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## PROPOSED 5 DWELLINGS, LAND AT AND ADJACENT TO 88 WORSLEY ROAD, NEWPORT – ACCESS STATEMENT

1. It is proposed to demolish the existing house at 88 Worsley Road and replace it with a terrace of four new 2-bedroom houses (plots 1-4) fronting onto Worsley Road, along with a 3-bedroom detached house (plot 5) fronting onto Albany Road, adjacent to no. 56.
2. Pre-application advice was obtained from Island Roads in November 2021 on the basis of two preliminary development options; that advice is attached to this report as **Appendix A**. The development now proposed is similar in concept to the preliminary Option 2, but with the dwellings fronting onto Worsley Road now being 2-bedroom houses rather than 3-bedroom.
3. Island Roads' concerns relate to limited road widths, visibility and existing on-street parking practices; whilst some of those concerns are certainly valid, in our view some of their suggested mitigation requirements are disproportionate and unreasonable and could effectively prevent any economic development of the site.
4. The proposed dwellings would generate only around 20-24 additional vehicle movements in a full day; they would be in keeping with the adjacent houses and would not significantly affect the present character or use of the road.
5. The immediate environs of the site comprise fairly high-density residential development, including a high proportion of terraced housing, albeit with Worsley Road being developed only on one side. There is no footway, so this stretch of road and the lane through to Albany Road (known locally as Chalky Lane) are effectively shared use streets. This does not appear to cause any safety issues: [www.crashmap.co.uk](http://www.crashmap.co.uk) has no record of any collisions occurring there in the last twenty years and casual observation indicates that drivers generally respect the road environment and drive at appropriate speeds.
6. Worsley Road is subject to residents' parking along its west side, so the creation of individual parking spaces in front of plots 1-4 would not be ideal, owing to the limited road width and lack of footway leading to slightly awkward reversing manoeuvres.
7. Albany Road is also heavily parked along its west side with residents' vehicles. The creation of off-street parking spaces in front of plot 5 would have resulted in the loss of at least one existing on-street space and it would have been difficult to enter and leave the new driveways safely owing to parked cars restricting visibility in both directions, so that idea has been ruled out as unacceptable.
8. Therefore, it is considered that the optimum arrangement is to provide a shared parking area in the centre of the site, with access from the lane linking Worsley Road and Albany Road, known locally as Chalky Lane. The proposed layout is shown on **Drawing No. 25905/01 Rev. A**.
9. 10 parking spaces are proposed, i.e., 2 spaces per dwelling; this exceeds the Council's minimum requirement for 2-bedroom houses and should avoid putting additional pressure on on-street parking space.
10. Chalky Lane is currently only 2.7m wide at its western end. It is proposed to widen it to 4.8m between Worsley Road and the car park entrance, enabling two cars to pass, with the car park entrance being aligned to encourage entry and exit from/to Worsley Road rather than Albany Road; that restriction is not enforceable, but it seems unlikely that residents would usually choose the more difficult manoeuvre to or from Albany Road.

11. The widening of the lane, combined with the removal of the existing boundary wall in front of no. 88, will also improve junction visibility onto Worsley Road, particularly to the south where a splay of 2.4m x 33m can be achieved, meeting the recommendation in Manual for Streets for a traffic speed of 25mph. (Island Roads have accepted that the prevailing speeds in this area may well be closer to 20mph). To the north, the sightline is restricted by the neighbouring property, but a small improvement will still be realised in that direction due to vehicles emerging from Chalky Lane being positioned slightly further to the south than they are now.
12. Chalky Lane is shown as 'Publicly Maintainable Footway' on Island Roads' maintenance plans. However, this designation appears to be incorrect as there is clearly legitimate use by vehicles; signs at both ends indicate a 6'6" width restriction (not a prohibition of driving order) and the lane gives access to several parking spaces used by existing residents (including the applicant), whose established rights of access must not be interfered with.
13. Whilst it is not heavily trafficked, the lane is also used by other vehicles as a link between the two roads, as observed during a site visit (see photo below). Whilst Island Roads seem concerned that widening only part of its length may attract additional traffic to use it, we would not expect this to be the case – it is used almost exclusively by local drivers, familiar with the lane, whose movements are unlikely to change as a result of the development.



14. Although the development would generate a slight increase in vehicle movements, this would be more than offset by the proposed width and visibility improvements, of benefit to existing users as well as new residents. The development is in keeping with the existing character of the area and on balance we do not believe it could reasonably be refused on highway grounds.

KWF 16/11/2022

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## PRE-APPLICATION ADVICE

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Date: 02.11.2021

Applicant: Andrew White

Location: Land at and adjacent to No. 88 Worsley Road. Newport

Proposal: Residential Development and associated vehicle access

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### Advice Given:

Further to your submission of the 25.10.2021 and our subsequent correspondence I have reviewed your proposal and comment as follows;

Based on your submission you are considering two development options at the site of No.88 Worsley Road, Newport.

Option 1 includes for;

- Demolition of the current dwelling at No. 88 Worsley Road.
- The construction of 4 x two bedroom houses fronting onto Worsley Road arranged as two pairs of semi-detached dwellings. There would be one undercroft parking space for each of these dwellings accessed from Worsley Road;
- The construction of 1 x two bedroom bungalow fronting onto and accessed from the section of Worsley Road that you refer to as being known locally as Chalky Lane, this also being part of Worsley Road and linking directly to Albany Road. This would be provided with one parking space.
- The construction of a detached building fronting onto Albany Road. This would comprise of 2 x one bedroom flats. It would include two parking spaces fronting onto Albany Road.

In total this proposal would bring about a net gain of 6 dwellings and does not include for any associated offsite highway improvements with you stating that you do not believe such works to be necessary due to not seeing the proposal to increase the use of the section of Worsley Road that links directly to Albany Road (known locally as Chalky Lane), as you believe the proposed bungalow would essentially replace the level of traffic associated with the current parking area for No. 88.

Option 2 includes for;

- Four x three bedroom dwellings fronting onto Worsley Road;

- One x three bedroom detached house fronting onto Albany Road;
- Ten parking spaces or thereabouts behind the proposed four dwellings fronting Worsley Road. These parking spaces would be served by a single point of vehicular access from Chalky Lane. There would be two lines of five spaces with a 6 metre aisle width in between. Each parking space would measure 4.8m x 2.4m. Through Option 2 you would investigate the remodelling of the road junction between Chalky Land and Worsley Road.

This proposal would result in a net gain of 4 dwellings.

Worsley Road and Albany Road at the points in question are both unclassified public highways. The section of Worsley Road which you refer to as Chalky Lane is governed by a 6'6" width restriction with each of the sections of public highway in question being governed by 30mph speeds limits. However, based on a desk based assessment it would appear that due to the geometry of these parts of the highway network and existing on-street parking practices vehicles speeds may well be more reflective of a 20mph with potential for Chalky Lane to be lower.

In accordance with residential highway design standards and if allowing for a 20mph design speed any new or existing vehicle access forming a junction with these parts of the highway network and serving a single dwelling should provide for;

- Minimum visibility splays of X = 2.0m by Y = 25.0m, please see the attached diagram. The splays must be achievable within land under your control or/and the limit of the adopted highway.
- 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 width to enable a conventional private motor vehicle to enter and exit with ease when taking into consideration the adjacent public carriageway, footway widths and any existing on-street parking practices.
- When proposing an access to serve multiple properties it will need to be evidenced that the proposed layout provides adequate space for two conventional private motor vehicles to pass, access and egress with ease.

With the associated onsite layout providing for;

- Space within the confines of the site for the parking of conventional private motor vehicles clear of the public highway and in a format so they may enter and exit with ease.
- All proposed parking bays where set perpendicular to the public highway must provide for minimum dimensions of 2.40m by 4.80m, and where set parallel and adjacent to an unclassified public highway must be a minimum of 3.0m by 6.0m with a maximum depth of 4.0m to prevent nose-in parking (please see the attached diagram).
- Where the proposed parking area and associated driveway exceeds 5 square meters (2.25 x 2.25m) it will need to either be formed from permeable construction or include for a positive drainage system. In the absence of such provision you are advised to liaise directly with the Local Planning Authority in respect to this element of your design.
- Space to enable a fire appliance to reach within 45.0m of the principal access of each proposed dwelling with it not having to reverse over a distance greater than 20.0m and being provided with a minimum clear working access width of 3.70m.
- Parking provision at a level reflective of the Local Authority Parking Guidelines.
- Space of the store of refuse clear of the public highway and any associated access points, parking area and visibility splays.

When considering the scale and nature of the proposal due consideration also needs to be given to safe pedestrian access to the proposed dwellings and pedestrian linkage to the local public footway network (the nearest footway being on Albany Road).

As a result of a desk based assessment and using local knowledge concern is raised in respect to the potential uplift in daily traffic movements the proposals may bring about on this part of the highway network and the highway safety implications they may have on its users. It is accepted that both Worsley Road and Albany Road serve a significant number of existing dwellings. However, on-street parking in these areas is typically at saturation resulting in the majority of Worsley Road being reduce to single carriageway working within the vicinity of the site and its linkages through to Albany Road with there being little if any formalised space for motor vehicles to pass. This part of the highway network is also devoid of any segregated pedestrian links forcing pedestrian to share the limited carriageway width with motor vehicles. There is also little if any space for service vehicles to turn. Therefore over and above specific property access arrangements / parking layout designs, each of these aforementioned issues would need to be addressed in order for this office to be in a position to support your proposal.

Looking specifically at the proposed layout you have provided in respect to Option 1 question is raised in respect to the ability to provide the required level of access visibility at each of the proposed access points. The layouts would appear to indicate that each of the access points



could be accessed and egressed by a conventional private motor vehicle however again concern is raised that those proposed to be formed onto Worsley Road (Units 1 and 4) could be hindered by existing on-street parking practices and their proximity to Chalky Lane. The proposal is also devoid of any pedestrian provision.

In relation to Option 2 the principal of a shared car park served by a single access off Chalky Lane is accepted. However, the access will need to comply with the highway design standard as listed above allowing for two conventional private motor vehicles to pass and any formal submission will need to be supported by a swept path analysis evidencing that all parking bays could be accessed and egressed with ease when the others were occupied.

It is acknowledged that you make reference to bringing forward some offsite highway improvements / junction remodelling as part of Option 2, due to the existing limitations of Chalky Lane and its junctions. However, this office sees it to be essential that the proposal include for the widening of Chalky Lane along its entire length and at each of its junctions with provision also being made for associated visibility improvements and pedestrian linkage through to the existing public footway network on Albany Road. Localised carriageway widening in isolation is not seen to be acceptable as it could result in additional highway safety issues being created on this part of the highway network with it not only being used by residents of the proposed development but also having the potential to encourage more existing local network users to use it.

The remodelling of Chalky Lane is also seen essential in relation to Option 1 in order to go some way in addressing the concerns raised by this office in respect to limited carriageway width, lack of segregated pedestrian facilities and limited service vehicle access and turning facilities.

For means of reference I have attached a plan showing the extent of public highway within the vicinity of the site and highlight that in order to remodel the Worsley Road / Chalky Lane junction and provide for adequate tie-in it would appear that third party land may be required.

In addition to the above this office also raises concern that this proposal may also result in a loss of existing on-street parking specifically in Albany Road which may further compound the existing on-street parking practices.

It is also highlighted that due to the constraints of the local highway network within the vicinity of the site that any formal submission includes for evidence that it is supported by the Local Chief Fire Officer in respect to access. It is accepted that the fire and refuse collection services currently serve the existing adjacent dwellings however concerns still remain in relation to service vehicle access.

Based on your current submission this office would not be in a position to support your proposal.

Officer: Alan White – Development Control Manager

Please note the highway advice contained within this report is based purely on a desk-based assessment of the information submitted to Island Roads for consideration on the 25.10.2021. The comments contained within this report are without prejudice to the outcome of any future planning applications made in relation to this site. Planning permission is not guaranteed to be forthcoming based on this advice.

Island Roads act on behalf of the Isle of Wight Council as a highway consultee for the purpose of the planning process. You are therefore advised to liaise with the Isle of Wight Council Planning Department at Seaclose Offices, Fairlee Road, Newport, Isle of Wight (tel 01983 821000) to ascertain what form of planning consent and obligations are required in association with your proposal.

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