

HIGHWAYS REPRESENTATION

OBJECTION

Planning Reference:	23/01165/FUL
Location:	Pilot House, Embankment Road, Bembridge, PO35 5NR
Proposal:	Demolition of dwelling & commercial building; proposed replacement dwelling (C3 (a) Dwellinghouses) & 19no. industrial units (B2 General industrial & B8 (storage or Distribution))
Road Status:	B Classified Road, publicly maintainable highway Marine Way, unadopted private road
Date of Site Visit:	26 July 2023
Date of Report:	1 August 2023
Planning Case Officer:	Maria Bishop

Visibility

Embankment Road, Bembridge is an 'B' classified public highway governed by a 30mph speed limit at the point in question.

The Y distance is based on the Sight Stopping Distance (SSD) with an additional allowance for the distance between the driver and the front of the vehicle. The SSD can be determined by either:

- the 'design speed' of the road;
- the measured 85%ile wet weather speed of traffic using the road;' or
- from other robust evidence, including the national vehicle speed compliance statistics published by the Department for Transport.

In the absence of any speed survey data submitted with the application, I have utilised the information available from the DfT and can confirm that the 85%ile speed (based on national data) in a 30mph speed limit environment is likely to be 37mph. This results in a SSD of 56m and a Y distance of 59m. It is worth noting that Table 2.5 in CD109 Revision 1 of the Design Manual for Roads and Bridges recommends that the Design Speed where a 30mph speed limit

is considered appropriate is 60kph. The Y distance for 60kph is 57m, with a resulting SSD of 59m.

The SSD has been calculated using the reaction time and deceleration rate recommended in Manual for Streets (4.41 m/s² and 1.5 seconds respectively).

It should be noted that paragraph 7.5.2 of Manual for Streets states: *'The stopping sight distance (SSD) is the distance within which drivers need to be able to see ahead and stop from a given speed. It is calculated from the speed of the vehicle, the time required for a driver to identify a hazard and then begin to brake (the perception–reaction time), and the vehicle's rate of deceleration. For new streets, the design speed is set by the designer. **For existing streets, the 85th percentile wet-weather speed is used.'***

In accordance with design standards (Manual for Streets / Manual for Streets 2) any new or existing vehicle access forming a junction with this part of the highway network at which the proposed development would have a material impact (i.e. increase flows by 10% or more) should provide minimum junction/access visibility splays of X = '2.4m' by Y = 59m.

The visibility sight line distance (Y) is measured from the X point at a height of 1.05m, central to the access and to the Y point on the near kerb line (kerb on development side) between the heights of 0.6m and 2.0m above the carriageway. The splays must be achievable within land under your control or/and the limit of the adopted highway.

In respect of the access into Marine Way, the required visibility sight line distance (Y) when measured from a point 2.4m(X) back from the edge of carriageway at a height of 1.05m, central to the access and to the near kerb line (kerb on development side) between the heights of 0.6m and 2.0m above the carriageway has been shown to be achievable within the Applicant's land to the north east but limited to around 27m to the south west.

In respect of the access to the proposed units 1 to 5 adjacent to Bembridge Motor Services, the required visibility sight line distance (Y) when measured from a point 2.4m(X) back from the edge of carriageway at a height of 1.05m, central to the access and to the near kerb line (kerb on development side) between the heights of 0.6m and 2.0m above the carriageway has been shown to be achievable within the Applicant's land to the south west but limited to around 4m to the north east.

In respect of the access for the replaced Pilots House, the amount of traffic using this access will be that associated with a single dwelling as currently exists and there is, therefore, no material impact.

I can confirm that this proposal is, therefore, not in compliance with this standard, in respect of where the visibility splays extend beyond the boundary of the site and onto third party land.

Parking and Turning

Space should be provided within the confines of the site for the parking of conventional private motor vehicles and turning so a vehicle may enter and exit the public highway in forward gear. In some instances where space is limited the introduction of a vehicle turn table may address this matter.

All proposed parking bays where set perpendicular to the proposed access road provide for minimum dimensions of 2.40m by 4.80m.

I can confirm that this proposal is in compliance with this standard.

Drainage (to avoid excess storm water entering the highway)

The proposal will need to include for an associated drainage system in order to minimise the risk of surface water runoff onto the public highway.

Insufficient information has been submitted to be able to confirm if this proposal is in compliance with this standard but a suitably worded planning condition can be attached to any decision notice requiring details to be submitted and approved.

Access onto the highway

The access should be located a minimum of 11.0m from any adjacent road junction or defined pedestrian crossing point.

I can confirm that this proposal is in compliance with this standard.

Internal Streets

The layout should provide adequate space for the safe access, egress and passing of conventional private and service vehicles and also accommodate pedestrians and cyclists.

Space should be provided to enable a fire appliance to reach within 45.0m of the principal access of each proposed dwelling, with the vehicle not having to reserve over a distance greater than 20.0m and provided with a minimum carriageway width of 3.70m to provide an operating space at the scene of a fire. The carriageway can be reduced to 2.75m over short distance provided that the pump appliance can get within 45m of dwelling entrances.

Where waste collection vehicles are required to enter the site a minimum carriageway width

of 5.0m should be provide with the vehicle being provided with space to turn and not having to reverse over a distance greater than 12.0m. Bin storage areas should be provided within 10.0m of the kerbside, clear of all junction's access road, pedestrian routes and associated visibility splays.

I can confirm that this proposal is in compliance with this standard.

Notes

Impact on existing highway infrastructure

Should the proposal bring about the need to relocate existing street furniture and an appropriate location be available, all associated costs will need to be met by the applicant.

Drainage

No construction or drainage details have been provided as part of this submission, but should the LPA seek to grant consent then this could be covered by way of imposed condition. Any positive drainage would need to be connected to the private surface water drainage system or if using infiltration methods would need to be backed up by permeability test results from the site to BRE365.

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 3, a development of this nature should typically provide 28# vehicle parking spaces, 4# long stay covered and secure cycle spaces, 3# cycle stands and bin storage.

On evaluation, the application proposes to provide 47# car parking spaces and is therefore compliant with the above policy in relation to car parking. No details of cycle parking and spaces have been provided. However, the site has sufficient space to accommodate cycle parking and stands and bin stores and details of these facilities could be secured by way of a suitably worded planning condition.

Capacity / Traffic Impact

The traffic generation associated with this proposal will not have a severe impact on the capacity of the highway/project network.

Accident Data

On review of accident data, there have been no recorded accidents 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 approved by Island Roads.

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 formation of the proposed vehicle access / tie in of the proposed junction to the public highway (Embankment Road).

Construction Impact

The construction of the proposed development is likely to result in mud being deposited on the highway network. 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 do not result in any changes to the project network.

Applicant Obligations

The applicant will be required to apply for a vehicle crossover application under Section 171 of the Highways Act 1980.

The applicant is required to 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.

The applicant is required to make a 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

Two of the proposed accesses are 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.

More favourable consideration could be given if speed survey on Embankment Road were carried out approximately 60m either side of the site to determine the current 85th percentile wet weather speed of traffic which would enable the use of Table 7.1 of Manual for Streets to establish the relevant Stopping Sight Distances (SSD) and the appropriate Y distance.

Officer: Neil Troughton – Highway Development Control Manager
