

## **HIGHWAYS REPRESENTATION**

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### **RECOMMENDATION FOR APPROVAL/ REFUSAL**

Planning Reference: 20/02260/FUL

Location: Part OS Parcel 8530 Off, Main Road, Rookley

Proposal: Demolition of industrial building; proposed development of 28 residential units, associated highway access and supporting infrastructure, public open space and attenuation pond

Road Status: 'A' classified public highway

Date of Site Visit: 18.01.2021

Date of Report: 20.01.2021

Planning Case Officer: Sarah Wilkinson

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This application seeks consent for 28 residential dwellings and associated highway infrastructure (including for offsite pedestrian works) on land off the eastern side of the A3020 Main Road Rookley, at the northern end of the village adjacent to the post office and public bridle way A37, based on the layouts as detailed on drawing no. PL01-003 dated Dec 2020 and 19440/9 Rev A.

The site is proposed to be served by a conventional priority junction with a 2.0m wide footway running across the road side frontage of the site, with an uncontrolled pedestrian crossing provided on the A3020 just to the south of the junction to allow for pedestrian connectivity to the local footway network and public transport links (Bus Route 3). The footway is also shown to provide direct connectivity between the site and Rookley Post Office.

The submission also includes for pedestrian footway improvements at the junction of the A3020 with Bunkers Lane (unadopted road carrying public footpath GL1) and on the A3020 outside of the property 'Oakdene'.

## Geometry

### Proposed Junction of Offsite Highway Works

The Main Road, Rookley is part of the islands classified road network providing a link between Wroxall, Godshill, Shanklin and Newport. At the point of the proposed site access and associated pedestrian improvements it is governed by a 30mph speed limit.

Based on the scale and nature of this application and when considering the two-way annual average daily traffic flows on the A3020 (circa 8000 – 9,000) a simple priority junction and associated uncontrolled pedestrian crossing facility are deemed to be appropriate when considering the design standards as set out in DMRB 'CD 123 Geometric Design of At-Grade Priority and Signal Controlled Junctions'.

When allowing for the posted speed limit on the section of the A3020 in question junction and pedestrian visibility splays of 'Y' = 43.0m are deemed to be appropriate.

The access and onsite layout should allow for all modes of travel (pedestrians, cyclists and motorists) and ensure that conventional private and service vehicles can access/ egress and turn within the confines of the site, while at the same time not compromising the safety of other site users or users of the A3020 and adjacent accesses. It should also allow for a fire appliance to reach within 45.0m of the principle access of each proposed dwelling, for it to be provided with a minimum access width of 3.70m and for it not to have to reverse over a greater distance than 20.0m.

Design standards as set out in Manual for Street / Manual for Streets 2 (and those referenced within) and the Local Authority Parking and Recycling and Refuse Storage SPD's are deemed to be applicable in respect to the onsite highway layout.

On review of the submitted documents and as a result of a site inspection the proposed junction arrangement and onsite highway layout gives rise to a segregated environment with a 5.5m wide carriageway and 2.0m wide abutting footways (albeit the frontages of plots 19 – 28 are laid to verges as opposed to having direct footway links).

As detailed the proposed priority junction and onsite layout allows for the passing, access, egress and turning of private and service vehicles. The arrangement would also allow for negotiation by cyclists and pedestrians however it is acknowledged there is no segregated cycle provision.

In-excess of the required junction and forward visibility standards can be achieved ('X' = 2.4m by 'Y'=43.0) and they would be protected by the footway detailed to run across the

roadside frontage of the site. The same statement also applies to the uncontrolled pedestrian crossing point shown to be provided to the south of the junction.

The footway running across the roadside frontage of the site will not only aid site users but also provide a means of crossing and connectivity for pedestrians approaching the Post Office from the south and public bridleway A37 to the north. It will also protect the level of junction visibility available to users of the vehicle access serving the Post Office and the bridleway. Currently a verge and hedgerow run along the A3020 frontage of the site. Site inspection has shown that even when cutback with minimal seasonal growth (as currently is the case) when exiting from the Post Office and viewing to the north the level of visibility available to users of the Post Office access is currently restricted to circa 40.0m. The proposed footway would see this visibility splay increased and protected to circa 98.0m. The proposed uncontrolled pedestrian crossing point would also give members of the public approaching from the south a defined crossing with pram ramps to enable wheelchair / pushchair users to enter and exit the carriageway with ease. Pedestrians currently seeking to access the Post Office are currently left to cross into its associated vehicle access with wheelchair / pushchair users having to use vehicle access points or junction to get out of the live carriageway. It is however recommended that should this application be approved that the applicant also be required to extend the existing street lighting system on the A3020 to the north to ensure that this crossing point is also illuminated.

It is acknowledged that when evaluating previous applications on this site the submission had included for a footway link across the roadside frontages of the properties 'Courtilles' and 'Little Glen'. This facility negated the need for pedestrians to cross the A3020 about the proposed site junction if seeking to access / egress to/from the south bound bus route or to reach Pritchetts Way Industrial Estate. However as detailed the pedestrian crossing facility adjacent to the proposed site access complies with highway design standards and there are existing uncontrolled pedestrian crossing facilities on Niton Road just in from the junction with the A3020 and on the A3020 just beyond the bus stops. It is however critical that the footway and carriageway works as detailed on drawing no. 19440/9 Rev A at the junction of the A3020 with Bunker Lane are provided. **This office highlights that the carriageway that is Bunkers Lane and a proportion of the footways are shown to fall outside of the limit of the adopted highway and beyond the redline boundary of the application area.** At the same time it is accepted that a public right of way runs along its length. **This office therefore advises of the need of the LPA to ensure that the applicant has the ability to carry out the carriageway and footway works as proposed.** The junction of the road up to and inclusive of the extent of the proposed pedestrian crossing points needs to be hard surfaced (recommended bituminous carriageway construction) so that all trips hazards are removed allowing for a flush transition between the crossing points and road. These works will also

minimise the risk of debris being washed onto the public highway from Bunkers Lane and provide an easier transition for users of the public right of way onto the footway network.

It is acknowledged that drawing no. 19440/9 Rev A also includes for the remodelling of the existing traffic island and footways on the A3020 outside of the property 'Oakdene'. While the principal of these work is acknowledged (and deemed a requirement by this office at the pre-application stage) site inspection has identified there to be an existing crossing to the south of the Route 3 bus stops and that at the point of the proposed remodelling works the carriageway alignment does not allow for the required level of pedestrian visibility to be achieved when seeking to cross east to west and viewing to the north. It is accepted that the existing crossing point to the south of the bus stops sits off of the natural desire line for site users accessing or egressing the south bound bus stop. However, the additional walking distance is seen to be minimal and the existing crossing provides in-excess of the required visibility standards and it is illuminated by an adjacent streetlight and high-level beacon.

#### Proposed Onsite Highway Layout – Drawing No. PL01-003 dated Dec 2020

As detailed at the beginning of this report the proposed onsite layout gives rise to a segregated environment with a 5.5m wide carriageway and 2.0m wide abutting footways (albeit the frontages of plots 19 – 28 are laid to verges as opposed to having direct footway links) allowing for access, egress and turning of private and service vehicles. Provision is also made for the continuation of the 2.0m wide footway detailed to run along the western site boundary to return into the site with an uncontrolled pedestrian crossing set circa 6.0m in from the junction.

While all onsite parking areas comply with minimum design standards and pedestrian routes have been provided, concern is raised in respect to the positioning of the two parallel bays detailed adjacent to plots 7 and 8. The location of these bays results in users of the footway on the northern side of the access road having to cross the road if seeking to travel east to west and also introduces unnecessary reversing manoeuvres on top of the junction. It is therefore recommended that these be removed from the proposal. The removal of these bays still allows for an acceptable level of onsite parking provision to be provided.

It is also recommended that verge shown to be provided across the roadside frontages of plots 22 – 27 be either increased in width to a minimum of 1.5m or replaced with a 2.0m bituminous footway. There is also a need for pram ramps to be provided within the onsite footway network to allow all users to cross with ease and exit the carriageway while minimising the need for pedestrians to have to walk in the road.

It is also recommended that subject to the support of the IWC Public Rights of Way Team that provision be made for a link (minimum width of 2.5m) through to public bridle way A37  
DCPA/AMW/01

(that runs along the northern boundary of the site) which in turn links through to Birchmore Lane and the National Cycle Network. It is recommended that the link could be provided off the end of the cul-de-sac serving plots 16 – 21. It is noted that paragraph 2 of the Mayer Brown 'Access Statement' makes reference to the bridleway being upgrade to a minimum width of 2.5m within the scope of the site boundary including for associated surface improvements.

Subject to the imposition to conditions and the LPA being satisfied that the applicant is in a position to reconstruct the junction of Bunkers Lane with the A3020 this office is satisfied that the proposal provides for a compliant highway layout and associate offsite improvements to discourage the dependence on the private motor vehicle.

### Parking Provision

This site falls within Zone 2 as defined within the Guidelines for Parking Provision as Part of New Developments SPD January 2017 forming part of the Island Plan. In accordance with the guidance set out within Table 1, a development of this nature should typically provide 42 vehicle parking spaces / cycle spaces and bin storage in line with the following ratios;

- One car space per 1 / 2 bedroomed dwelling (10 spaces needed)
- To car spaces per 3 / 4 bedroomed dwelling (32 spaces needed)
- Three car spaces per 5+ bedroomed dwelling

The layout ensures that each dwelling has a defensible space for the safe storage of cycles and bins.

In respect to the level of onsite car parking as detailed on drawing no. PL01-003 dated December 2020 an over provision of parking is proposed (+17 with 59 bays in total being proposed). Subject to the removal of the two parallel bays shown adjacent to plots 7 and 8 the over provision is not seen to pose a highway safety issue and should if approved ensure that on-street parking is minimise so as to maximise the safe passage of pedestrians, cyclists and motorists around the site.

### Capacity / Traffic Impact

The traffic generation associated with this proposal is not deemed to have a negative impact on the capacity of the highway/project network.

### Accident Data

On review of accident data, there have been no recorded incidents in the last 3 years within the vicinity of this site that are relevant to the proposal.

### Materials Consideration

All works undertaken within the limit of the adopted highway will need to be in compliance with the Isle of Wight Design Guide.

### Mitigation Measures / Offsite Improvements

The following works have been identified in order to improve the existing highway infrastructure:-

- Provision of an uncontrolled pedestrian crossing point on the A3020 to the south of the site access as detailed on drawing no. 19440/9 Rev A to include for associated drainage, footway and street lighting works.
- Remodelling and reconstruction of the junction of Bunkers Lane with the A3020 Main Road, Rookley based on the layout as detailed on drawing no. 19440/9 Rev A to include for associated footway, carriageway and drainage works.
- Provision of a footway across the western site boundary to include for the accommodation of the vehicle access serving Rookley Post Office and public bridleway A37 and the associated vehicle access.
- Remodelling of the existing vehicle access serving the Post Office (from the southern extent of the west site frontage). It is anticipated that this will take the form of a bituminous dropped crossing and be a continuation of the proposed footway.
- Provision of a link (minimum width of 2.5m) between the site and public bridleway A37 to maximise connectivity to the public right of way and National Cycleway network.

### Construction Impact

The construction of the proposed development is likely to result in mud being deposited on the highway network. Should the LPA seek to approve this application I request that details are submitted to and approved by the Local Planning Authority detailing the methods proposed to ensure that the highway network remains clear from any site debris (see recommended condition).

### Maintainability Assessment

The proposals result in the conversion of:-

- Highway verge to footway with associated uncontrolled tactile crossing point and street lighting (roadside frontage of the site).
- Highway Verge to bituminous carriageway with associated kerbing and carriageway markings (roadside frontage of the site at the point of the proposed priority junction).
- Bituminous footway to tactile paving (Bunker Lane junction with A3020).
- Repositioning of the existing Advanced Directional Signs located within the highway verge that currently runs along the western site boundary. The signs are to be reposition / raised as part of the footway works.

### Applicant Obligations

Should this application be approved the applicant will be required to;

- Enter into a Section 278 / 38 Agreement with the Isle of Wight Council Highways Authority in order to bring forward the required offsite highway improvements and secure the full adoption of the footway detailed to be provided across the roadside frontage of the site.
- Submit an application to Island Roads Street Works Team in order to gain permission to work on the highway network. Traffic control methods will be identified as a result of this process.
- Make formal application to Island Roads, St Christopher House, 42 Daish Way, Newport, Isle of Wight, PO30 5XJ, in accordance with the Town Improvement Clause Act 1987 Sections 64 & 65 and the Public Health Act 1925 Section 17 before addressing and erecting a property name / number or street name in connection with any planning approval.

### **Conclusion**

Subject to the LPA being satisfied that the provision offsite pedestrian improvements can be provided at the junction of Bunkers Lane with the A3020 and that the parking bay as detailed on drawing no. PL01-003 dated Dec 2020 adjacent to plots 7 and 8 are removed then the proposals envisaged in this application have implications affecting the highway network and therefore in order to comply with policies DM2 (Design Quality for New Development), DM13 (Green Infrastructure), DM17 (Sustainable Travel) and SP7 (Travel) of the Island Plan Core Strategy I recommend the following conditions are imposed:-



#### **G05 Drainage - completion of works**

None of the dwellings shall be occupied until the drainage works have been completed in accordance with the approved plans.

**Reason:** In the interests of highway safety and to comply with policy DM2 (Design Quality for New Development) of the Island Plan Core Strategy.

#### **J01 DETAILS OF ROADS, etc, design and construction**

Development shall not begin until details of the design, surfacing and construction of any new roads, footways, accesses and car parking areas, together with details of the means of disposal of surface water drainage there from have been submitted to and approved in writing by the Local Planning Authority based on the layout as detailed on drawing no. PL01-003 dated Dec 2020, subject to the removal of the two parallel parking bays detailed adjacent to plots 7 and 8 and their replacement with a 2.0m wide footway. Development shall be carried out in accordance with the approved details.

**Reason:** In the interests of highway safety and to comply with policy DM2 (Design Quality for New Development) of the Island Plan Core Strategy.

#### **J 11 TIMING OF OCCUPATION**

No dwelling shall be occupied until the parts of the service roads which provide access to it have been constructed surfaced and drained in accordance with details which have been submitted to and approved by the Local Planning Authority based on the layout as detailed on drawing no. PL01-003 dated Dec 2020, subject to the removal of the two parallel parking bays detailed adjacent to plots 7 and 8 and their replacement with a 2.0m wide footway. Development shall be carried out in accordance with the approved details.

**Reason:** In the interests of highway safety and to comply with policy DM2 (Design Quality for New Development) of the Island Plan Core Strategy.

#### **J21 VISIBILITY AND SIGHT LINES (to be provided as in application)**

The development shall not be occupied until sight lines have been provided in accordance with the visibility splays shown on the approved plan 19440/2020/3 dated 20.11.2020. Nothing that may cause an obstruction to visibility when taken at a height of 1.0m above the adjacent carriageway / public highway shall at any time be placed or be permitted to remain within that visibility splay.

**Reason:** In the interests of highway safety and to comply with policy DM2 (Design Quality for New Development) of the Island Plan Core Strategy.



### **PEDESTRIAN/CYCLIST ACCESS – Link to Bridleway A37**

No building shall be occupied until a means of access thereto for pedestrians and cyclists has been constructed within the northern site boundary and providing linkage between the onsite road network and public bridleway A37, giving rise to a minimum width of 2.5m in accordance with details to be submitted to and approved by the Local Planning Authority. The access shall thereafter be retained for use by the public.

**Reason:** In the interests of highway safety and to comply with policy DM17 (Sustainable Transport) and policy DM2 (Design Quality for New Development) of the Island Plan Core Strategy.

### **J36 ACCESS - junction details A3020**

Development shall not begin until details of the junction between the proposed service road and the highway A3020, to include for the abutting footways, based on the layout as detailed on drawing no. 19440/2020/3 dated 30.11.2020 have been approved in writing by the Local Planning Authority; and the building shall not be occupied until that junction and footways have been constructed in accordance with the approved details.

**Reason:** In the interests of highway safety and to comply with policy DM2 (Design Quality for New Development) of the Island Plan Core Strategy.

### **K01 PROVISION (unloading, parking and turning space)**

No dwelling hereby permitted shall be occupied until space has been laid out within the site and based on the layout as detailed on drawing no. PL01-003 dated Dec 2020, [subject to the removal of the two parallel parking bays detailed adjacent to plots 7 and 8 and their replacement with a 2.0m wide footway and](#) drained and surfaced in accordance with details that have been submitted to and approved by the Local Planning Authority in writing for cars to be parked and for private and service vehicles to turn so that they may enter and leave the site in forward gear. The spaces shall not thereafter be used for any purpose other than that approved in accordance with this condition.

**Reason:** In the interests of highway safety and to comply with policy DM17 (Sustainable Transport) and policy DM2 (Design Quality for New Development) of the Island Plan Core Strategy.

### **L14 OFF SITE HIGHWAY IMPROVEMENTS – Bunkers Lane Footway Improvements**

No development shall take place until the highway improvements shown on the plan 19440/9 Rev A at the junction of Bunkers Lane With the A3020 have been completed in accordance details to be submitted to and approved in writing by the Local Planning Authority.

**Reason:** In the interests of highway safety and to comply with policy DM2 (Design Quality for New Development) of the Island Plan Core Strategy.

### **L14 OFF SITE HIGHWAY IMPROVEMENTS**

No development shall take place until the highway improvements shown on the plan 19440/9 Rev A taking the form of a 2.0m wide footway along the western site boundary (A3020 frontage) and an associated uncontrolled pedestrian crossing on the A3020 to the south of the approved junction to include for associated drainage and street lighting works have been completed in accordance details to be submitted to and approved in writing by the Local Planning Authority.

**Reason:** In the interests of highway safety and to comply with policy DM2 (Design Quality for New Development) of the Island Plan Core Strategy.

### **HIGHWAY SAFETY**

No development shall take place until details have been submitted to and approved in writing by the Local Planning Authority in respect of steps to prevent material being deposited on the highway as a result of any operations on the site in connection with the approved development. Such steps shall include the installation and use of wheel cleaning facilities for vehicles connected to the construction of the development. The agreed facilities shall be installed prior to the commencement of development and shall be retained in accordance with the approved details during the construction phase of the development. Any deposit of material from the site on the highway shall be removed as soon as practicable by the site operator.

**Reason:** In the interests of highway safety and to prevent mud and dust from getting on the highway and to comply with policy DM2 Design Quality for New Development of the Island Plan Core Strategy.

### **VISIBILITY AND SIGHTLINES (Plot Roadside Boundaries)**

No part of any boundary wall or fence erected on the roadside frontages of the dwellings hereby approved, nor any hedge planted to mark the roadside boundary or alongside such boundary, wall or fence, shall at any time be permitted to be more than 1 metre above the level of the adjacent carriageway and resultant visibility splays shall be kept free of obstruction.

**Reason:** In the interests of highway safety and to comply with policy DM2 (Design Quality for New Development) of the Island Plan Core Strategy.

***The reasoning behind the above condition is to ensure that the visibility splays of all accesses, junction and pedestrian crossing points within the site are protected***

**However, should the LPA not be satisfied that the proposed offsite improvements at the junction of Bunker Lane with the A3020 can be provided and the two parking spaces detailed on drawing no. PL01-003 dated Dec 2020 adjacent to plots 7 and 8 be removed**

then the proposals envisaged in this application have implications affecting the highway network and therefore I recommend refusal based on the following grounds:-

**Inadequate Parking Area (Bays adjacent to Plots 7 and 8)**

The proposal does not provide adequate space to enable vehicles to access / egress the two parking bays as shown to be provided adjacent to the southern boundaries of plots 7 and 8 on drawing no. PL01-003 dated Dec 2020 in a satisfactory and safe manner due to the proximity to the junction with the A3020 and the obstruction they would pose to user of the abutting footway, and therefore the interests of road safety are compromised. In the absence of a standard dimension parking space (2.40m x 4.80 for private motor vehicles) it is therefore considered that the proposal is contrary to Policy DM2 (Design Quality for New Development) of the Isle of Wight Core Strategy.

**Inadequate Pedestrian Connectivity (Junction of Bunkers Lane with the A3020)**

In the absence of the LPA being satisfied that the applicant is in a position to bring forward the pedestrian improvements as detailed on drawing no. 19440/9 Rev A at the junction of Bunkers Lane with the A3020 the proposal is seen to be unsatisfactory by reason of unacceptable pedestrian linkage to the wider highway network and would therefore be contrary to Policy DM2 (Design Quality for New Development) of the Isle of Wight Core Strategy.

Officer: Alan White - Highway Development Control Manager

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