



**Isle of Man
Government**

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Making a Planning Application - A Guide for Applicants: Supplementary Guidance on Highways Issues

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Department of Environment, Food and Agriculture

Planning and Building Control Directorate Murray House

The Purpose of this Guidance

This document is intended to provide a summary of the commonly required information in relation to highways issues and to provide supplementary guidance to that set out within the Department of Environment, Food and Agriculture's publication: 'Making a Planning Application A Guide for Applicants'.

This document is not policy and is not intended to cover all highway circumstances. More detailed guidance is set out in the Department of Infrastructure's February 2021 publication: 'Manual for Manx Roads' - <https://www.gov.im/media/1359885/manual-for-manx-roads-220621.pdf>

Key highways considerations for many planning applications include the provision of visibility splays on leaving an access as a driver, sufficient parking and highway drainage. In order to avoid unnecessary delays in the determination of planning applications or potential refusal, it is important that applicants or their agents provide sufficient and valid information.

When is highway visibility needed?

General Policy 2 of the Isle of Man Strategic Plan (2016) indicates that development will not normally be permitted unless it: provides appropriate, safe and convenient access for all highway users, together with adequate parking, servicing and manoeuvring space; and does not have an unacceptable effect on road safety or traffic flows on the local highways. Good visibility is essential to the safe use of an access. Road users need to see and be seen on exiting accesses or driveways and visibility splays provide to happen with enough reaction time for drivers to assess potential hazards and react accordingly. Detailed guidance is set out in the Manual for Manx Roads at Appendix B which draws on that established within the UK as set out in the Manual for Streets 1 and 2 and the Design Manual for Roads and Bridges.

Highway visibility splays must be shown for vehicular accesses on a scale site plan for planning applications which involve:

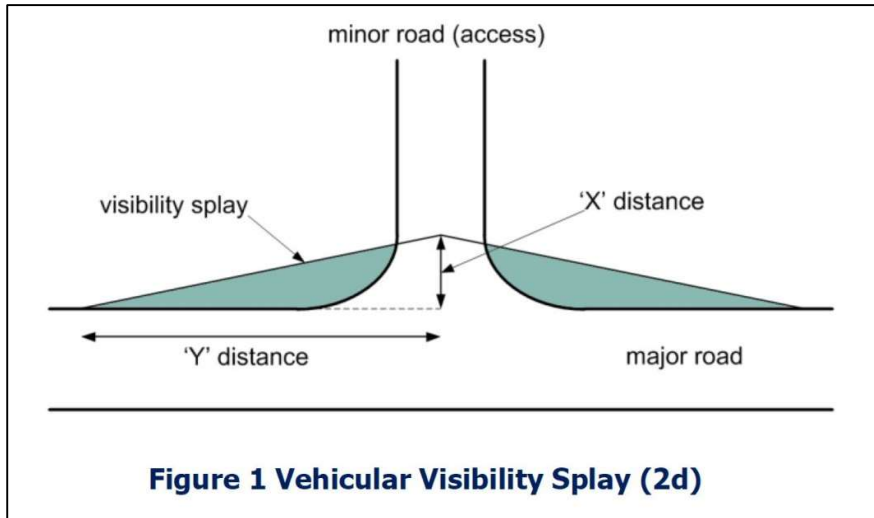
- a new access
- changes to an existing access onto the highway
- relocation of an access showing the visibility of the existing and proposed accesses to demonstrate any improvement or reduction in visibility
- an increase or change use of an existing access, e.g. where there is an intensification of use of the site, or the nature of the site is to be changed in terms of the number and / or type of traffic movements.

Existing accesses that are to be retained as at present with no change in vehicle use of the site, e.g. for a replacement dwelling do not require visibility splays to be shown.

What needs to be shown on a highway visibility splay?

Figure 1 provides an example of highway visibility splays. These must:

- Be to the appropriate standard
- Be drawn on a suitably scaled site layout plan at a standard scale, e.g. at 1:200, 1:250, 1:500, 1:1000 on a topographical survey or an IoM Survey mapping background
- Provide the full extent of the splays shown in both directions to the nearside kerb line/edge of carriageway. Splays shown to the opposite kerb line in either direction will be unaccepted.



What visibility splay standard is required?

Visibility splays are known as envelopes that are to be kept clear and based on measured distances, known as the 'X' and 'Y' distances at a height of 1.05m to represent a car driver's eye level when seated.

- The 'X' distance is a fixed point measured at 2.4m from the road kerb edge, including any path or verge at the centre of the access or driveway reflecting the position of a car when leaving.
- In exceptional circumstances, the 2.4m 'X' distance can be reduced to 2m where this can be justified on a case-by-case basis, e.g. in low speeds traffic flow environments of less than 30 mph, on a residential road / streets (Local Access Roads) and having regard to the context and carriageway width.
- The 'Y' measurement relates to traffic speed and provides the minimum distance to stop safely. It can vary in length and position due to the location and road features such as bends, hills, street furniture, and speed limits. It is the furthest point to the left and right where you can see, usually, to the nearest road / kerb / verge edge.
- The required 'Y' distance is set out in Table 1 and is based on the 85th percentile of mph speed of traffic or where there is no such data then the speed limit of the road. If the road has no posted speed limit, then speed survey data should be provided. If there is no speed data provided, then 60mph will be assumed.
- Speed surveys can be undertaken by Highway Services for a fee of approximately £150. Where a speed survey is undertaken it must comply with Design Manual for Roads and Bridges advice: 'CA 185 Vehicle Speed Measurement' - <https://www.standardsforhighways.co.uk/dmrb/>

Table 1: Minimum 'Y' distance visibility standard for the 85th percentile speed or speed limit

85 th percentile Traffic Speed or Speed Limit (mph)	Roads or Street in a built-up area (metres)	Is speeds on a built-up road or street exceed 37mph or is outside the built up area (metres)
10	11	-
15	17	-
20	25	-
25	33	-
30	43	70
31	45	-
37	59	-
40	-	90
50	-	120
60	-	160

What is a visibility splay envelop?

A visibility splay is an area within which there is nothing above 1.05 metres in height. The extents of the splay need to be physically built 'on the ground' either through set back walls, tarmac or other suitably consolidated and bound material, e.g. a low wall which follows the boundary of the site at front then cuts through the visibility splay with low landscaping being, e.g. lawn. Where a site extends beyond the visibility splay, stepped features, such as walls, sod banks, hedges may be appropriate. The planning application submission should explain how the splay will be kept clear of plants and structures which are above this height for the life of the development.

Where the land within the visibility splay extends beyond land which is either in the applicant's control edged in red or blue or forms part of the highway, including a path and / or verge, the planning application submission should explain how the splay will be provided / retained, e.g. by way of a legal agreement with a neighbouring land / property owner.

Parking Spaces

Transport Policy 7 of the Isle of Man Strategic Plan (2016) requires new development to meet the minimum car parking standards in Appendix 7. It also sets out circumstances in which the standards may be relaxed. A.7.6 of this appendix sets out the parking standards for different types of development. Additionally, A.7.1 sets out circumstances in which reduced standards may be considered.

Appendix C of the Manual for Manx Roads provides additional parking criteria on quantity and size by type. Examples include those for accessible use, bicycles, motorcycles, cars, collection, delivery and electric vehicles

Planning applications for development which do not meet the standards set out in IOMSP Appendix 7 and Manual for Manx Roads should include a justification as to why a reduced level of provision is acceptable.

Where parking is to be provided, spaces should meet the minimum sizes in The Manual for Manx Roads in order to 'count' towards meeting the parking standards. The minimum size of spaces varies depending on the nature of the site and proposed development. Some common types are listed in table 2 below.

Table 2: Parking Space Minimum Sizes

Type of Parking	Minimum Size
Parking Bay which is parallel and adjacent to a footway	6 metres by 2 metres
Car Park Spaces	5 metres by 2.6 metres
Parking space on a residential driveway without entrance gates where the driveway is not to be used as pedestrian access and is not adjacent to a boundary	5.5 metres by 3.4 metres
Single Garage	6 metres by 3 metres with minimum door width of 2.4 metres
Accessible Parking Bay	6.6 metres by 3.6 metres
Van	7.5 metres by 2.5 metres
Motorcycle Parking Bay	2.4 metres and 1.4 metres with a secure anchor point at 600-750mm from the ground level

Highway Drainage

Surface water from within a development site must be contained within the site boundary to prevent water from flowing out onto or damaging the public road. It is not permissible to connect property drainage into the highway drain or to connect the highway drainage into the property drainage. On construction of the vehicular access, the existing road drainage must either be retained or an effective alternative scheme provided in accordance with the criteria referenced in Manual for Manx Roads.