

P 2021/0762 Applicant statement and plans 23/9/2021

Thanks for your assistance and the references you supplied. Please find below and attached the further information requested. I am very happy to work out a scheme to satisfy whatever you recommend and thought it would be useful to give you a bit more information about the site, its present and historical use in terms of parking and what is planned for next year. I've put two sets of plans through already and whilst I'm happy to put more through and liaise via email wondered if before making any firm decisions you'd like to visit the site, discuss options and perhaps walk through what would be best. I've taken some splay angles photos for you which should assist and also append the proposed parking positions for vehicles as requested.

The farmhouse (Overton Vale Farm) and the commercial site (Little Pentre Barn) are two separate addresses and were split on the land registry about ten years ago. At the time the two then existing driveways were shown on the plan submitted to the land registry. One of these is referred to as the "main access" and one the "northern access". A copy of the plan which went to the land registry, and is recorded there, is attached for information (Photo 1). There is also the field gate which is down near the Shepherd's Hut which has been referred to as the "southern" entrance. Whilst this has been there for years it was only used for cars when the first Shepherd Hut was installed in early 2019.

The farmhouse has three bedrooms. Each of the commercial units has just one bedroom (the Barn also has a mezzanine with limited headroom for two children to sleep). Parking for each unit is strictly limited to one vehicle. Quite often we have guests who come by train and taxi or bicycle (perhaps one in every five or six lets) and we encourage this. Most of our business is in the summer. In the spring, autumn and winter things are very quiet and most lets, if we have them, tend to be just at weekends.

What we have done historically is park the vehicles for the holiday lets on the existing gravelled driveway and vehicles for the house on the grassed driveway (referred to as the "north access"). We usually have only one car for the house but I appreciate that for planning purposes from the references you've given us we need to consider and cater for having up to three. There have never been any accidents or near misses in the 15 years we have lived here and the road speeds are quite slow on the lane.

There is normally an absolute maximum of four holiday makers' vehicles if we are fully booked. This will go up to five when the additional Hut arrives next September (there is a lead time of more than a year to have it built). More often than not we have vacancies so it is very rare for lots of cars to be here at the same time. We would also like to consider the option of having an electric vehicle charging point to assist with the changing needs for our holiday makers.

Until this year we parked the one vehicle for the Shepherd's Hut down in the field, accessed by the field gate (this was referred to as the "southern access"). The plan was to have both Hut parking spaces down there but the grant of planning asked us not to do this anymore so this gate has been locked since. It would however be possible to improve that entrance with a concrete pad / aco drain etc (and screen any parked cars from view with trees and hedges) and that existing entrance already provides really good visibility due to the curvature of the lane. Splay distances exceed what is required (double, over 70m, from the main access direction, looking down the hill). Photos 2 and 3 show a 25m tape here with an X of 2.4m. Photo 4 shows the plan which was submitted with the original planning

application. I appreciate highways didn't initially want to run with this option but it is included for completeness in case this was reconsidered.

The main access leads at present to a large gravelled area. There is scope to expand this area by removing the three woodstores and pushing back the hedges, all of which would be maintained to be less than 1m height. The large ash tree, and small apple tree, flagpole and bin storage area would all be removed. There are also options, beyond those shown on the attached plan, to move fence lines so as to use parts of the existing grassed garden area for additional turning space. Photos 5 and 6 show the visibility lines with the tape laid out to 25m again with an X of 2.4m.

Given the layout and the historical use it would seem to make sense to continue to separate the commercial and domestic vehicles so our preference would be to retain the northern entrance. With the removal of one of the existing trees there are very satisfactory splay angles and really good visibility. The properties (commercial and domestic) are entirely separate and are different entities (the house falls within domestic council tax and the holiday rentals are all business rated) and with different addresses and land registry details it would seem to make sense to have them accessed separately. There is plenty of room to accommodate parking and turning for three vehicles to the north of the house and it would seem to be a less complicated solution than expanding the area behind the existing main entrance. Photos 7 and 8 show the visibility with the tape again laid out to 25m with an X of 2.4m at this northern entrance. The visibility distance to the north is in fact 60m to the centre of the carriageway (this is the main access direction from which traffic approaches).

I have appended scale drawings of the proposed parking positions for the vehicles in photos 9 (commercial holidaymakers) and 10 (domestic).

Our preferred option would be to remove / lower the trees and hedgerows at both the northern (house) and main (commercial lets) entrance, ensure both are 4.8m wide, gated 5m behind the adjoining highway and surfaced with hard bound materials for a minimum distance of 5m behind the adjoining highway with surface water run off to be prevented by Aco drainage.

I would be very grateful if you could give me some feedback on the proposals and if you had the time I would very much appreciate your visiting the site to discuss the proposals in more detail if this is needed. I do appreciate that you are very busy and that this is a very minor development in terms of other work across the Wrexham so will understand if you'd prefer just to correspond by email.

Thanks very much.

John

Photo 1. Plan registered at the Land Registry (registered 2013) of the two properties, domestic and commercial.

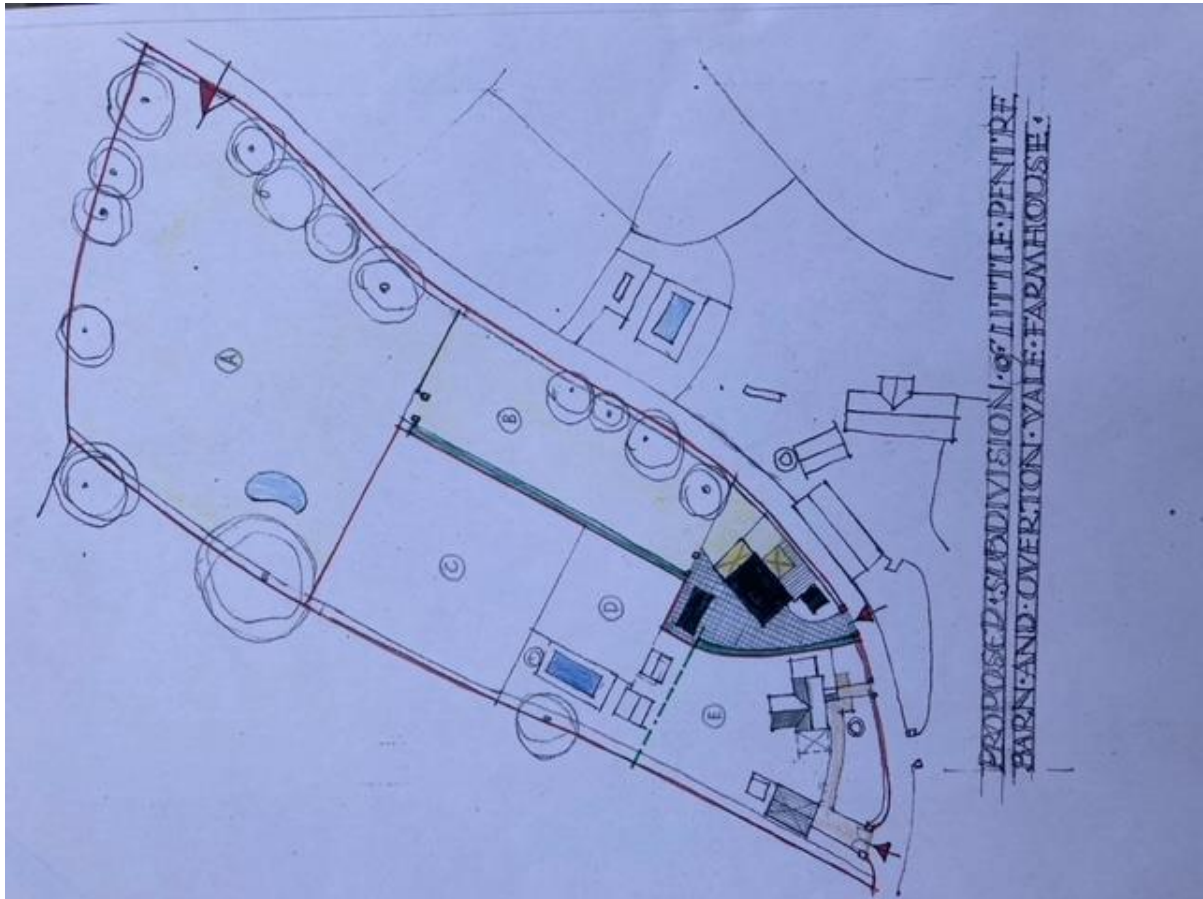


Photo 2. Visibility to southern entrance from south.



Photo 3. Visibility to southern entrance from north.



Photo 4 Plan which was submitted for southern access.

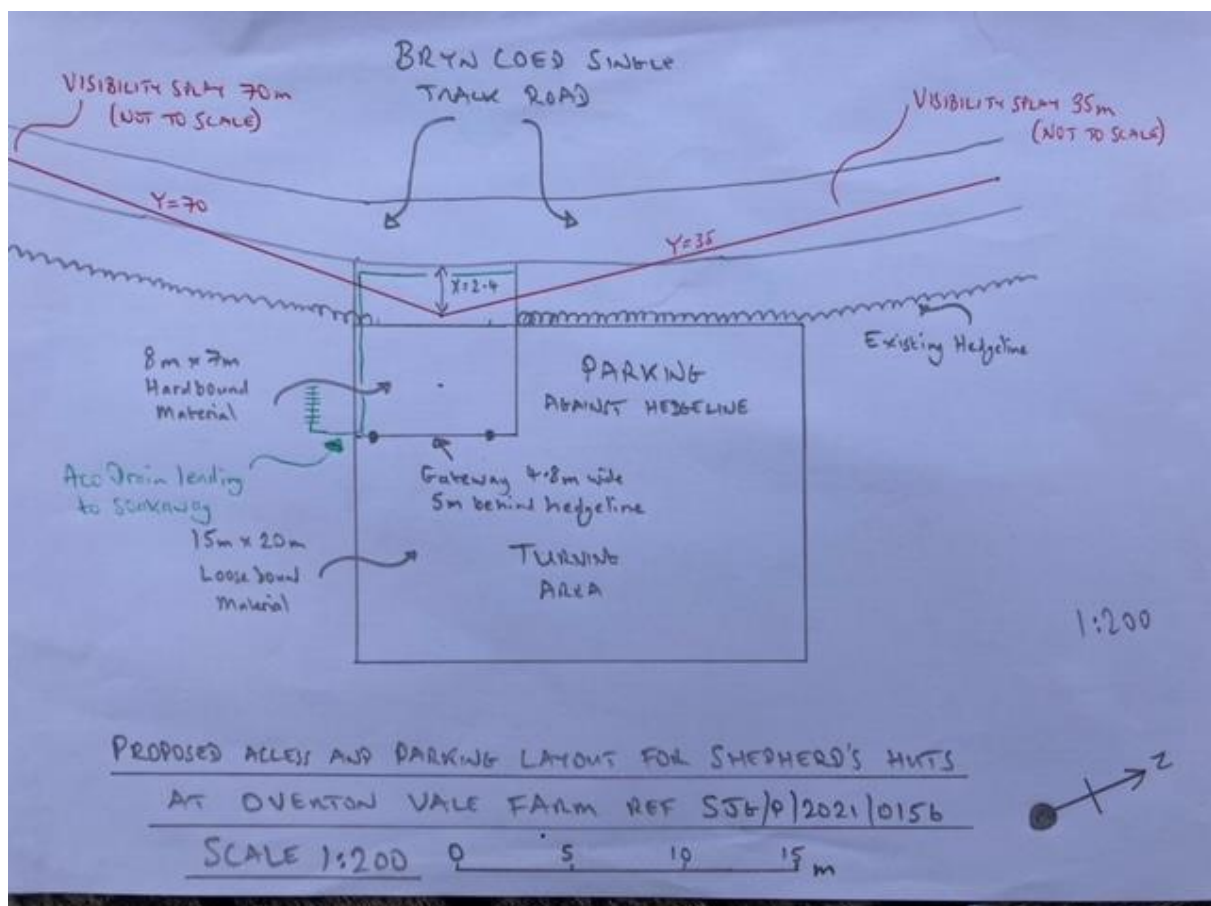


Photo 5. Visibility to main entrance from north (hedge / trees will be removed/lowered to less than 1m).



Photo 6. Visibility to main entrance from south (hedge / trees will be removed / lowered to less than 1m).



Photo 7. Visibility to north entrance from north.



Photo 8. Visibility to north entrance from south (hedges will be removed / lowered to less than 1m).



Photo 9. Plan of parking and turning area for holiday maker vehicles.



Photo 10. Plan of parking and turning area for domestic vehicles and electric vehicle charging point.

