

MEMORANDUM



From: Infrastructure and Planning Manager

To: Chief Planning Officer

Our Ref: TH/DC/PP/2011/0331

Your Ref: SJG/P/2011/0331

Date: 12TH May 2011

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 455 397 Holme View, Hanmer Village Road, Hanmer, Whitchurch.

Development: Use of part of dwelling for bed and breakfast purposes.

I refer to your consultation dated 09/05/2011 in respect of the above.

The proposed development site is located on Hanmer Village Road which is a classified road subject to a 30mph speed limit.

Any proposed / existing access would normally be required to provide visibility splays of 2.4 x 56m in both directions measured to the nearside edge of the adjoining highway in accordance with Manual for Streets.

Visibility from the existing access serving Holme View is inadequate in both directions providing splays of approximately 2.4 x 3m to the south and 2.4 x 10m to the north measured to the nearside edge of the adjoining highway. Visibility is impeded in the southerly direction by the existing wall / pillar / shrubs fronting the property. Visibility in the northerly direction is impeded by the existing hedgerow fronting Meadow View.

I understand that the applicant is the landlord of the Hanmer Arms which is on the opposite side of the road, a short distance away from Holme View. I understand that the applicant still intends to live at Holme View (4 bedroomed) with his wife but wishes to utilise two of his bedrooms for bed and breakfast accommodation. It is his intention to allow any guests to use his existing driveway / garage (total 2 no. spaces) and he and his wife would park at the Hanmer Arms.

However, such a proposal would require a shared access width of 4.5m and would require both guest vehicles to park side by side so both vehicles could access the property independently. The existing access serving Holme View is only 3.4m wide and is considered to be of inadequate width to serve as a shared access. The existing electric gates are positioned approximately 3m behind the adjoining carriageway. Any proposed gates would normally be required to be located at least 5m behind the adjoining highway.

Any proposed development of this nature would normally require adequate turning provision within the curtilage of the development site. The property currently has no turning provision.

Although, I would not wish to support any proposed development that would result in an increase in vehicle movements utilising this sub-standard access, the proposed bed and breakfast is considered unlikely to result in any increase in vehicle movements compared with the existing situation.

I would normally recommend that the application be **REFUSED** for the following reason:-

The dimensions of the site appear to be insufficient to accommodate feasible turning / parking / access facilities within the curtilage of the development site.

However, I understand that the applicant and his wife could potentially continue parking at their property and provide 2 no. parking spaces for their guests within the existing Hanmer Arms car park. Providing that the applicant can demonstrate where these spaces will be and precisely which access they will use (I assume the main public house car park access) and provide evidence that he has agreement with the landowner to do this, I would have no objections to the proposed development on highway grounds. I assume that any such consent would be subject to a personal permission.

Supplementary Notes

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



Infrastructure and Planning Manager