

HIGHWAYS REPRESENTATION

RECOMMENDATION FOR CONDITIONAL APPROVAL

Planning Reference: 21/00026/FUL

Location: Land east of Eversleigh, Ningwood Hill, Shalfleet

Proposal: Proposed detached dwelling and formation of new vehicle access

Road Status: 'A' classified public highway – A3054

Date of Site Visit: 19.01.2021

Date of Report: 21.01.2021

Planning Case Officer: Maria Bishop

Geometry

This application seeks consent for a 3-bedroomed dwelling with associated vehicle access and parking on land off the northern side of Ningwood Hill, based on the layout as detailed on drawing no. P2 Rev B dated 14.07.16.

The proposal seeks to form a new vehicle access onto Ningwood Hill and to provide an associated parking and vehicle turning area.

Ningwood Hill is an 'A' classified public highway governed by a 40mph speed limit at the point in question. Ningwood Hill forms part of the islands strategic road network. In accordance with highway design standards any new or existing vehicle access forming a junction with this part of the highway network and serving a development of this nature should provide for;

- Minimum visibility splays of X = 2.4m by Y = 101.0m.
- An associated drainage system to minimise the risk of surface water runoff onto the public highway.
- Where the vehicle access crosses a public footway the maximum acceptable gradient is 1in20.
- The access should be located a minimum of 11.0m from any adjacent road junction or defined pedestrian crossing point.

- Should the access be gated a minimum gate setback of 5.0m from the edge of the adjacent carriageway should be provided.
- The access should be of adequate to allow private motor vehicles to access/egress with ease.

With the associated onsite layout providing for;

- Space within the confines of the site for the parking and turning of conventional private motor vehicles so they may enter and exit the public highway in forward gear.
- Give rise to space to enable a fire appliance to reach within 45.0m of the principal access of the proposed dwelling, with the appliance having a minimum working width of 3.70m and not having to reverse over a distance greater than 20.0m.
- Parking should be provided at a level reflective of the Local Authority Parking Standards.
- Within the site all proposed parking bays where set perpendicular must provide for minimum dimensions of 2.40m by 4.80m, and where set parallel must be a minimum of 3.0m by 6.0m with a maximum depth of 4.0m to prevent nose-in parking. If a parallel parking bay is proposed to be created immediate adjacent to a classified public highway it should give rise to minimum dimensions of 3.5m x 8.0m with a maximum depth of 4.0m to prevent nose-in parking

On review of drawing no. P2 Rev B dated 14.07.16 the proposed layout provides adequate space for the access / egress, parking and turning of conventional private motor vehicles within the confines of the site. While not shown it is accepted that subject to the imposition of conditions a suitable means of construction and drainage could be provided. Likewise should the application seek to gate the proposed vehicle access there is scope for the gates to be setback 5.0m from the edge of the adjacent public carriageway (Ningwood Hill) and for the gates to be hung so as to open into the site and not negatively impact on the useability of the proposed parking and turning area.

It is also evident as a result of a site inspection that a suitable level of access visibility can be achieved by motorists exiting the site, waiting to turn into the site and by those approaching the site of vehicle waiting to exit.

It is acknowledged that when exiting a viewing to the east a proportion of the splay cross the roadside boundary hedgerow of the property 'Lakota'. However onsite evaluation has concluded that vehicles approaching from the east can be seen approaching the proposed access from in-excess of 101.0m and that the interruption posed by the hedgerow in

question would still enable an overtaking vehicle (car or motorcycle) to be seen by those exiting the site and see those exiting.

Therefore subject to the imposition of conditions the proposal is seen to be acceptable from a highway safety and design perspective.

Parking Provision

This site falls within Zone 1 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 two vehicle parking spaces, cycle spaces and bin storage.

On evaluation, the applicant proposes to provide two car parking space and this office is satisfied there would also be adequate space for the safe storage of bicycles and bins within the confines of the site. The proposal is therefore deemed to be acceptable from an onsite parking provision perspective.

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. The proposed vehicle access where passing through the highway verge will need to be either concrete or bituminous in form.

Mitigation Measures / Offsite Improvements

There are no mitigation measures or offsite highway improvement works required as a result of this application over and above the need to remodel the highway verge and kerb line in order to form the proposed vehicle access. All works will need to be carried out in accordance with a S171 licence and the specification to be approved by the Local Highway Authority (Island Roads on their behalf). The vehicle access should either be bituminous and concrete in form.

Construction Impact

Should this application be approved then the construction of the proposed development is likely to result in mud being deposited on the highway network. This office therefore requests 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

Should this application be approved then the proposals would result in the conversion of existing highway verge to vehicle crossing standard (bituminous or concrete construction).

Applicant Obligations

Should the LPA seek to approve this application the applicant will be obligated to;

- Obtain license from this office in association with Section 171 of the Highways Act 1980 in order to remodel the public verge and form the proposed vehicle access.
- 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

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:-

K01 PROVISION (unloading, parking, and turning space)

No dwelling hereby permitted shall be occupied until space has been laid out within the site and in accordance with drawing number P2 Rev B dated 14.07.16 and drained and surfaced in accordance with details that have been submitted to and approved by the Local Planning Authority in writing for a minimum of 2 cars to be parked and for vehicles to turn so that they may enter and leave the site in forward gear. The space 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.

VISIBILITY AND SIGHTLINES

No part of any boundary wall or fence erected on the site roadside frontage, 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.

It should be noted that the roadside boundary of the site is setback back from the adjacent kerbline to allow for the existing highway verge.

J38 Set back of gates

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking and re-enacting that Order with or without modification), no gates shall be erected to serve the approved vehicle access other than gates that are set back a minimum distance of 5.0 metres from the edge of the carriageway of the adjoining highway (A3054 Ningwood Hill) and open into the site only.

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

It is acknowledged that there are existing gates onsite however these are not shown on the submitted plan and do not corollate with the access as proposed.

J36 ACCESS - junction details

Development shall not begin until details of the construction and drainage of the junction between the onsite parking area and highway (A3054 Ningwood Hill) have been approved in writing by the Local Planning Authority based on the layout as detailed on drawing no; and no development other than the formation of the junction and associated access road, parking area and turning area shall commence until the junction, access road, parking area and vehicle turning head has 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.

The reasoning behind the above condition is to ensure that vehicles throughout the construction phase may safely access/egress the site while minimising the risk of debris being pulled on the public highway. The site is currently laid to grass with no hard-surfaced

areas. The provision of these works from commencement should also provide space for the accommodation of construction vehicles, as there is no locally available on-street parking.

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.

The formation of the works associated with recommended condition J36 should allow for a sterile area to be created onsite to accommodate a wheel wash and associated drainage system.

Officer: Alan White - Highway Development Control Manager
