



Planning
Isle of Wight Council
Maria Bishop - Case Officer

Date: 20th October 2021

Our ref: 21-0258

Dear Ms Bishop

Planning Application Ref. 21/01776/FUL

Land to The Rear of Solent View Road - Proposed construction of nine dwellings with associated access, parking, landscaping, and highway works

Letter of Objection on behalf of savethedonkeyfield.co.uk

Cotswold Transport Planning Ltd (CTP) has been instructed by savethedonkeyfield.co.uk to undertake a transport and highways review of the above planning application (21/01776/FUL) in relation to the proposed construction of nine dwellings with associated access, car parking, landscaping and highway works on land to the rear of Solent View Road, Isle of Wight. The site is known locally as 'The Donkey Field'.

As part of the statutory consultation the Local Highway Authority, Island Roads, has recommended that the application be refused. The Island Roads consultation response dated 29 September 2021 is attached at **Appendix A**.

It is acknowledged that the land was listed as an allocated site for housing, together with the adjacent land (Housing Allocation Reference Number HA073 - Land at Seagrove Farm Road & Land off Solent View Road, Seaview) for at least 25 dwellings in the Draft Island Planning Strategy Development Plan (November 2018). This followed the site being identified in the 2018 strategic housing land availability assessment (SHLAA) as SHLAA sites IPS104 - Land off Solent View Road Seaview PO35 (Land to the rear of 51 - 67) (The Donkey Field) and IPS125 - Land at Seagrove Farm Road, Seaview (The Farmers Field).

However, it is highlighted that the sites have been removed from the latest Draft Island Planning Strategy, published for Regulation 18 consultation – July 2021 version, and now no longer form part of the development plan.

The Draft Island Planning Strategy identifies Seaview as a sustainable rural settlement (Policy G2 - Priority locations for development and growth), which is essentially at the lower end of the hierarchy when considering where new development should be directed, with primary

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settlements, secondary settlements, and rural service centres taking priority.

From a transport and highways perspective, any new or intensification in use of a vehicle access should be reviewed and justified as safe and suitable, in accordance with paragraph 110 of the National Planning Policy Framework (NPPF). There are a number of matters and concerns in respect of the proposed access arrangements for the site, via Seagrove Manor Road and Seagrove Farm Road, which identify issues of road safety and impact on the local highway, which are expanded upon further below.

Planning Context

It is noted that a separate planning application for the proposed construction of eight dwellings and formation of vehicular access on land at Seagrove Farm Road, Seaview, Isle of Wight, known locally as 'The Farmers Field' was submitted in April 2021 (LPA Ref. 21/00779/FUL), with the same means of access via Seagrove Farm Road. If both applications are granted planning permission, this would bring the potential total number of residential dwellings to 17, all to be served via Seagrove Farm Road. At the time of writing, the application is yet to be determined.

For the purpose of this review the cumulative impacts of both sites (The Donkey Field & The Farmers Field) have been assessed as a sensitivity test. This is deemed necessary to properly assess the proposals. It is highlighted that Transport Seeds Transport Statement (July 2021) submitted with the planning application has not considered the cumulative impact.

Site Context and Access Arrangements

Local Highway Network

The local highway network in the vicinity of the site comprises Seagrove Manor Road, Old Seaview Lane and Seaview Lane/Steyne Road, which are all unclassified public highways; Seagrove Farm Road, an unadopted, unsurfaced lane; and Seagrove Manor Close, a private road. Seaview Lane meets the B3330 Nettlestone Hill approximately 550m to the south of its junction with Old Seaview Lane.

An extract from The Island Roads public highway plan showing the extent of public highway for the local highway network in the immediate vicinity of the site is attached at **Appendix B**.

Seagrove Manor Road

Seagrove Manor Road is a residential street approximately 210m in length. It forms the minor arm of a priority junction with Old Seaview Lane at its western extent and provides access to the private road Seagrove Manor Close at its eastern extent. It also provides access Seagrove Farm Road, approximately 150m southeast of its junction with Old Seaview Lane. Seagrove Manor Road has a carriageway width of approximately 4.1 - 4.2m with footways to each side.

Seagrove Manor Road directly serves 21 residential properties, and in turn Seagrove Farm Road serves 6 residential properties as well as the Sports Pavilion and Football Club, and Seagrove Manor Close serves a further 16 residential properties including 1- 6 Seagrove Manor. Thus, in

total Seagrove Manor Road cumulatively serves in the order of 43 existing dwellings, in addition to the Sports Pavilion and Football Club.

Public Rights of Way

The Public Rights of Way (PROW) network in the wider area includes Public Footpaths and Public Bridleways. An extract from The Island Roads PROW map showing the PROW network in the vicinity of the site, as obtained and provided to CTP by savethedonkeyfield.co.uk, is provided at **Figure 1**.



Figure 1: Public Rights of Way Map Extract [Source: Island Roads]

Seagrove Farm Road is designated as Public Bridleway R67, which runs along the western boundary of the site to Solent View Road and connects to Public Footpath R68 that routes south-west of the site, as shown in **Figure 1**. An additional Public Footpath R105 runs across the eastern boundary of the Donkey Field and provides access to the shore.

The local highway network in the vicinity of the site comprises Seagrove Manor Road, Old Seaview Lane, and Seaview Lane/Steyne Road, which are all unclassified public highways; Seagrove Farm Road, an unadopted, unsurfaced lane; and Seagrove Manor Close, a private road. Seaview Lane meets the B3330 Nettlestone Hill approximately 550m to the south of its junction with Old Seaview Lane.

Seagrove Manor Road - Suitability to serve additional development

Seagrove Manor Road is a residential street, which cumulatively serves in the order of 43 existing dwellings. Manual for Streets (MfS) states that “*Carriageway widths should be appropriate for the particular context and uses of the street.*” (MfS, March 2007, 7.2.2). Approval of the planning application for nine dwellings would increase the number of residential dwellings served from Seagrove Manor Road to in excess of 50 dwellings, which typically requires a traditional residential street arrangement with a

minimum carriageway width of 4.8m - 5m. Furthermore, Seagrove Manor Road also serves the Sports Pavilion and Football Club, which are accessed from Seagrove Farm Road via Seagrove Manor Road.

The width of the existing carriageway is limited to approximately 4.1m – 4.2m wide. This is generally wide enough to allow two cars to pass on straight sections at slow speed but not wide enough to allow two larger vehicles to pass one another or a car and delivery van or truck, for example. On bends, this limited width means that even two cars cannot pass one another and if two vehicles meet on these sections on the road, it is commonplace for at least one vehicle to mount the kerb in order to pass.

Clearly this is a highway safety issue and the potential for conflicting movements on Seagrove Manor Road would increase with the additional vehicles associated with the proposed development. This in turn would increase the likelihood of vehicles being required to mount the kerb to pass thus increasing the highway safety risk.

The width of the carriageway would need to be increased to a minimum of 4.8m - 5m to allow two cars to comfortably pass one another, although further localised widening may still then be required on bends. However, it is clear from The Island Roads highway plan that there is no scope to widen the existing carriageway on Seagrove Manor Road.

Narrow carriageway widths can also encourage pavement parking, where off-street parking is insufficient or not available, which was observed on site. This can impact on residential amenity as well as being a potential highway safety concern with regards to emergency vehicle access.

The width and alignment of the carriageway means that any on street parking along Seagrove Manor Road (as observed on site visit) is forced to occur half on the footway and half on carriageway so to maintain the free movement of vehicles along the carriageway, which subsequently poses a hazard to pedestrians.

Any vehicles parking solely within the carriageway would pose an obstruction to other vehicles. When considering the traffic generation attributable to the proposals compared with the existing daily traffic movements that occur on this part of the highway network, discussed later, the proposal will result in a significant uplift in daily traffic movements on the highway network.

While not a permanent feature the site visit identified that existing on-street parking practices on Seagrove Manor Road negatively impact on pedestrian accessibility.

Inclusive Mobility (2005) advises that, ideally, the width of footways should be unobstructed and 2m to facilitate two people in wheelchairs to pass each other comfortably. The footway dimensions required to accommodate different pedestrian users are provided within MfS - Pg.68 and shown in **Figure 2**.

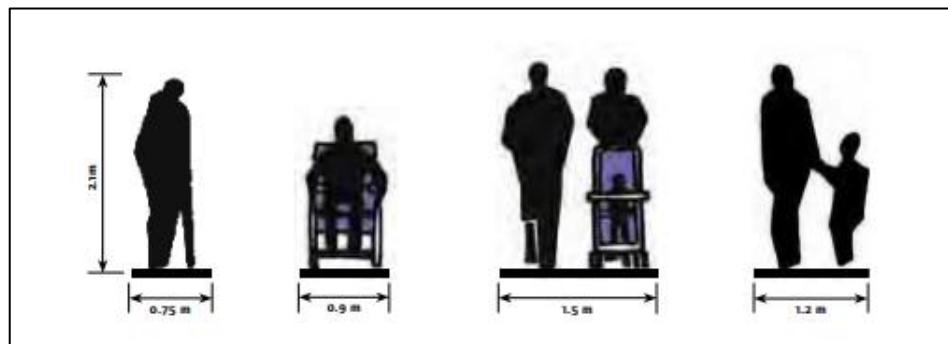


Figure 2 Footway Width to Accommodate Pedestrians - MfS pg 68

As detailed in **Figure 2** MfS indicates that a width of 1.5m is advisable to accommodate a wheelchair / pram user and an ambient person side-by-side. For someone who uses a wheelchair 0.9m is advisable and for a walking aid 0.75m is advisable. Inclusive Mobility (2005) references a person who uses two sticks or crutches, or a walking frame requires a minimum of 0.9m and a blind person using a long cane or with an assistance dog needs 1.1m.

The existing footways are severely restricted when pavement parking occurs and well below the recommended footway widths to suitably accommodate pedestrians as stated within MfS.

The existing restricted carriageway width of Seagrove Manor Road, with no scope for improvements, means that the surrounding highway network does not have the capacity in typical highway design terms to accommodate additional residential development.

Consequently, safe, and suitable access for all users, in accordance with paragraph 110 of the NPPF, cannot be demonstrated.

The additional vehicular trips (discussed later) associated with the proposed development would increase the likelihood of conflicting vehicle movements on the surrounding highway network, thus it is considered that the development would result in an unacceptable impact on highway safety and the residual cumulative impact on the road network would be severe.

Seagrove Manor Road / Seagrove Farm Road Junction - Limited Space

In addition to the constrained width of Seagrove Manor Road itself, there is limited space at the junction of Seagrove Manor Road and Seagrove Farm Road to allow two-way vehicle movements simultaneously in and out of Seagrove Farm Road. There is also limited space in the vicinity of the junction to allow a vehicle to wait while another vehicle enters or exits the junction.

The Transport Seeds Transport Statement (July 2021) submitted in support of the planning application acknowledges at paragraph 3.2.10 that “... At the Seagrove Manor Road junction with Seagrove Farm Road vehicles cannot pass each other while manoeuvring in and out of Seagrove Farm Road”.

The Transport Statement includes proposals to widen Seagrove Farm Road to address the potential conflict and highway safety concerns, suggesting this would allow “sufficient space for vehicles to wait at the

junction and for it to clear before progressing further, as shown on drawing TS6003-TR-1002"; however, there are questions with regards to the land control on Seagrove Farm Road towards its northern end, in the vicinity of the Seagrove Manor Road junction.

With reference to highway records, attached at **Appendix B**, there is clearly no scope to widen the existing carriageway on Seagrove Manor Road or provide additional space in the vicinity of the junction bellmouth. Seagrove Farm Road is not public highway; it appears to form part of the Land Registry title IW70448, which also includes The Football Ground, as shown on the Land Registry MapSearch Snapshot plan obtained and provided to CTP by savethedonkeyfield.co.uk.

Furthermore, there appears to be an area of third-party land in the vicinity of the Seagrove Manor Road / Seagrove Farm Road junction, including the junction bellmouth, where the Land Registry title red line does not abut the public highway boundary. The public highway boundary on Seagrove Manor Road extends to the rear of the footway on the western side of the junction but does not continue across the junction along this line, reverting to the southern extent of the carriageway in the vicinity of Seagrove Farm Road. To the east of the junction the highway plan suggests that the extent of the public highway here on the southern side of Seagrove Manor Road is the edge of the carriageway. The extent of the Land Registry title IW70448, where it covers Seagrove Farm Road, stops short of the Seagrove Manor Road carriageway.

The Island Roads' consultation response to the application (dated 29 September 2021) confirms that, after a site inspection undertaken on 28 September 2021, the Seagrove Farm Road / Seagrove Manor Road junction is limited in respect to width, junction visibility and forward visibility. In addition, Seagrove Farm Road along its length is also limited in respect to width.

In summary, there is no scope to improve the arrangements at the existing Seagrove Manor Road / Seagrove Farm Road junction. The right of access via Seagrove Farm Road, over potentially third-party land, is questioned as residential development of the site would result in an intensification of the access. The uncertainty is reinforced by the Island Roads consultation response, which states "*based on the land shown to fall within the control of the applicant there fails to be adequate width to provide the proposed junction widening works and visibility improvements as proposed*".

Regardless of the effectiveness or otherwise of the proposed improvements, at this stage, it has not been demonstrated that the applicant has sufficient control to undertake the works proposed as stated by Island Roads in their consultation response.

Any proposed highway works should be based on a topographical survey, rather than OS mapping, to ensure that the works proposed are deliverable within the public highway and/or land within the applicant's control. This is also noted by Island Roads in their consultation response.

Furthermore, as currently proposed, the works proposed are outside of the application red line boundary and therefore are not considered to form part of the application.

Additionally, there is still the matter of restricted visibility at the junction, which cannot be easily addressed (discussed further below).

Seagrove Manor Road / Seagrove Farm Road Junction - Restricted Visibility

Any new or intensification in use of vehicle accesses should be reviewed and justified as being able to provide visibility splays in accordance with the relevant national guidance (i.e. MfS & Manual for Streets 2 (MfS2), the Design Manual for Roads and Bridges (DMRB)) or local guidance as appropriate.

Visibility at the junction of Seagrove Manor Road with Seagrove Farm Road is severely restricted in both directions by third party land. Seagrove Farm Road is unadopted and the extent of public highway on Seagrove Manor Road is the rear of the footway to the west of the junction (stopping short of the junction itself) and the edge of carriageway to the east of the junction. The visibility to the east (looking right) is hindered further by an existing tree on the corner, which is subject to a Tree Preservation Order (TPO).

Furthermore, the questions raised regarding the land control of the northern section of Seagrove Farm Road only adds to the concern.

The information provided in support of the current planning application does not demonstrate that the proposed access arrangements are safe and suitable, in accordance with paragraph 110 of the NPPF.

The Island Roads' consultation response to the application confirms that 2.4m x 25m visibility splays are the minimum requirement for this location in accordance with MfS and taking into consideration the existing dwellings / uses served by this junction. Although, the Transport Seeds Transport Statement shows visibility splays of 2.4m x 25m, these cannot be achieved within the existing public highway boundary, attached at **Appendix B**, or land within the applicant's control.

It was confirmed by CTP on site that visibility at the junction is severely restricted and in line with the Island Roads consultation response advising that the achievable visibility is actually only 2.4m x 6m to the east (looking right) and 2.4m x 10m to the northwest (looking left), which is not compliant with the required visibility splays and falls significantly short of the required 25m required commensurate with a 20mph environment.

The Island Roads consultation response notes the presence of the very mature tree in this location, which would need to be removed in addition in order to deliver the required visibility splays. All of this land is in third party ownership. Furthermore, the tree is subject to a TPO.

To the northwest, although a visibility splay in excess of the 2.4m x 10m measured by Island Roads currently exists in this direction, it crosses third party land and therefore cannot be relied upon as it would cross a proportion of the adjacent property.

Safe and suitable access has not been demonstrated, contrary to paragraph 110 of the NPPF. The visibility at the Seagrove Manor Road / Seagrove Farm Road junction is severely restricted and cannot be improved within the extent of existing public highway or land within the control of the applicant. The proposed development is to be served from Seagrove Farm Road, increasing the number of vehicular and non-motorised trips through the junction. It is considered that the proposed development would exacerbate the existing highway safety issues, increasing the likelihood of conflicting movements at the junction, such that the residual cumulative impacts on the road network would be severe.

Seagrove Farm Road - Restricted Width and Lack of Suitable Widening / Passing Places

Seagrove Farm Road is unadopted and unsurfaced. The lane is single track with the carriageway measuring approximately 3m in width and a verge to both sides, although this is minimal and raised along much of its length.

The Transport Seeds Transport Statement includes proposals to widen the section of Seagrove Farm Road between the Pavilion entrance and the Seagrove Manor Road junction. It is suggested by Transport Seeds that the carriageway can be increased in width here to 4.8m to allow two vehicles to pass; however, on site observations suggest that this is not the case. There appears to be little scope to increase the usable carriageway width here.

This section of Seagrove Farm Road, between the Pavilion entrance and the junction with Seagrove Manor Road, is approximately 30m in length. There is a small verge on the western side and a verge and mature hedge on the eastern side. Vehicles exiting onto Seagrove Manor Road are currently able to wait in the vicinity of the Pavilion entrance to allow a vehicle travelling southbound on Seagrove Farm Road to pass; however, due to the limited space around the junction of Seagrove Manor Road / Seagrove Farm Road, as highlighted above, a vehicle cannot wait on Seagrove Manor Road in the vicinity of the junction and would need to reverse on the public highway to allow a vehicle to exit.

In addition to the queries regarding the physical constraints on Seagrove Farm Road; as highlighted above, there are also questions with regards to land control in the vicinity of the Seagrove Manor Road junction. As confirmed by Island Roads in their consultation response "*...based on the land shown to fall within the control of the applicant there fails to be adequate width to provide the proposed junction widening works and visibility improvements as proposed.*" Therefore, the applicant does not have sufficient control to undertake the works proposed.

It is imperative that any proposed highway works should be based on a topographical survey, rather than OS mapping, to ensure that the works proposed are deliverable within the public highway and/or land within the applicant's control. This is also noted by Island Roads in their consultation response.

Also, as highlighted above, the works as currently proposed are outside of the application red line boundary.

To the south of the Pavilion entrance, there appears to be scope, subject to land control of course, to provide a wider section of carriageway or a passing place(s) to allow two vehicles to pass. On site observations would suggest that this area is already informally used for passing, or potentially car parking associated with the Sports Pavilion or Football Club, as there is evidence of vehicles using the verge on the western side adjacent to the Football Field.

There are a number of mature oak trees along the western side of the carriageway and any proposed works to widen the carriageway would require input from an arboriculturalist in terms of the potential impact on the tree roots here.

Therefore, it has not been demonstrated that safe and suitable access can be achieved in accordance with paragraph 110 of the NPPF. It is considered that the proposed development would result in an unacceptable impact on highway safety and the residual cumulative impact on the road network would be severe. The proposals are therefore contrary to paragraph 111 of the NPPF.

Impact on the Public Bridleway

It is important that the implications that any development may have for the existing PROW network are fully considered. The proposed residential development served from Seagrove Farm Road would result in additional vehicular trips on the existing Public Bridleway R67, which routes along Seagrove Farm Road from Seagrove Manor Road.

The Transport Seeds Transport Statement appears to acknowledge some concern regarding increased vehicular movements on Seagrove Farm Road as a result of the proposed development and the resultant increased conflict between motorised and non-motorised users on the Public Bridleway R67.

The Transport Statement states that as part of the proposals the new road would bisect Public Bridleway R67 and punch through the existing hedge, which would provide a direct link with the bridleway. This would allow a direct connection to the PROW and public footway network to new residents, as an alternative to travelling along Seagrove Farm Road.

Notwithstanding the proposed access strategy, as pedestrians and cyclists would not be restricted from using the existing Public Bridleway R67 via Seagrove Farm Road, it is clear that pedestrians and cyclists from the development would still use this route. Therefore, the proposed development would result in an increase in non-motorised users as well as an increase in vehicle trips, thus increasing the risk of conflict between motorised and non-motorised users on Public Bridleway R67 generally.

Moreover, the increased vehicle trips as a result of the proposed development would have a direct and significant impact on existing non-motorised users of Public Bridleway R67, regardless of the proposed access strategy for the proposed development.

Of particular concern is the section of the Public Bridleway between the Pavilion entrance and Seagrove Manor Road, where Seagrove Farm Road is of limited width over a distance of approximately 30m. The small verge does not provide sufficient refuge for pedestrians, cyclists, or horse riders in the event that they meet a vehicle on this section. Clearly the proposed development would result in an increased risk of conflict, which is a highway safety concern.

Trip Generation

The Transport Seeds Transport Statement at Table 3.1 demonstrates that the proposed development is predicted to result in five two-way vehicle trips in the AM peak (08:00 - 09:00), four two-way vehicle trips in the PM peak (17:00 - 18:00) and 34 two-way (07:00 - 19:00) daily vehicle trips across a 12-hour period.

This increase would be in addition to the existing 50 two-way daily vehicle trips from the existing properties served by Seagrove Farm Road (a total of 13 dwellings as quoted by Transport Seeds) and the 79 two-way daily vehicle trips from the properties served by Seagrove Manor Road/Close (a total of 21 dwellings as quoted by Transport Seeds) if the same trip rates were applied. It is highlighted that CTP disagree with the dwelling totals quoted in the Transport Seeds Transport Statement. However, against the background traffic flows calculated by Transport Seeds, the daily traffic increase as a result of the proposed development represents a 26% across a 12-hour period of what is currently experienced on Seagrove Manor Road. Transport Seeds conclude that this is not considered to be significant particularly when spread over the day.

However, CTP considers that a 26% rise in daily traffic movements represents a significant increase in the context of a substandard highway network and low existing traffic flows. Furthermore, the cumulative impact with The Farmers Field planning application (LPA Ref. 21/00779/FUL) has not been properly considered throughout the Transport Seeds Transport Statement.

The Transport Seeds Transport Statement states at paragraphs 2.1.2 and 2.1.4 that Seagrove Farm Road currently serves 13 existing properties and as such the resultant impact of an additional nine dwellings is not considered to be significant.

However, this assumes that properties in Seagrove Manor Close currently use Seagrove Farm Road for access. From information gleaned from CTP's site visit and also from information received from residents, available on the Planning Portal, it is understood that this is not accurate. The residents of Seagrove Manor Close invariably use Seagrove Manor Road for access. Thus, the actual number of properties using Seagrove Farm Road for access equates to six dwellings and 23 two-way trips across a 12-hour period, if the same trip rates in the Transport Statement were applied. Therefore, an additional nine dwellings, which, if permitted, would represent a 148% increase across a 12-hour period along Seagrove Farm Road.

When considering the nature of the development proposal (nine dwellings), it is seen to bring about a significant uplift in daily traffic movements (circa 148%) on Seagrove Farm Road that is limited in respect to width and through an existing junction ‘Seagrove Farm Road / Seagrove Manor Road’ that is limited in respect to both width and visibility to the detriment of highway safety.

In view of the potential trip generation of the site, substandard highway network and low existing traffic flows, such increases would be significant and would have a severe residual cumulative impact on the surrounding highway network. The effects are therefore considered to be significant or severe in relation to paragraph 111 of the NPPF.

Sensitivity Test

As discussed, a separate planning application for The Farmers Field to erect eight residential dwellings was submitted in April 2021 (LPA Ref. 21/00779/FUL), with the same means of access of an extension to Seagrove Farm Road. If both applications are granted planning permission, this would bring the potential total number of residential dwellings to 17, all to be served from Seagrove Farm Road.

Consideration therefore needs to be given to the combined transport impacts of both sites as a sensitivity test to properly assess the proposals.

For the purpose of this assessment a cumulative impact assessment has been undertaken comparing both the Donkey Field (LPA Ref. 21/01776/FUL) and the Farmers Field (LPA Ref: 21/00779/FUL) planning applications against the existing two-way daily vehicle trips on Seagrove Farm Road. The results of this assessment are set out in **Table 1 - 2**.

Comparison	Peak Period	Cumulative Trip Impact Assessment		
		Forecast Trips		
		Arrivals	Departures	Two-way
Existing Traffic (Seagrove Farm Road) 13 Dwellings - Transport Seeds	12-hour (07:00 - 19:00)	25	25	50
The Farmers Field (21/00779/FUL)	12-hour (07:00 - 19:00)	15	15	30
The Donkey Field (21/01776/FUL)	12-hour (07:00 - 19:00))	17	17	34
Comparison	12-hour (07:00 - 19:00)	57 (+32)	57 (+32)	114 (+64)

Table 1: Cumulative Trip Impact Assessment of Farmers Field & Donkey Field Planning Applications on Seagrove Farm Road - Transport Seeds 13 Dwellings

Table 1, based on a total of 13 existing properties served via Seagrove Farm Road (as quoted by Transport Seeds), indicates that the actual proposed cumulative impact of both planning applications (17 dwellings) could result in an increase of approximately 64 two-way vehicle trips across Seagrove Farm Road over a 12-hour period, which represents a 128% increase over existing traffic levels.

Comparison	Peak Period	Cumulative Trip Impact Assessment		
		Forecast Trips		
		Arrivals	Departures	Two-way
Existing Traffic (Seagrove Farm Road) 6 Dwellings	12-hour (07:00 - 19:00)	11	11	22
The Farmers Field (21/00779/FUL)	12-hour (07:00 - 19:00)	15	15	30
The Donkey Field (21/01776/FUL)	12-hour (07:00 - 19:00))	17	17	34
Comparison	12-hour (07:00 - 19:00)	43 (+32)	43 (+32)	86 (+64)

Table 2 Cumulative Trip Impact Assessment of Farmers Field & Donkey Field Planning Applications on Seagrove Farm Road - 6 Dwellings

Furthermore, as indicated in **Table 2**, the actual number of properties using Seagrove Farm Road for access equates to six dwellings and 23 two-way trips across a 12-hour period. Therefore, the cumulative impact of both The Donkey Field and Farmers Field planning applications on Seagrove Farm Road would be an additional 64 two-way trips across a 12-hour period, which represents a 291% increase.

In view of the potential trip generation of both sites, such increases would be significant and would have a severe residual cumulative impact on the surrounding highway network. The effects are therefore considered to be significant or severe in relation to paragraph 111 of the NPPF.

Summary

CTP has undertaken a transport and highways review of planning application (21/01776/FUL) in relation to the proposed construction of nine dwellings with associated access, car parking, landscaping and highway works on land to the rear of Solent View Road, Isle of Wight (known locally as The Donkey Field).

From a transport and highways perspective, there are a number of matters and concerns in respect of the proposed access arrangements for the site, and there are fundamental issues that have not been considered or addressed fully by the application relating to highway safety and impact on the local road network.

It is considered that safe and suitable access has not been demonstrated in accordance with paragraph 110 of the NPPF and, with reference to paragraph 111 of the NPPF, the proposed development would result in an unacceptable impact on highway safety, and the residual cumulative impacts on the road network would be severe, thus the application should be refused on highways grounds.

Taking all of this into consideration, CTP concludes that the current application (21/01776/FUL) is not acceptable in transport and highways terms and planning permission should not be granted.

Yours Sincerely

Elisabeth Spencer

Associate Director

Cotswold Transport Planning Ltd

Appendices

Appendix A Island Roads Consultation Response - September 2021

Appendix B Island Roads Extent of Public Highway Records