an alternative to single car occupancy trips.
- 3.5.5 In addition, the development will also provide 5No. electric charging points.

Cycle Parking

- 3.5.6 Cycle parking can be provided but, it is unrealistic to assume any visitors will travel by this mode given the sites location and distance from local areas, facilities and amenities.
- 3.5.7 Therefore, it is envisaged no cycle parking is required.

Motorcycle Parking

- 3.5.8 Motorcycle parking will be provided at a sensible level of 10 M/C spaces.



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4.0 TRIP GENERATION

4.1 Introduction

The following chapter has been prepared to identify the extant and future traffic generation profiles of the development site.

4.2 Existing Use – Trip Generation

4.2.1 As described in Chapter 2 of this TA, the existing site can be described as an existing MotoX experience track however, it currently operates on a Wednesday, Sunday and 3 event days per year.

4.2.2 Therefore, for the purpose of this TS and for robustness it is to be assumed that a large percentage of traffic is generated currently and that any future additional vehicular trips are in fact very few when acknowledging the current planning consent for the existing site.

4.3 Proposed Use – Trip Generation

4.3.1 The development proposals consist of providing a MotoX experience with a more consistent daily operation of Monday-Friday compared to the existing unregulated use of the site. (All extant permissions will remain for a Wednesday afternoon and Sunday uses).

4.3.2 The TRICS database has been explored but, provides insufficient data for a development of this type therefore, a first principles approach has been used to calculate the future new trips of the development site.

4.3.3 In essence, the allotted time of 1000-1200 and 1400-1600 would mean there would be ZERO 'new' visitor trips at the junction with the A483 at either the AM or PM peak times.

Robust Assumptions:

- Allotted daily time slots Monday – Friday, 1000-1200hrs, 1400-1600hrs;
- 10 people per allotted time (20 per day);
- Maximum of 5 members of staff daily working between 0800 and 1800hrs.

4.3.4 However, it is assumed for robustness that, staff will travel to and from the site within the AM and PM peak hours and therefore, it can be assumed that resultant of the proposed development the 'new' traffic using the A438 junction and the Unclassified C Road at peak hour times will be:

- 5No. new trips in the AM peak and the PM peak hours which equates to 1 new turning movement every 12 minutes from the A483.

4.3.5 In this regard, no further analysis is necessary, and that the development will be managed to ensure all trips are kept outside of the highway AM and PM peak hours and that car sharing will always be encouraged.

4.3.6 Furthermore, it is noted that, although riders can bring their own bikes the business model of this development is in fact, to provide an *EXPERIENCE* including tuition to most riders by using the available electric bikes. Therefore, the business model is robust and is not designed for quantity of riders but, for smaller groups to enjoy the experience of electric Moto X riding with the best tuition as an *ORGANISED PACKAGE*.

4.3.7 In this regard, no further analysis is required.



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5.0 TRAVEL PLANNING

5.1 Active Travel Planning

- 5.1.1 An Active Travel Plan for a development of this size, nature, and location is not necessarily going to be particularly successful, however, it is proposed that instead of providing a full Active Travel Plan that it is more important that each visitor/ party leader is in fact supplied with a Travel Pack in order to provide as much information as possible about alternative modes of travel and encourage non-car trips.
- 5.1.2 It is therefore important that, with any robust Measures Only Travel Plan/ Travel Initiatives method that a Travel Pack and initiatives be put in place to encourage any potential visitor or party leader to think about and change the way they travel between any given origin/destination to/from this development.

Measures and Actions

- 5.1.3 It will be the responsibility of the developer to ensure that all visitors are provided with an information pack containing details of public transport timetables and maps, as well on-site provision of:
- Mini-bus parking;
 - Motor Cycle Parking; and
 - Electric charging points;
- 5.1.4 Other Measures and actions include:
- Encouragement of car sharing for both visitors and staff alike;
 - Useful resources i.e. a Journey Planner website to enable people to plan their own journeys;
 - Sustainable travel section of company websites encouraging and promoting the above; and
 - There will be approximately circa 3 or 4 electric motorcycles available for staff to use to commute to and from the site for work. These motorcycles will be available as part of a company pool.
- 5.1.5 The above list is not exhaustive or a prescriptive list of what will be in the final travel pack or of what definitive measures and actions will be taken forward as part of the Travel Plan, however, it does provide a commitment from the developer to acknowledge and to provide where possible, the promotion of sustainable travel alternatives to the private car. Details of the final pack will be agreed in partnership with Council.



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6.0 OFF-SITE HIGHWAY WORKS

6.1 Introduction

6.1.1 As part of the proposed development improvements to the public highway are also offered and will consist of the following:

- Creating passing places along the C1357 between the A483 and the site access; and possible and/or necessary; and
- Formalised/ upgraded site access points 1 and 2.

6.2 Proposals

Passing places.

6.2.1 It is proposed to incorporate 8 No. passing places along the C1357 to improve visibility where possible around tighter bends.

6.2.2 See drawing SK02_RevC attached as **Appendix A**, now agreed with PCC.

Primary Site Access.

6.2.3 It is intended through the design of this development that the existing site access be formalised and upgraded and will consist of:

- Site access 1 junction to be widened to allow two cars to pass upon entry/exit; and
- Visibility splays in accordance with MfS at 2m x 43m in both directions.

6.2.4 Proposed site access arrangements plan SK03_RevD attached to scale as **Appendix A**.

A483/C1357 junction

6.2.5 The existing junction A483/C1357 will remain as existing with no improvements works required. This has been agreed with PCC and Welsh Government (NMW/TRA). See attached **Appendix C**.



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7.0 CONCLUSIONS

7.1 Summary

7.1.1 This Transport Statement (TS) has been prepared in order to consider the highways and transport implications relating to the proposed MotoX Experience Centre Disserth, Builth Wells. Powys:

7.1.2 A summary of the findings within the statement are provided below:

- The design of the transport provisions within the site accords with the development brief and is considered to meet PCC's prevailing standards and guidelines;
- The site access has been designed to provide safe and efficient access for all vehicles, and is fully co-ordinated with the surrounding highway network and its rural character;
- Proposed highway improvements have been offered and are now agreed with PCC as per the attached response and drawing attached as Appendix A;
- No improvement works are required for the A483/C1357 junction as agreed with the PCC and NIMWTRA;
- Servicing and refuse collection will be undertaken from the proposed vehicular access via the A483 and the unclassified road leading to the site access with a collection point provided for refuse and turning areas provided for servicing and deliveries;
- The site has been designed so as to provide a practical level of car parking and will provide provision for mini buses and motorcycles;
- The development has acknowledged sustainable travel and will seek to agree and implement measures as set out within this TS with PCC;
- All site access and internal movement have been tracked and found to be fit for purpose; and
- The impact of the development on the local highway network has been considered, with the results of the analysis demonstrating that the impact of the development will be negligible;

7.2 Conclusion

7.2.1 Based on the above, the impact of the development proposals on the surrounding transportation network should be considered negligible and not detrimental to either highway capacity, free flow of traffic or to highway safety.

7.2.2 All information provided within this TS has now been agreed with both PCC highway officers and NIMWTRA.

7.2.3 Therefore, in the context of the guidelines set out both locally and nationally, it is considered that there are no residual cumulative impacts in terms of highway safety or the operational capacity of the surrounding transport network and therefore planning permission should not be withheld on transport grounds.



Appendix A

Agreed response to comments including
all revised drawings



LAND AT RHYDBLAWD FARM, DISSERTH POWYS. LD2 3TL
APPLICATION REF: 19/0643/FUL
DATE OF ISSUE: OCT 2020
PROJECT SPONSOR: NICKY DAVIES

INTRODUCTION

This Response to Comment has been prepared by Entran Ltd in order to respond to latest PCC comments regarding the recent TS Addendum as submitted by Entran Ltd.

Updated/ New Drawings as follows and attached as **Appendix A**:

- SK01_RevD
- SK02_RevC;
- SK03_RevD;
- SK04_RevA;
- SK05_RevA; and
- SK07.

RESPONSE

Please see related response to the comments provided below:

Comment 1 – Passing Places

There remains the lack of information to demonstrate that there is sufficient room available within the existing highway extents to accommodate the proposed additional passing bays. The Transport Statement – addendum, states that these locations will be further discussed as part of the s278 agreement, however the Highway Authority has concerns that there is a severe lack of available land to construct passing bays in many of the proposed locations, further, the majority of the existing natural passing places are not of sufficient size or construction to accommodate the vehicle types which will be generated by the proposal.

The Highway Authority contend that the provision of suitable passing places should be considered and demonstrated at this stage.

Entran Response 1

Please see attached “NEW” drawings SK04_A, and SK05_A as **Appendix A**. These drawings illustrate 9 possible locations where passing places can be provided, 8 to the west and 2 to the east/north of the existing access whereby each passing place can sufficiently accommodate PCC requirements.



A site visit took place between Nichola Davies of PCC, David Adams of Entran Ltd and Doug Hughes of Hughes Architects on Tuesday 29th September at 10am. All 3 meeting participants walked the C1357 to physically measure and determine the most suitable locations to be put forward for potential highway improvement works as part of the proposed development.

PCC agreed the positions and SK02_C details these locations.

In this regard, all drawings attached as **Appendix A** are representative of the site meeting however, the passing places will still require and be subject to further site survey prior to construction.

It is also noted that, PCC have suggested the works can be carried out under a Street works licence and that a S278 is not required.

Therefore, comment No. 1 has been addressed and no further response is required.

Comment 2 - Site Access Arrangements Plan

Drawing number SK03 rev B shows proposed access improvements to the two site accesses. Access improvements for both accesses have previously been requested by the Highway Authority, a number of these have not been addressed.

It was previously requested by the Highway Authority that the visibility splay at both accesses be measured from a 2.4m set back rather than 2m.

The Primary Site access is currently constructed at a 45-degree angle to the county highway. For a development of this scale it would be expected that this is realigned to a more perpendicular angle for at least the first 15 metres.

The access identified as 'Secondary Access' will need to be widened to at least 5 metres for a minimum of 50 metres from the edge of carriageway.

Entran Response 2

All visibility splays now measured at 2.4m 'x' distance and agreed with PCC.

The primary site access cannot be aligned as suggested however, visibility splays can be met and the access has sufficient width that the angle of the access when it meets the C1357 does not cause any detriment to highway safety. Furthermore, the widening of the access road junction and the 5m radius to the east allows for the left turn exit manoeuvre of a Luxury 4x4 and a trailer. (The luxury 4x4 is of similar length to a 3.5T panel van also).

See attached swept path analysis drawing SK07 as **Appendix A**.

The secondary access has now been designed at a width of 6m for the distance of 50m as suggested by PCC. See **SK03_RevD**.

Therefore, comment No. 2 has been addressed and no further response is required.

Comment 3 - Development Proposals

The information provided within point 3.1.5 of the previous Transport Statement states that experience days will make the business viable and equate to approximately 244 days. However, the point goes on to say that the applicant is seeking 1 additional day per week to run the experience days, furthermore, point 3.1.3 states that the experience days will be 1 day per week. Further clarification is sought in relation to these figures.



Entran Response 3

For Clarity see below description:

Existing Extant Permitted Use:

- 52 Sundays – Unlimited Use ;
- 52 Wednesday Afternoons – Unlimited Use;
- 14 permitted days;
- 3 events - 3 Petrol Events.

The above would be covered by the existing lawful use therefore, the proposed development is seeking an additional 244 days (Approximately 4.5 days a week) of 80% electric experience days.

It is also noted that, no additional experience days over and above that of the extant consent are being requested through this planning application.

Therefore, comment No. 3 has been addressed and no further response is required.

Comment 4 - Traffic Generation

It is proposed that there will be 20 riders plus 5 members of staff per experience day – Monday to Friday. Therefore generating a minimum of 50 extra traffic movements. Clarification is sought regarding weekends.

No revised information has been submitted regarding clarification for race days as previously requested.

Entran Response 4

Wednesday afternoons and Sundays will through this application, be reduced to a maximum of **30 riders** per day on both a Wednesday and a Sunday. This is a large reduction in usage and will be of significant benefit to the local highway network.

Race Days will remain unchanged from the extant consent and operation.

Therefore, comment No. 4 has been addressed and no further response is required.

Comment 5 - Proposed Development

3.1.3 of the Transport Statement – addendum states there will be 6 accommodation units on site, however it is noted by the previously submitted additional information that the 'yoga studio' is now to be a 7th accommodation cabin. Confirmation is required. Although 3.1.3 specifies these cabins will only be used by people using the experience day sessions and training days, as previously advised the Local Planning Authority (LPA) are unable to condition this use of the cabins, so the use cannot formally be restricted. Furthermore, if a rider is using the cabin and their family member comes with them, they may wish to visit the local area while the rider is making use of the motorbike track. As a result, additional movements for the cabins should be included during traffic generation calculations.

Entran Response 5

There will only be 7No. accommodation cabins. The Yoga studio is no longer within the design and has been removed.



If an additional single two-way trip was to occur then there would be no other traffic on the network related to the development or at all, the C1357 has very little to no background traffic using it within most hours throughout the day.

All destination traffic would be on site with no use of the C1357. Furthermore, these trips would also be outside of the highway peak hour and would equate to less than that of daily variation for the A483. Therefore, no further analysis is required.

In this regard, comment No. 5 has been addressed and no further response is required.

Note: Planning conditions are being sought by the LPA to restrict the use of the development and keep it strictly as described with all buildings on site to be ancillary to the experience of its customers only.

Comment 6 - Alternative Access to Site

The revised Transport Statement still does not address the section of county highway between the site and the junction of the C1357 with the C1336.

Entran Response 6

The primary route that will be promoted has been assessed and will be from the A483. Any promotional material will only provide details of this route.

To note, if Hereford is the Origin then there is approx. 4 miles between the Builtth Wells A483 route and the Old Radnor route which equates to an approximate 1 minute difference in arrival times. Therefore, The A483 will always remain the most direct, and promoted route by Futureimoto.

It is also noted that, Mid Wales and the lower part of the midlands could use the Hundred House route however, the assumed percentage of trips associated with this direction before the A483 becomes the main route anyway will be minimal and although it can be tested it isn't going to be easily quantified. The background traffic on these roads is so little that the capacity will more than likely result in NIL impact especially when considering all background traffic will be very low, outside of any highway peak hours and with occasional weekend use.

Therefore, when considering only 25 two-way trips across the day and outside of the highway peak hours no further analysis is necessary and that the A483/ C1357 route with its improvements will always remain the primary route for all traffic.

In addition, and for robustness, please also note that, people coming to use the track AND to the pods will only be allowed having pre-booked. Once pre-booked, they will be sent pre-riding questions, terms and conditions and directions to get the track. These will specifically provide which way to enter and leave.

If this is broken down into trips and an assumption made of approx. 25% of trips coming from the C1336 then this equate to approximately 3 two-way trips in the AM and PM for the allotted experience times. This will equate to approximately one two-way trip every 20 minutes in the AM and PM periods and therefore, no further analysis is required as this will not cause detriment to the free flow of traffic or to highway safety along this route.

The above has now been agreed with PCC and an assessment of passing places has been undertaken to the east/north of the site access with 2No. passing places now considered to be appropriate. See attached SK05_A as **Appendix A**.

In this regard, comment No. 6 has been addressed and no further response is required.



WELSH GOVERNMENT

Comment 1

- 1) *It is not clear how the amended layout of the unclassified road junction with the A483 complies with the DMRB CD 123 with regards to providing 15metres of visibility to the give way sign.*

Entran Response 1

See attached plan SK01_RevD.

No offsite highway works are now intended at the existing priority junction A483/C1357. This is due to the location of the existing culverts along the C1357 restricting the width of the existing road therefore, no widening works can take place that will be of future benefit to the junction and its operation.

The proposed development will not be materially increasing trips through this junction and more importantly nor will the proposed development be detrimental to the capacity threshold of this junction.

There is no PIA data within the 5 years along this stretch of the A483 with no known road safety problem therefore, the existing geometry of the junction including visibility splays are sufficient for the safe operation of the junction as per the existing arrangements.

However, it is acknowledged that, some boundary hedge cutting could be necessary to help improve the existing junction (A483/C1357) and its visibility. In this regard, it is proposed to provide this hedge cutting as a one-off item prior to the opening of the development. Any future maintenance of the hedges will then continue to be the responsibility of the Highway Authority and/or NIMWTRA.

In this regard, no further action is required, and Comment 1 now addressed.

Comment 2

- 2) *There existing A483 'Cwmbach' direction sign restricts the visibility sight line on the southern side of the unclassified road junction. There is insufficient clearance indicated between the edge of the Unclassified road and this road sign.*

Entran Response 2

This sign is existing and has not changed through the improvement works on this section of road with regard visibility from the C1357 to the south. Furthermore, the sign just falls outside that of the visibility measured at approximately 2.4m x 174m.

Comment 2 now addressed, and no further action required.

Comment 3

- 3) *The visibility sight lines are required to be indicated on the Drawing No. SK01-B inserts. The scale of the insets on the drawing should be indicated*

Entran Response 3

Scales added to insets. Please see attached SK01_RevD



Comment 3 now addressed, and no further action required.

Comment 4

4) *The proposed extent of road pavement construction and confirmation of surfacing materials are required at the A483 junction with the unclassified road.*

Entran Response 4

This is no longer relevant as no changes are to be made to this junction (A483/C1357) or the public highway in this location.

Comment 4 now addressed, and no further action required.

****PLEASE NOTE: ALL Welsh Government comments are now agreed. See attached email confirmation as Appendix B**

CONCLUSION

All PCC and Welsh Government latest comments have now been addressed and agreed prior to the submission of this response however, this response now includes all agreed drawings and information.

In this regard, no further work is necessary, and a Highway and Transportation recommendation of approval can now be given in support of this development.



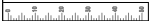
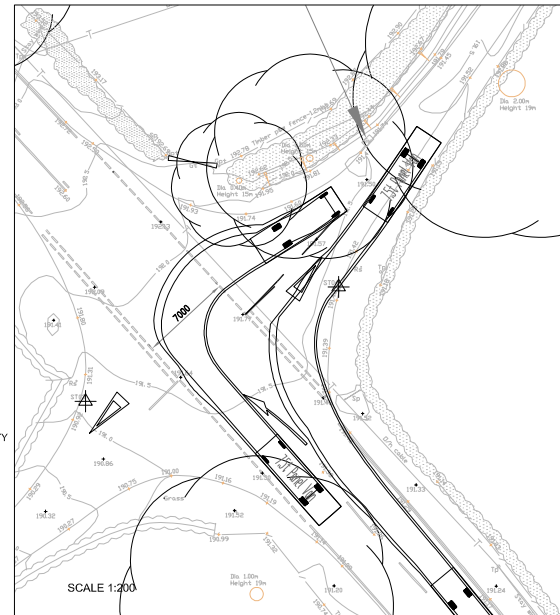
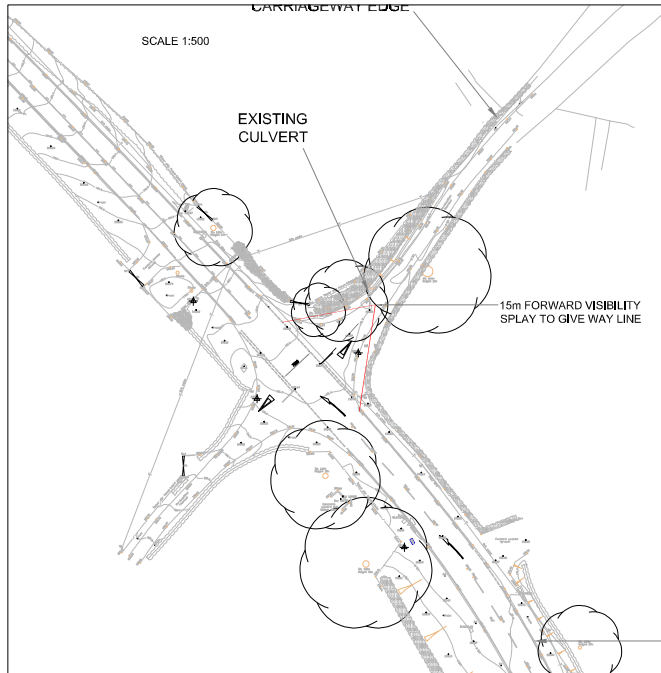
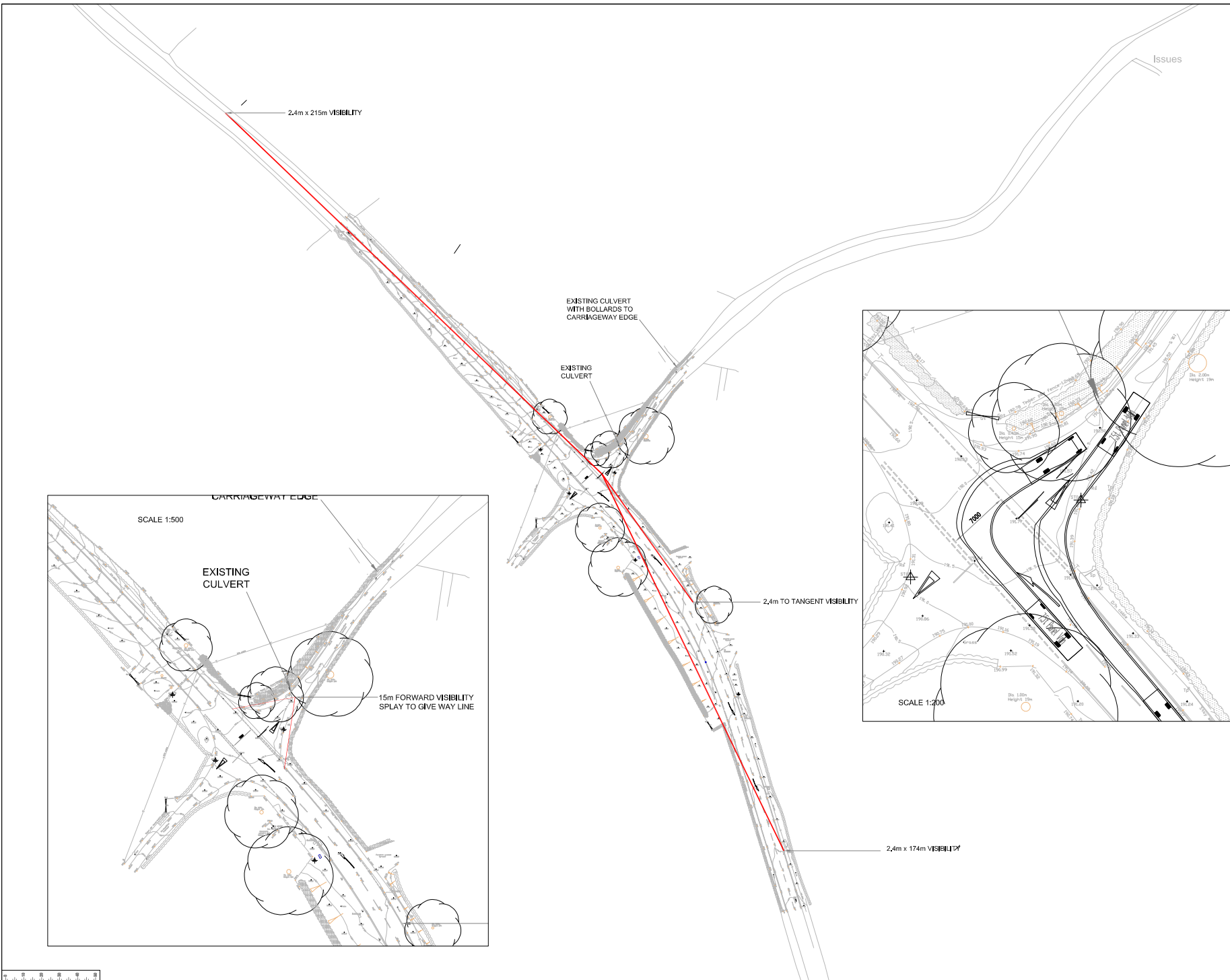
APPENDIX A

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 SHOULD BE AVOIDED. WORK ONLY FROM PRINTED DIMENSIONS.

NOTES

NOTES:

- EXISTING PRIORITY JUNCTION WITH THE A483 TO REMAIN UNCHANGED.
- EXISTING VISIBILITY TO REMAIN AS EXISTING AND IS SHOWN AT APPROXIMATELY:
 2.4m X 215m TO THE RIGHT
 2.4m X 174m TO THE LEFT



REV	DATE	REVISION DETAILS	BY
D	SEPT 20	IMPROVEMENT TO THE C1307 REMOVED	DJA
C	JUN 20	EXISTING VISIBILITY ADDED AND SPA	DJA
B	MAY 20	EXISTING VISIBILITY ADDED AND SPA	DJA
A	DEC 19	DESIGN TRANSFERRED TO TOPOGRAPHICAL SURVEY	DJA
-	MAY 19	1ST ISSUE	DJA

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PROJECT TITLE
**PROPOSED MOTOX
 EXPERIENCE CENTRE
 DISSERTH**

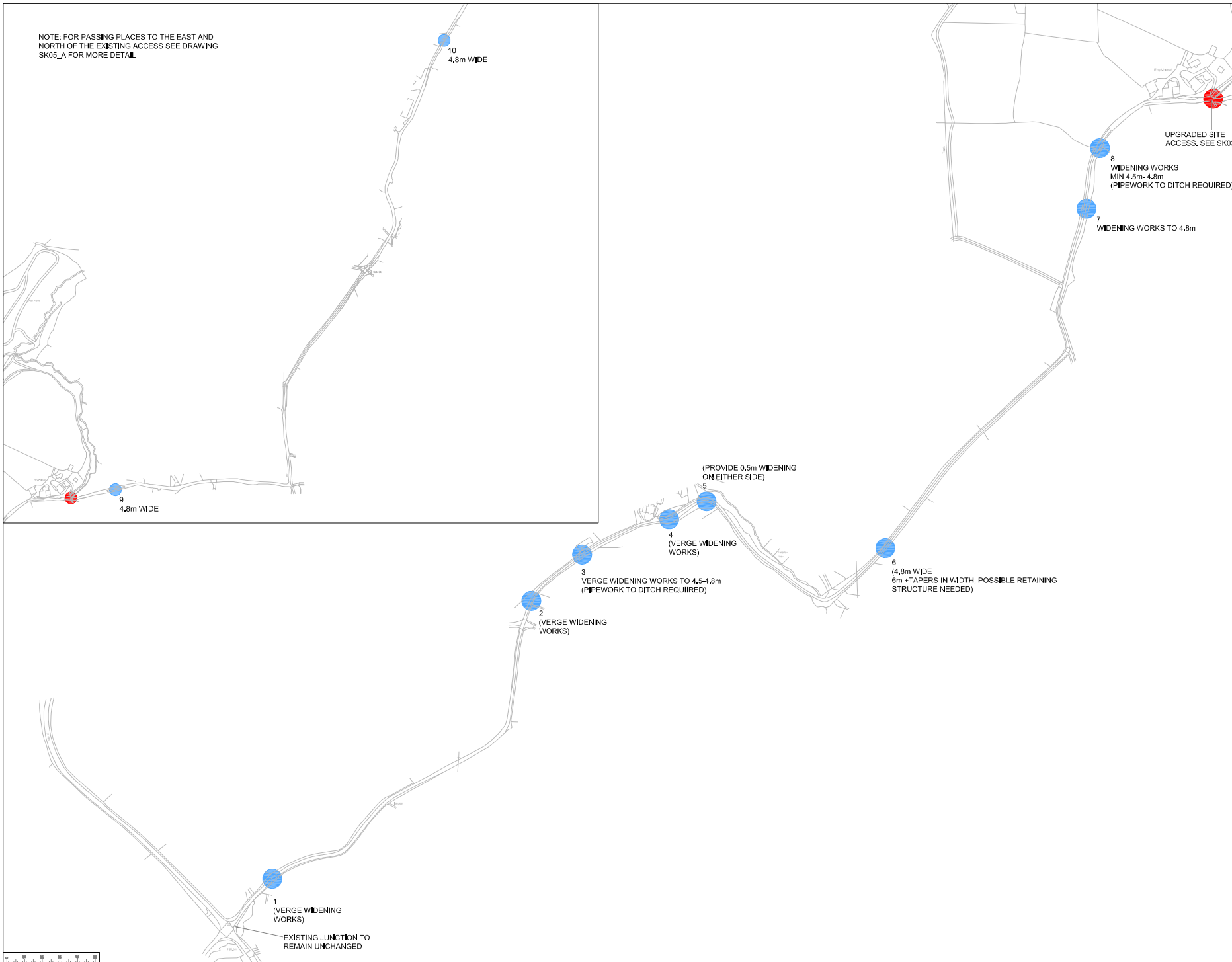
DRAWING TITLE
**HIGHWAY IMPROVEMENTS
 PLAN**

CLIENT / ARCHITECT

STATUS

SCALE	1:250	AT A1	DESIGNER	DJA
CHECKED	RW	APPROVED	RW	
DESIGN DATE	OCT 20	DRAWING NUMBER	SK01	REV
				D

NOTE: FOR PASSING PLACES TO THE EAST AND NORTH OF THE EXISTING ACCESS SEE DRAWING SK05_A FOR MORE DETAIL



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ELECTRONICALLY MAY NOT PROVIDE ACCURATE INFORMATION AND
SHOULD BE AVOIDED. WORK ONLY FROM TRIMMED DIMENSIONS.

NOTES

NOTES:

1. ALL PROPOSED HIGHWAY IMPROVEMENTS TO BE CARRIED OUT WITHIN LAND PCC CONTROL AND WILL NOT REQUIRE ANY 3rd PARTY LAND
2. NEW PASSING PLACE LOCATIONS ARE INDICATIVE AT THIS STAGE AND SUBJECT TO CHANGE AT DETAILED DESIGN STAGE TO PROTECT TREES AND OTHER ECOLOGICAL CONSTRAINTS WHERE NECESSARY.
3. SEE SK04, 05, AND 06 FOR FURTHER DESIGN DETAILS.
4. SEE SK03 FOR PROPOSED IMPROVEMENTS TO THE PRIMARY AND SECONDARY ACCESSSES

KEY

● PROPOSED HIGHWAY IMPROVEMENTS

REV	DATE	REVISION DETAILS	BY

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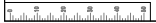
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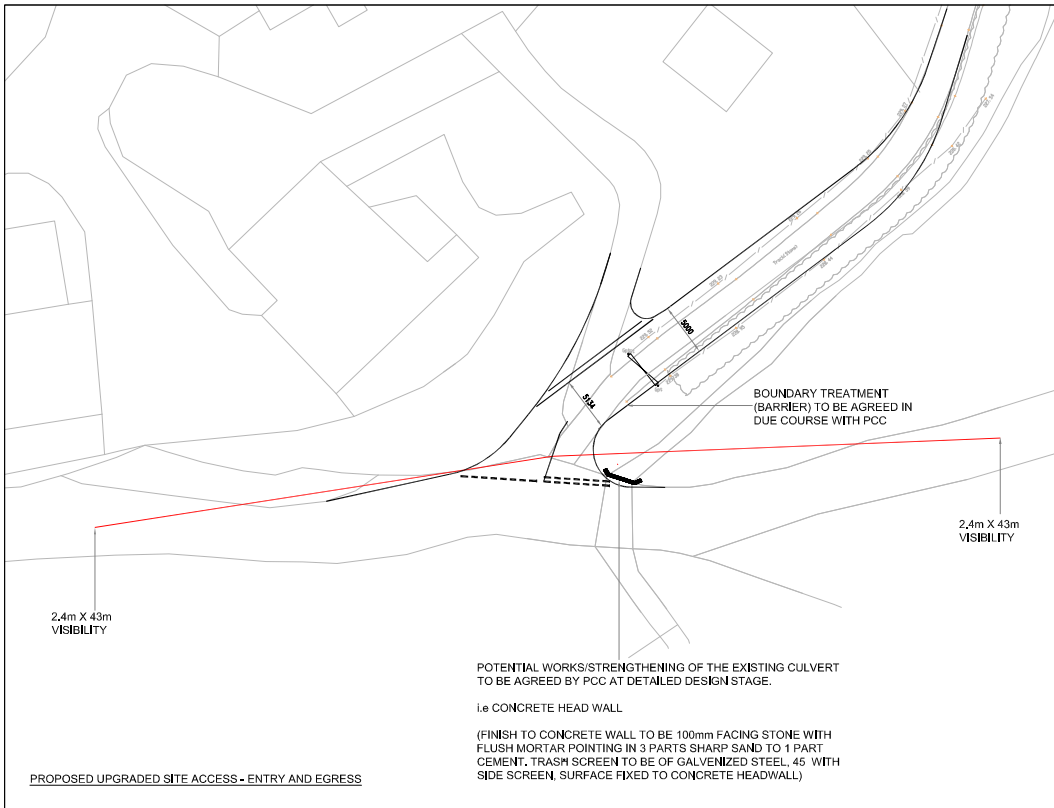
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**HIGHWAY IMPROVEMENTS
PLAN**

CLIENT / ARCHITECT

STATUS

SCALE 1:2500	AT A1	DRAWN DJA	DATE
CHECKED RW	APPROVED RW	DRAWING NUMBER	
DWG. SHEET A1	DATE OCT 20	SK02	REV C





NOTES:

POWYS COUNTY COUNCIL HIGHWAYS SPECIFICATION

HIGHWAY CONDITIONS FOR A PROPOSED PRIVATE ACCESS DRIVE ONTO AN EXISTING ACCESS ROAD TO SERVE A NEW PRIVATE DWELLING.

THE GRADIENT OF THE PROPOSED PRIVATE ACCESS ROAD SHALL NOT EXCEED 1 IN 20 FOR THE FIRST 15m MEASURED FROM THE EDGE OF THE ADJOINING CARRIAGEWAY ALONG THE CENTRE LINE OF THE ACCESS.

THE PROPOSED STOPPING SIGHT DISTANCE OF 2.4m x 43m FROM THE GIVEWAY LINE IN BOTH DIRECTIONS SHALL BE CLEAR OF ALL OBSTRUCTIONS FROM 600mm UPTO A HEIGHT OF 1.05m.

ALL LANDSCAPING AND BOUNDARY/BARRIER TREATMENTS AROUND THE SITE ACCESS TO BE A MAXIMUM HEIGHT OF 600mm.

THE FIRST 15m OF THE PROPOSED ACCESS ROAD TO BE CONSTRUCTED TO A MINIMUM OF 450MM DEPTH, COMPRISING OF 250MM OF SUB-BASE MATERIAL, 100MM OF BITUMINOUS MACADAM COURSE MATERIAL AND 60MM OF BITUMINOUS MACADAM BINDER COURSE MATERIAL, (HOWEVER, CBR VALUES TO BE DETERMINED IN DUE COURSE).

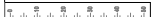
ANY USE OF ALTERNATIVE MATERIALS IS TO BE AGREED IN WRITING WITH THE LOCAL PLANNING AUTHORITY PRIOR TO THE COMMENCEMENT OF ANY WORKS ON SITE.

THE AREA OF THE PROPOSED ACCESS ROAD TO BE COMPLETED TO BASE COURSE LEVEL, AS SPECIFIED IN THE ABOVE CONDITION, PRIOR TO THE COMMENCEMENT OF ANY WORKS ON SITE, AND FULLY COMPLETED PRIOR TO THE OCCUPATION OF THE DEVELOPMENT.

NO STORM WATER DRAINAGE FROM THE SITE SHALL BE ALLOWED TO DISCHARGE ONTO THE ADJOINING PUBLIC HIGHWAY AND PRIOR TO COMMENCEMENT OF WORKS ON SITE A DRAINAGE STRATEGY/DESIGN WILL BE SUBMITTED AND APPROVED BY PCC.

PRIOR TO THE COMMENCEMENT OF ANY CONSTRUCTION WORKS, PROVISION SHALL BE MADE WITHIN THE CURTLAGE OF THE SITE FOR THE PARKING OF ALL CONSTRUCTION VEHICLES TOGETHER WITH A VEHICLE TURNING HEAD AREA.

A CONSTRUCTION TRAFFIC MANAGEMENT PLAN (CTMP) WILL BE SUBMITTED AND APPROVED BY PCC PRIOR TO ANY CONSTRUCTION WORKS TAKING PLACE. THIS WILL INCLUDE ALL REQUIRED AREAS ON SITE FOR MATERIAL STORAGE WHEEL WASH etc ALONG WITH CONSTRUCTION VEHICLE ROUTE DETAILS AND CONSIDERATE PROVISIONS MADE ALONG THE C1357.



NOTES:

THIS ACCESS MAY ALSO BE USED AS AN EXIT ON EVENT DAYS IF NECESSARY AND WILL BE MANAGED IF THIS IS THE CASE.

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NOTES:

- PROPOSED PRIMARY ACCESS TO BE CONSTRUCTED TO AVOID WATER COURSE HOWEVER, MAY BE SUBJECT CULVERT WORKS/ STRENGTHENING AT DETAILED DESIGN STAGE.
- ALL WORKS TO THE PRIMARY SITE ACCESS CAN BE ACHIEVED USING LAND WITHIN THE APPLICANTS CONTROL OR EXISTING ADOPTED HIGHWAY.
- CULVERT WORKS/STRENGTHENING TO BE DESIGNED AND APPROVED BY PCC AT DETAILED DESIGN STAGE.
- CULVERT WORKS TO INCLUDE FOR AN APPROVED BARRIER/WALL DESIGN SOLUTION TO PREVENT ANY VEHICLE/PEDESTRIAN ENTERING THE WATERCOURSE ACCIDENTALLY.
- ALL LAND DRAINAGE AND CULVERT WORKS TO BE DISCUSSED AND AGREED WITH ALL NECESSARY CONSULTIES AND APPROVED IN WRITING BY PCC.

REV	DATE	REVISION DETAILS	BY

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entran
 environmental & transportation

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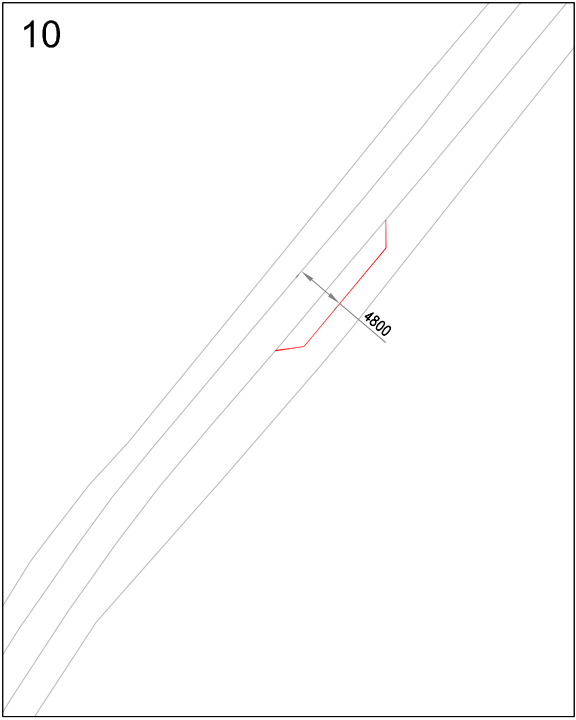
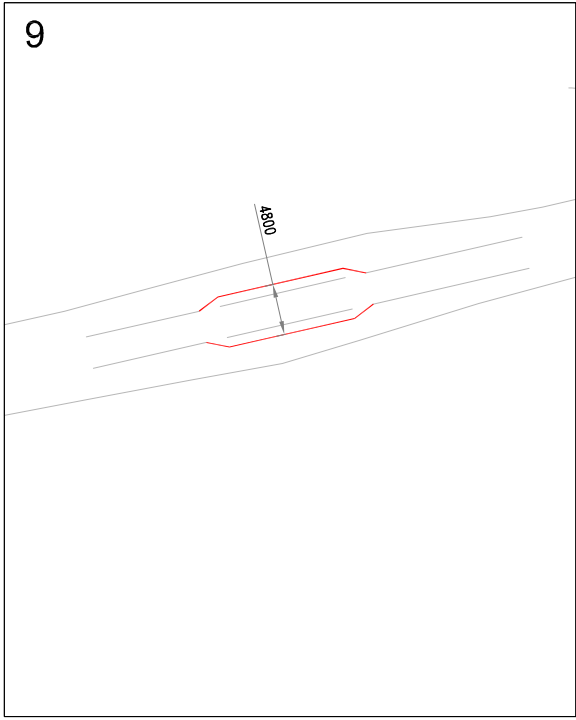
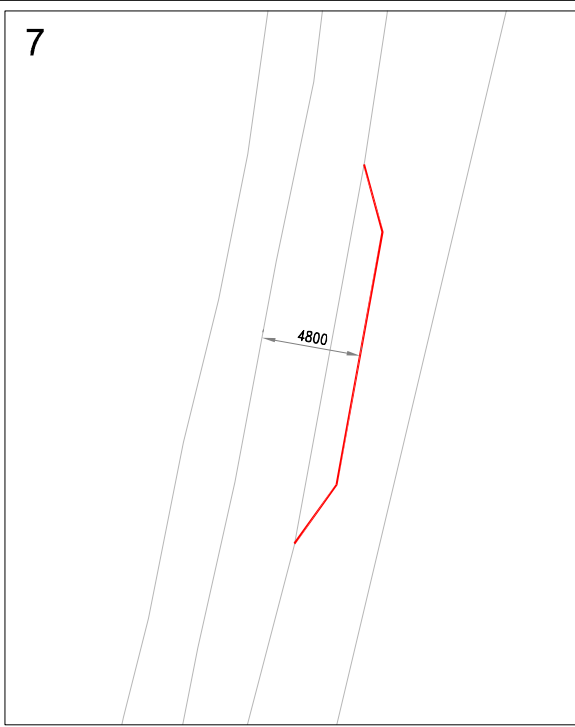
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DRAWING TITLE
 SITE ACCESS ARRANGEMENTS PLAN

CLIENT / ARCHITECT

STATUS

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CHECKED	RW	APPROVED	RW	
DWG. SHEET	A1	DATE	OCT 20	DRAWING NUMBER
				SK03
				REV
				D



- NOTES:
1. PASSING PLACES WHERE POSSIBLE DESIGNED IN ACCORDANCE WITH PCC STANDARD DETAIL 2554 - D_01 - PASSING PLACE STANDARD DETAIL
 2. WHERE LESS THAN 5.5m CLEAR CARRIAGEWAY WIDTH IS ACHIEVABLE IT HAS BEEN DESIGNED FOR 2 VEHICLES TO PASS ABOVE THAT OF 4.5m WIDTH AS A MINIMUM.
 3. SUBJECT TO EXTENT OF ADOPTED HIGHWAY SEARCH.
 4. SUBJECT TO FURTHER SITE SURVEY/TOPOGRAPHICAL SURVEY.

REV	DATE	REVISION DETAILS	BY

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PROJECT TITLE
**PROPOSED MOTO X
 EXPERIENCE CENTRE
 DISSERTH**

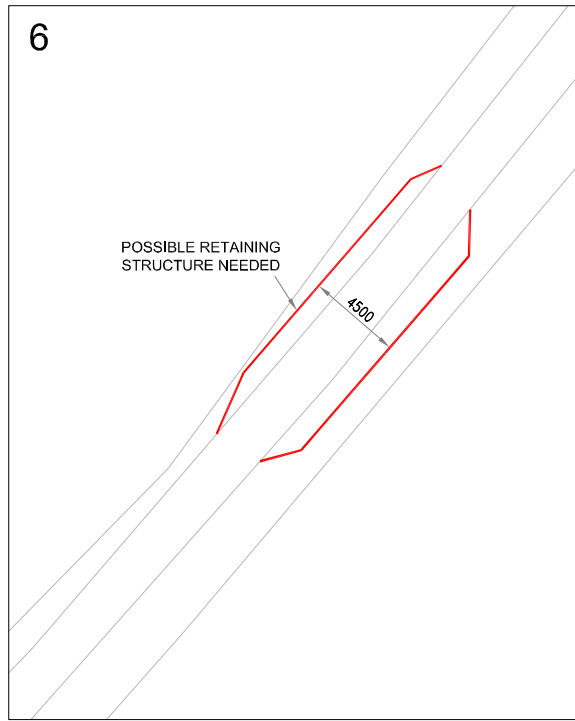
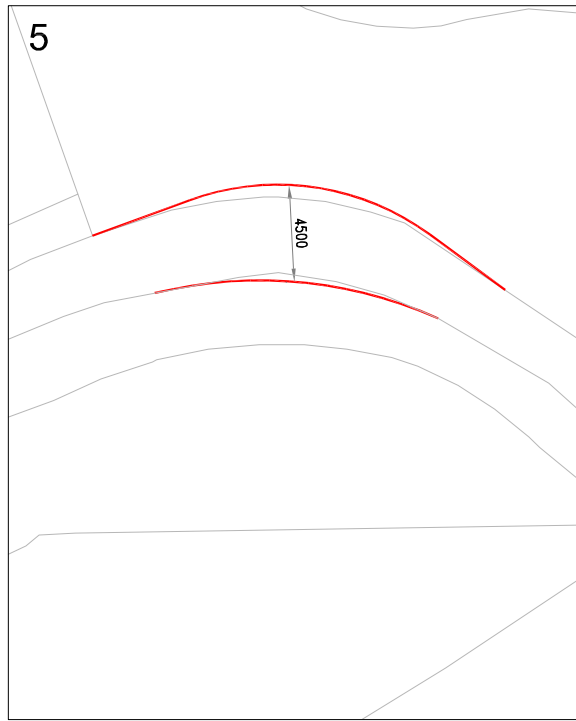
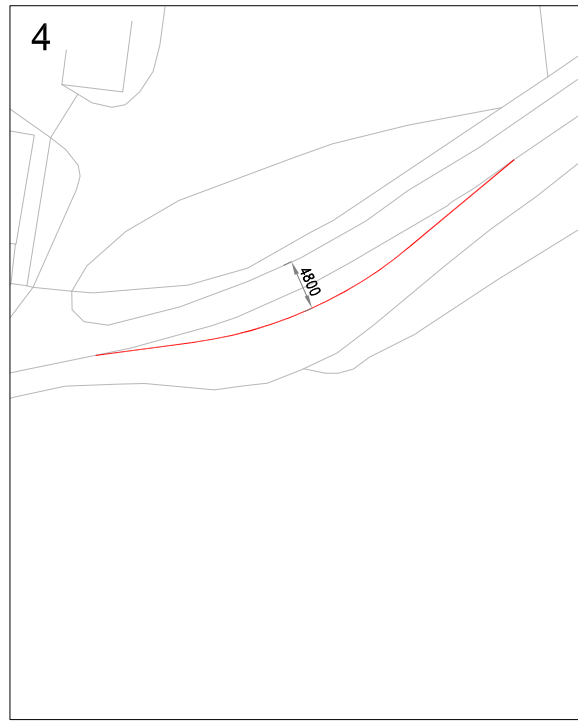
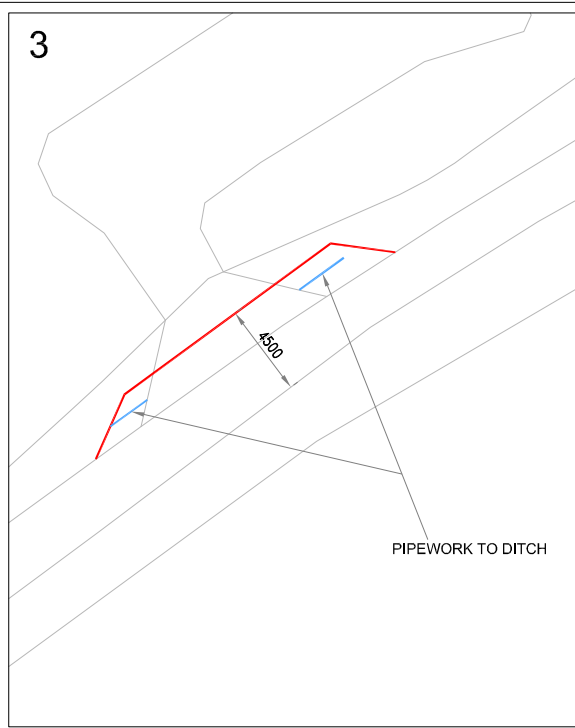
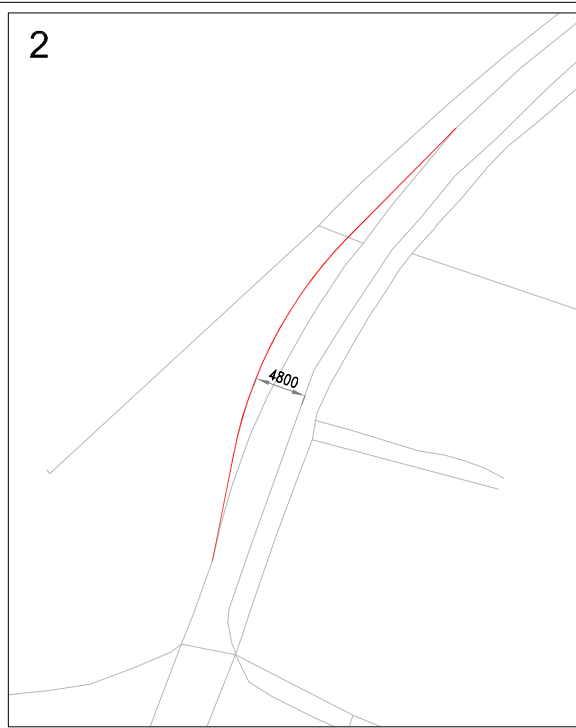
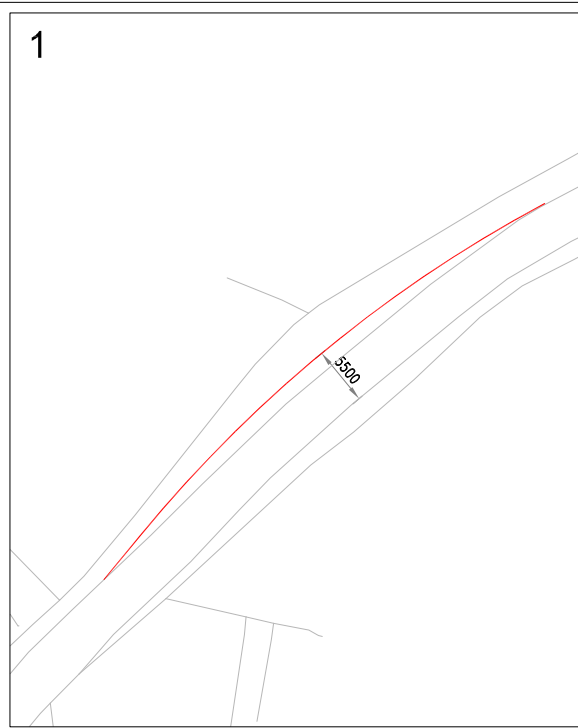
DRAWING TITLE
**PROPOSED OFFSITE
 HIGHWAY WORKS
 2 OF 2**

CLIENT / ARCHITECT

STATUS

SCALE 1:250	AT A3	DRAWN DJA
CHECKED RW		APPROVED RW

DRG SIZE A3	DATE OCT 20	DRAWING NUMBER SK05	REV A
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NOTES:

1. PASSING PLACES WHERE POSSIBLE DESIGNED IN ACCORDANCE WITH PCC STANDARD DETAIL 2554 - D_01 - PASSING PLACE STANDARD DETAIL
2. WHERE LESS THAN 5.5m CLEAR CARRIAGEWAY WIDTH IS ACHIEVABLE IT HAS BEEN DESIGNED FOR 2 VEHICLES TO PASS ABOVE THAT OF 4.1m WIDTH AS A MINIMUM.
3. SUBJECT TO EXTENT OF ADOPTED HIGHWAY SEARCH.
4. SUBJECT TO FURTHER SITE SURVEY/TOPOGRAPHICAL SURVEY.

REV	DATE	REVISION DETAILS	BY



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TELEPHONE : 0117 937 4077

PROJECT TITLE
PROPOSED MOTO X
EXPERIENCE CENTRE
DISSERTH

DRAWING TITLE
PROPOSED OFFSITE
HIGHWAY WORKS
1 OF 2

CLIENT / ARCHITECT

STATUS

SCALE 1:250, 1:500	AT A3	DRAWN DJA
CHECKED RW		APPROVED RW

DRG SIZE A3	DATE OCT 20	DRAWING NUMBER SK04	REV A
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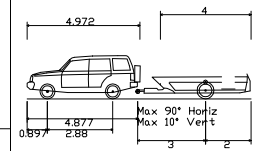
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 DISSERTH**

DRAWING TITLE **SWEPT PATH ANALYSIS - 4X4 + TRAILER**

DATE **OCT 20** SCALE **1:250** AT **A4** STATUS

DRAWN **DJA** CHECKED **RW** APPROVED **RW**

DRG SIZE **A4** DRAWING NUMBER **SK07** REV **-**



Luxury 4x4 + Trailer
 Overall Length 9.877m
 Overall Width 2.886m
 Overall Body Height 2.524m
 Min Body Ground Clearance 0.251m
 Max Track Width 2.130m
 Lock to lock time 4.00s
 Kerb to Kerb Turning Radius 5.800m



APPENDIX B

Development Control
Powys County Council
The Gwalia
Ithon Road
Llandrindod Wells
LD1 6AA

Eich cyf / Your ref 19/0643/FUL

Ein cyf / Our ref 19/NM-2319

16 October 2020

Dear Sir/Madam,

**TOWN AND COUNTRY PLANNING (DEVELOPMENT MANAGEMENT PROCEDURE) (WALES)
ORDER 2012:**

**Land At Rhydblwd Farm, Disserth, Builth Wells, Powys, LD2 3TL
Formation of motorcycle scramble track; Erection of a building for use as Motor-Cross
Experience Centre with associated parking area; Use of land as overspill car parking area;
Siting of 6 no. holiday lodges and associated works; Erection of a building**

I refer to your consultation of 14/07/2020 regarding the above planning application and advise that the Welsh Government as highway authority for the A483 trunk road directs that any permission granted by your authority shall include the following conditions:

- 1) The minimum visibility distances available for vehicles emerging from the existing junction of the C1357 shall be 215 metres to the right of the junction and 172m to the left at a height of 1.05 metres, measured to a point 0.26 metres above the nearer running edge of the trunk road carriageway.

These visibility distances shall be available at a point 2.4m from the nearer running edge of the trunk road, measured along the centreline of the access road. The visibility splay so formed shall be free of any growth or obstruction, which would interfere with the minimum visibility requirements.
- 2) The proposed development shall operate in line with the submitted proposed hours of business, and to the stated capacity.

The above conditions are included to maintain the safety and free flow of trunk road traffic.



If you have any further queries, please forward to the following Welsh Government Mailbox
NorthandMidWalesDevelopmentControlMailbox@gov.wales

Yours faithfully



Jason Ingram



BUDDSODDWR MEWN FOBEL
INVESTOR IN PEOPLE

Sarn Mynach
Cyfford Llandudno
LL31 9RZ

Sarn Mynach
Llandudno Junction
LL31 9RZ

Ebost/Email: NorthandMidWalesDevelopmentControlMailbox@gov.wales

David Adams

From: Paul.Cuddy@gov.wales
Sent: 16 October 2020 13:55
To: David Adams
Cc: Doug.Hughes@hughesarchitects.co.uk; Rob Williams
Subject: RE: Land At Rhydblawd Farm, Disserth, Builth Wells Powys LD2 3TL

Dave,

That's correct, yes, with the stated clearance of vegetation within the achievable splays to unsure unrestricted visibility within them.

Regards

Paul Cuddy

Is-adran Rheolï'r Rhwydwaith - Network Management Division
Trafnidiaeth - Transport
Seilwaith yr Economi - Economic Infrastructure
Llywodraeth Cymru - Welsh Government
Sarn Mynach
Llandudno Junction
LL31 9RZ

Ffôn - Phone 0300 025 5735

From: David Adams <davidadams@entrantld.co.uk>
Sent: 16 October 2020 13:53
To: Cuddy, Paul (ESNR - Transport) <Paul.Cuddy@gov.wales>
Cc: Doug.Hughes@hughesarchitects.co.uk; Rob Williams <robwilliams@entrantld.co.uk>
Subject: RE: Land At Rhydblawd Farm, Disserth, Builth Wells Powys LD2 3TL

Thanks Paul, that's great.

In essence, the visibility will remain unchanged as specified and we will clear any vegetation prior to occupation of the development.

Many Thanks again for your efforts much appreciated.

Many thanks

Dave

David Adams
Associate

Tel: 0117 937 4077

Mob: 07917 205 727
www.entranltd.com



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78 York Street | London | W1H 1DP | 0203 949 9922
Titan House | Cardiff | CF24 5BS | 02920 167 6365

Due to the Coronavirus situation, from 19th March 2020, Entran's offices in Bristol, London and Cardiff will be closed. We will be carrying on our business, working remotely to observe the Government's guidance. You can contact us as normal by email or mobile. Meetings will continue remotely via Microsoft Teams (or other platforms as required). We will continue to monitor and observe Government guidance. From the whole team, keep well and stay safe.
<http://entranltd.com/news/covid-19-business-continuity>

From: Paul.Cuddy@gov.wales <Paul.Cuddy@gov.wales>

Sent: 16 October 2020 12:44

To: David Adams <davidadams@entranltd.co.uk>

Cc: Doug.Hughes@hughesarchitects.co.uk

Subject: Land At Rhydblawd Farm, Dissert, Builth Wells Powys LD2 3TL

Good afternoon David,

Further to previous correspondence in respect of the above application, please see the attached email that has been sent to Powys County Council containing Welsh Government's formal response.

Regards

Paul Cuddy

Is-adran Rheolir' Rhwydwaith - Network Management Division

Trafnidiaeth - Transport

Seilwaith yr Economi - Economic Infrastructure

Llywodraeth Cymru - Welsh Government

Sarn Mynach

Llandudno Junction

LL31 9RZ

Ffôn - Phone 0300 025 5735

Sganiwyd y neges hon am bob feirws hysbys wrth iddi adael Llywodraeth Cymru. Mae Llywodraeth Cymru yn cymryd o ddirif yr angen i ddiogelu eich data. Os cysylltwch â Llywodraeth Cymru, mae ein [hysbysiad preifatrwydd](#) yn esbonio sut rydym yn defnyddio eich gwybodaeth a sut rydym yn diogelu eich preifatrwydd. Rydym yn croesawu gohebiaeth yn Gymraeg. Byddwn yn anfon ateb yn Gymraeg i ohebiaeth a dderbynnir yn Gymraeg ac ni fydd gohebu yn Gymraeg yn arwain at oedi. On leaving the Welsh Government this email was scanned for all known viruses. The Welsh Government takes the protection of your data seriously. If you contact the Welsh Government then our [Privacy Notice](#) explains how we use your information and the ways in which we protect your privacy. We welcome receiving correspondence in Welsh. Any correspondence received in Welsh will be answered in Welsh and corresponding in Welsh will not lead to a delay in responding.

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DATE: Feb 2022



Appendix B

Architects Layout



Appendix C

Welsh Government (NMWTRA) response

Development Control
Powys County Council
The Gwalia
Ithon Road
Llandrindod Wells
LD1 6AA

Eich cyf / Your ref 19/0643/FUL

Ein cyf / Our ref 19/NM-2319

16 October 2020

Dear Sir/Madam,

**TOWN AND COUNTRY PLANNING (DEVELOPMENT MANAGEMENT PROCEDURE) (WALES)
ORDER 2012:**

**Land At Rhydblwd Farm, Disserth, Builth Wells, Powys, LD2 3TL
Formation of motorcycle scramble track; Erection of a building for use as Motor-Cross
Experience Centre with associated parking area; Use of land as overspill car parking area;
Siting of 6 no. holiday lodges and associated works; Erection of a building**

I refer to your consultation of 14/07/2020 regarding the above planning application and advise that the Welsh Government as highway authority for the A483 trunk road directs that any permission granted by your authority shall include the following conditions:

- 1) The minimum visibility distances available for vehicles emerging from the existing junction of the C1357 shall be 215 metres to the right of the junction and 172m to the left at a height of 1.05 metres, measured to a point 0.26 metres above the nearer running edge of the trunk road carriageway.

These visibility distances shall be available at a point 2.4m from the nearer running edge of the trunk road, measured along the centreline of the access road. The visibility splay so formed shall be free of any growth or obstruction, which would interfere with the minimum visibility requirements.
- 2) The proposed development shall operate in line with the submitted proposed hours of business, and to the stated capacity.

The above conditions are included to maintain the safety and free flow of trunk road traffic.



If you have any further queries, please forward to the following Welsh Government Mailbox
NorthandMidWalesDevelopmentControlMailbox@gov.wales

Yours faithfully



Jason Ingram



BUDDSODDWR MEWN FOBEL
INVESTOR IN PEOPLE

Sarn Mynach
Cyfford Llandudno
LL31 9RZ

Sarn Mynach
Llandudno Junction
LL31 9RZ

Ebost/Email: NorthandMidWalesDevelopmentControlMailbox@gov.wales

David Adams

From: Paul.Cuddy@gov.wales
Sent: 16 October 2020 13:55
To: David Adams
Cc: Doug.Hughes@hughesarchitects.co.uk; Rob Williams
Subject: RE: Land At Rhydblawd Farm, Disserth, Builth Wells Powys LD2 3TL

Dave,

That's correct, yes, with the stated clearance of vegetation within the achievable splays to unsure unrestricted visibility within them.

Regards

Paul Cuddy

Is-adran Rheol'i'r Rhwydwaith - Network Management Division
Trafnidiaeth - Transport
Seilwaith yr Economi - Economic Infrastructure
Llywodraeth Cymru - Welsh Government
Sarn Mynach
Llandudno Junction
LL31 9RZ

Ffôn - Phone 0300 025 5735

From: David Adams <davidadams@entrantltd.co.uk>
Sent: 16 October 2020 13:53
To: Cuddy, Paul (ESNR - Transport) <Paul.Cuddy@gov.wales>
Cc: Doug.Hughes@hughesarchitects.co.uk; Rob Williams <robwilliams@entrantltd.co.uk>
Subject: RE: Land At Rhydblawd Farm, Disserth, Builth Wells Powys LD2 3TL

Thanks Paul, that's great.

In essence, the visibility will remain unchanged as specified and we will clear any vegetation prior to occupation of the development.

Many Thanks again for your efforts much appreciated.

Many thanks

Dave

David Adams
Associate

Tel: 0117 937 4077

Mob: 07917 205 727
www.entranltd.com



7 Greenway Farm | Bath Road | Wick | Bristol | BS30 5RL
78 York Street | London | W1H 1DP | 0203 949 9922
Titan House | Cardiff | CF24 5BS | 02920 167 6365

Due to the Coronavirus situation, from 19th March 2020, Entran's offices in Bristol, London and Cardiff will be closed. We will be carrying on our business, working remotely to observe the Government's guidance. You can contact us as normal by email or mobile. Meetings will continue remotely via Microsoft Teams (or other platforms as required). We will continue to monitor and observe Government guidance. From the whole team, keep well and stay safe.
<http://entranltd.com/news/covid-19-business-continuity>

From: Paul.Cuddy@gov.wales <Paul.Cuddy@gov.wales>

Sent: 16 October 2020 12:44

To: David Adams <davidadams@entranltd.co.uk>

Cc: Doug.Hughes@hughesarchitects.co.uk

Subject: Land At Rhydblawd Farm, Dissert, Builth Wells Powys LD2 3TL

Good afternoon David,

Further to previous correspondence in respect of the above application, please see the attached email that has been sent to Powys County Council containing Welsh Government's formal response.

Regards

Paul Cuddy

Is-adran Rheolir' Rhwydwaith - Network Management Division

Trafnidiaeth - Transport

Seilwaith yr Economi - Economic Infrastructure

Llywodraeth Cymru - Welsh Government

Sarn Mynach

Llandudno Junction

LL31 9RZ

Ffôn - Phone 0300 025 5735

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