

Applicants Response

Dear Neighbours

We have received all your objections and we have read through them all and taken them all on board, rather than reply to each individual objective we feel it was more appropriate to combine them to one response.

Although the Highways is not part of the licensing objectives, we can see this is a major concern, therefore we have included this in our response.

Please see below the response to all objections, I hope this adds further clarity on the reason for the licence application.

Highways

On reading the objections the most common theme we are coming across is the road to our farm, with there already being residents expressing witnessing incidents of cars speeding, several near misses, a few crashes into fields and heavy farm traffic. It is also felt that the road is not suitable for drivers that are not familiar with driving the lanes, however there are mixed opinions as the majority believe these issues are with 1 mile stretch of road between the church and our farm. We're not denying the road is narrow but within that 1-mile stretch there are 10 passing points. In our experience its people that use the road regular that drive at higher speeds. We've all experienced cars parked on the verges due to the car parks being full at the Church Inn or the St Tudors, sometimes even down as far as the junction by Coed Y Ridder Cottage and the opposite side of the St Tudors, causing pinch points especially on a sunny evenings or when there is a large funeral, I have on some days not been able to pass to get home due to the road being blocked but the traffic going to and from the wedding will not be stopping at these locations or parking on the verges of roads.

Prior to starting the temporary events we did employ a rural traffic management specialist to carry out a road traffic assessment, on receipt of their report the findings were that there were sufficient passing places and the calculated maximum vehicle usage would be around 40 vehicles based on our maximum occupancy of 150 guests which we have found highly accurate following the 3 weddings we hosted this summer, we've measured on the cctv between 20 vehicles on the first and 40 on the last and this did include 3 minibuses.

We have submitted a traffic management plan to the planning department, and we are in the process of putting traffic warning road signs on our land that will be adjacent to the road, not just to warn our guests of cyclists and walkers but all the drivers that use the road.

If the venue does become popular and we find that we have more than 5 bookings per year, then we will look to purchase a minibus to allow pick up and drop offs to local accommodation. (The maximum number of weddings we will prebook in is 10 and we are unlikely to achieve 10 weddings in a year, next year will be our 2nd year and we have not taken any bookings).

We have a field to utilise for parking and although we could probably accommodate 60+ vehicles we are stipulating in our information to potential bride and grooms that we can only accommodate a maximum of 40 vehicles, therefore they are to encourage their guests to car share or get taxis/minibuses where possible.

We do have CCTV to the entrance of our property that allows us to see vehicles entering and leaving the property allowing us to monitor this.

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It's also worth noting that the weddings will be on a Saturday and most guests would be attending prior to the Church inn opening so there wouldn't be an excessive amount of traffic it is anticipated that within 45-60 minutes of the wedding starting there would be around 25 cars making their way up to our farm some from Blackwood side and some from Wattsville side, similar numbers to what the Church Inn or shooting club would have. And with the shooting club having ceased trading this will also help offset the additional traffic that would be seen on the 10 days a year we hope to be holding weddings in the marquee.

Noise

A lot of the issues arising around noise seem to be historical from when we have had speakers outside or when we have had live artists performing, however on being made aware of the noise levels travelling from the Lodge we have since stopped using the amplified speakers (both indoors and outdoors) and only play music through the tv speakers, we may still on the very rare occasion have an artist but will be very mindful of how loud they play and will check the sound levels with our local neighbours. These will only be for our own personal parties and finished by [10.pm](#) at the latest.

Since being made aware of the noise issue in June of this year (first time anyone has mentioned it to us in the 6 years we have been using the lodge) we have stopped using the amplified speakers, stopped playing music outside and are mindful of how far the sound travels. Had anyone of brought this to our attention we would have turned the music down or removed the amplified speakers completely.

We had been in contact with 4 of our neighbours during the weddings and all local neighbours have our mobile numbers and we were checking in with them regularly to ensure the noise levels were not causing them a disturbance and we will continue to do this. We have heavily invested in a sound system that has noise cancelling technology so effective that at a level considered very loud on the dance floor in the marquee at a distance of 75m it can barely be heard. We can manage the volume levels and if we are informed the music is too loud or causing a disturbance or we carry out a check and find this then we can adjust the maximum noise output from behind the bar. We have tested it at different levels and live artists and as a result will not be having any bands or live artists in the marquee. Our house is 150 metres away from the marquee and we can not hear the music unless we are trying to hear it and then its very quiet, if a car goes across the top road, the wind picks up or a plane fly's overhead we cannot hear it. We aim to achieve this level for everyone.

As of May/June next year when we start the wedding season (End of May to September) we will be getting the system re calibrated and working with local neighbours to reset acceptable sound levels, we are aware that some neighbours do not want to be able to hear even the faintest sound of music and this is something we will work to achieve.

We have been working with environmental health on an acceptable noise management plan and this will be continuously monitored and updated.

Numbers of guests

The maximum number of guests we will allow is 150 in the marquee, at present there are no guests permitted to use the lodge, however we are considering applying for a mixed change of use to allow us to hold the wedding ceremony/blessing before proceeding to the marquee and the maximum number for the lodge for a ceremony/blessing would be 70 people. Of course relevant approval/planning will need to be sought if we intend to hold legal ceremonies.

Although concerns have been raised regarding numbers exceeding 290+ guests, we can assure residents that as advertised and informing people this year the maximum occupancy for the marquee is 150 guests, regardless of a comment placed on social media over a year ago which was before we purchased our marquee, took bookings or met with any potential customers. On review of the weddings held this

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year, the size of our marquee and the layout we have 150 guests is the maximum we will allow. We feel it's possible the confusion has also been people are assuming we will have guests both in marquee and lodge at the same time but with any wedding there will be a certain number of day guests then nights guests, hence 70 in the lodge, for the ceremony (if planning is granted and if required) before moving to the marquee for the meal and formalities with an additional 80 in the night making a maximum number of 150 guests, on alternating Saturdays over summer for 10 days.

Number of days to use marquee

As advertised on our website www.sunset-lodge-weddings.com our intention is to hold weddings from end of May – September on alternating weekends, however we understand people have been privy to comments on social media which may have seem contrary to this but we were are the planning stages and considered hosting weddings through the summer months every Saturday but following the recent weddings we decided that alternating Saturdays would be more appropriate thus given us around 10 weddings a year.

The Lodge

For the last 6 years we have hosted BBQ's, get togethers and parties in the lodge, this has only been for friends and family, these have been mostly on weekends and usually no more than 6 a year with around 25/30 people and usually there is no more than 12 vehicles used for this (Our yard cannot accommodate more than 12 other vehicles).

Some weekends, on average once a month, we have maybe 6-8 friends around with normally no more than 3 cars. Through the week we may have the odd day where we may have someone pop up and visit us, sometimes we host these in the house other times we may use the lodge, it depends on the weather or where we are spending our time that evening.

Contrary to local rumours the lodge is not a pub, or available for private hire. It's basically our summerhouse and decking area which we use for our own pleasure and hosting family get togethers. We have on 1 occasion let someone use it for a hen party which was a big learning curve and not something we would ever consider doing again. In fact, this year due to hosting the 3 weddings on the farm we have only had 2 days where we have had 25/30 friends/family around to the lodge.

We are **considering** applying for mixed use so we can hold a legal wedding ceremony in the lodge. With no tables and with chairs set out in rows we could safely accommodate 70 guests sat down. There would be no room for anything else i.e. tables after the ceremony they would need to move to the marquee. We are also considering the possibility of allowing the lodge for an additional few days, no more than 6 days out of season for small intermate weddings where they do not want any live or amplified music allowing a close and personal wedding. (Ideally suited for 20-45 guests). As the cabin is our personal space this maybe something we choose is not suitable for us and just stick with the seasonal weddings in the marquee.

Wedding Signs

We were recently made aware of vehicles going to the wrong farms this is due to us sharing a postcode with 4 other farms, although we were not made aware of this until several days later, as soon as we were made aware that this had happened we agreed to put signs up the night before or morning of the weddings and take these down the following day, which we did. If we are being made aware of issues we do react quickly to try and resolve them.

Reasoning for obtaining a licence for the Lodge

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We have had a home bar for 6 years with a draught beer system and very often friends had asked if they could buy a drink instead of drinking cans or bottles, this eventually resulted in people going in shares for their own kegs but again this was not practice as some people drank more than others so eventually we figured that best way to resolve this was to apply for a premises licence and then we could legally supply alcohol, this saved our guests having to buy alcohol in town and bring it up with them. We applied for this daily so even if someone “popped up” during the week and we were in the lodge, or if one of our friends wanted to come up to watch the football or rugby and they wanted a drink from the draft we could supply this legally. We do not have planning permission to use this as a fully commercial property nor do we wish to, however now it is looking highly likely that we will have to apply for this. There is CCTV at the top of the drive, stables, in the lodge and marquee so the numbers of people and cars at any location over the previous 60 days can be evidenced. Most weeks we won't see anyone but other weeks we do have 1 or 2 family members or friends visit for chat.

Reasoning for obtaining a licence for the Marquee

We considered just applying for temporary events notices (TENs) which if agreed with the local authority and other representatives such as licencing, environmental health officers, the police, health and safety officers for each event would allow us to host the wedding however, if we had someone visit the marquee in the week and asked to book for the following year we would have to apply and pay for the TENs wait for all the above persons to make an assessment and then confirm if that date was available, if they then decided that that date wasn't suitable or they found a different venue then we would have to retract the TENs application wasting everyone's time and costing us money every time someone wanted to check on a date.

If we were licenced we could inform the bride and groom on enquiring if the date they wanted was free so they were able to proceed with sorting rest of their wedding plans.

In summary our plan is to host around 10 weddings per year on alternating Saturdays during the end of May to September in the marquee with a maximum of 150 guests (this is subject to planning, without planning this will be reduced to 5 weddings a year).

And we are considering the potential of holding a small number of intimate weddings in the Lodge should planning be granted and should there be interest that justifies the cost to modify the building, and it is something we wish to pursue.

We host around, usually on Saturdays 6 family and friend get togethers a year with around 25/30 people attending. We have smaller groups of around 6-8 people around on occasional weekends and sometimes in the week may have visitors, we may choose to host these in the lodge or the house.

We have not received any complaints from our neighbours, environmental health or the police with regards to noise or disturbances. We follow the licencing laws and as soon as we were made aware of the occasional noise issues, we started to address these. If we receive any further complaints we will address these and do our best to rectify them and prevent them from reoccurring.

We will NOT be having 200-300 guests, we are not holding weddings daily or even weekly, we are not setting up a fulltime wedding venue, we have not nor will we be opening the lodge to the public as a pub we are not open 5-6 hours every day and have CCTV footage over the last 60 days to prove this. There will not be “hundreds” of cars turning up. These are all rumours.

This year we have had:

1 Hen party. We did not count the traffic at this event however there were around 40 people so roughly would have been around 13-15 vehicles. With a DJ and saxophonist via their own speaker systems. (This will never happen again!).

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We had a family party with around 25/30 people, around 10 cars. (This was with our new amplified speakers connected to an iPhone but placed outdoors). Pretty much all the same friends and family that we have had for the past 6 years.

3 weddings over the month of July with the maximum number of vehicles being on the last weekend that being around 40 cars/vans minibuses. The 2 previous had considerably less. (During these weddings we learnt a lot of lessons and made changes to our future plans, which we explained at the residents meeting in the Church Inn, namely reducing from 20 weddings a year to 10).

On the August bank holiday Saturday, we had around 25/30 people, pretty much all the same friends and family that we have had for the past 6 years but with music played via tv speakers and the amplified ones removed, this was monitored throughout the evening. This was the bottomless brunch. Again, there were around 10 vehicles.

There has been other licensable uses of the lodge but with no more than a few guests and no amplified music so no one would have been affected by this.

I trust this covers all the areas raised in the objections, however if further clarity is needed on anything please feel free to get back in touch and we would be happy to supply any further information required relevant to the objections or licensing objectives.

Mr and Mrs Hobbs

Ty Cae Brith Farm

14/09/2023

To whom it may concern,

I have added some further information to provide more clarity over the licensable area and concerns around highways, noise, and operating schedules.

I have taken some extracts from the traffic assessment that we had carried out and included these in this document, the document itself is 94 pages of information, I have included what I think are relevant to this hearing and suitable as evidence around public safety around this area.

With regards to traffic speeds: the report shows in paragraph 2.7 *“The posted speed limit in the vicinity of Ty Cae Brith Farm is 60mph, but given the nature of the road it is likely that vehicles will be travelling at far lower speeds. The results of the survey indicate that the 85th percentile speeds just to the north of the Farm access are approximately 30mph in both directions. Just to the south of the Farm access there is a noticeable difference in northbound and southbound speeds, being observed at 24mph and 35mph respectively.*

Passing points: 2.3.5 -2.3.8

While large sections of the road are narrow and not suitable for 2-way traffic the low level of traffic flows using the road and with numerous passing bays being available, as shown in Photograph 2.1, the road can accommodate the 2-way traffic demand. There are two solar farms located in close proximity to Ty Cae Brith Farm, as shown in Figure 2.2, one to the north and one to the south.

All of the equipment and construction traffic accessed these sites via Troed Y Rhiw Road to/from the A472. **2.3.7** A large static caravan, as shown in Photograph 2.2, has also been delivered in recent years to Ty Cae Brith, making use of Troed Y Rhiw Road from the north. **2.3.8** These examples demonstrate that the road to the north of Ty Cae Brith Farm is capable of accommodating larger numbers and sizes of vehicles than would be generated by the proposed development.

Observed traffic flows: 2.6.4

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This data provides evidence of the low level of traffic flows along the road, with a 2-way weekday total of 81 vehicles on an average weekday and 88 vehicles on the Saturday for site 1 to the north of the Farm Access. The peak hourly 2-way flow for site 1 is **9 vehicles** between 17:00 and 18:00 for an average weekday with a peak of **13 vehicles** between 15:00 and 16:00 for the Saturday.

Highway safety 2.8.3

As can be seen from the above, there are no collisions along the unnamed access lane to the development site. See figure 2.9.

Conclusion, 2.9 - 2.9.1 of Section 2 which describes the existing transport conditions surrounding the development and reviews personal injury accident data for the study area:

This section of the report has reviewed the existing transport network within the vicinity of the site and its accessibility to travel by sustainable modes. It has also examined the safety record of the local highway network which is considered good.

Development Proposals 3.1.2

The applicant has confirmed that the venue will operate during peak months only (likely May to September), hosting one wedding per week on a Saturday. *(Please note this has since been reduced to alternating Saturdays)*

Operation and Guest Numbers 3.21

It is intended that the wedding venue will host a maximum of 150 guests, the majority of which are likely to car share, use taxis and/or mini-buses. The marquee is stored on site, with no impact upon the public highway.

Trip generation 3.3.1

The likely maximum trip generation for a wedding function at the site is summarised in Table 3.1, with a total forecast trip generation of 38 vehicles.

For the purposes of this assessment the assumed person occupancy of each vehicle has been defined as: • Car & Taxi Guest: 3 persons per vehicle.

- Car & Taxi staff: 1.5 persons per vehicle.
- Mini-bus: 12 persons per vehicle.
- Van: 2 persons per vehicle.

Access route: 3.5.2

Swept path analysis for this route has been undertaken for a mini-bus and is included in Appendix C. This demonstrates that the road is suitable for the forecast traffic movements and vehicle types with numerous passing places where necessary.

3.6.3:

From a site visit and photographic evidence, the OS mapping used in this analysis is not entirely accurate within the curtilage of the Farm and underestimates the width of the internal access roads. This shows that the internal access roads within the Farm are of sufficient width and standard to accommodate the proposed wedding venue staff and guest vehicles.

Summary and Conclusions 4.1.1

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There proposed development is for a seasonal (summer) wedding venue at Ty Cae Brith Farm. An assessment of the forecast trip generation and the swept path analysis of the designated access route to/from Ty Cae Brith Farm, via Troed Y Rhiw Road to the north and the A472 roundabout at Pontllanfraith, provides evidence of the suitability of the Farm for the proposed development. 4.1.2 In conclusion, there are no highways reasons to object to the proposed development of a seasonal (summer) wedding event facility at Ty Cae Brith Farm.

Noise:

In June of this year and after hearing several concerns from neighbouring farms with regards to noise levels from music and the bass we contacted *Direct Acoustic Solutions* who we hired to visit our farm and demonstrate their bespoke system, their solution was.

"a mitigation design and noise limiting platform are required to have the capacity to control and attenuate the breakout of amplified music whilst meeting pertinent acoustic criteria. In order not to disturb nearby dwellings, Direct Acoustics are proposing the installation of acoustic linings and the option of a highly directional speaker system, called a Zone Array. Together with bespoke process-limiting, we can provide the means to control amplified music without disturbing noise-sensitive receptors.

In addition, to control bass the CPENCC recommends that low frequency levels do not exceed 70dB in either the 63Hz or the 125Hz octave bands at 1m from the facades of sensitive properties. Due to the predominantly rural character of the area, we suggest that tightening of this value to 50dB in these octave bands would be a more appropriate target to restrict the impact to not more than a LOAEL within the planning policy framework"

On seeing and hearing the system we phoned several nearby farms and asked the sound engineer to adjust process limiter whilst we were in contact so we could establish maximum sound levels from the marquee to the nearest dwellings. This proved very effective and when running sound checks at 75m it was barely audible however these were only run during the weddings and unfortunately on each occasion there was high winds and heavy rain showers. At approximately 22.20 on the 8/7/23 during a check on sound levels we were made aware that the music was audible to the point they could identify the song, we adjusted the maximum volume from behind the bar and to the satisfaction of our neighbour resolved the issue. This also identified that during the evening and with the rain and wind stopped there was a need to adjust the maximum levels through the process limiter to prevent sound escaping when the weather was more pleasant. Lessons were learnt and changes were made, and a positive note was that there were no concerns over bass levels, as usually bass levels are the main issue. Based on the performance of the system and the feedback from local farms we "off hired" and purchased the system.

It is intended that when the zone array system is being refitted into the ceiling frame of the marquee that the engineers reduce the output by around 10db and this tested again at the nearest farms. We are also intending on installing several acoustic panels and some glass doors to further improve the acoustic properties of the marquee.

All sound checks have been carried out during the weddings and these are monitored by door staff, bar staff and the land owners to ensure that the levels are not intrusive, sound checks are recorded in a log as well as recorded audio footage and cctv, in several audio files at 75 meters from source you can hear background noise levels such as birds, sheep and wind in trees much more clear than the music from the marquee. We are committed to reduce these levels further. There is no intention or desire to run more than 10 of these a year, however as previously advised with the flexibility of up to a maximum of 16 days to allow for last minute bookings due to personal circumstances, and these will be over 4 months on alternating weekends.

There has been some mention of outdoor music, we have stated that we would like to provide this however this is restricted to an outdoor wedding ceremony and low-level background music suitable to a marriage ceremony, i.e. light music before the bride arrives, music to walk down the isle and music on walking back up the isle. Live music would be in the form of a violinist or harpist style and again played at a respective level. After the ceremony this would be moved inside and any amplified music played via our zone array system. Outdoor music other than mentioned will not take place.

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Operating schedule:

It is intended that the operating schedule for the marquee is based on availability from the last Saturday in May then alternating weekends from June until September. The request for licensable activities from the beginning of May is purely for convenience to allow the supply of alcohol to the team on completion of the set up of the marquee which is reliant on weather conditions.

From the end of September, the Marquee will be taken down and placed in storage until the following year. The time guests can arrive on the wedding day are discussed with the bride and groom and we encourage that these are not during peak times.

Planning permission is being sought to allow the marquee to stand longer than the 28 permitted days, to prevent the need to take this down between bookings and allow us to achieve the 10 weddings a year and a request to has been given to licencing to only permit licensable activities on Saturday to reassure residents that these can not take place during the week.

Please also note the extract from our website that also evidences the seasonal wedding venue and not a “365 day a year business”:

“Our marquee is set in 20 acres of farmland set within the beautiful Mynyddislwyn countryside offering stunning views and scenery. The marquee comes with solid floor, carpets, ivory linings, starlight cloth above the dancefloor, a heating system, a 5 x 5 metre mirrored dancefloor, uplighters, full speaker and pa system, 6ft round tables and 8ft long trestle tables, up to 150 Chiavari chairs, a mobile toilet block and a licenced bar. You will have exclusive use of the marquee and the grounds on which the marquee is situated. The marquee is only available for up to 10 weddings a year with these on alternate Saturdays from late May until September after which the field is reverted back to winter grazing for horses.”

You are able to add your own personal touches to the marquee and we can recommend some great local companies that have worked with us. We are also able to recommend caterers for your event or you can choose to self-cater.

There are a number of companies on the mountain that offer accommodation including luxury apartments, a self-catering cottage, log cabins as well as camping, all within a couple of miles of the venue.

We aim to provide an amazing venue with all the necessities that you need so all that is required is for you to add your own personal touches to make the venue perfect for you.

As we are in a rural location we aim to keep noise levels to a minimum, therefore we have installed a directional zone array speaker system so that our guests can still enjoy music and dance late in to the night without causing a disturbance to the countryside.”

The brochure which can be downloaded from our website states:

“You’ll have exclusive use of a marquee for up to 150 people, situated in the countryside, which sets for a truly magical day with an amazing back drop for you to capture the unforgettable memories”

Here are some extracts from the FAQ’s within the brochure and on our website:

What’s the maximum number of guests? We have 10 x 6ft round tables accommodating up to 10 people per table, therefore reception guests would be up to 100, however for the evening we have 8ft long tables that seat up to 8 people and 150 chairs therefore we can accommodate up to 150 people.

Can we have a band? Unfortunately not due to being a rural location and the sound travelling. And any artists/DJs will need to finished playing music by 11pm.

How much parking is available? Parking is provided in the field on the right as you enter the property and there should be enough for around 40 cars this field, therefore we do ask that you encourage people to car share where possible or book taxi’s/minibuses. If anyone has issues with walking to far then you are able to drive them down to the entrance to the field where the marquee is.

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Are we able to camp? There is no onsite camping other than the option of the bell tent for the Bride and Groom.

Is there local accommodation? Yes, there are The Old Mountain Stables – website www.theoldmountainstables.co.uk or call or email jennie@jslee.co.uk or 07967588153, they are located at the bottom of the mountain and they have several one bedroom apartments and there are also Safe Haven Lodges which are down the hill from us and they have 3 large log cabins sleeping between 2-5 people – website www.safehavenlodges.co.uk or contact Dafydd on 07769946272.

We also have 1 other campsite to add as well as a luxury cottage to be included for 2024 that are on the mountain.

Addressing of joint resident objections:

A) The licensees candour is dubious and thus does not follow the good character expected and they are already trading illegally in not having planning having done so since at a minimum 2022.

It is our understanding that we were advised by a planning specialist that the structure appears to be within the residential curtilage and of appropriate design and scale for residential use in this area. The building is not in the main elevation of the house and less than 50% of the curtilage. (This was in August of 2022) At this stage we were still considering and assessing whether or not we wanted to make our cabin available for private hire, to this date we are still undecided but it is highly unlikely we will. As for illegally trading this is untrue, where we have been trading is in the marquee and we are permitted 28 days for this per year, which was stated at a meeting by myself and other land owners/farmers. With regards to our candour, we were open and honest we explained clearly that we intend normal use of the marquee for 10 days a year and are considering up to 6 ad hoc days, we explained it would have a maximum occupancy of 150 guests, we explained that planning is not required but that limited us to 28 days, we explained that the lodge was not open to the public, We also explained that at this time we were still working on the business plan on review of how the weddings had unfolded. This plan will be submitted to the planning authority for them to determine if the time the marquee is standing is acceptable.

B) The licensees state in their original application that the premises (now called the lodge) can cater for a maximum of 35 persons including staff. However, (see screenshot of an interested customer). The licensee is stating catering for 90 persons in the lodge and they already have an on and off premises licence (including a 30 x 9 tent/marquee) that can accommodate over 230 persons seated with tables.

This is correct, we reassessed the risk assessment on maximum occupancy based on how many people we could have seated safely in rows with no tables and with tables, this was pending a change in planning to mixed use. As mentioned above we had not decided on what action we wanted to pursue with the weddings, at that point we were judging interest. The screen shot also stated up to 200 and not 230 in the evening, again this was us gaging interest and no bookings were planned or taken. This screen shot we believe is from June or July in 2022. As stated at a meeting with Angela and Alan this is not the case anymore and the website provides the most recent information.

C) The licensees have already been acted irresponsibly in holding an event to promote their services including as a wedding venue without tickets that may have attracted hundreds of potential patrons as is often the norm for wedding fayres etc. luckily it rained!

When planning the open day, (not a wedding fayre!) measured with the interest levels and messages we were receiving it was evident that we would not need to sell or manage tickets, a marquee on a farm in a rural location without a client base or many reviews or photos, and only shared on social media was never going to attract a large number of visitors, it's an open day with the marquee dressed, not a wedding fayre where you

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have a large number of stands, stalls, vendors and sales. We assessed this and planned the day accordingly, we didn't achieve the numbers we hoped for but did meet the bottom end of what we expected and planned for which was between 20-40 people throughout the whole day, this went ahead with no complaints or concerns and signs were placed out next to other farms to prevent any persons driving to the wrong location.

D) The licensee have fallen foul of the 2003 licensing act as amended in 2014 in July 2023 advertised irresponsible promotions of-for an amount of money to drink and eat as much as wanted. This is against the law (note licencing dept were aware but chose to ignore this).

As explained in the meeting bottomless brunches are popular and if being well managed and combined with food, provided via table service and rules are followed these can meet the objectives, the bottomless brunch was risk assessed, well planned and there were extra staff on duty, there was a drink limit and the afternoon went ahead with no issues, complaints, phone calls or text messages from neighbours. Just a quick search on google and you can find at least 7 local businesses offering bottomless brunches on must weekends.

E) The licensee stated during a meeting that the licensing dept tell told them what to say. Further that they only wanted a licence for family and friends to pay for drinks at BBQ's/family parties.

As explained to Mr Sharpe the licensing department did not tell/told what to say, I explained that the forms are preset so you are unable to put in ad hoc dates and times based on when you think you may need the premises licenced i.e. only when friends arrive, this came from a conversation around why we can't have TEN's for family parties or the licence only being in effect only when we have friends around and not for the 365 days. No member of the licensing department told us what hours we wanted, they actually put in an objection against them which we accepted, the hours granted were less than what we applied for.

F) The licensees state at a meeting that planning said they did not need planning.

See reply to point A,

The licensees intend to use their land 365 days of the year if lucrative and weddings has already increased traffic significantly and the numbers the licensees can offer to carter for includes over 300 persons, plus staff, plus caterers, plus equipment etc throughout the week as well as at the actual event.

This is yet another mistruth being told to residents and neighbours, one of many and one we have had to correct over and over again!

Other info:

As stated at the beginning the road was a concern and we wanted to make sure that the road was suitable, our children albeit adults now use the road daily, I often run along the road, my wife rides her horse on these roads and my son walks his dog here.

We wanted a professional assessment to assess if the road could safely accommodate the number of vehicles that a wedding venue of this size and frequency would generate. The frequency of these weddings has also been halved from 1 a week to 1 a fortnight and there have been further reductions in vehicles accessing the roads due to South Wales 2000 shooting ground closing down. On a Saturday the Church Inn opens at 17.30 and usually closes before 22:30 so there should not be a clash in times with guests. I believe that the attached traffic assessment evidences that the road is suitable.

My wife and I work fulltime, so this part time business venture is solely weekend and seasonal based, we will both be hands on managing during the weddings that will be held on our weekends off work, with the increased costs of living and increasing mortgage rates we are looking to diversify and try to earn some extra income from the 20 acres of land we own on our farm as well as support other local businesses. We may feel that 10 weddings a year is too much for us, we have already decided that 20 which was the original plan was! We may remove the additional 6 ad hoc days we have in our plan, the point is we are finding our feet on what works for us and how to minimise impact on local people, what we won't do is increase what we are applying for.

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We've not taken any bookings for 2024 or 2025 but in any case we would not be taking the full 10 bookings in the first 2 years as we plan to use this time to address any unforeseen problems or complaints. We are not in a rush to get this established, we want to manage this responsibly with minimal impact to local residents. My wife is a lead person working in HR and I have owned and managed my own business for over 18 years so we are both competent in management and the responsibilities associated with sustainable management including the need to prevent issues from happening and especially reoccurring that could jeopardise the longevity of a small business.

With regards to the lodge and with further consideration this will not be used for small weddings and if used at all in a commercial aspect, which is not likely, it will only be for incidental use with the marquee, subject to planning and as previously mentioned regulations, however, it will remain as residential use with legal supply of alcohol to remain in place. We hope to have made a decision on this before the hearing.

Please see the attached document named as TARR this is the condensed traffic assessment it also shows photographs of the road.

Kind regards
Marcus and Lisa Hobbs

Owners
Ty Cae Brith farm.



Transport Planning Consultants
Ymgynghorwyr Cynllunio Trafnidiaeth

Project Number	T22.155	Project Name	Ty Cae Brith Farm
Contact/Participants	Lisa and Marcus Hobbs	Date	18 May 2023
Noted by	Asbri Transport		
Subject	Proposed wedding venue		

Technical Note

1 Introduction

1.1 Background

1.1.1 Asbri Transport Limited has been appointed by Lisa and Marcus Hobbs to produce a Technical Note (TN) in support of a planning application in support of a wedding and function venue on land at Ty Cae Brith Farm, Mynyddislwyn.

1.2 Purpose of the Report

1.2.1 This report will detail the likely transport characteristics of the proposed development and identify the potential impact of the proposals on the surrounding transport network.

1.3 Structure of the Report

1.3.1 Following this introductory chapter, the report is structured as follows:

- Section 2 describes the existing transport conditions surrounding the development and reviews personal injury accident data for the study area;
- Section 3 outlines the development proposals, including access and parking arrangements and trip generation;
- Section 4 provides the conclusions of the report.

2 Existing Situation

2.1 Introduction

2.1.1 In order to assess the impact of the development proposals, it is necessary to establish the conditions that exist within the surrounding transport network. This section of the report therefore describes the current highway network, together with a description of the existing transport infrastructure including public transport, pedestrian and cycle facilities.

2.2 Site location

2.2.1 The development site is located southeast of Blackwood and to the south of the small community of Mynyddislwyn as shown in **Figure 2.1**. The farm is located centrally within a sparsely populated upland rural area bounded to the north by the A472, to the east by the A467 and to the west and south by the B4251.

2.2.2 The site is accessible via a road linking the A472 at Pontllanfraith and the B4251 at Wattsville. To the south of the farm, the road is formally known as Troed Y Rhiw Road.

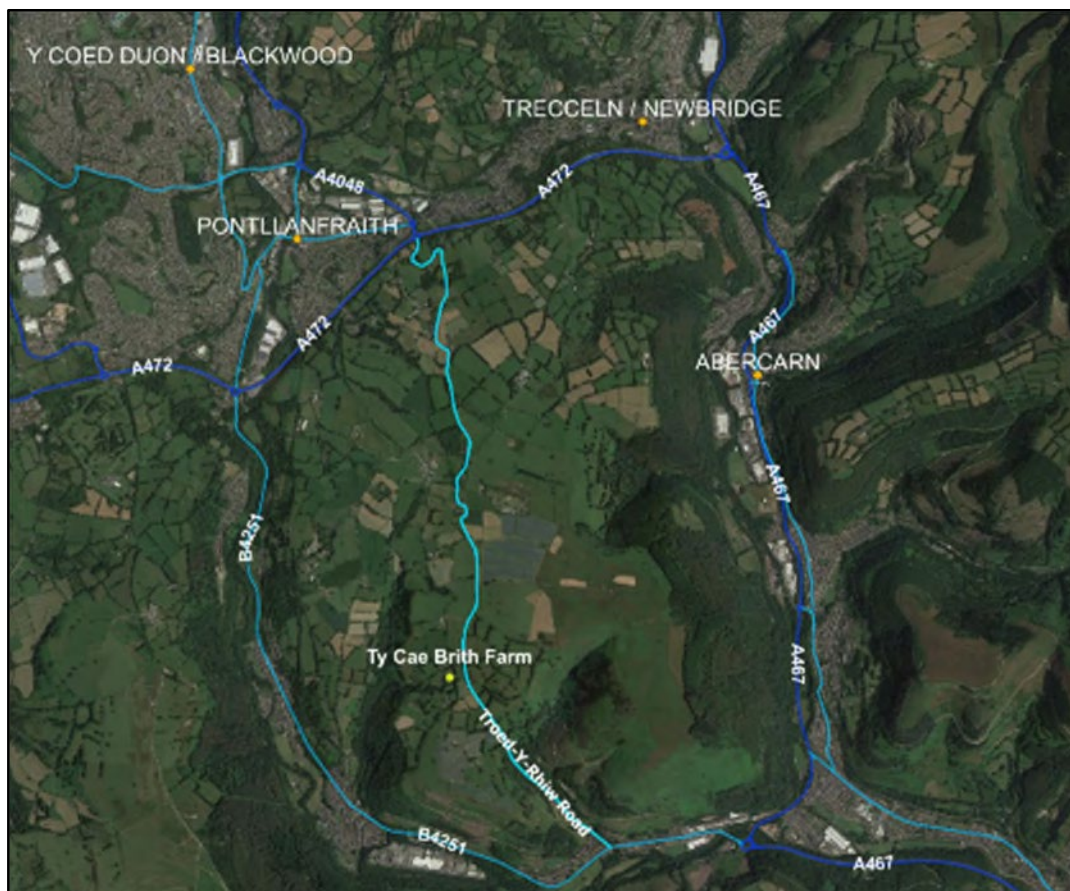


Figure 2.1 Site location

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2.3 Highway Network

2.3.1 The highway network within the immediate vicinity of the site is a single carriageway rural road.

Troed Y Rhiw Road

2.3.2 This rural road runs north-south between the A472/A4048 roundabout and the B4251 Nine Mile Point Road/Troed Y Rhiw Road priority junction. The A472/A4048 roundabout is located 3.3km north of the site access and the B4521 Nine Mile Point Road/Troed Y Rhiw Road priority junction located 1.5km to the southeast.

2.3.3 For a significant section of Troed Y Rhiw Road between the Farm Access and the B4251 at Wattsville the road is narrow and steep and not suitable for large vehicles. From local knowledge vehicles avoid accessing Ty Cae Brith Farm from this direction if possible. The road between Ty Cae Brith Farm and the A472 at Pontllanfraith is of better quality and suitable for a greater range and magnitude of movements.

2.3.4 The road is nominally subject to national speed limit of 60mph though the characteristics and nature of the road serve to restrict the speed of vehicles using the road (discussed later in the report). For its entirety, the road is tarmacked, unlit and without footway.

2.3.5 While large sections of the road are narrow and not suitable for 2-way traffic the low level of traffic flows using the road and with numerous passing bays being available, as shown in **Photograph 2.1**, the road can accommodate the 2-way traffic demand.

2.3.6 There are two solar farms located in close proximity to Ty Cae Brith Farm, as shown in **Figure 2.2**, one to the north and one to the south. All of the equipment and construction traffic accessed these sites via Troed Y Rhiw Road to/from the A472.

2.3.7 A large static caravan, as shown in **Photograph 2.2**, has also been delivered in recent years to Ty Cae Brith, making use of Troed Y Rhiw Road from the north.

2.3.8 These examples demonstrate that the road to the north of Ty Cae Brith Farm is capable of accommodating larger numbers and sizes of vehicles than would be generated by the proposed development.

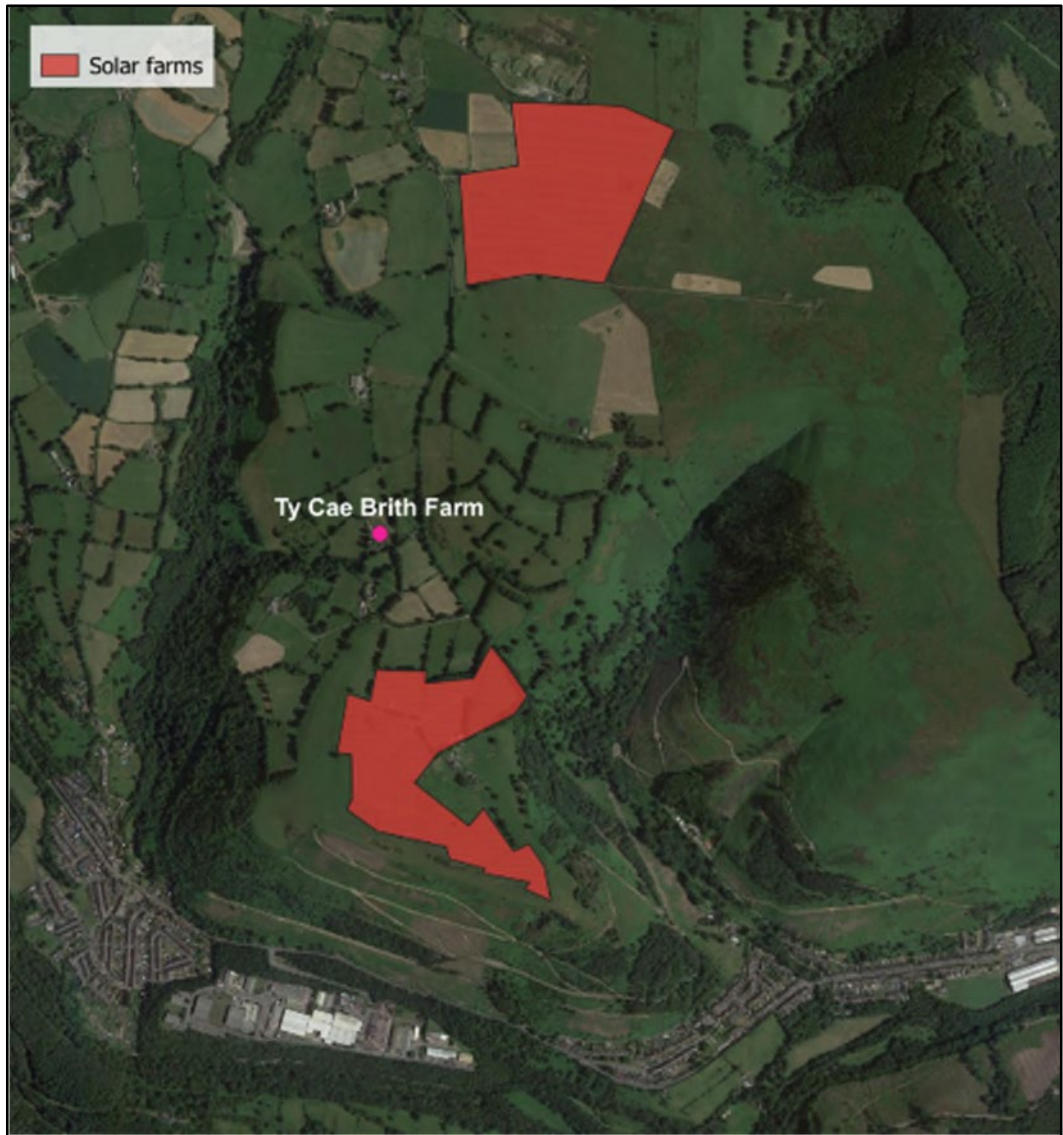


Figure 2.2 Nearby Solar Farms

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Photograph 2.1 Informal passing bays (Google Maps)



Photograph 2.2 Static Caravan at Ty Cae Brith Farm

of ca

2.4 Active Travel

Pedestrians

2.4.1 As described above, the site is access by an unclassified rural lane, therefore no footways are present.

Cycling

2.4.2 While there are no formal cycle routes along the Access Road/Troed Y Rhiw Road, there are a number of designated cycle routes on the surrounding road network along the

Applicants Response

A472, A467 and B4321 as shown in the Active Travel Network Map provided by the Welsh Government included as **Figure 2.3**.

- 2.4.3 This includes NCN route 47, which links Newport and Fishguard is accessible 1.7km to the southeast of the site.

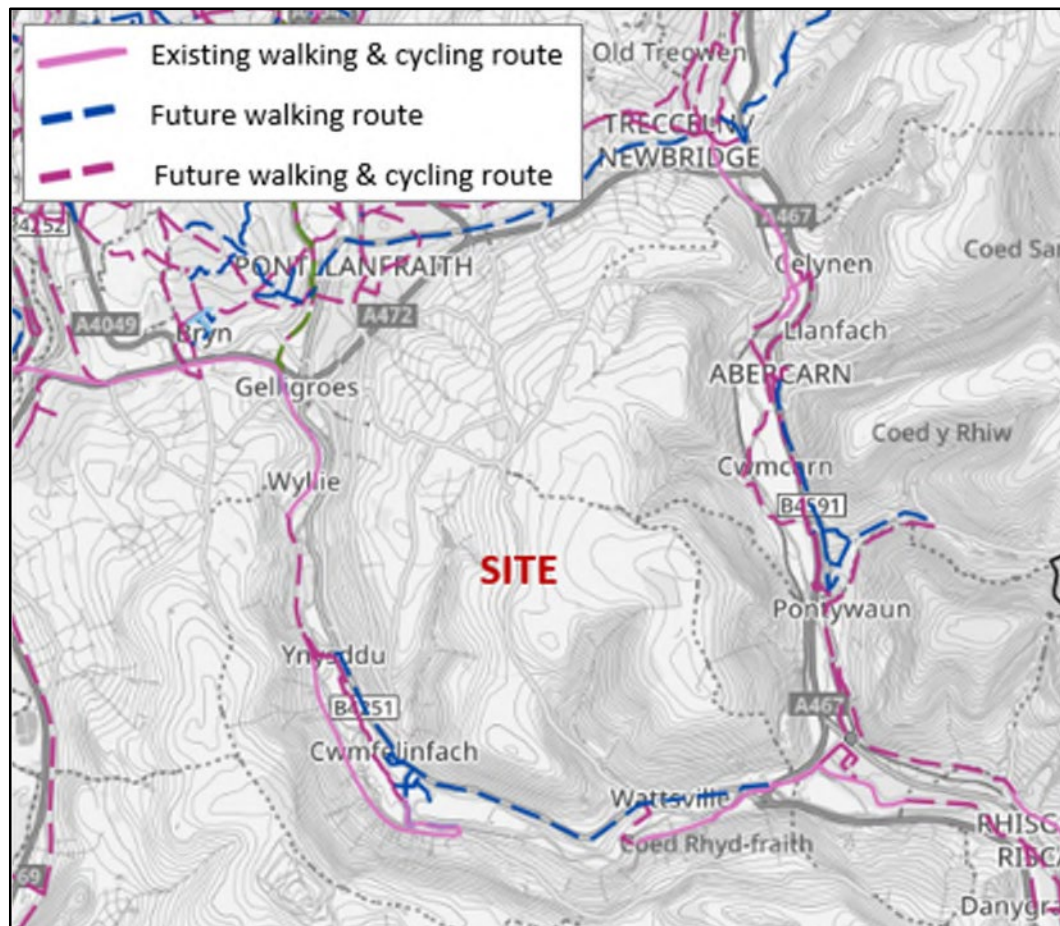


Figure 2.3 Active Travel Network Map

2.5 Public Transport

- 2.5.1 There is no public transport infrastructure or service along the Access Road/Troed Y Rhiw Road. The nearest bus stop to the site is located approximately 1.8km to the southeast, located along the B4251 Nine Mile Point Road to the east of Troed Y Rhiw Road.
- 2.5.2 This route hosts bus services as summarised in **Table 2.1**. Bus stops are present in both directions, equipped with bus shelters, raised kerb bus boarders and bus cage markings.

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Route No.	Destination	Frequency
55	Newport - Blackwood	Mon-Sat: Hourly from 08:45-19:45
	Blackwood - Newport	Mon-Sat: Hourly from 07:29-18:47
56 / 56E	Newport - Tredegar	Mon-Sat: ~ hourly from 07:36-22:58
		Sun: Every 2 hrs from 10:45-18:45
	Tredegar - Newport	Mon-Fri: ~ hourly from 06:08-22:31
		Sun: Every 2 hrs from 09:21-17:48
96	Crosskeys - Hollybush	Mon-Fri: 08:47
	Hollybush - Crosskeys	Mon-Fri: 15:34 & 16:14

Table 2.1 Bus Service Frequency

2.6 Traffic Volumes & Speeds on Troed Y Rhiw Road

2.6.1 In order to determine the volume and speed of traffic using Troed Y Rhiw Road to the north and south of the Farm access, Automatic Traffic Counts (ATCs) were undertaken over a 7-day period between Friday 21 and Thursday 27 April 2023.

2.6.2 The counter locations are in **Figure 2.4**, with the raw survey data included in full at **Appendix A**.



Figure 2.4 ATC Locations

Observed Traffic Flows

2.6.3 **Table 2.2** summarises the average weekday traffic and Saturday flows at both sites, in terms of direction and time of day. A comparison of the average weekday traffic flow

Applicants Response

profiles for each count is shown in **Figure 2.5** with a comparison of the Saturday traffic flow profiles shown in **Figure 2.6**. A comparison of the average weekday and Saturday traffic flow profiles for site 1 is shown in **Figure 2.7** and for site 2 in **Figure 2.8**.

2.6.4 This data provides evidence of the low level of traffic flows along the road, with a 2-way weekday total of 81 vehicles on an average weekday and 88 vehicles on the Saturday for site 1 to the north of the Farm Access. The peak hourly 2-way flow for site 1 is 9 vehicles between 17:00 and 18:00 for an average weekday with a peak of 13 vehicles between 15:00 and 16:00 for the Saturday.

2.6.5 The site 2 observed flows are slightly lower than for site 1. Both sites have an overall HGV share of 2%, the majority of which are 3 axle rigid vehicles, which are likely to be large agricultural vehicles.

Hour Start	Observed Traffic Flows											
	Site 1: North of Farm Access						Site 2: South of Farm Access					
	Weekday			Saturday			Weekday			Saturday		
	NB	SB	2 Way	NB	SB	2 Way	NB	SB	2 Way	NB	SB	2 Way
0	0	0	0	1	0	1	0	0	0	1	0	1
1	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	1	0	1	0	0	0	1	0	1
3	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	1	1	0	0	0	0	0	0
5	0	0	1	0	0	0	0	0	0	0	0	0
6	0	2	2	0	1	1	0	0	1	0	0	0
7	0	1	2	0	0	0	1	1	2	0	0	0
8	1	3	4	1	1	2	1	2	2	0	0	0
9	2	1	3	3	0	3	1	1	2	3	0	3
10	3	2	5	5	3	8	2	1	3	4	3	7
11	4	4	7	2	3	5	2	2	4	3	2	5
12	3	3	6	7	3	10	2	2	3	7	3	10
13	3	3	6	2	1	3	2	2	4	3	3	6
14	1	4	5	3	2	5	1	1	2	1	2	3
15	5	3	7	8	5	13	3	2	5	5	3	8
16	4	3	7	1	6	7	3	2	4	1	7	8
17	5	3	9	3	6	9	3	2	5	2	3	5
18	3	2	5	5	3	8	2	0	2	2	4	6
19	2	3	4	1	3	4	1	1	2	1	0	1
20	2	2	4	2	0	2	1	0	1	1	1	2
21	0	2	3	2	1	3	0	1	1	1	0	1
22	0	0	0	0	0	0	0	0	0	0	0	0
23	0	0	0	0	2	2	0	0	0	0	1	1
Total	39	42	81	47	41	88	24	20	44	36	32	68

Table 2.2 Observed Average Weekday & Saturday Traffic Flows

Applicants Response

the survey indicate that the 85th percentile speeds just to the north of the Farm access are approximately 30mph in both directions.

2.7.2 Just to the south of the Farm access there is a noticeable difference in northbound and southbound speeds, being observed at 24mph and 35mph respectively.

2.7.3 The respective stopping site distances for vehicles approaching the Farm access are 41.4m for southbound traffic and 31.1m for northbound traffic.

Direction	85 th Percentile Speed (mph)		Stopping Sight Distance (m)	
	Site 1 - North of Farm Access	Site 2 - South of Farm Access	Site 1 - North of Farm Access	Site 2 - South of Farm Access
Northbound	30	23.8	43.0	31.1
Southbound	29.2	34.7	41.4	53.6

Table 2.2 85th percentile speeds and stopping site distances

2.8 Highway Safety

2.8.1 Personal Injury Collision (PIC) data was obtained for the most recent five-year period (2017-2021) from DfT road safety data.

2.8.2 A summary of these collisions is shown in **Table 2.3**, with the location and severity of the collisions assessed are shown in **9**.

2.8.3 As can be seen from the above, there are no collisions along the unnamed access lane to the development site.

2.8.4 To the north, 5 collisions have occurred at the A472/A4048 roundabout. To the south, there has been 1 serious collision occurred at the Nine Mile Point Road/Troed Y Rhiw Road priority junction.

Year	No. Personal Injury Collisions			Pedestrians	Cyclists	Vehicles	Casualties
	Fatal	Serious	Slight				
2017	0	1	0	0	0	1	2
2018	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0
2020	0	1	1	0	1	6	3
2021	0	2	1	0	0	8	3
Total	0	4	2	0	1	15	8

Table 2.3 PIC analysis summary

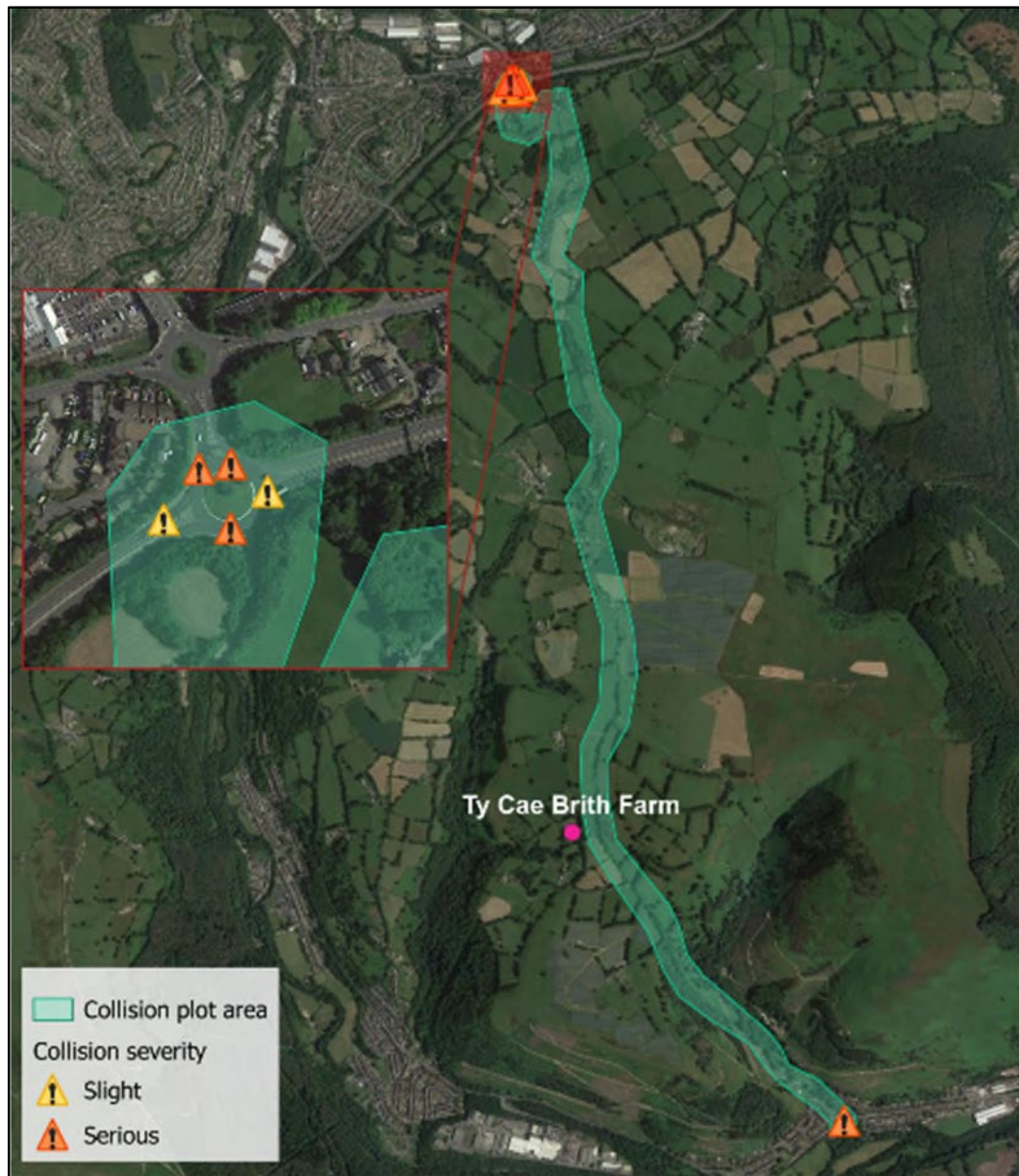


Figure 2.9 Collision analysis area

2.9 Conclusion

2.9.1 This section of the report has reviewed the existing transport network within the vicinity of the site and its accessibility to travel by sustainable modes. It has also examined the safety record of the local highway network which is considered good.

3 Development Proposals

3.1 Land Use

- 3.1.1 The development proposes a wedding and function venue on land at Ty Cae Brith Farm, Blackwood. The owners are seeking to formalise a seasonal temporary marquee function at the site, with no permanent structures being proposed as part of the planning application.
- 3.1.2 The applicant has confirmed that the venue will operate during peak months only (likely May to September), hosting one wedding per week on a Saturday.
- 3.1.3 The marquee will be located in a field to the north of the main farmhouse building as shown in **Figure 3.1** along with the proposed car parking areas. A view of the access to the proposed Marquee location is shown in **Photograph 3.1**.



Figure 3.1 Proposed Wedding Venue Layout



Photograph 3.1 Access to Marquee location

3.2 Operation and Guest Numbers

- 3.2.1 It is intended that the wedding venue will host a maximum of 150 guests, the majority of which are likely to car share, use taxis and/or mini-buses. The marquee is stored on site, with no impact upon the public highway.
- 3.2.2 Catering and entertainment facilities will be provided by specialist outside contractors and, with equipment and some staff arriving in vans, with remaining staff arriving by private car.
- 3.2.3 Due to the overall poor quality of Troed Y Rhiw Road to the south of Ty Cae Brith Farm all visitors to the site, whether guests, staff or contractors, will be informed and encouraged to access the site to/from the north only.

3.3 Trip Generation

- 3.3.1 The likely maximum trip generation for a wedding function at the site is summarised in **Table 3.1**, with a total forecast trip generation of 38 vehicles. For the purposes of this assessment the assumed person occupancy of each vehicle has been defined as:

- Car & Taxi Guest: 3 persons per vehicle
- Car & Taxi staff: 1.5 persons per vehicle
- Mini-bus: 12 persons per vehicle
- Van: 2 persons per vehicle

Applicants Response

- 3.3.2 While no specific start or finish time for any specific wedding function has been defined, for the purposes of this assessment the arrival correspond with the busiest observed hours on the Saturday afternoon with departures spread between over the end of the day.
- 3.3.3 While the departures are likely to spill over into the Sunday this analysis will provide an indication of the maximum numbers of vehicles forecast to be using Troed Y Rhiw Road on an event day.
- 3.3.4 It has been assumed that all guests will arrive over a relatively short period, while they will depart over an extended period. Therefore, the assumed maximum of 31 vehicles will arrive at the start of the function within an hour, with the departures spread over 3 hours.
- 3.3.5 The majority of the staff and contractors on site are likely to arrive before and depart after the guests. For the purposes of this analysis all staff are assumed to arrive in the hour before the guests arrive and departing in the hour after the guests depart.
- 3.3.6 For the purposes of this analysis the arrival hour for guests is 15:00-16:00 to coincide with the observed highest 2-way flow on a Saturday. This will provide for a worst-case scenario with regards to arrivals. The staff have been assumed to arrive over the previous 2 hours. Again, this is likely to represent a worst-case scenario as staff may arrive at the site over an extended period, depending upon the specific setting up requirements of any particular wedding event.
- 3.3.7 Adding the forecast trip generation and assumed trip arrival and departure profiles as detailed above will provide a robust analysis of the maximum forecast trip generation and produces the forecast 2-way traffic flow profiles as shown in **Figure 3.1**.
- 3.3.8 Such forecast trip generation will provide a distinct but short-lived peak at the start of a wedding event and an extended peak later in the evening and early the next morning when traffic flows are negligible. Given the low level of observed traffic using the wedding event route to/from Ty Cae Brith Farm there are unlikely to be any traffic issues in terms of forecast traffic volumes.

Applicants Response

	Total Persons	Car & Taxi		Minibus		Van		Total Vehicles
		Persons	Vehicles	Persons	Vehicles	Persons	Vehicles	
Guests	150	75	25	75	6	-	-	31
Catering	5	4	3	-	-	1	1	3
Entertainment	6	5	3	-	-	2	1	4
Total	161	83	31	75	6	3	1	38

Table 3.1 Trip Generation Summary

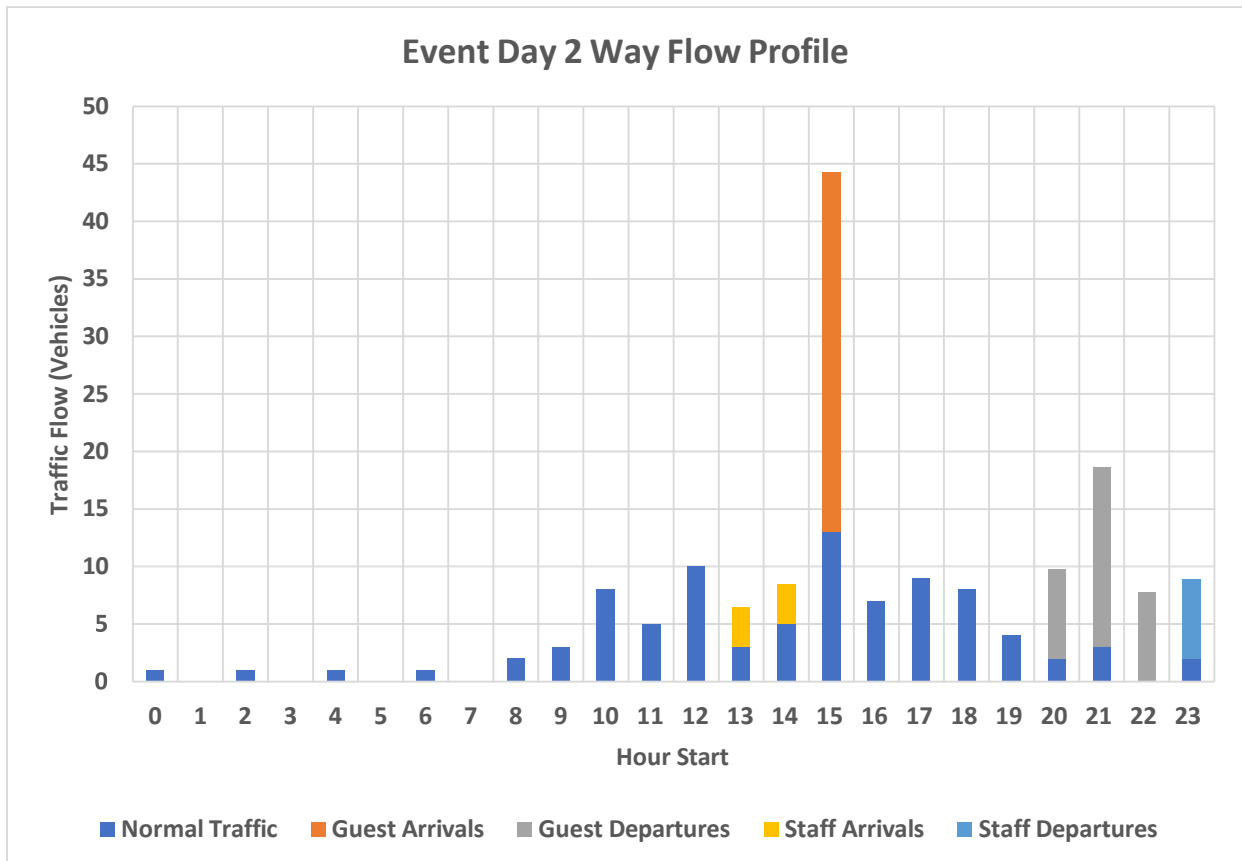


Figure 3.1 Event Day 2 Way Traffic Flow Profiles

3.4 Access

3.4.1 The development will make use of the existing farm access junction, with good visibility in both directions as shown in **Photograph 3.2** and **Photograph 3.3**. The visibility splay for the Farm Access is shown in **Appendix B**.

3.4.2 It is evident that the visibility splay exceeds the required stopping site distance in accordance with the observed 85th percentile speeds as shown above in **Table 2.2**.

3.4.3 The junction is of sufficient width to accommodate large farm vehicles and would therefore be able to accommodate the types of vehicles that would access the site for functions, including mini-buses for guests and vans for catering and entertainment contractors.

Applicants Response



Photograph 3.2 Site access visibility to the north



Photograph 3.3 Site access visibility to south

3.5 Access Route

3.5.1 The designated access route to/from Ty Cae Brith Farm is via Troed Y Rhiw Road to the north of the farm, connecting with the surrounding road network at the A472/A4048 roundabout at Pontllanfraith.

3.5.2 Swept path analysis for this route has been undertaken for a mini-bus and is included in **Appendix C**. This demonstrates that the road is suitable for the forecast traffic movements and vehicle types with numerous passing places where necessary.

3.6 Parking

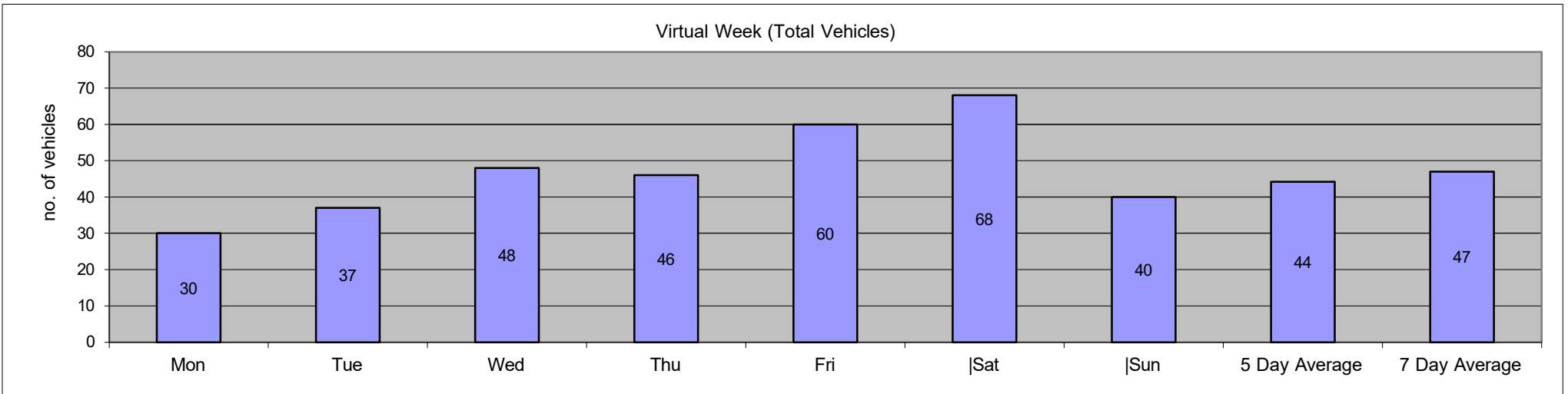
3.6.1 Car parking for the proposed wedding venue development will be accommodated comfortably within the grounds of the Farm as shown in Figure 3.1. Staff parking will make use of the existing parking area located to the south of the main farmhouse as shown in **Photograph 3.4**.

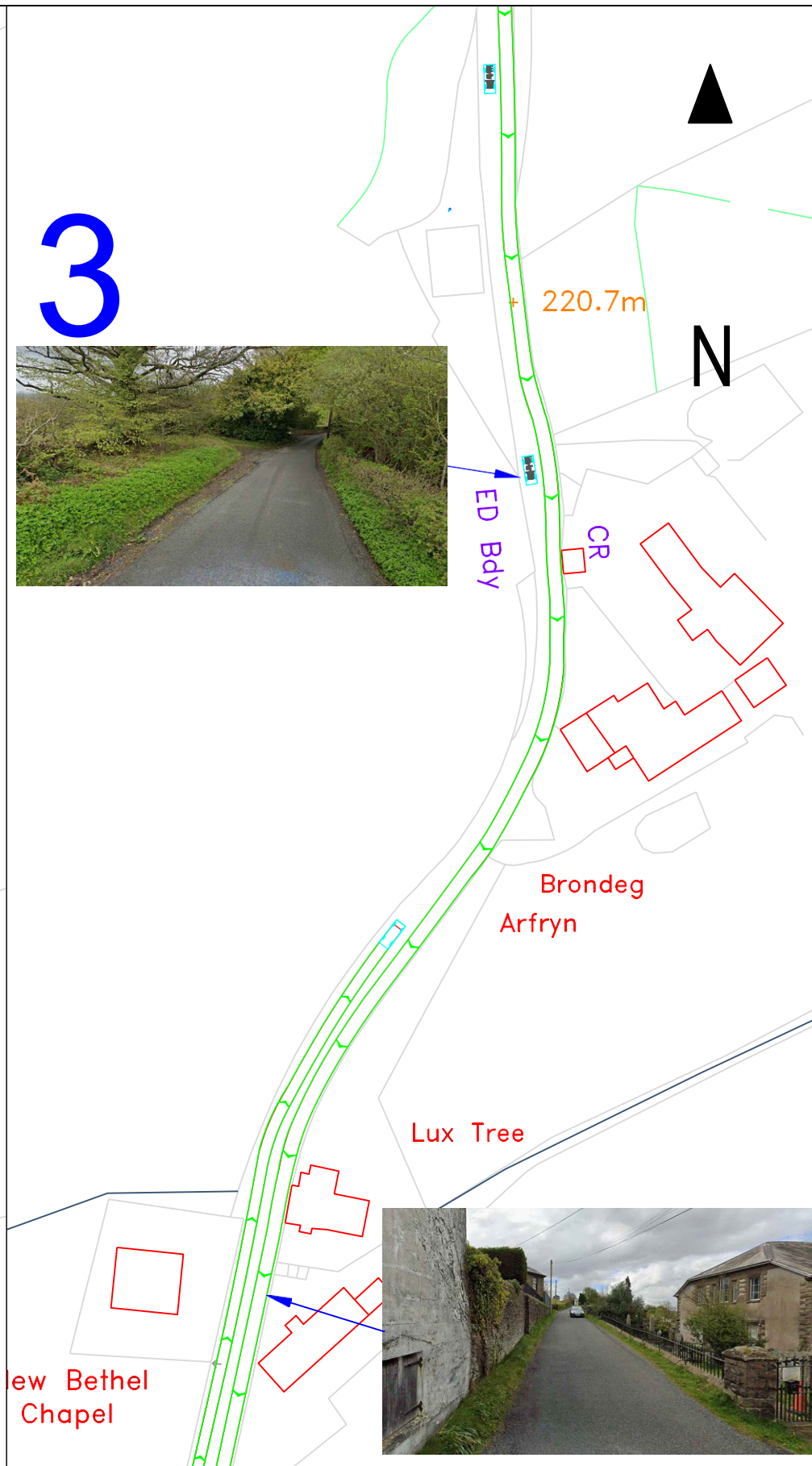
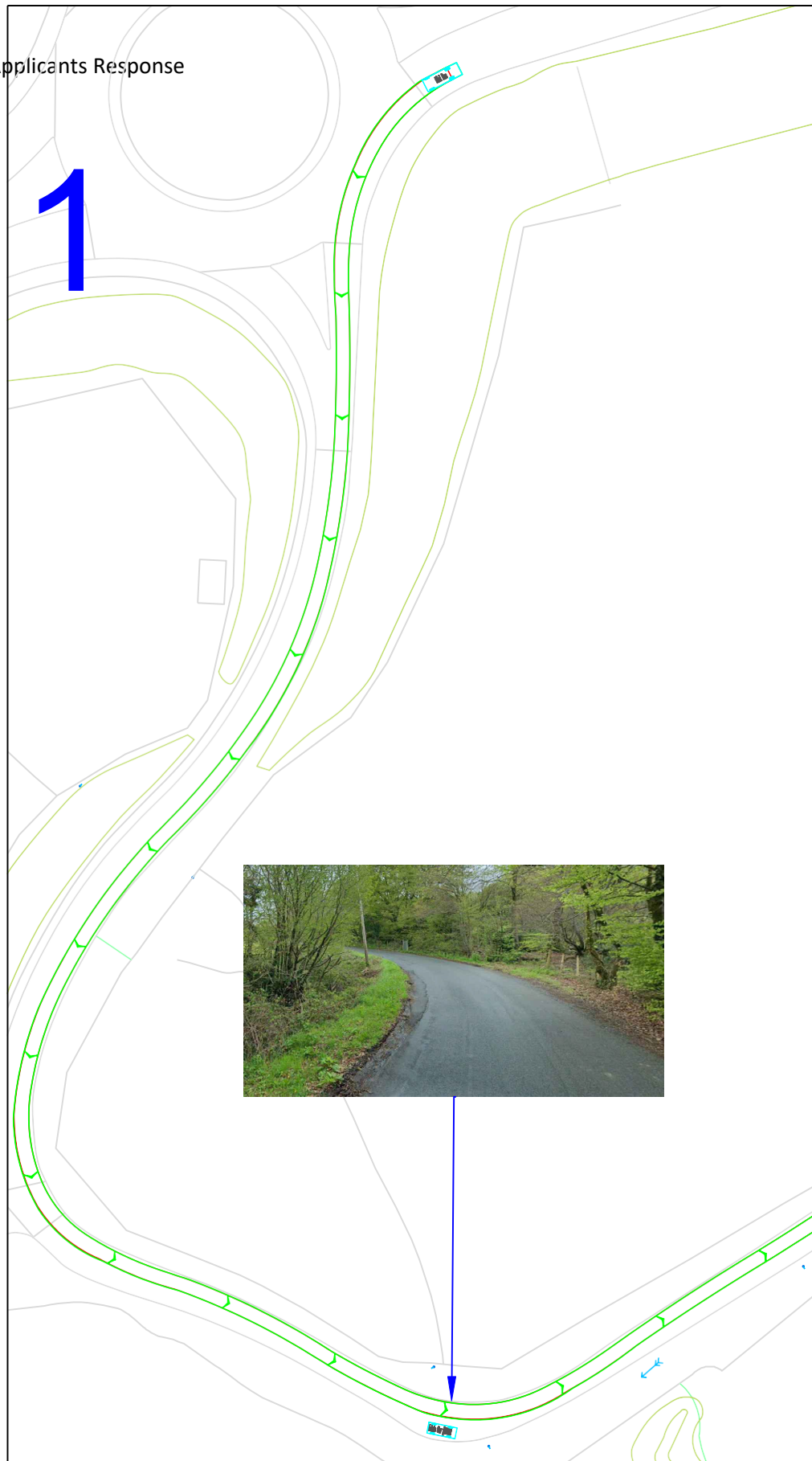
4 Summary and Conclusions

- 4.1.1 There proposed development is for a seasonal (summer) wedding venue at Ty Cae Brith Farm. An assessment of the forecast trip generation and the swept path analysis of the designated access route to/from Ty Cae Brith Farm, via Troed Y Rhiw Road to the north and the A472 roundabout at Pontllanfraith, provides evidence of the suitability of the Farm for the proposed development.
- 4.1.2 In conclusion, there are no highways reasons to object to the proposed development of a seasonal (summer) wedding event facility at Ty Cae Brith Farm.

Applicants Response

SS1082 Blackwood		Site		Site 2		Location Troed-y-Rhiw - No. 2 (51.62676, -3.16587)										
21 April 2023		to		27 April 2023		Direction		Two-Way								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC		
Virtual Week																
Mon	30	0	18	10	0	1	1	0	0	0	0	0	0	0		
Tue	37	1	26	7	1	2	0	0	0	0	0	0	0	0		
Wed	48	0	30	16	0	0	1	0	0	0	0	1	0	0		
Thu	46	0	35	10	0	0	1	0	0	0	0	0	0	0		
Fri	60	0	33	27	0	0	0	0	0	0	0	0	0	0		
Sat	68	0	44	23	0	1	0	0	0	0	0	0	0	0		
Sun	40	1	26	11	1	0	0	0	1	0	0	0	0	0		
5 Day Average																
[--]	44	0	28	14	0	1	1	0	0	0	0	0	0	0		
7 Day Average																
[--]	47	0	30	15	0	1	0	0	0	0	0	0	0	0		
Total Vehicles																
[--]	329	2	212	104	2	4	3	0	1	0	0	1	0	0		





Drawing Title	Swept path analysis		 asbri transport	Suite D, 1st Floor, 220 High Street, Swansea, SA1 1NW	T 01792 480535
	Client	Job Title			




Appendix 26

Applicants Response

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Designed by: KEW KEW POC
Drawn by: 19/04/23
Ckd/Appd: T23.108
1st Issued:
Job No:

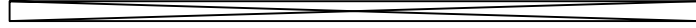
Rev.	Amendment.	Des. Dwn.
Date.		Rev
Drg No:		



<p>Drawing Title</p> <p>Swept path analysis</p>	<p>Client</p> <p>Marcus & Lisa Hobbs</p>		<p>Scale: 1:1000</p> <p>Designed by: KEW</p> <p>Drawn by: KEW</p>	
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Applicants Response

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				1st Issued:	19/04/23	Drg No:				Rev
				Job No:	T23.108					



7



289.3m

CR

ED Bdy



8



9

Blacksmiths

292.6m



302.7m

304.5m



N

Drawing Title

Swept path analysis

Client

Job Title



Marcus & Lisa Hobbs

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Suite D, 1st Floor, 220 High Street, Swansea, SA1 1NW

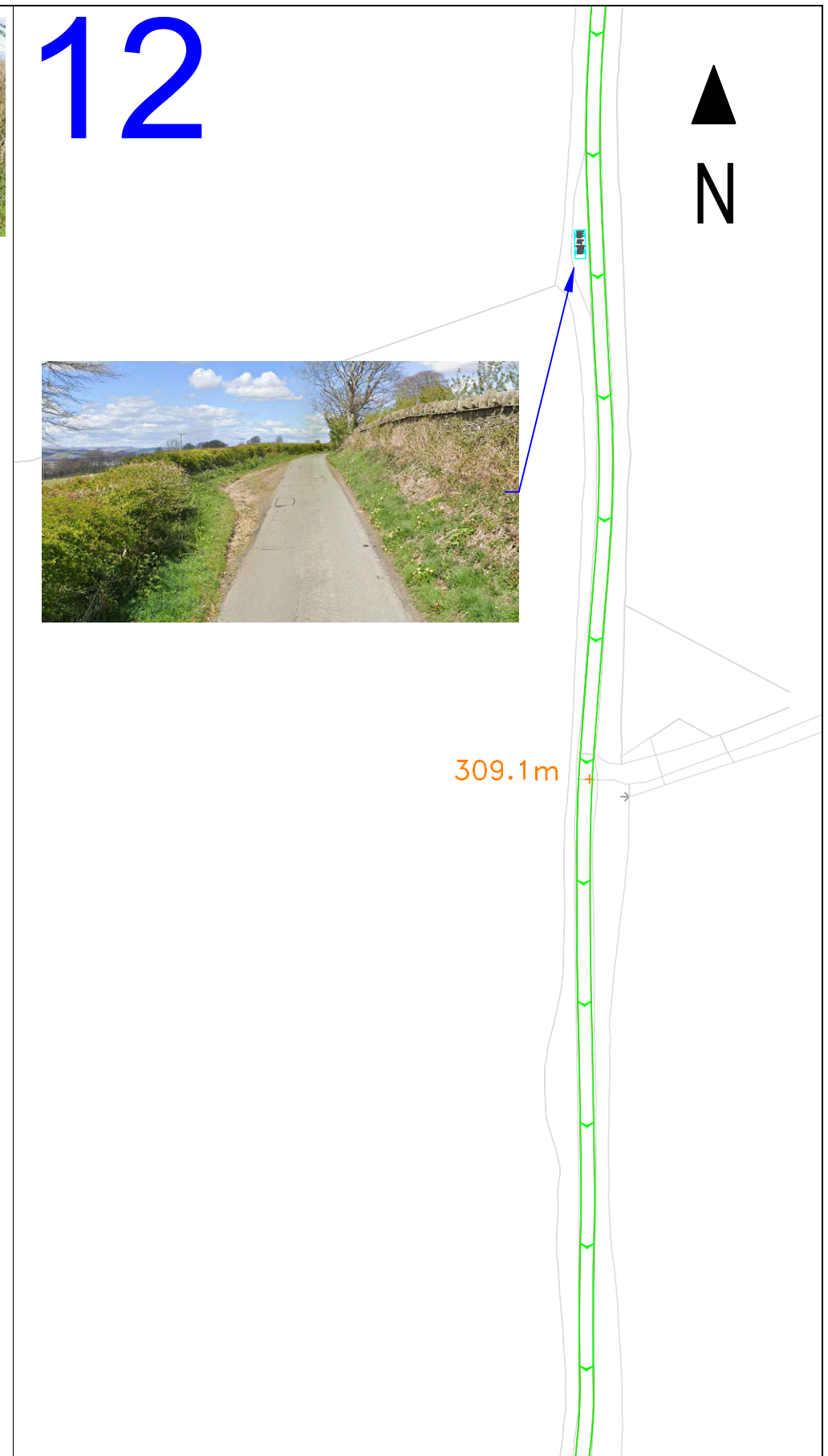
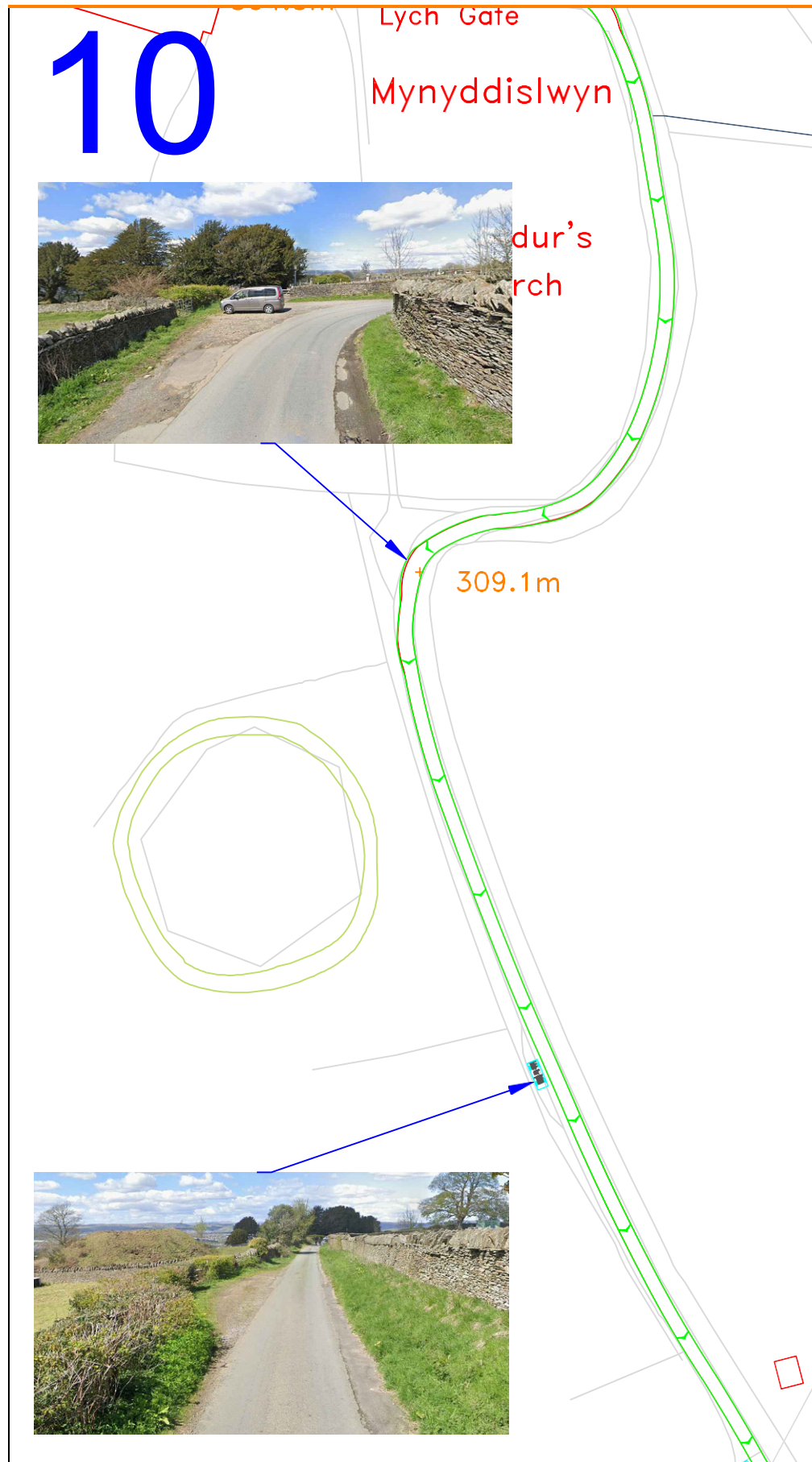
Appendix 26

Applicants Response

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Ckd/Appd: T23.108
1st Issued:
Job No:

Rev. Amendment.
Date.
Drg No:

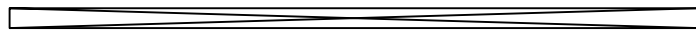
Des. Dm.
Rev



<p>Drawing Title</p> <p>Swept path analysis</p>	<p>Client</p> <p>Marcus & Lisa Hobbs</p>		<p>Scale: 1:1000</p> <p>Designed by: KEW</p> <p>Drawn by: KEW</p>	
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Applicants Response

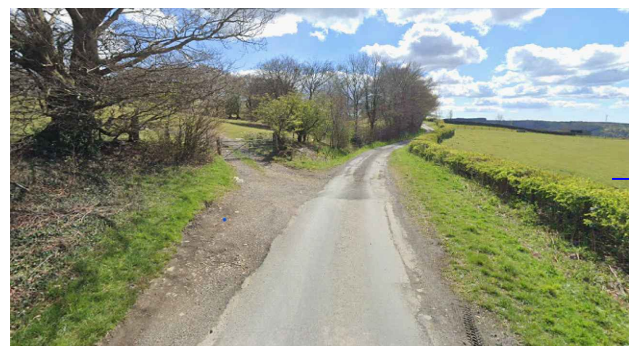
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				1st Issued:	19/04/23	Drg No:				Rev
				Job No:	T23.108					



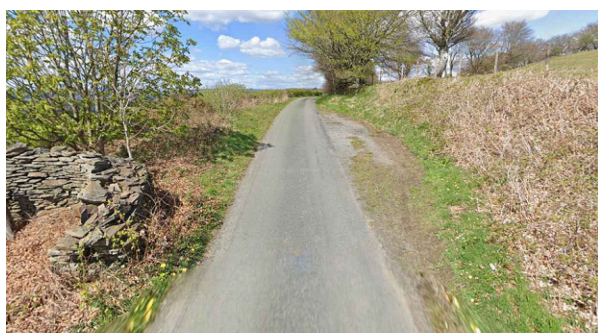
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3

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307.8m



314.2m



297.5m

305.4m

Drawing Title

Swept path analysis

Marcus & Lisa Hobbs



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Ckd/Appd: PO'C

1st Issued: 19/04/23

Job No: T23.108

Rev. Date.

Drg No:

Amendment.

295.4m

Rev

Job Title

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Suite D, 1st Floor,
220 High Street,
Swansea,
SA1 1NW

T 01792 480535

Applicants Response

Appendix 26

