MEMORANDUM

From:	Chief Officer, Environment & Technical	**To:**	Chief Officer Economy & Planning
		FAO::	Sarah Hill
Our Ref:	ET/DC/PP/P/2024/1330	**Your Ref:**	P/2024/1330
Date:	25/10/2024		

TOWN AND COUNTRY PLANNING ACT 1990

PROPOSAL: NEWID DEFNYDD YSTAFELLOEDD PENODOL Y TU MEWN I NEUADD MARCHWIAIL A'R LLAWR GWAELOD I GAEL EU DEFNYDDIO AR GYFER SWYDDOGAETHAU CYHOEDDUS (PRIODASAU), GOFOD I BABELL FAWR A DEFNYDDIO TŶ HAF FEL BAR ATEGOL / CHANGE OF USE OF CERTAIN ROOMS WITHIN MARCHWIEL HALL AND GROUND TO BE USED FOR PUBLIC FUNCTIONS (WEDDINGS), MARQUEE SPACE AND USE OF SUMMERHOUSE AS ANCILLARY BAR

LOCATION: MARCHWIEL HALL, MARCHWIEL, WREXHAM, LL13 0SS

I refer to your consultation / email dated 16/09/2024 in respect of the above.

General

It is understood that this application seeks to renew a previous planning consent which has lapsed (planning ref: P/2018/0512). The previous consent granted temporary permission. This permission included the change of use of the hall and grounds to be used for public functions with a number of conditions including limitations in terms of:-

- Only access via the main access south west of Woodhouse Lane
- Only up to 4 functions held in the hall / marquee per calender month
- The hall and marquee site can be used at the same time but only for a single function

Access

The proposed development site is located on Marchwiel Hall Road which is a rural, classified, road subject to a 60mph speed limit. However, the Local Highway Authority (LHA) would estimate typical vehicle speeds at being up to 40mph in the vicinity of the proposed access given the geometry of the road.

Based on TAN 18 requirements, any proposed / existing access in this location would be required to provide visibility splays of 2.4 x 120m in both directions measured to the centreline of the adjoining highway. Visibility can be permitted to the centerline of the adjoining highway given the restricted carriageway width along this section.

Visibility at the existing main access proposed to serve any potential weddings / events located a short distance south west of the junction with Woodhouse Lane provides visibility splays in excess of the above requirements. This is subject to the regular maintenance of the existing vegetation along the site frontage.

The existing / proposed main access was previously constructed to provide improved access to the cricket club, marquee site and paintball facility. This access is approximately 18m wide reducing to 5.4m, approximately 10m behind the adjoining carriageway where it is gated. The access is surfaced with hard bound materials. The existing access is considered adequate to accommodate the simultaneous passage of 2 no. vehicles and serve as a shared access.

The main access route to the site is via the A525 / Marchwiel Hall Road junction to the north east. Visibility at this junction is considered to be acceptable and complies with the requirements for a 30mph speed limit. The main access serving the development site is located approximately 1km from the junction with the A525. Although, the road narrows in parts, there are significant lengths including passing places where 2 vehicles can pass each other along this section.

The proposed development appears similar in nature, the main differences being an alternative site for the marquee and the use of 6 additional bedrooms for guest accommodation. It is understood that the likely maximum capacity for the marquee will be around 200 people.

It is assumed that the majority of events / weddings will take place on Saturdays during the afternoon and evenings. It is assumed that taxis, mini-buses and coaches are likely to be the preferred means of transport to the site (particularly for weddings / parties) although some people are also likely to arrive by car.

Additional Information

Although the LHA have no objections in principle to the proposed development, the LHA request the applicant provides the following information

- Typical modes of transport used to reach the site by staff / guests. Approximate numbers using each mode of transport per day.

- Details of daily traffic generation levels when site previously held functions / weddings and anticipated daily vehicle movements from site based on latest proposals.

  Details of any other events / activities that occur at the same time at the site as the weddings / functions that access the site along Marchwiel Hall Road. Details of which accesses are used and typical traffic generation levels will be required should they coincide.

- Details of the maximum number of staff and guests that are likely to be on site at any one time requiring parking provision.

- Submission of a suitably scaled layout plan demonstrating parking and turning provision for the proposed development including number of proposed parking spaces (cars & coaches) including any potential overspill parking areas should this be required for both the main hall and marquee facility.

- Details of proposed / existing staff numbers.

- Detailed plan of proposed cycle parking facilities and shelters in accordance with LPGN 16 / Active Travel Guidance.

If the application is supported for permanent consent, then it may be considered reasonable to request the submission of a suitable **Car Parking Management Plan** for further approval.

Supplementary Notes

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

Appendix

Highways Development Control Standard Advisory Note

In the interests of maintaining highway safety, and to avoid obstruction of the public highway (in contravention of the Highways Act), The Applicant is advised to coordinate with the highway authority at highwayroadworks@wrexham.gov.uk in advance of commencement of the development/works with respect to:

1. *Skip, scaffolding, hoarding or A frame/signage (Permit required for these items, if on the public highway);*
2. *Use of a parking space for a set down/delivery area;*
3. *Record a dilapidation survey of the adjacent carriageway prior to commencement (to avoid being ask to repair damage by the Applicant whilst carrying out their works);*
4. *If any lane closure or obstruction of the highway is required for a crane or similar;*
5. *Protection against dust and debris blowing onto the public highway*
6. *Construction traffic parking locally avoiding nuisance to others;*
7. *If the Applicant's scope of work includes new apparatus in the highway, such as new mains services then a Section 50 licence will be required. Insurances and demonstration of competency to carry out works in the public highway will be required.*
8. *Lowering of kerbs or minor pavement alterations require Section 184 agreement. Insurances and demonstration of competency to carry out works in the public highway will be required.*
9. *A section 278 agreement works agreement is required for more significant alterations to the existing highway*
10. *Any temporary works affecting traffic lights, [pedestrian/cycle road crossings, or bus stops require pre-planning and permits;*
11. *For applications with a private driveway (either existing or proposed) connecting onto the public highway, the following conditions of approval apply:*

    - *No surface water from the applicants site should be allowed to drain onto the public highway,*
    - *The first 5m* minimum (for residential property) should be hard paved, avoiding gravel or loose chippings form spreading.*
    - *No gate should be built in a location where it would result in a car obstructing the highway whilst being unlocked, and it should not swing out and over a pavement or any other part of the highway.*

    **The hard paved length and set back if required is subject to the applicants proposed vehicular length*

The applicants should allow a minimum of 4 weeks' notice for any of the above standard requirements, and 6-8 weeks for lane closures & road closures (lead times may change without

notice subject to workload and complexity). Any works involving Trunk roads should be coordinated separately and directly with the North & Mid Wales trunk Road Agency. For larger sites with a significant impact upon the highway, a Construction Traffic Management Plan will be required.



On behalf of Chief Officer, Environment & Technical