

## HIGHWAYS REPRESENTATION

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### **RECOMMENDATION FOR REFUSAL**

Planning Reference: 21/00028/FUL

Location: 21A Horsebridge Hill, Newport

Proposal: Demolition of dwelling; proposed 2 dwellings

Road Status: 'A' classified – A3020

Date of Site Visit: 20.01.2021

Date of Report: 21.01.2021

Planning Case Officer: Vicki Kemp

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#### Geometry

This application seeks consent for an uplift in one dwelling on the site of 21a Horsebridge Hill, based on the layout as detailed on drawing no. 3073/P/5 dated Dec 2020.

The proposal seeks to utilise the existing vehicle access that serves the site from Horsebridge Hill and to remodel the existing associated parking area in order to provide parking for both dwellings.

It is acknowledged that the vehicle access serving the site also serves four other dwellings.

Horsebridge Hill is an 'A' classified public highway governed by a 40mph speed limit at the point in question. Horsebridge Hill forms part of the islands strategic road network and carries an annual daily average of circa 21,000 2-way traffic movements. 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 two private motor vehicles to pass and for service 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

Site inspection has identified that in order to reach the vehicle access in question motorists have to pass through a 2.4m wide parking layby and over a 3.0m wide public footway. While it is recognised that highway design standards as set out in Manual for Streets / Manual for Streets 2 acknowledge that on-street parking is likely to occur in vehicle access visibility splays, the point of the highway network in question is not seen to be reflective of a MfS / MfS2 environment. This is due to the posted speed limit (40mph), classification, and strategic importance of the road. The access visibility splays therefore need to be free from obstruction.

For completeness the access visibility splays have been taken from both an 'X' distance of 2.4m from the kerbline and 2.4m from the carriageway markings that form the edge of the parking layby / edge of the running lane on Horsebridge Hill.

When the 'X' distance is setback from the kerb line, due to the alignment of the road and the adjacent property boundaries a maximum 'Y' distance of just 87.0m can be achieved when viewing to the south and just 55.0m to the north. When setting back the 'X' distance from the edge of the marked running lane and if the parking layby is free from parked vehicles then an 'Y' of +101.0m can be achieved in both directions. However as a result of a site inspection and when taking into consideration local knowledge the layby in question is predominantly parked

throughout the day and night. When taking the obstructions into consideration (parked cars) the visibility splay to the north is reduced to a 'Y' distance of circa 8.0m and to the south to 10.0m. It is accepted that when exiting the vehicle access in question and viewing to the south it would be possible to position a vehicle so you could see behind the rear of any vehicles parked within the layby. However, while this would enable you to see a vehicle approaching from the south at a 'Y' distance of 104.0m vehicles parked in the layby would cause an obstruction (blind section) between the 'Y' distance of 45.0m through to 'Y' = 10.0m. In addition, there is no guarantee that a motorist travelling south to north would see a vehicle waiting to emerge from behind the parked vehicles, further to this when viewing to the north the alignment of the road and adjacent boundaries does not enable an emerging vehicle to see approaching vehicles from behind any that maybe parked within the layby.

Due to the shortfall in access visibility alone this office is not in a position to support this proposal, as the proposals would bring about an uplift in daily traffics movement through the existing site access.

In addition to the limited access visibility, during the site inspection and evaluation of the submitted plans it has been identified the access to be limited in respect to width, and the proposed onsite parking and vehicle turning area to be inadequate when considering the proposed layout and the land shown to fall under the control of the applicant.

While it is accepted that the physical width of the access at back edge of the public footway is 5.0m, adjacent landscaping means that only 3.90m is available for use by vehicles and this reduces down within the first meter to just 3.30m wide, with a width of 3.30m being retained over the next 26.5m. This width falls to enable two private motor vehicles to pass and as a result could lead to standing vehicles on the public highway, posing a hazard to both site and highway users. Turning into and out of the access is also negatively impacted by the parking practices of motorists who utilise the parking layby that abuts the access.

A swept path analysis of the proposed parking and vehicle turning arrangement has identified that ;

- A conventional private motor vehicle cannot access/egress and turn when attempting to access the SW bay.
- A conventional private motor vehicle cannot access/egress and turn when attempting to access the existing bay within land falling under the control of the applicant.
- A conventional private motor vehicle cannot access/egress and turn when attempting to access existing bay 2 without impinging on bay 1 within land falling under the control of the applicant.

- In order to access / egress and turn when attempting to access the proposed NW bay multiple manoeuvres are required.

It is evident on site that vehicles do not park in any formalised manner and there is no real demarcation of land ownership boundaries. However, based on the land shown to fall within the control of the applicant, the proposal fails to provide for an acceptable onsite parking and vehicle turning arrangement.

Due to the reason highlighted within this report this office is unable to support this application.

#### 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 4 number of vehicle parking spaces ,cycle spaces and bin storage.

On evaluation, the applicant proposes to provide 4 spaces at a ratio of 2 per dwelling. However, the layout fails to comply with highway design standards in terms of accessibility and as a result cannot be support by this office.

It is acknowledged that the layout would allow for the storage of cycles and bins within the curtilage of the properties. However, some concern is raised that bins would need to be stored on the public footway on waste collection day which could further negatively impact on the ability of vehicles to access / egress the site and affect the level of access visibility. Ideally a bin store needs to be provided within the access road close to the public highway, yet clear of the road itself. It is however acknowledged that the applicant does not have control of the land required to achieve such an arrangement.

#### 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. However, due to the shortfall in available junction visibility, the limited access width and limitations of the proposed onsite vehicle parking and turning area, the proposal is seen to bring about the potential for a increase in daily traffic movements through a substandard vehicle access that could have a negative impact on the safety of both site and public highway users. As there are no mitigating measures this increase in vehicle movements is contrary to policies DM2 (design Quality for New Development) and SP7 (Travel) of the Isle of Wight Core Strategy.

### 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

There are no materials considerations for this application as if approved it would not result in any changes being made to the adopted highway / Island Roads project network.

### Mitigation Measures / Offsite Improvements

There are no mitigation measures or offsite highway improvement works required as a result of this application that could be delivered within land falling under the control of the applicant to address the concerns raised by this office in respect to access width and junction visibility.

### Construction Impact

If approved the proposals envisaged in this application are not deemed to generate any significant implications during the construction phase. However due to the concerns raised by this office in respect to access width and visibility due consideration will need to be given to the type of construction vehicles used and it is recommended that the applicant seek consent from the Local Highway Authority to temporarily suspend on-street parking either side of the vehicle access throughout the build process.

### Maintainability Assessment

Should this application be approved the proposal would not result in any changes to the project network.

### Applicant Obligations

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

- Submit an application to the Island Roads Street Works Team in order to gain permission to work on the highway network / temporarily sterilise on-street parking either side of the site access within the public parking layby that abuts the western side of Horsebridge Hill. Traffic control methods will be identified as a result of this process.
- Make 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 I recommend refusal based on the following grounds:-

### **Inadequate Access Visibility**

The access is unsatisfactory to serve the proposed development by reason of unacceptable visibility and would therefore be contrary to Policy DM2 (Design Quality for New Development) of the Isle of Wight Core Strategy.

### **Inadequate Access Width**

The access is unsatisfactory to serve the proposed development by reason of unacceptable width and would therefore be contrary to Policy DM2 (Design Quality for New Development) of the Isle of Wight Core Strategy.

### **Inadequate Turning Area**

The proposal does not provide adequate facilities to enable vehicles to enter and leave the proposed parking spaces in a satisfactory and safe manner and therefore the interests of road safety are compromised and would therefore be contrary to Policy DM2 (Design Quality for New Development) of the Isle of Wight Core Strategy.

### **Standing Vehicles in Highway**

The proposed development would be likely to attract standing vehicles on the highway A3020 Newport Road, due to the limited access width, which would interrupt the free flow of traffic and thereby add to the hazards of road users at this point and 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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