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## PRE-APPLICATION ADVICE

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Date: 02.07.18

Applicant: Valerie Ballorin – Transport Seeds

Location: Seagrove Farm, Seaview

Proposal: 9 dwelling with associated access from Seagrove Farm Road  
5 x 4/5 bed dwellings and 4 x 3 bed dwellings

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### Advice Given:

Further to your enquiry of the 21.06.18 and our subsequent correspondence I have reviewed your proposal and comment as follows;

Drawing No. PL01 dated June 2018 details an indicative layout with four of the nine dwellings being accessed directly off Seagrove Farm Lane and the remainder via a proposed access road to the rear.

Seagrove Farm Lane is an un-adopted road that carries a public bridleway. It connects at its northern end to the unclassified public highway Seagrove Manor Road and at its southern end to the un-adopted Seagrove Manor Close which also links into Seagrove Manor Road which in turn forms a priority junction onto the Old Seaview Lane.

These sections of the highway network are governed by 30mph speed limits and as a result, design standards as set out in Manual for Streets / Manual for Streets 2 and the Local Authority Parking and Refuse SPD's are applicable (attached for ease of reference). However, it is acknowledged that due to the construction of Seagrove Farm Road speeds are more reflective of a 20mph environment.

In accordance with design standards a development of this nature should provide for;

- Minimum junction visibility splays of X = 2.0m by Y = 25.0m where serving single properties and a 'X'; distance of 2.40m where serving multiple units.
- An associated drainage system to minimise the risk of surface water runoff onto the public highway from the site.
- Carriageway width of 5.0m to enable two private motor vehicles / private motor vehicle and service vehicle to pass, with an associated turning area capable of accommodating private and service vehicles.

- Pedestrian links both within the site and to the wider highway network. It is acknowledged that the form will be dependent on the nature of the proposal (shared surface or segregated). If a segregated layout is proposed a minimum footway width of 1.80m should be used.
- Service Vehicle Access - A fire appliance should be able to reach within 45.0m of the principle access of each proposed dwelling, not have to reverse over a distance greater than 20.0m and be provided with a minimum usable width of 3.70m.
- Each dwelling should be provided with parking provision at a level reflective of the Local Authority Parking Guidelines (3 bed dwellings = 2 bays and 5+ bed dwellings 3 bays).
- All proposed parking bays where set perpendicular to the highway must provide for minimum dimensions of 2.40m by 4.80m, and where set parallel and adjacent to a classified public highway must be a minimum of 3.5m by 8.0m with a maximum depth of 4.0m to prevent nose-in parking.

On initial review the onsite layout as detailed appears acceptable, subject to it being evidenced that each of the parking bays fronting Seagrove Farm Road could be accessed with ease and that service vehicles can access and turn within the site (swept path analysis required). However, concern is raised in respect to the width of both Seagrove Farm Road and Seagrove Manor Road, and the level of visibility available at their junctions and that of Seagrove Manor Road with Old Seaview Lane.

It is acknowledged that there is already a level of traffic movements attributable to these parts of the highway network. However, when considering the scale of the proposal it has the potential to bring about a significant daily increase.

As part of any formal submission you will need to bring forward improvements to address the issue of limited carriageway width and junction visibility, ensuring that you include the necessary sections of the highway adopted (adopted and unadopted) within the scope of the scheme.

It is also recommended that you liaise fully with the Local Authority Public Rights of Way team in respect to upgrading the existing network within the vicinity of the site with consideration being given to all users (pedestrian, cyclists and equestrians) to maximise accessibility to reduce the dependency on the private motor vehicle.

Based on the current redline boundary question is raised in respect to the provision of an acceptable highway solution. While consideration will be given to the betterment any improvements may bring to other existing users of the network, this does not give grounds for the provision of substandard access route that fails to comply with design standards.

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 21.06.18. 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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