

MEMORANDUM

From: Chief Officer Environment & Technical **To:** Chief Officer Planning & Regulatory
Our Ref: ET/DC/P/2020/0453 **Your Ref:** MP/P/2020/0453
Date: 28th September 2020

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 497 434 Highbrooke House, Higher Wych Road, Higher Wych, Malpas.

Development: Conversion of stables and outbuilding to holiday let accommodation (in retrospect).

I refer to your consultation / email dated 20/08/2020 in respect of the above.

Access

The proposed development site is located on Higher Wych Road which is a rural, classified, road subject to a 60mph speed limit. However, I would estimate typical vehicle speeds at being around 30mph given the geometry of the road.

Based on the above speeds, any proposed / existing access in this location would normally be required to provide visibility splays of 2.4 x 43m in both directions measured to the nearside edge of the adjoining highway.

Visibility from the existing access is inadequate providing splays of approximately 2.4 x 10m in both directions measured to the nearside edge of the adjoining highway. Visibility is impeded in the northerly direction by the existing tree / hedgerow. Visibility is impeded in the southerly direction by the existing fence / railings and cuts across 3rd party land.

I would therefore not normally be able to support any proposed development that is likely to result in any significant increase in vehicle movements given the lack of adequate visibility.

The existing access is approximately 11m wide reducing to 4.5m at a distance of 7.3m behind the edge of carriageway. The access (dimensions) would be considered acceptable to serve as a shared access.

Traffic Generation

I understand that the applicant already runs a one bedroom bed & breakfast / holiday let at the property in previously converted stables. The proposed holiday let would be in addition to the existing dwelling and existing holiday let.

Parking & Turning Provision

Parking & turning provision at the site appears adequate.

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

There is restricted visibility at the existing access and increased use would increase the likelihood of danger to road users.

Supplementary Notes

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

A handwritten signature in black ink, consisting of a stylized 'K' followed by a horizontal line.

Chief Officer Environment & Technical