

## ISLE OF WIGHT COUNCIL PLANNING COMMITTEE - TUESDAY, 5 SEPTEMBER 2017

### REPORT OF THE HEAD OF PLACE

#### WARNING

1. THE RECOMMENDATIONS CONTAINED IN THIS REPORT OTHER THAN PART 1 SCHEDULE AND DECISIONS ARE DISCLOSED FOR INFORMATION PURPOSES ONLY.
2. THE RECOMMENDATIONS WILL BE CONSIDERED ON THE DATE INDICATED ABOVE IN THE FIRST INSTANCE. (In some circumstances, consideration of an item may be deferred to a later meeting).
3. THE RECOMMENDATIONS MAY OR MAY NOT BE ACCEPTED BY THE PLANNING COMMITTEE AND MAY BE SUBJECT TO ALTERATION IN THE LIGHT OF FURTHER INFORMATION RECEIVED BY THE OFFICERS AND PRESENTED TO MEMBERS AT MEETINGS.
4. YOU ARE ADVISED TO CHECK WITH THE PLANNING DEPARTMENT (TEL: 821000) AS TO WHETHER OR NOT A DECISION HAS BEEN TAKEN ON ANY ITEM BEFORE YOU TAKE ANY ACTION ON ANY OF THE RECOMMENDATIONS CONTAINED IN THIS REPORT.
5. THE COUNCIL CANNOT ACCEPT ANY RESPONSIBILITY FOR THE CONSEQUENCES OF ANY ACTION TAKEN BY ANY PERSON ON ANY OF THE RECOMMENDATIONS.

#### Background Papers

The various documents, letters and other correspondence referred to in the Report in respect of each planning application or other item of business.

**Members are advised that every application on this report has been considered against a background of the implications of the Crime and Disorder Act 1998 and, where necessary, consultations have taken place with the Crime and Disorder Facilitator and Architectural Liaison Officer. Any responses received prior to publication are featured in the report under the heading Representations.**

**Members are advised that every application on this report has been considered against a background of the implications of the Human Rights Act 1998 and, following advice from the Head of Legal Services and Monitoring Officer, in recognition of a duty to give reasons for a decision, each report will include a section explaining and giving a justification for the recommendation.**

**LIST OF PLANNING APPLICATIONS REPORT TO COMMITTEE – 5 SEPTEMBER 2017**

1	<a href="#">P/00463/17 TCP/33058</a>	<b>Newport</b>	<b>Conditional Permission</b>
Page 3	Land to rear of 17 Noke Common and adjacent 10, Hogan Road, Newport, Isle of Wight		
	Outline for 10 dwellings		

**Reference Number:** P/00463/17

**Description of application:** Outline for 10 dwellings

**Site Address:** Land to rear of 17 Noke Common, adjacent 10 Hogan Road, Newport, PO30

**Applicant:** Mr A Button

**This application is recommended for conditional permission**

### **REASON FOR COMMITTEE CONSIDERATION**

The Local Member had requested that the application is considered by the planning committee for the following reasons:

- Greenfield site and concern proposal would not enhance the context and character of the area;
- Potential significant impact on highway network, including safety of the Hogan Road/Horsebridge Hill junction;
- Piecemeal approach to development as per the concerns raised by Newport Parish Council.

### **MAIN CONSIDERATIONS**

- Principle of development
- Impact on the character and appearance of the area
- Impact on trees and ecology
- Impact on neighbouring properties
- Highways considerations
- Other matters

## **1. Location and Site Characteristics**

- 1.1. The application site is an area of 0.45 hectares located at the western edge of Newport, approximately 116m to the west of Horsebridge Hill and 57m south of Noke Common. The site adjoins the western limits of Hogan Close, a residential cul-de-sac, the end of which is currently defined by a high hedgerow.

1.2 The site is part of a larger area of farmland at the edge of the urban area of Newport. Adjacent land uses comprise farmland to the west and south and residential to the north and east.

1.3 The topography of the site falls from north to south, with a cross fall from east to west.

## **2. Details of Application**

2.1 The application seeks outline planning permission for the construction of 10 houses on the land. The only matter to be considered at this stage is access, with matters relating to the layout, scale, appearance and landscaping of the development having been reserved for later approval.

2.2 The application is supported by plans which show the proposed access arrangements from Hogan Close, which would take the form of a shared surface internal access road from the existing cul-de-sac, and illustrates how the site could be laid out and landscaped.

2.3 The indicative layout shows the 10 dwellings arranged in a linear fashion to the north and south side of the proposed access road. The units are shown to be set back from the road with variable sized rear gardens. The depths of these gardens are shown to range from 11.5m to 21m.

2.4 The submitted plans also illustrate the scale and appearance of the dwellings. These show two storey dwellings that would have a simple traditional appearance. The heights of the dwellings are shown to be 7.5m to roof ridge, 5m to eaves.

2.5 On-site parking for the dwellings would be provided within private garages and/or driveways. A further 10 public/visitor parking spaces would be provided within the site, 6 of these within a small off-road car park at the northern end of the site adjacent the boundary with 10 Hogan Close.

## **3. Relevant History**

3.1. There is no recent relevant history for the application site. However, the following recent planning history is relevant and relates to land directly to the north of the site, adjacent 17 Noke Common:

- P/00639/16: Proposed detached dwelling with vehicular access and parking (revised plans): granted 11/07/2016.
- P/01432/15: Two detached dwellings with vehicular access & parking: granted 19/01/2016

## 4. **Development Plan Policy**

### National Planning Policy

4.1. The National Planning Policy Framework, NPPF explains that the purpose of the planning system is to contribute to the achievement of sustainable development and that at the heart of national planning policy is the presumption in favour of sustainable development. Paragraph 14 sets out that this means for decision-taking, approving development proposals that accord with the development plan without delay; and where the development plan is absent, silent or relevant policies are out-of-date, granting permission unless:

- Any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against policies in this Framework taken as a whole; or
- Specific policies in this Framework indicate development should be restricted.

Paragraph 49 states that housing applications should be considered in the context of the presumption in favour of sustainable development. The Framework explains that sustainable development has 3 dimensions: economic, social and environmental and that these economic, social and environmental roles for planning should not be undertaken in isolation, because they are mutually dependent.

4.2 Paragraph 17 of the Framework sets out 12 core planning principles, which include:

- be plan-led;
- not simply about scrutiny, but a creative exercise to find ways to enhance and improve the places in which people live their lives;
- proactively drive and support sustainable economic development;
- seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings;
- take account of the different roles and character of different areas, promoting the vitality of our main urban areas and recognising the intrinsic character and beauty of the countryside;
- support the transition to a low carbon future and take full account of flood risk and encourage the reuse of existing resources;
- contribute to conserving and enhancing the natural environment; and
- promote mixed use developments.

### Local Planning Policy

4.3 The Island Plan Core Strategy defines the application site as being adjacent to the settlement boundary of the Medina Valley Key Regeneration Area. The

following policies are relevant to this application:

- SP1 Spatial Strategy
- SP2 Housing
- SP5 Environment
- SP7 Travel
- DM2 Design Quality for New Development
- DM3 Balanced Mix of Housing
- DM4 Locally Affordable Housing
- DM12 Landscape, Seascape, Biodiversity and Geodiversity
- DM14 Flood Risk
- DM17 Sustainable Travel
- DM22 Developer Contributions

4.4 The following supplementary planning documents are also relevant to the application:

- Solent Special Protection Areas
- Affordable Housing Contributions
- Guidelines for Parking Provision as part of New Development
- Guidelines for Recycling and Refuse Storage in New Development
- Children's Services Facilities Contributions

## 5. **Consultee and Third Party Comments**

### Internal Consultees

5.1 The Highway Engineer from Island Roads, commenting on behalf of the Local Highway Authority, have raised no objections, but have recommended conditions to ensure:

- that the required visibility at the Hogan Road/Horsebridge Hill junction would be provided;
- that the access road, pedestrian link and public parking would be provided and available before existing public on-street parking is lost to provide the required visibility;
- that the access and parking arrangement would be based on the principles shown on the submitted plans;
- that construction (including drainage) details of the access road, turning and parking areas and pedestrian link would be agreed;
- that each dwelling would have 2 on-site parking spaces; and
- that facilities for wheel washing would be provided and used during the construction process.
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The comments received from Island Roads are discussed in greater detail in the highways section of the report below. See paragraphs 6.22 to 6.27.

5.2 The Council's Tree Officer has no objections, but has recommended a condition to ensure trees are protected during the development.

5.3 The Council's Ecology Officer has no objections provided the recommendations set out in the submitted Preliminary Ecological Appraisal and bat and dormouse surveys report are followed and implemented and that bat boxes are incorporated into the final development design.

#### Parish Council

5.4 Newport Parish Council has objected on the basis that the proposal is a piecemeal approach to development of this area. It considers that the land should be looked at for development on a more comprehensive basis with surrounding land in a manner that has due regard to the site, character and amenities of the area, local housing need and other development-related issues. It has raised the following concerns:

- development may not meet a local need for housing;
- would fail to deliver affordable housing and to secure contributions towards infrastructure and other community benefits;
- increased use of the Horsebridge Hill/Hogan Close junction;
- need to retain turning for existing/future residents;
- retention of existing street parking.

The Parish Council has commented that if permission is to be granted, appropriate planning conditions should be imposed and any possible infrastructure/community benefits secured.

#### Third Party Representations

5.5 32 representations have been received from local residents who object, raising concerns which can be summarised as follows::

- no need for development
- greenfield land
- harmful effect on rural character of area
- Inadequate access
- traffic generation, impact to free flow of traffic and highway safety
- inadequate infrastructure to accommodate development
- loss and lack of on-street parking
- tree loss
- impact on wildlife
- unsustainable amount of housing being applied for and built on the Island

- 50% should be affordable housing
- precedent for future housing development
- conflicts with policy to directing development to towns and villages and away from countryside
- drainage issues
- previous planning application(s) refused

## 6. Evaluation

### Principle of development

- 6.1 The application site is non-previously developed (greenfield) land located within the Medina Valley Key Regeneration Area, outside of, but immediately adjacent to the defined settlement boundary of this Key Regeneration Area (KRA) and adjacent existing residential development in Noke Common to the north and Hogan Close to the east.
- 6.2 Policy SP1 of the Core Strategy (CS) explains that the Council will support development proposals on appropriate land within and immediately adjacent to the defined settlements of the Island's KRAs. It adds that the reuse of previously developed (brownfield) land will be prioritised, where it is available, suitable and viable.
- 6.3 Whilst the site is non-previously developed (greenfield) land, policy SP1 of the CS does allow for such sites to be delivered provided it is demonstrated that the proposal would enhance the character and context of the local area. It should be noted however that a recent Planning Inspectorate decision at Place Road in Cowes discussed the issue of developing on Greenfield land and the landscape impact of this. Within the decision the Inspector made the following comments:
- “The second implication in Policy SP1 is that all development on non-previously developed land should demonstrate how it will enhance the character and context of the local area. However, whether or not enhancement would take place should be viewed against the aim of the policy which is generally encouraging of development on the periphery of certain towns. To resist development failing to enhance simply because it would be on ‘greenfield’ land would be self-defeating.”*
- 6.4 A number of objection letters have raised the question of need. However, Policy SP1 does not specifically require housing developments within the Key Regeneration Area to identify a specific local need for the housing. The Planning Inspector also gave consideration to this matter in the Place Road appeal stating:

*“There is no need to demonstrate that deliverable, previously-developed land*



*is not available and that an identified local need will be met since these qualifications only apply to land adjacent to Rural Service Centres”.*

- 6.5 Policy SP2 of the CS sets a target for 8,320 dwellings to be delivered on the Island over the plan period (2011 to 2027), with 1,350 (16%) of these dwellings expected to be delivered within the Medina Valley.
- 6.6 Given the location of the site, it is considered that the proposed development would comply with planning policy in terms of the location and delivery of new housing within the Medina Valley and therefore the proposal can be supported, in principle, in line with the aims of policies SP1 and SP2 of the CS.
- 6.7 In addition to the above, the applicant has agreed to provide a financial contribution toward the provision of off-site affordable housing in line with the requirements of policy DM4 of the CS and the Council's Affordable Housing Contributions SPD.

#### Impact on the character and appearance of the area

- 6.8 The site is part of a larger grassed field and area of farmland that is bounded to the north by a small copse and residential development fronting Noke Common, to the south by trees and residential development fronting Rooke Street, and to the east by the existing hedgerow and trees on the boundary of the site with Hogan Close. Currently the site is part of this wider area of undeveloped land which extends to Noke Plantation SINC to the west.
- 6.9 The extent of built form and urban development at the western edge of Newport is currently defined by the end of the rear gardens in Noke Common, those in Rooke Street and the boundary hedgerow and trees at the western limits of Hogan Close. The proposal would extend this built form into the application site and would result in the character and appearance of the site changing from that associated within the wider farmland to that more akin to surrounding residential development and the urbanised area of Newport. However, this change would be limited to the confines of the application site.
- 6.10 The submitted plans show that the development would integrate with and continue the residential layout and character of Hogan Road into the site, but would retain the important tree and hedgerow features currently found within the site and on its boundaries. The plans also indicate how the site boundaries could be soft landscaped to maintain an attractive landscaped boundary with the remaining adjacent farmland, which would limit the urbanisation of the area and would protect the rural, undeveloped, and natural landscape and setting of the remaining farmland to the west.
- 6.11 The site is largely seen from the adjacent farmland and Noke Common Dairy to the west and from adjacent neighbouring residential properties to the north

and east. Because of the copse to the north, tree screening to the south, Noke Plantation to the west and the developed frontages to Noke Common, the views toward the site from surrounding roads are limited and visual impact of the development from Noke Common to the north and Rooke Street to the south would be negligible and not harmful. Although the development would urbanise the land to the west of properties in Hogan Road, the development would be viewed from this existing cul-de-sac, itself an urban environment.

- 6.12 Subject to effective and appropriate landscaping, which could be controlled by condition, the development could be designed to integrate into and compliment the character and appearance of the surrounding residential development to the north and east, whilst maintaining the integrity of the remaining farmland to the west and south. Therefore, it is considered by officers that the development proposed would meet the aims of policies SP1 and DM2 of the CS and the NPPF in terms of having regard to, and complimenting the character of the surrounding area.

#### Impact on trees and ecology

- 6.13 The proposed development would require the removal of two 'C' grade oak trees, T2 and TA. It is also proposed to pollard T3 and T4 (Goat Willow) back into the hedgerows, where these trees would continue to be a useful and integral part of the hedges. A small section of hedgerow would also have to be removed to form the access to the site from Hogan Road. The Council's Tree Officer has commented that pollarding is common practice for goat willow and that the loss of T2 would be acceptable due to the limited life expectancy of the tree, and TA because of its poor form and low amenity. The existing eastern hedgerow is not considered to be of any particular ecological or archaeological importance and only a small section of this would need to be removed to provide access to the site. Tree and hedgerow loss to facilitate the development could be mitigated by new planting as part of the landscaping of the development. Provided conditions are used to secure this mitigation planting and to ensure that trees to be retained would be adequately protected during the development, it is considered by officers that the proposal would have appropriate regard to tree/hedgerow constraints and would maintain and enhance the arboreal character of the site and surrounding area.
- 6.14 The application is supported by a Preliminary Ecological Appraisal. This appraisal determined that development of the site without appropriate avoidance or mitigation measures could potentially result in impacts to nesting birds, dormice and commuting and foraging bats. It therefore recommended that bat activity surveys of the site and dormice surveys of the surrounding hedgerows were undertaken and set out a number of other recommendations, including:
- Retention of boundary trees and hedgerow;

- Maintaining access to boundary hedgerows at ground level;
- Opportunities for biodiversity gain are taken (i.e. additional planting and increase of habitat);
- Seeking expert ecology advice if protected species are discovered during site clearance or construction works.

6.15 Dormice and bat surveys have been submitted with the application. These have identified where the species are present on site and recommends mitigation for the potential impact from the development. The Council's Ecology Officer has examined these reports and raises no objection to the application, subject to conditions ensuring that the proposed mitigation is undertaken.

6.16 A rich assemblage of foraging and commuting bats was recorded within the southern section of the site, outside of the development footprint. The proposed small scale loss of hedgerow for access would not impact on records for foraging bats. However, as bats were shown to be utilising all boundary hedgerows sensitive and precautionary development measures relating to lighting have been proposed, as well as bat boxes, to help deliver a net gain in biodiversity. In terms of dormice, the site is on the periphery of dormice habitat and so any loss of hedgerow would not break continuity of their habitat. However, the urbanisation of the site itself would make the site less desirable to dormice and need to be mitigated through appropriate planting. In addition, it should be noted that hedgerow removal/clearance works would require a licence from Natural England, through which further mitigation can be required. It is considered by officers that, with appropriate conditions, the proposal would have regard to, and would avoid or mitigate impacts on protected species and their habitats.

6.17 The applicant has agreed to provide the mitigation required by the Council's Solent SPA SPD. Therefore, provided these contributions are secured before any permission is granted, the development would not have any significant or adverse impacts on the interest features of the Solent SPA.

6.18 Given the above, it is considered that provided the recommended planning conditions are imposed to ensure trees are protected during development and that mitigation is provided for impacts of the development on protected species and their habitats and to compensate for the loss of hedgerow and trees, the proposed development would have appropriate regard to trees, protected species and the biodiversity and ecological interests of the site and surrounding area in accordance with the aims of policies DM2 and DM12 of the CS and the NPPF.

### Impact on neighbouring properties

- 6.19 10 Hogan Close is the only residential property that shares a boundary with the site. This existing property is a semi-detached, two-storey house located to the north of the application site. This property has an upper floor window facing south toward the application site, but the southern side of this property is currently enclosed by the high hedgerow that divorces it and Hogan Close from the site. The principal orientation of No. 10 is north-south, not toward the application site. The proposed houses are shown to be 20m to the west and 32m to the southeast of this neighbouring dwellinghouse. Taking into consideration these separation distances and the orientation of No. 10, it is considered that the proposed development would not result in any significant loss of light to or outlook from this property and that there would be no harmful loss of privacy for residents of No. 10.
- 6.20 The proposal would incorporate a small public car parking area within the site, adjacent the southern boundary of No. 10. The plans show that a small landscaped buffer would be maintained between this parking area and the curtilage and rear garden of No. 10. Given the small size of this car park, it is considered that its use would not result in any serious adverse impacts on the use and enjoyment of No. 10. In addition, given the intended public use of this car park, it is considered that it could benefit local residents as well as visitors to the area, including to neighbouring properties. In terms of potential security issues, the closest of the proposed houses could be designed to have upper floor windows looking out over this car park, to provide natural surveillance, which would not harm the privacy of residents of No. 10 given the separation distance of 20m and the orientation of this neighbouring property, and provided a robust boundary treatment would be maintained between this car park, the proposed dwellings and No. 10, it is considered that this small parking area should not pose any significant or serious security issues for existing residents or future residents of the proposed development.
- 6.21 Therefore, having regard to the above, it is considered that the proposal would not harm, but could be designed to maintain neighbouring amenity in accordance with the aims of policy DM2 of the CS and the NPPF.

### Highways considerations

- 6.22 It is proposed to access the site from Horsebridge Hill via Hogan Road. A new access road would be provided through the existing eastern boundary hedgerow and this would run through the site centrally terminated at the western end of the site by a turning head.
- 6.23 The Highway Engineer from Island Roads has raised no objection, subject to conditions. The strategic importance of Horsebridge Hill requires that visibility splays of  $X = 2.40m$  by  $Y = 101.0m$  are provided for the junction of Hogan

Road and Horsebridge Hill. In order for these splays to be provided the existing double yellow lines along Horsebridge Hill extending from the junction with Hogan Road would need to be extended to the north by 11.0m and to the south by 45.0m. This would result in the loss of 9 existing on-street parking bays.

- 6.24 To compensate for the loss of the existing on-street parking, the applicant has proposed to provide public car parking within the application site. This is indicated to take the form of a small car park (6 bays) at the northern end of the site and 4 at the edge of the access road/turning head. It is considered by officers that this would maintain public car parking capacity within the local area and would enable the required splays to be provided which would benefit all users of the existing Hogan Road junction with Horsebridge Hill, having a positive effect on the safe use of the highway network at this point.
- 6.25 The extension of existing parking restrictions within Horsebridge Hill would be dependent on a Traffic Regulation Order (TRO) being made. This process is separate from the planning process and there is no guarantee that a TRO would be made as this process is subject to public consultation. A condition is therefore recommended restricting development commencing until the TRO is secured. Such a condition would not only ensure that the required splays would be provided, but also that the public car parking proposed within the site, and access to it, would be provided before the existing on-street parking is lost. Conditions are also recommended to agree how the public parking areas and access to those areas would be constructed, drained, lit, managed and maintained.
- 6.26 The plans indicate that all dwellings would benefit from on-site space for car parking via private driveways and garages. It is recommended by officers that a condition is used to secure this level of on-site parking to service the proposed dwellings, which would ensure that the requirements of the parking guidance SPD would be met.
- 6.27 The level of traffic generation associated with the development proposal would not have a negative impact on the capacity of the highway network and, subject to the implementation of parking restrictions in Horsebridge Hill (to provide the required splays), the proposal would be acceptable in terms of highway safety, and would comply with the Council's parking guidance in accordance with the aims of policies SP7, DM2 and DM17 of the CS

#### Other matters

- 6.28 Comments have been received by third parties with regards to the planning history of the site, indicating applications have previously been refused. However, there have been no recent planning applications made for housing on this land. Whilst it is noted that comment was made within the report

produced for application P/01432/15 that the LPA would not wish to see land to the rear of 17 Noke Common developed, this comment was made in the context of the smaller scale development proposed by that earlier application and without the benefit of the details presented within this current application or detailed assessment of this application. It is reiterated that this comment made on an earlier application not relating to this specific site should not prejudice the determination of the current application, which must be assessed on its own merits.

6.29 This land is part of a wider area of countryside, adjacent the HMP site to the south. As such, it is appreciated that development of the application site could be seen as forming part of a larger area of potential development land, which could be planned and delivered on a more comprehensive basis. Whilst this may be a preferred approach to development, the current proposal would not prejudice or prevent the delivery of this wider area of land or the HMP site, which again would be assessed on its own merits, and the benefit of this smaller scale approach would be that the proposed housing is more likely to be delivered in a shorter time period and within the lifetime of the CS, aiding the delivery of housing in line with the aims of policy SP2 of the CS. In addition, whilst concerns have been raised that a more piecemeal approach would not result in any or the same level of community benefits that could be secured through larger scale development, the applicant has in this case agreed to provide a contribution towards off-site affordable housing in line with the aims of policy DM4 of the CS and the SPD and the development proposed would result in improvements to the existing Horsebridge Hill/Hogan Road junction in terms of improved visibility. As such the proposal would result in improvements to existing infrastructure and would make a proportionate and reasonable contribution to affordable housing.

6.30 With respect to concerns regarding drainage, it is considered that this issue can be adequately controlled by a planning condition.

6.31 In relation to existing infrastructure, whilst comment has been made that existing infrastructure could not accommodate the proposed housing development or other future housing development in the locality, it is considered that, given that the small scale of this development, it would not be likely to result in significant or serious impacts on local infrastructure.

## **7. Conclusion**

7.1 For the above reasons, it is considered that:

- the proposal would comply with planning policy in terms of the location of new housing;
- it would assist in delivery of housing within the Medina Valley Key Regeneration Area in line with the aims of policy SP2 of the CS;

- It would provide a financial contribution towards the provision of off-site affordable housing;
- it would integrate with and compliment the character of the surrounding area, without harming the integrity and character of the surrounding countryside;
- it would have appropriate regard to tree and ecological constraints and would not have a significant adverse impact on the Solent SPA site; and
- it would not have a negative impact on the safe use and capacity of the highway network.

Therefore, it is concluded that, having regard to the “planning balance”, the proposal would comply with the provisions of the development plan and the aims of the NPPF.

## **8. Recommendation**

8.1 Conditional Permission.

## **9. Statement of Proactive Working**

9.1 In accordance with paragraphs 186 and 187 of the NPPF, the Isle of Wight Council takes a positive approach to development proposals focused on solutions to secure sustainable developments that improve the economic, social and environmental conditions of the area. Where development proposals are considered to be sustainable, the Council aims to work proactively with applicants in the following way:

1. The IWC offers a pre-application advice service;
2. Updates applicants/agents of any issues that may arise in the processing of their application and, where there is not a principle objection to the proposed development, suggest solutions where possible.

In this instance the applicant was updated during the application process and given the opportunity to submit revised plans and additional information to address the issues raised. Following the submission of revised plans and additional information, the application was considerable acceptable.

## **Conditions/Reasons**

- 1 Application for approval of the reserved matters shall be made to the Local Planning Authority before the expiration of 3 years from the date of this planning permission. The development hereby permitted shall be begun before the expiration of 2 years from the date of approval of the final approval of the reserved matters.

**Reason:** To comply with Section 92 of the Town and Country Planning Act 1990 (as amended) and to prevent the accumulation of unimplemented planning permissions.

- 2 Approval of the details of the scale, siting, design and external appearance of the dwellings(s) and the layout and landscaping of the site (hereinafter called "the reserved matters") shall be obtained from the Local Planning Authority in writing before any development is commenced.

**Reason:** In order to secure a satisfactory development and be in accordance with the aims of policy SP1 (Spatial Strategy) and DM2 (Design Quality for New Development) of the Island Plan Core Strategy.

- 3 Development shall not begin until an Arboreal Method Statement, which details how the development would be carried out to avoid or minimise impact to existing trees, includes details of tree works required to facilitate the development, and details of tree protection, including fencing, to be erected for the duration of the construction period, has been submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.

**Reason:** To ensure appropriate regard is had to existing trees and that trees are protected during construction in the interests of the amenities of the area and to comply with the aims of policy DM2 (Design Quality for New Development) of the Island Plan Core Strategy and the National Planning Policy Framework.

- 4 Development shall not commence until a Traffic Regulation Order relating to an extension of parking restrictions within Horsebridge Hill to allow for the visibility splays shown on drawing 18374/NOKE/5 PR01 has been secured. The site access road and dwellings hereby permitted shall not be brought into use until all works to implement the TRO and to provide these visibility splays have been carried out and completed in accordance with details that have been submitted to and approved in writing by the Local Planning Authority. Thereafter the resultant visibility splays shall be maintained and retained thereafter and nothing that may cause an obstruction to visibility shall be installed, erected, planted or permitted to remain within those splays.

**Reason:** In the interests of highway safety and to comply with policy DM2 (Design Quality for New Development) of the Island Plan Core Strategy.

- 5 No development shall commence until details of the means of the disposal of surface and foul water from the development have been submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details and the approved drainage works shall be completed before any of the dwellings are occupied.



**Reason:** This is a pre-commencement condition to ensure that adequate provision would be made for the disposal of surface and foul water from the development in accordance with the aims of policies DM2 (Design Quality for New Development) and DM14 (Flood Risk) of the Island Plan Core Strategy.

- 6 No development shall begin until details of the steps to be taken to prevent material being deposited onto the public highway as a result of on-site operations associated with the development hereby permitted have been submitted to and approved in writing by the Local Planning Authority. The submitted details shall include provision for the installation and use of wheel cleaning facilities for vehicles associated with the development. The agreed facilities shall be installed before the development begins and the agreed steps shall be adhered to for the duration of the construction of the development. Any material deposited on the highway as a result of vehicles leaving the site shall be removed as soon as reasonably practicable by the site operator.

**Reason:** In the interests of highway safety, to prevent mud and dust entering the highway, and to comply with the aims of policy DM2 (Design Quality for New Development) of the Island Plan Core Strategy.

- 7 The development shall be carried out in accordance with the recommendations set out in the submitted Preliminary Ecological Appraisal and Bat and Dormouse Surveys report, dated 16 June 2016 and February 2017 respectively. No works relating to the landscaping of the site or construction of the dwellings (other than foundations) shall begin, until details of ecological enhancements and any external lighting to be incorporated into the development, to include the provision of bat boxes within the dwellings, a timetable for the provision of those enhancements and details of how those enhancements would be managed and maintained thereafter have been submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details and the agreed ecological enhancements shall be provided in accordance with the agree timetable.

**Reason:** To ensure that appropriate regard would be had to protected species and their habitats and that the opportunities to enhance biodiversity and ecology would be taken in accordance with the aims of policies DM2 (Design Quality for New Development) and DM12 (Landscape, Biodiversity and Geodiversity) of the Island Plan Core Strategy and the National Planning Policy Framework.

- 8 No dwelling shall be occupied until the site has been landscaped in accordance with details that have been submitted to and approved in writing by the Local Planning Authority. The submitted details shall include proposed finished levels or contours; means of enclosure and boundary treatments; car parking layouts; other vehicle and pedestrian access and circulation areas; hard surfacing

materials; external lighting; recycling and refuse storage facilities; existing trees and planting to be retained; and new planting (including location, species, number, size and density of plants and a planting methodology and implementation plan). Thereafter, any trees or plants which within a period of 5 years from the completion of the development die, are removed, or become seriously damaged or diseased, shall be replaced in the next planting season with others of similar size and species.

**Reason:** To ensure an attractive appearance for the development in the interests of the visual amenity of the area, to protect the amenities of neighbouring property occupiers and to ensure a good level of amenity would be provided for future occupiers of the development, and to ensure the development would mitigate and compensate for the loss of hedgerow and trees and impacts to protected species in accordance with the aims of policies DM2 (Design Quality for New Development) and DM12 (Landscape, Seascape, Biodiversity and Geodiversity) of the Island Plan Core Strategy.

- 9 The works to implement the Traffic Regulation Order (TRO) and to provide the sightlines shown on drawing 18374/NOKE/5 rev PR01 shall not begin until the access road shown on drawing 16:2043: 5F and the parking spaces to be provided within the site to compensate for the loss of existing on-street public spaces within Horsebridge Hill as a result of the TRO, as well as the means of vehicular and pedestrian access to those spaces, have been provided in accordance with details that have been submitted to and approved in writing by the Local Planning Authority. Thereafter, the access road, these parking spaces and the agreed means of access to those parking spaces shall be made available for public use.

**Reason:** To ensure that the loss of existing on-street public car parking spaces required to facilitate the development hereby permitted would be replaced within the site in accordance with the aims of policies DM2 (Design Quality for New Development) and DM17 (Sustainable Travel) of the Island Plan Core Strategy.

- 10 Before the access road and public car parking spaces are brought into use, details of how this road, those parking spaces and the means of access to those spaces will be managed and maintained in perpetuity shall be submitted to and approved in writing by the Local Planning Authority. These areas of the site shall be managed and maintained thereafter in accordance with the agreed details.

**Reason:** To ensure safe access to the development and that these parking spaces would be managed and maintained for public use in accordance with the aims of policies DM2 (Design Quality for New Development) and DM17 (Sustainable Travel) of the Island Plan Core Strategy.

11 Construction of the dwellings shall not begin (other than foundations), until details of the materials and finishes to be used in the construction of the external surfaces of the dwellings hereby permitted have been submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.

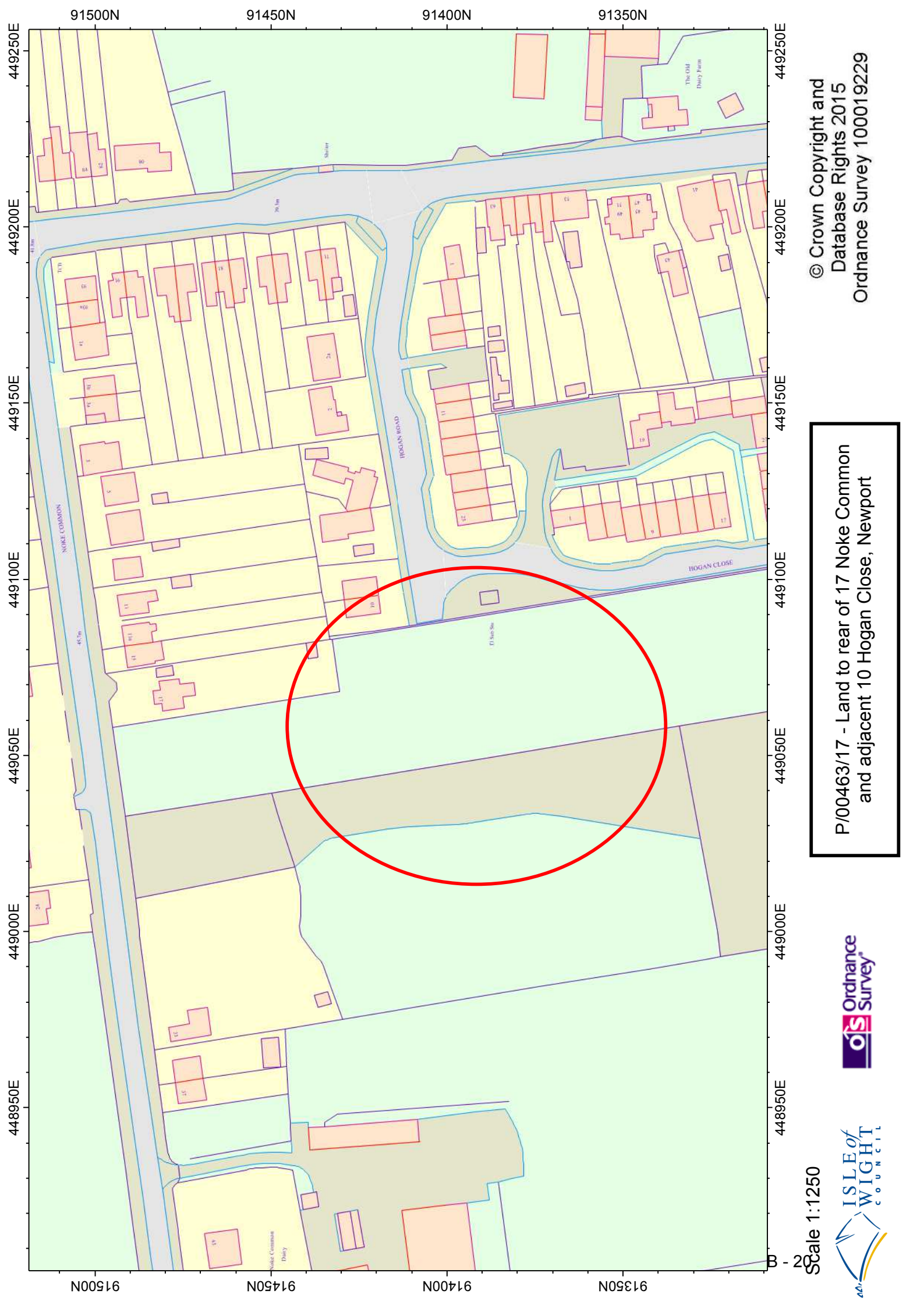
**Reason:** In the interests of the amenities of the area and to comply with policy DM2 (Design Quality for New Development) of the Island Plan Core Strategy.

12 No dwelling shall be occupied until space has been laid out within the site and drained and surfaced in accordance with details that have been submitted to and approved by the Local Planning Authority for cars to be parked and for vehicles to turn so that they may enter and leave the site in forward gear. Thereafter, the parking spaces provided shall only be used for the parking of vehicles belonging to the occupiers of the dwellings and their visitors and shall not be used for any other purpose and the turning areas shall be kept free from obstruction so that vehicles can turn within the site.

**Reason:** To ensure adequate on-site parking would be provided to service the dwellings hereby permitted in accordance with the aims of policies DM2 (Design Quality for New Development) and DM17 (Sustainable Travel) of the Island Plan Core Strategy and the requirements of the Guidelines for Parking Provision as Part of New Developments Supplementary Planning Document.

13 Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking and re-enacting that Order with or without modification), no development within Class E of Part 1 or Class A of Part 2 of Schedule 2 to that Order shall be carried out forward of the front walls of the dwellings hereby permitted (other than that expressly authorised by this permission).

**Reason:** To protect the character and appearance of the area and the safe use of the highway network in accordance with the aims of policy DM2 (Design Quality for New Development) of the Island Plan Core Strategy.



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P/00463/17 - Land to rear of 17 Noke Common  
and adjacent 10 Hogan Close, Newport



Scale 1:1250