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## PRE-APPLICATION ADVICE

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Date: 03.03.2021

Applicant: [REDACTED]

Location: Land at Seagrove Farm, Seaview / Nettleston SHLAA IPS125

Proposal: 8 residential dwellings to include for an extension to Seagrove Farm Road

With the addition of land known as 'Donkey Field' SHLAA IPS104 to provide an overall potential total yield of 20 – 25 dwellings

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### Advice Given:

Further to your enquiry of the 23.02.2021 and our subsequent correspondence I have reviewed your proposal and comment as follows;

Based on the content of your submission you are looking to bring forward a development of 8 dwellings with associated highway infrastructure on land at Seagrove Farm identified as being IPS125 in the Local Authority SHLAA. You also seek comments in respect to the potential extension of your development proposal into the adjacent field (SHLAA site IPS104) bringing forward a potential overall yield of 20 – 25 dwellings.

As you have identified Seagrove Farm Road is an unadopted road that carries a public bridleway. At its northern extent this road forms a junction with Seagrove Manor Road an unclassified adopted highway that in turn provides access to the wider highway network via its junction with Old Seaview Lane. Seaview Manor Road provides access to Seagrove Manor Close which like Seagrove Farm Road is unadopted ( please see the attached highways extents plan).

In the absence of a detailed scalable plan including for the site and all existing highway infrastructure up to and including the junction with Old Seaview Lane, I am unable to comment fully on the suitability of the local network to take the uplift in daily traffic movements that may be attributable to your development proposal.

However, using the mapping data made available to this office it is acknowledged that the existing highway network serving the site currently promotes low vehicle speeds, yet at the same time it appears limited in respect to width and at some points junction and forward visibility. As a result concern is raised in respect to the ease at which private and service vehicles could access and egress the site, and in turn the increased risk these movements

may pose to other highway / bridleway users. A development proposal of this nature not only needs to evidence that it can be accessed / egressed safely by private and service vehicles, but it also needs to be demonstrated that pedestrian safety is not put at risk and that site users would not be dependent on the private motor vehicle alone. Suitable footway links and where possible cycle links should also be provided.

It is acknowledged that you make reference to discussions with the IWC Public Rights of Way Department who appear supportive in the upgrading of the public bridleway that runs along Seagrove Farm Lane and public footpath R68 which may both assist in improving accessibility by sustainable means. However, concerns over the limitations of the local road network are still held by this office even if seeking to adopt a shared surface approach and bring forward a development of just 8 dwellings.

You highlight that Seagrove Farm Lane is currently unmade in nature with grass verge / landscaping on both sides with it being limited to single carriageway width. You also make reference to the limited visibility available to motorists when existing Seagrove Farm Lane onto Seagrove Manor Road and viewing to the east – all facts which lead this office to raise concern in respect to the suitability of this access route to accommodate your development proposal.

Based on your submission you suggest a series of vehicle passing bays being provided within Seagrove Farm Lane to provide access to the site and to assist existing network users, while at the same time not over urbanising the area. While it is acknowledged that such works may provide betterment to existing residents and users of Seaview Football Club, concern is still raised in respect to their suitability to accommodate the daily uplift in traffic movements that maybe attributable to the development proposal.

Even if seeking to bring forward just 8 dwellings this could result in a daily uplift of circa 50 - 60 vehicle movements with 25 dwelling resulting in the potential of an additional 150 – 180 daily movements.

In accordance with the Local Authority Guidelines for Recycling and Refuse Storage in New Developments SPD the starting point for service vehicle access should be a 5.0m wide carriageway. It is however acknowledged that as set out in Manual for Streets and Manual for Streets 2 there maybe scope of a reduction in carriageway widths and to provide varying carriageway width in order to promote low speeds. However as a minimum on the straight a carriageway width of 4.1m is required to enable two private motor vehicles to pass or a car and cyclist. With a minimum width of 4.80m on the straight needed for a car and service vehicle to pass at low speed. When considering Seagrove Farm Lane carries a public bridle way it is seen to be essential that provision be made for a private motor to safely pass cyclists and pedestrians. Any formal submission will need to be supported by a swept path

analysis to demonstrate that all forms of vehicles can access / egress and circulate the site from Old Seaview Lane. Typically a fire appliance needs to be able to reach within 45.0m of the principal access of each proposed dwelling, not have to reverse over a distance of more than 20.0m and be provided with a minimum clear working width of 3.70m. While it is accepted that the existing dwellings accessed off Seagrove Farm Lane must currently be reached by service vehicles and themselves result in daily traffic movements through what appears to be a somewhat confined highway network this proposal will bring about an increased demand and in turn what could be seen as a significant uplift in daily vehicle movements. The suitability all come down to detailed design (available width to enable vehicle to pass without putting pedestrians at risk – the locating of passing bays to provide adequate forward visibility – the ability of two vehicle to pass within the junction of Seagrove Farm Lane and Seagrove Manor Road and the safe accommodation of pedestrians and other bridleway users).

The existing local adopted highway network is governed by a 30mph speed limit and as a result your design should be reflective of the design standards as set out in Manual for Streets / Manual for Streets 2 and the Local Authority Parking and Refuse / Recycling SPD's. Where seeking to use a design speed of below 30mph your reasoning for this should be evidenced based, with it being acknowledged that the existing geometry may assist such an approach but it should not be at the expense of compromising highway safety.

The full extent for the existing highway network from the junction with Old Seaview Lane through to the site needs to be reviewed from the perspective of both motorists and pedestrians and where looking to bring forward both potential sites the junction with Steyne Road will also need to be fully considered.

Picking up on the point you have raised in respect to visibility at the junction of Seagrove Farm Lane and Seagrove Manor Road. It is accepted that the carriageway width may give grounds for the visibility splays when exiting onto Seagrove Manor Road to be reduced however if taken to the centre of the road when viewing to the east this office has concern that this may fail to fully consider cyclists.

Going back to the issue of carriageway width. While it is noted that you are considering the use of vehicle passing bays within Seagrove Farm Lane based (suitability to be determined as a result of detailed design) the width of Seagrove Manor Road and its junction with Old Seaview Lane also need to be evaluated. Available imagery appears to suggest that the carriageway is limited in width leading to the unauthorised practice of vehicles parking on the footway, bringing into question the ability of two vehicle to pass and potential conflict with pedestrians. The junction onto Old Seaview Lane also appears to be very tight and again if two vehicle cannot pass the development traffic may introduce the increased issue of standing vehicles on Old Seaview Lane or the risk of vehicle footway overrun. Vehicle

flows may determine this not to pose a hazard but it will need to be considered (evaluation of this junction is needed in respect to width, junction visibility and forward visibility). Furthermore the junction of Old Seaview Lane with Steyne Road will also need to be evaluated in this respect.

The onsite highways element of your proposal 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. It is however acknowledged that detailed design may give scope for this to be reduced.
- 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 ( 1 / 2 bed roomed dwellings – 1 bay 3 bed dwellings = 2 bays and 5+ bed dwellings 3 bays). However it is acknowledged that due to the limitation of the local highway network an over provision maybe acceptable.
- All proposed parking bays where set perpendicular must provide for minimum dimensions of 2.40m by 4.80m, and where set parallel be a minimum of 3.0m by 6.0m with a maximum depth of 4.0m to prevent nose-in parking. The associated aisle / carriageway width should ensure that all bays can be accessed / egressed with ease.

Based on the limited information provided to date this office raises concerns in respect to the ability of the local highway network to accommodate the uplift in daily traffic that may be attributable to a development of 8 or 20 – 25 dwellings.

Please note that if exceeding 20 dwelling the development proposal will need to be supported by a Transport Statement considering all aspects of accessibility, network limitations, traffic flow impact and accident data relevant to the local highway network.

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 23.02.2021. 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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