

Technical Note

Project: TS6003 – Seagrove Farm, Nettlestone & Seaview
 Planning Ref 21/00779/FUL
 Subject: TNO1 – Response to Island Roads’ Recommendation for Refusal
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1 Introduction

- 1.1 A planning application for 8 residential units on land known as Seagrove Farm in Nettlestone & Seaview was submitted in May 2021 and a Transport Statement report was prepared by this office and issued in support of this application. As part of the statutory consultation, Island Roads responded to the proposal on 28th May 2021 with recommendation for refusal on the basis of four main criteria; inadequate access visibility, inadequate access width, generation of traffic onto public highway and parking provision.
- 1.2 This Note has been produced in response to the above issues raised.

2 Inadequate Access Visibility

- 2.1 Island Roads has raised concerns over inadequate visibility provision at the Seagrove Manor Road/ Seagrove Farm Road junction and at the Old Seaview Lane/ Steyne Road junction.
- 2.2 Taking the latter first, it should be noted that this junction is part of the adopted highway and that Steyne Road and Old Seaview Road provide the main routes to Seaview, with Old Seaview Road signposted at the junction as the main route to the shops, car park and centre of Seaview. While there are seasonal variations, the roads carry relatively low levels of traffic however and both corridors are also bus routes.
- 2.3 Furthermore, accident records over the last 22 years (since 1999) show that there has been no accident resulting in casualties at the junction, as illustrated on Figure 1, and that of the two accidents that have been recorded on the local highway, neither occurred at any of the local junctions. One was recorded in 2001 and the other in 2010.

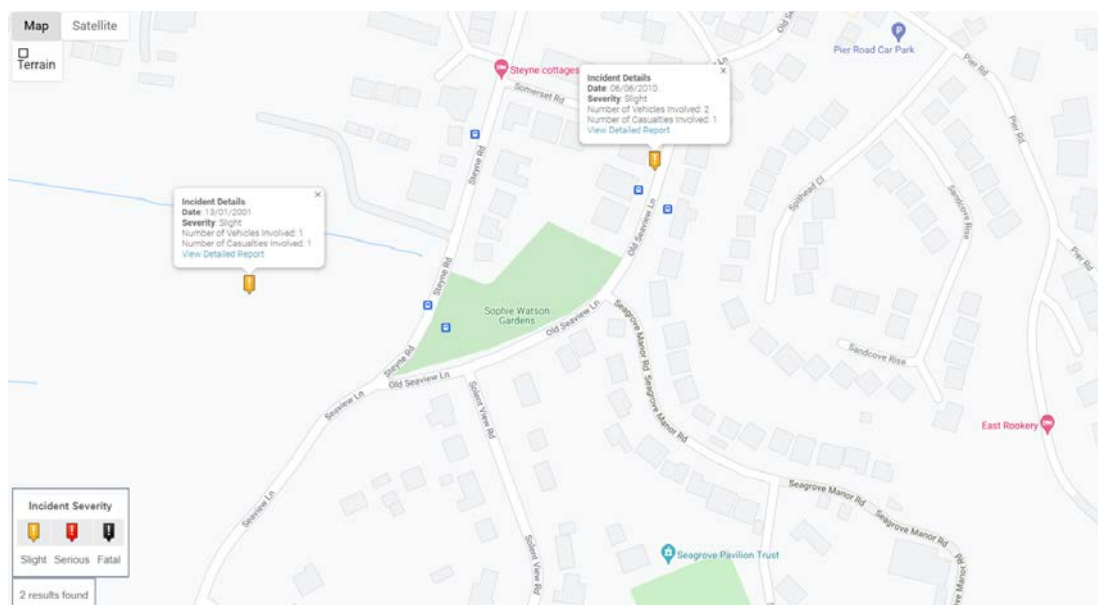


Figure 1 - Extract from CrahsMap (1999 to 2020)

2.4 Despite this, Island Roads states that the visibility to the south-west from Old Seaview Road is only 33m, a shortfall of 43m for a road subject to the 30mph speed limit. Drawing TS6003-HW-1001 submitted with the Transport Statement shows that the 43m visibility can actually be accommodated when measured with Island Roads’ recommended 1m offset from the edge of the footway kerb. The visibility splay in question affects visibility of vehicles approaching from the left, which would be travelling on the opposite lane. Given that the junction is signposted clearly and that a large number of these vehicles would be slowing down to turn right into Old Seaview Lane, it is unlikely that any would undertake overtaking manoeuvres. Approaching vehicles from this direction would be able to see the Old Seaview Lane junction from a distance of 53m, as illustrated on Figure 2, and in turn would therefore be able to see any traffic in the process of turning right out of Old Seaview Lane junction and reduce speed accordingly.



Figure 2 – Visibility of vehicles approaching Old Seaview Lane from the south-west



- 2.5 Speeds of approaching vehicles along Steyne Road are therefore likely to be well within the 30mph limit at this point and the drive behaviour detailed above is reflected by the lack of accidents over the last 20+ years.
- 2.6 Similarly, Island Roads raised concerns over the sub-standard visibility in the northbound direction at the Seagrove Farm Road junction with Seagrove Manor Road. As detailed in paras 3.2.4 to 3.2.7 of the Transport Statement, the local constraints along Seagrove Manor Road, lack of accident records and the limited number of properties served by Seagrove Manor Road to the right of the access, combine to ensure that the available visibility has not given rise to any safety concerns in the past 20+ years. This is despite Seagrove Farm Road carrying traffic to the Pavilion particularly during football matches which would be greater than the additional traffic generation from the proposed residential development. It therefore remains our position that the proposal will not give rise to an increase in the risk of accidents at the junction.

3 Inadequate Access Width

- 3.1 This concern from Island Roads relates to the narrow effective widths of both Seagrove Farm Road and Seagrove Manor Road. These issues and the impact of the proposed development have been addressed in paras 3.2.9 and 3.2.10 and Section 3.5 of the Transport Statement and it is a matter of opinion whether the existing reduction in effective width as a result of on-street parking along Seagrove Manor Road represents a material safety issue, especially as Island Roads has acknowledged that this acts as a traffic speed reduction feature in any event.
- 3.2 It is also not unusual in urban areas, for the capacity of residential roads to be reduced by on-street parking and other constraints and this is generally not deemed a material issue when the road/streets are not part of through routes, which is the case here. The additional traffic from 8 new properties is not likely to significantly affect the current situation, especially when considered in the context of the 32 residential properties fronting Seagrove Manor Road/ Seagrove Manor Close and of the 10 existing residential properties along Seagrove Farm Road.
- 3.3 Furthermore, proposals to improve and enhance Seagrove Farm Road have been submitted as shown on Drawing TS6003-HW-1001, which will benefit both existing and future users of the corridor and specifically non-motorised users. The enhancements will also provide improved access for emergency and refuse vehicles which currently cannot turn around at the end of Seagrove Farm Road but which will be able to do so from the proposed new residential access road in future.

4 Traffic Generation onto Public Highway

- 4.1 Island Roads has raised concerns that *“the proposed development would generate a significant increase in vehicular traffic entering and leaving the public highway (Seagrove Manor Road/Seagrove Manor Road J/w Old Seaview Lane/Old Seaview Lane j/w Steyne Road) which is limited in width to the detriment of highway safety and would add unduly to the hazards of highway users”*.



- 4.2 Table 3.1 of the Transport Statement provides an estimate of traffic generation from the proposed development of 8 dwellings and concluded that this would generate up to 4 two-way movements per hour during the peak period of activity (i.e. during the morning and evening peaks). Daily, this would represent up to 30 two-way movements. The Ts also commented that this increase would be in addition to the existing 50 two-way daily movements from the existing properties served by Seagrove Farm Road and the 79 movements from the properties served by Seagrove manor Road/Close if the same trip rates were applied. It would also be in addition to traffic generated by the Pavilion activities including during football matches, which would be concentrated over shorter periods of times.
- 4.3 In the past, Island Roads has recommended that a 5% increase would lead to unacceptable levels of highway safety. However, this is arbitrary and does not take account of existing background levels of traffic or local constraints. The lack of accidents records over the last 20+ years in particular would suggest that the network is not operating at capacity or to such an extent that any additional traffic however limited would increase the potential of risk to existing road users.
- 4.4 On the other hand, guidance from the Institute of Environmental Management and Assessment (IEMA)¹, which is used across the industry to assess the environmental impacts of road traffic including on accidents and road safety considers the following criteria to determine the scope of the environmental assessment of traffic impacts from a development:
- “include highway links where traffic flows will increase by more than 30% (or the number of heavy goods vehicles will increase by more than 30%); and
 - Include any other specifically sensitive areas where traffic flows have increased by 10% or more”
- 4.5 The basis of the above thresholds is based on evidence that increases of less than 10% have a negligible impact as daily variance in traffic flows can be of equal magnitude. The 30% threshold on the other hand relates to the level at which humans may perceive change and there may therefore be an effect as a result. Changes in traffic flows at and over this level do not however suggest that the effect is significant but that further consideration is required. Para 3.1.4 of the TS states that the daily traffic increase from the development has been estimated at 23% of what is currently experienced on Seagrove Manor Road. This is less than the 30% threshold from EIMA. This proportional level is also due to the low level of traffic already on the road network with the actual number (30 two-way movements) not considered to be significant particularly when spread over the day.

5 Parking Provision

- 5.1 Island Roads considers that the proposal do not provide adequate parking in line with the SPD based on the current layout for Plot 2 only showing adequate space for one vehicle rather than the prescribed two. Island Roads however does acknowledge that there is space

¹ Institute of Environmental Management and Assessment (IEMA) *Guidelines for the Environmental Assessment of Road Traffic*



for the driveway to be widened to include a second space. The layout could therefore easily be modified to address this reason for refusal and could be subject to an appropriate planning condition.

End.