

## ISLE OF WIGHT COUNCIL PLANNING COMMITTEE - TUESDAY, 5 MARCH 2019

### REPORT OF DIRECTOR OF NEIGHBOURHOODS

#### 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 - 05/03/2019**

1	P/01131/18 TCPL/22454/R	<b>Nettlestone &amp; Seaview</b>	<b>Conditional Permission</b>
	<p>Priory Bay Hotel, Priory Road, Seaview, Isle of Wight, PO34 5BU</p>		
	<p>Demolition of rear hotel extensions (including ancillaries) and East Cottage; proposed two storey extension to the existing hotel and internal alterations to existing structure; conversion, alteration and refurbishment of existing outbuildings to provide 14 hotel suites, a restaurant, bar and spa; provision of up to 56 holiday lodges, 10 tree houses and 12 woodland retreats; removal of existing yurts; provision of gym, village barn, farm shop, welcome barn and internal access roads and parking; relocation of the existing swimming pool; drainage and attenuation ponds and landscape planting</p>		
2	P/01132/18 LBC/22454/P	<b>Nettlestone &amp; Seaview</b>	<b>Conditional Permission</b>
	<p>Priory Bay Hotel, Priory Road, Seaview, Isle of Wight, PO34 5BU</p>		
	<p>LBC for demolition of rear hotel extensions (including ancillaries) and East Cottage; proposed two storey extension to the existing hotel and internal alterations to existing structure; conversion, alteration and refurbishment of existing outbuildings to provide 14 hotel suites, a restaurant, bar and spa; provision of up to 56 holiday lodges, 10 tree houses and 12 woodland retreats; removal of existing yurts; provision of gym, village barn, farm shop, welcome barn and internal access roads and parking; relocation of the existing outdoor swimming pool; drainage and attenuation ponds and landscape planting</p>		
3	P/01413/18 TCP/12937/H	<b>Newport &amp; Carisbrooke</b>	<b>Conditional Permission</b>
	<p>23 Medina Avenue, Newport, Isle of Wight, PO30 1EL</p>		
	<p>Proposed 6 x dwellings with associated parking, landscaping and works</p>		

4	<p>P/00983/18 TCP/12131/C</p> <p>Land off, Church Hill, Godshill, Ventnor, Isle of Wight, PO38</p> <p>Proposed detached residential dwelling with parking</p>	<b>Godshill</b>	<b>Conditional Permission</b>
5	<p>P/00823/18 TCP/33540</p> <p>land to the rear of 391, Newport Road, Cowes, Isle of Wight, PO31</p> <p>Outline application for up to a maximum 66 dwellings with associated roads, parking and open space with access only off Newport Road</p>	<b>Northwood</b>	<b>Conditional Permission</b>
6	<p>P/01388/18 TCP/31016/B</p> <p>Land adjacent, 36 Blythe Way, Shanklin, Isle of Wight, PO37</p> <p>Proposed detached dwelling with access and parking (revised scheme)</p>	<b>Shanklin</b>	<b>Conditional Permission</b>

**Reference Number:** P/01131/18 and P01132/18

**Description of application:** Demolition of rear hotel extensions (including ancillaries) and East Cottage; proposed two storey extension to the existing hotel and internal alterations to existing structure; conversion, alteration and refurbishment of existing outbuildings to provide 14 hotel suites, a restaurant, bar and spa; provision of up to 56 holiday lodges, 10 tree houses and 12 woodland retreats; removal of existing yurts; provision of gym, village barn, farm shop, welcome barn and internal access roads and parking; relocation of the existing swimming pool; drainage and attenuation ponds and landscape planting.

and

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**Site Address:** Priory Bay Hotel, Priory Road, Seaview, Isle Of Wight, PO345BU

**Applicant:** BMOR

**This application is recommended for conditional permission for the Planning Application and Listed Building Consent.**

#### **REASON FOR COMMITTEE CONSIDERATION**

This application raises a number of marginal and difficult policies issues.

#### **MAIN CONSIDERATIONS**

- Principle of the proposed development
- Impact on the listed building and locally listed park and garden
- Impact on the character of the area
- Impact on neighbouring properties

- Impact on trees and ecology
- Highway considerations
- Economic and wider social benefits
- Other matters including archaeology

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

- 1.1. The site covers an area of 16.1 hectares including Priory Bay Hotel and its associated landscaped grounds including Priory Woods.
- 1.2. Priory Bay Hotel is located on the eastern edge of Nettlestone village and to the south of Seaview village off Eddington Road and Priory Drive.
- 1.3. The land to the south of the site is occupied by Nodes Point Holiday Park, which shares an access with the site. Priory Beach sits to the east. This is a private beach which is only accessible through the site or along the adjacent beach and Esplanade. To the north and west are a cluster of residential properties and farm land.
- 1.4. The grounds of the hotel have previously been used as a golf course but this is not distinguishable today.
- 1.5. Priory Bay Hotel itself is a Grade II listed building. The grounds are classified as a locally listed landscape. There is also a designated Ancient Semi Natural Woodland (ASNW) and Site of Special Scientific Interest (SSSI) on the site as well as numerous Tree Protection Orders (TPOs).
- 1.6. The existing hotel complex has the capacity for 19 rooms, together with 11 self-catering units and two yurts.

## **2. Details of Applications**

- 2.1. It should be noted that the planning application is the subject of an Environmental Statement, following the conclusions of a screening opinion. The applications seek consent for:
  - Extension to existing hotel to provide additional rooms
  - Extension to the hotel restaurant
  - Renovation of existing hotel
  - 14 'suites'
  - 12 woodland retreats
  - 10 treehouses
  - 56 lodges
  - New spa with saunas and treatment rooms, within a restored barn

- New restaurant and bar within converted barn
- New gym and 25 metre indoor swimming pool
- New events venue and farm shop
- New welcome barn with back-of-house facilities
- Upgrade to landscaping across the site.

Looking at each of these in turn:

### Proposed extensions

- 2.2 The proposed extension to the hotel itself includes a single storey extension to the north side of the existing building to provide a more generous kitchen and a two-storey extension to provide 10 bedrooms. To facilitate these extensions, a number of post-war additions to the rear of the main hotel building would be removed.
- 2.3 The proposed extensions would run parallel to the tudor farmhouse element of the main building and take design queues from it, with the use of materials such as rubble stone, clay tiled roofs and timber shutters.
- 2.4 A further extension is proposed to the existing dining room to provide a larger restaurant space, replacing an existing marquee, which is currently used as overflow seating for weddings etc. in combination with an existing orangery. This extension would be single storey and more contemporary, the design consisting of glazing enclosed by stone colonnade, protruding beyond the glazing to the east and south and providing shelter for outdoor seating. The glazing would be retractable to provide a year-round facility.
- 2.5 To improve the appearance of the existing building in the location of the proposed orangery, the existing artificial stone cladding to the 1950s extension would be removed and replaced with a natural ashlar stone finish to blend with the new extension.
- 2.6 As well as the proposed extensions the existing building would be renovated to provide for a further 17 bedrooms and associated back of house facilities and communal areas.

### Renovation of existing hotel

- 2.7 The application would involve improvements to the existing hotel facilities including:
- Refurbishment and extension to the building itself to provide additional bedroom accommodation, dining areas and expanded kitchen facilities (as outlined above);
  - Reinstatement of the original window types;

- Removal of external fire escape staircases;
- Removal of several poor-quality extensions;
- Internal changes including bathroom modernisation, changes required by building regulations and fire safety.

2.8 The works to the hotel itself would see a net increase of 8 rooms to a total of 27, 10 of which would be new accessible bedrooms within the extension to the north-west.

#### 14 suites

2.9 The proposed 14 suites would be provided partly through the renovation of a building on site known as 'south cottage' and partly through the demolition and reconstruction of 'east cottage'. These buildings are located to the south of the main hotel. The proposed renovations would retain south cottage as single storey, recladding the external elevations in a combination of stone and dark stained natural timber under a slate roof.

2.10 East cottage would be demolished and reconstructed slightly further east, using the land levels to provide two storey accommodation when viewed from the eastern elevation. The materials of the cottage would include stone and dark stained timber to the elevations and a dark stained natural timber roof.

2.11 The suites would provide self-catered accommodation, all but one unit providing one double bedroom. The exception providing two double bedrooms. The corner of the building would provide a WC amenity for users of the outdoor swimming pool.

#### 12 woodland retreats

2.12 The proposed woodland retreats would be positioned within the wooded area to the west of the access drive and south-west of the existing hotel building. The retreats are equivalent to a remote hotel room with a bedroom and en-suite. All other facilities required by the occupants of these retreats would be provided in the hotel.

2.13 The existing woodland would be augmented with new planting along its roadside edge.

2.14 The lodges would be pre-fabricated off-site and would combine a glazed gable with natural timber cladding. A deep awning combined with slatted projecting panels would be positioned on the glazed elevation to minimise light spillage.



- 2.15 To avoid excavation in the protected woodland all electrical services, fresh water and foul drainage pipework required would be above ground, hidden in boardwalks connecting the units.

#### 10 treehouses

- 2.16 The proposed trees houses would be located within Priory wood, to the east of hotel buildings and former golf course. They would be positioned outside of the 15-metre buffer of the Ancient Semi-Natural Woodland (ANSW) designation and away from the SSSI.

- 2.17 As with the woodland retreats the tree houses would be equivalent to a remote hotel suite, providing a bedroom, en-suite bathroom, living space and coffee station with fridge.

- 2.18 The tree houses would be constructed of a rustic timber finish with mono-pitched roofs and a timber deck, facing Priory Bay. Since the application was submitted Officers have been in discussions with the agent and have sought amendments to the original tree house designs, one type of which had very large pitch roofs with large areas of glazing. The new design would see two similarly designed units, with differing sized areas of decking.

- 2.19 The tree houses would be accessed via a boardwalk to protect the woodland floor. The path ways would be lit by down lighting with services being provided under the boardwalk, much like the woodland retreats. The boardwalk for the tree houses would however be elevated.

- 2.20 The existing woodland would be augmented with new planting to with assist screening.

- 2.21 The tree houses would be constructed on-site from a kit, to minimise construction impact.

#### 56 lodges

- 2.22 The proposed lodges would be positioned to the southern extent of the site, immediately adjacent to Nodes Point Holiday Park.

- 2.23 43 of the proposed lodges would be 2-bedroom, with the remaining 13 being 3-bedroom. Although there would be two variations in accommodation there would be three variations in design. They would provide self-catering accommodation.

- 2.24 Dedicated parking would be provided alongside each lodge, with a narrow path provided with in the layout of this part of the site.

- 2.25 A welcome lodge is proposed at the entrance of this part of the site where guests would check-in.
- 2.26 The proposed lodges would have asymmetrical pitched roofs and natural timber cladding stained in two shades with glazing to the elevations. Variety would be provided through varied tones of cladding and small customisations including verandas and window reveals. Similarly to the woodland retreats the lodges would include a deep awning combined with slatted projecting panels to glazed elements to minimise light spillage.
- 2.27 The lodges would be prefabricated off-site.

New spa with saunas and treatment rooms, within a restored barn

- 2.28 The building proposed for the spa etc. sits within the main complex of buildings on site, to the south-east of the main hotel and is currently a ruined barn. The building is constructed of coursed rubble limestone and did have a thatched roof, until a fire in 1999, which left the building in the state of ruin in which it is seen today.
- 2.29 The fire and loss of the entire roof structure caused significant issues to the structural integrity of the building. This was historically dealt with by a series of stone buttresses and temporary propping to support the elevations and gable end walls.
- 2.30 Having regard to the structural integrity of this building but also its listed status the proposal seeks to undertake a stone-by-stone rebuilding of the gable ends and underpinning of the north-eastern corner. The thatch roof would also be re-instated and the introduction of a floor plate, to create an internal upper level.
- 2.31 The original large openings would be glazed, and an additional door would be installed into the west elevation. A later extension on the eastern elevation would be removed. To allow natural light into the proposed first floor of the building glazing would be installed under the eaves of the new roof, on the two long elevations of the barn.
- 2.32 The converted building would provide a sauna, steam room, associated plunge pool, showers and changing area on the ground floor. The new first floor would include five treatment rooms and a lounge area with small kitchenette.

New restaurant and bar within converted barn

- 2.33 This element of the scheme would be provided within two existing barns on site, known as the Long and Tithe barn. These are located to the south

of the hotel, within a complex of buildings forming a courtyard garden area, including the ruined barn referred to above. Although now separated by a small gap historical maps from 1775 and plans from 1927 show these buildings as being linked. The proposal seeks to install such a link, with the addition of a glazed structure.

- 2.34 The Tithe barn has historically been substantially altered to provide two self-contained holiday units associated with the hotel. The existing partition walls and suspended ceiling within the barn would be removed and roof trusses exposed.
- 2.35 The Long barn is currently used for storage but previously has been used to provide ancillary accommodation to the hotel. A new terrace would be provided to the south elevation to provide external dining space, with a pergola for shading.
- 2.36 The proposal seeks to convert the Tithe barn into a bar and the Long barn into a restaurant, with associated kitchen.
- 2.37 The modern windows and doors would be replaced, and several new openings formed. Other alterations would include the removal of the existing plant enclosure and its replacement with a more lightweight timber slatted enclosure. A similar structure would also be installed to provide a chimney for the proposed kitchen extraction. The deteriorated thatched roofs of both barns would also be replaced with a new thatch, using the existing timber trusses.

#### New gym and 25 metre indoor swimming pool

- 2.38 The proposed gym would be constructed within a new building on site, which would be located adjacent to the existing tennis courts on the western boundary of the site.
- 2.39 The proposed building would provide for a swimming pool, machine gym and two small studios for fitness classes. The building would contain accommodation over three floors to include a basement for the plant area and chemical store, as well as a proposed CHP plant for the whole site. The siting of the building has been selected to use the levels so that the rear of the building would appear single storey with the swimming pool and gym overlooking the existing tennis courts.
- 2.40 The building itself would be rectangular in footprint, with a roof overhang to the eastern elevation, facing the courts. The base of the structure would be constructed of stone, with a light weight timber clad and glazed structure above.

### New events venue and farm shop

- 2.41 The proposed 'Village Barn' and farm shop would be accommodated within a new building, which is proposed to be constructed to the west of 'south cottage' and the main access road. The footprint of the building would be an 'L' shape, similar to that of a building approved as self-contained holiday accommodation in 1983 associated with east and south cottages, which has extant permission.
- 2.42 The barn is proposed to provide a permanent 'event' space for the hotel, to cater for weddings and other events. The building would contain its own bar area and kitchen, which would be equipped to warm up and serve food prepared within the main hotel kitchen.
- 2.43 The smaller part of the building would provide a small on-site shop to supply local products and basic essentials, as well as pre-cooked meals prepared by the hotel chefs, mainly targeting the self-catering accommodation on the site.
- 2.44 The building would look much like a barn conversion, being single storey, constructed of dark stained timber with large areas of glazing to the elevations. A chimney would be constructed on the external elevation of the building in a stone finish to accommodate the kitchen extraction equipment.

### New welcome barn with back-of-house facilities

- 2.45 The proposed 'Welcome barn' would be located alongside the existing car parking area and on the site of an existing large timber gardening and maintenance shed/equipment store.
- 2.46 This building would provide 'back-of-house' and staff facilities for the site. The ground floor of the building would provide a porter's room, used as a greeting point for visitors on arrival, for temporary luggage storage and for valet service. The remaining floor space at this level would be used as a central storage facility and delivery point for all deliveries to the site. It would also house a furniture, gardeners and linen store.
- 2.47 The first floor of the building would provide staff welfare facilities, in line with the HSE 'Welfare at Work' Guidelines; this would include toilets, drinking water, a place to store clothing and change and somewhere to rest and eat meals. The area would also provide showers and lockers together with general offices.
- 2.48 The external areas around the building would provide space for cycle parking, bin storage and 'buggy' parking for golf buggy style vehicles.

- 2.49 The external appearance of the building would see a combination of natural timber and dark stained timber across three blocks, two of which would include a sawtooth roof profile, the other providing a first floor external terrace area.

Upgrade to landscaping across the site.

- 2.50 Works are proposed as both mitigation and enhancement to the landscaping across the site. The most notable changes being additional tree planting to the boundaries of the existing woodland to create new woodland edges, the relocation of the existing outdoor swimming pool and the 'cottage garden' style planting proposed within the central courtyard area created within the building complex.

- 2.51 The proposals also include for the creation of two ponds in the grounds of the house, new trees to extend existing woodlands and the removal of the existing golf course features.

Other matters

- 2.52 Having regard to the proposed kitchens, restaurant, bar, spa, reception, gym, concierge, housekeeping etc. the submitted details provide indicative employment figures as 122 members of staff (typical), increasing to 146 during the summer session.

**3. Relevant History**

- 3.1 P/00404/17: Variation of condition 1 on P/00011/12 - TCP/22454/H to allow permanent consent for the siting of 5 yurts was approved in September 2017.
- 3.2 P/00011/12: Proposed temporary consent for 5 yurts was approved in March 2012.
- 3.3 TCP/03424/B: Proposed 17 no. self-catering holiday units in 2 single storey blocks was approved in February 1983.

**4. Development Plan Policy**

National Planning Policy

- 4.1. The NPPF explains that sustainable development has 3 objectives, economic, social and environmental, and that these overarching

objectives are interdependent and need to be pursued in mutually supportive ways (so that opportunities can be taken to secure net gains across each of the different objectives). It adds at paragraph 9 that these objectives should be delivered through the implementation of plans and the application of policies in the NPPF, but they are not criteria against which every decision can or should be judged.

4.2 At the heart of the NPPF is a presumption in favour of sustainable development. For decision-taking this means approving development proposals that accord with an up-to-date development plan without delay; or where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:

- i. The application of policies in the NPPF that protect areas or assets of particular importance provide a clear reason for refusing the development proposed; or
- ii. Any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against policies in the NPPF taken as a whole.

#### Local Planning Policy

4.3 The Island Plan Core Strategy defines the application site as being outside of any settlement boundary and is therefore considered to be located within the wider rural area. The following policies are relevant to this application:

- SP1 Spatial Strategy
- SP3 Economy
- SP4 Tourism
- SP5 Environment
- SP7 Travel
- DM2 Design Quality for New Development
- DM7 Social and Community Infrastructure
- DM8 Economic Development
- DM10 Rural Service Centres and the Wider Rural Area
- DM11 Historic and Built Environment
- DM12 Landscape, Seascape, Biodiversity and Geodiversity
- DM13 Green Infrastructure
- DM14 Flood Risk
- DM17 Sustainable Travel
- DM22 Developer Contributions

4.4 Guidance for Parking Provision as Part of New Developments Supplementary Planning Documents (2017)

4.5 Guidelines for Recycling and Refuse Storage in New Developments Supplementary Planning Documents (2017)

4.6 Solent Recreation Mitigation Strategy (Bird Aware) (2018)

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

### Internal Consultees

5.1 Island Roads have recommended refusal of the application. Their comments are discussed in more detail in the relevant section of the evaluation below.

5.2 The Council's Tree Officer has raised concerns with regards to the potential level of impact on trees within the application site.

5.3 The Council's Ecology Officer has raised no objection, subject to conditions.

5.4 The Council's Environmental Health Practitioner has outlined that part of the proposed development is at a location where historical mapping information shows the edge of a former potentially contaminative use. This may have resulted in contamination of parts of the site. However, the nature of the former use, the proposed development together with the time period that has passed since the potentially contaminative use indicates that it is unlikely to have a significant effect on the development. In this case the proposed development is partly situated at the site of a former gun battery. The applicant details their awareness of this and states appropriate procedures to be followed for the assessment of any unexpected contamination found. If permission is granted, this information should be borne in mind together with the requirements of part C of the Building Regulations.

5.5 The Council's Archaeologist has recommended conditions should the application be approved. Further comments are outlined in the relevant section of the report below.

### External Consultees

5.6 Natural England have confirmed, following the submission of further information, that they raise no objection, subject to conditions.

5.7 Historic England have supported the application.

5.8 National Case Work Unit have confirmed that they have no comment with regard to the application.

#### Parish/Town Council Comments

5.9 Nettlestone and Seaview Parish Council objects to the application due to:

- Density, layout and scale are deemed unnecessary and would severely detract from the character and environment of the hotel and its grounds.
- Significant adverse impact on the visual amenity of the hotel and its grounds both from landward and seaward aspect.

#### Third Party Representations

5.10 28 letters of objection have been received in respect of both applications. The comments contained therein can be summarised as follows:

- Potential for landslips in the area of the proposed tree houses
- Tree houses would significantly affect the undisturbed views and dark skies
- Will the holiday lodges remain as holiday use?
- Cumulative impact of lodges/caravan parks on the landscape, erosion of countryside and additional traffic
- Density and quality of the lodges/cabins
- Inadequate access/egress and traffic safety
- Design needs to be appropriate
- Overdevelopment
- Destroy character of the wooded area/impact on the woodland
- Infrastructure will not cope
- Increase in footfall within woodland would impact on its role as a reservoir of biodiversity and as a corridor for insects, birds and small mammals
- Question sustainability of the road
- Impact on designations and wildlife, environment and biodiversity
- Impact on habitats
- Development of strategic gap between St. Helens and Nettlestone
- Local plan calls for Affordable Housing for local people, which this is not.
- Noise will draw out the sounds of wildlife and the sea.
- Oversupply of cheap seasonal accommodation
- Increase in traffic
- Effect on Priory beach in the summer
- Satellite navigation will send visitors up Priory Drive and therefore should be factored into the traffic assessment



- Priory Drive access should be gated and 'access to properties only' sign and a sign directly drivers to Eddington Road entrance.
- Refuge storage would be well away from the hotel and properties therein but close to properties in Horestone Rise and nearby. This could attract rodents etc.
- Will the strict guidelines for the management of HSL (helicopter landing site) and appropriate health and safety regulations be implemented at the hotel grounds? [Officer comment: This matter would be covered by other legislation and is therefore not considered to be material to this application].
- Use of Priory Drive
- Concern about felling trees. Plans show the removal of some trees but no new planting [Officer comment: the plans do show extensive new planting]
- Scale of development should be at Harcourt Sands instead.

5.11 2 letters have been received specifically stating support for the application, but it should be noted that most comments have supported the proposed works to the hotel buildings themselves.

5.12 Cycle Wight have outlined that it is good to see that there appears to be cycle parking in two prominent positions on site, although they feel some of this position should be covered for staff cycles. They also consider some cycle parking should be provided closer to the gym as this facility would also be open to the public. Comments outline that any use of R84 by motorised traffic should not lead to poorer provision than there is now and the site should develop and clear travel plan to encourage residents and employees to travel more sustainably, before permission is approved.

5.13 The Isle of Wight Gardens Trust have confirmed that overall they support the application and welcome the rationalisation and improvement of the parkland with the removal of the golf course and lower-quality planting and the restoration of the Lutyens/Jekyll inspired formal gardens, the creation of new garden areas and the repair and creation of new uses for the historic buildings to the south of the hotel. However, they have some remaining concerns. Notably in respect of the introduction of holiday lodges into the parkland and the impact that this would have on its character and setting. They do however recognise that this is part of the enabling development on the site which will secure the positive benefits outlined in the masterplan and that in the case of the holiday lodges landscaping and the use of existing woodland and scrub will help to screen this from wider views.

5.14 Their chief concern relates to the tree houses as these would break the previously uninterrupted views through the trees to the beach and the sea. The views to the parkland and house from the sea and from the house

across the park to the woods and sea beyond are a major part of the character and parkland interest for this site. The introduction of tree house structures in Priory Woods will create an additional feature which will be incongruous to the setting. It is accepted that in the summer these will largely be screened by tree cover, but we have concerns over visibility during winter, autumn and spring and due to the introduction of light sources in the structures which will be seen in wider views at night time. This will have a negative impact on the site's special characteristic as a wooded landscape removed from any other development with an uninterrupted wooded coastal outlook.

- 5.15 Badger Trust objected to the application.
- 5.16 Ramblers Footpath sub-committee have highlighted that the Right of Way R89 is not shown on any of the plans and it is therefore not possible to assess if there is likely to be conflict with the location of the proposed tree houses. The coastal slope on which the woodland grows is unstable, to disturb it by removing trees and installing utilities services and piles to support the tree houses would not only jeopardise the existence of the slope but also put the continued use of the footpath into question.
- 5.17 Visit Isle of Wight welcome the proposed development for the site as they consider proposal continues to show a positive outlook to the development of our existing tourism products on the island. They consider this proposed development takes us to that next stage and will give the potential customers what they are looking for. Alongside that the year-round availability for this development will extend the traditional tourism season and will by default offer additional economic impact in year-round employment.

## **6. Evaluation**

### Principle of the proposed development

- 6.1 The proposed development seeks to renovate and re-develop a number of buildings on the site of Priory Bay Hotel, while also constructing new buildings to bring the tourism use of the site back to a high-quality and viable offer.
- 6.2 Priory Bay Hotel itself has been closed for business for some years. In this and the immediate preceding time a lack of investment saw the quality of the tourism offer diminish and some of the building on site fall into disrepair.

- 6.3 Policy SP1 and SP4 of the Core Strategy outline that the Council will support the sustainable growth in high quality tourism. More specifically SP4 outlines that “Tourism related development proposals should maintain a mix of tourism accommodation that offer a range of styles, types and quality of provision and make use of current or former tourism sites where possible.” Priory Bay Hotel is a current, albeit closed, tourism site. The proposed development would provide different styles of accommodate types for different budgets and groups complying with the intensions of this policy.
- 6.4 The principle of the development is therefore considered to be acceptable, resulting in a former site tourism site being bought back into use.
- 6.5 The listed building consent seeks permission for various works to the multiple listed buildings on site. These are in the main considered to result in a major beneficial impact on the buildings and would see the removal of historical alterations, which have detracted from the buildings themselves. Although evaluated in significantly more detail in the relevant section below officers consider the principle of the works to the listed building would be acceptable, given the level of enhancement proposed.

#### Impact on the listed building and locally listed park and garden

- 6.6 The proposed development seeks significant works to the listed buildings on site and other development which could impact on the setting of these buildings and the locally listed park and garden. The following buildings on site are listed in their own right:
- Hotel
  - Tithe barn
  - Long barn
  - The Ruin
  - Dovecote

The clock tower and the neighbouring property ‘The Coach House’ (which would previously have been in the grounds of the hotel) are considered to be curtilage listed.

- 6.7 Due consideration has also been given in the submission to the impact on the setting of St Helens Fort, a scheduled ancient monument to the east of the site.
- 6.8 Firstly, considering the physical works themselves; the Historic Building Report identifies the hotel as a collection of building phases from the Tudor period through to the twentieth century and it identifies the

significance of each phase. The alterations proposed principally affect the later and unsympathetic additions/alterations and on balance the alterations would result in an improvement. The replacement of the windows and some doors involve mainly non-historic unsympathetic windows (with exception of south elevation of C17th farmhouse) and are welcomed.

- 6.9 The proposed single storey extension would replace a later extension and 'temporary' structure and their removal combined with the proposed natural ashlar stone cladding for the new structure would improve the relationship with the principal building.
- 6.10 The two-storey extension would be significant in size, but its form, location and choice of materials combined with the removal of the later unsympathetic additions on the rear of the building means that it would be an acceptable and sympathetic addition to the listed building.
- 6.11 The proposed works to the tithe barn would include the removal of the suspended ceiling and partition walls, which were installed when the building was converted into holiday units. These works would reveal the original roof trusses and return the open character of the space. The proposed plant room and glazed link (to the long barn), would be sympathetic, honest and discrete additions to the building. The proposed works include the replacement of some of the existing non-historic unsympathetic windows which is fully supported. Officers only concern relates to the retention of some of these windows. It is however considered that this matter can be covered by an appropriate condition requiring a window schedule. The proposed works would therefore enhance the character of this listed building.
- 6.12 The proposed works to the long barn are again considered to be sympathetic and beneficial to the character of the building. The existing poor condition thatch would be replaced, and cladding would be incorporated into the elevation to tie with the proposed small scale additions and to re-pair/replace previous poor-quality work.
- 6.13 The proposed use of the tithe and long barn as a bar and restaurant would see the buildings given a viable long-term use and, when combined with the other works, would form an important frame to the garden area and central communal amenity area for the site as a whole.
- 6.14 The ruin on site has been in its current dilapidated state since a fire in 1999. The proposed works to this building are extensive, but officers are satisfied that, based on the engineers report, they are necessary. The most notable change which would result, following the renovation of the barn would be the inclusion of a row of windows under the eaves of the

new roof. These windows would allow for a first-floor mezzanine to be incorporated into the building, making its re-use as a spa more viable. This obviously 'modern' element would rise out from the masonry structure, but with the new thatched roof above dominating its appearance, the resultant building would still be sympathetic and respect the setting of the 'farmstead' and hotel.

- 6.15 The existing Dovecote is located within the cluster of buildings on site and was constructed in the 18<sup>th</sup> Century. The proposed development does not seek any works to this structure, despite its poor condition. Officers consider, although it is not proposed to use this building, that it would be appropriate to require a programme of repairs to ensure its long-term future, which could be secured by an appropriately worded condition.
- 6.16 The current appearance of East and South Cottages is considered to harm the setting of the listed buildings and the locally listed landscape. The alterations proposed are extensive, include the complete reconstruction of East Cottage to provide two storeys of accommodation. The proposed use of darker colours and less domestic fenestration would help to create a more subtle utilitarian character which would better reflect the immediate agricultural setting of this part of the site.
- 6.17 The works proposed to improve the appearance of East and South Cottages, together with the proposed landscaping would, in the opinion of officers, represent an enhancement to the setting of the listed buildings and the locally listed park.
- 6.18 The proposed new village barn and shop would be located within the courtyard of buildings created by East and South Cottages. There is extant consent for a building in the approximate position to that proposed, as the permission that granted East and South Cottages included a further building in this location that was never constructed.
- 6.19 The appearance of the barn and shop broadly reflects the timber clad cottages but would have a timber roof, appearing very much as a converted barn. This design approach and colour palette would respect the 'farmstead' character of this part of the site and provide a level of coherence to the site.
- 6.20 The proposed welcome barn would be positioned on the site of an existing workshop/shed, in an area of the site closer to later development than the historic core. The proposed building would be larger than the existing shed, being two storeys but due to its location on site, outside of the parkland designation and the use of timber would ensure that it would not have a harmful impact on the setting of the listed buildings or the locally listed park and garden.

- 6.21 The proposed gym, like the welcome barn, would be located outside of the registered park. Furthermore, its proposed positioning on site would take advantage of the reduction in levels on the site in order to reduce the impact of the scale of the building. This together with the design and materials would ensure that the proposed development would not have a harmful impact on the listed buildings or the locally listed park and garden.
- 6.22 The proposed woodland retreats would be interspersed amongst the trees along the west side of the park. Even with landscaping it is likely that these structures, certainly elements of them, would be visible given the sparse nature of the woodland and seasonal variances. Despite this, the impact upon the setting of the listed buildings and Park would be minimal with the primary views away from this area towards the east across the park and out towards the sea. As such it is accepted that this is a less sensitive part of the parkland and a more discreet location that can better accommodate development and change. The Environmental Statement identifies the effect on the listed buildings and the locally listed park and garden as negligible (not significant). Officers would concur with this conclusion.
- 6.23 The proposed lodges would effectively foreshorten the parkland, terminating it at the edge of the plateau. The back edge of the plateau i.e. the southern end of the park, is not a notable part of the site or park. The reason for this is that the quality of the vegetative perimeter diminishes, as does the relationship with the seascape and buildings, whilst the relationship with the adjoining holiday park is more apparent. However, it is possible to see the northern edge of the plateau from the Hotel and its immediate environs and this part of the park contributes positively to the listed buildings parkland setting. The impact of the development would be mitigated in part by the setting back of the lodges behind the edge of the plateau and with appropriate landscaping. That said the lodges would still be a notable addition to the parkland that would result in a degree of harm to the setting of the listed buildings and result in a significant change to the locally listed park and garden. The Environmental Statement identifies the effect on the listed buildings as moderate adverse (significant). This is agreed with. It also identifies the effect on the locally listed park and garden as minor adverse (not significant). Officers concur with this conclusion.
- 6.24 The proposed tree houses would be located in the woodland to the west of the site. Due to the screening afforded by the woodland itself and the proposed positioning of the tree houses, it is considered that only four of the proposed tree houses would be highly visible from the listed building itself. In the short to medium term they would all be visible from the parkland. Although they would be visible officers are satisfied that, due to

a combination of their positioning, materials and proposed landscaping they would not have a significant level of harm on the building or landscape.

- 6.25 The proposal also includes other elements namely, tennis courts, outdoor pool, internal access roads and parking, drainage and attenuation ponds, substation and refuse store. These features either already exist in some form or are an operational requirement. Because of their scale or form they are unlikely to have a harmful impact upon the locally listed parkland or the setting of the listed buildings. However, to ensure the landscape is properly protected conditions are recommended for the details of any hardstanding (pedestrian and vehicular access and parking areas), landscaping including ongoing maintenance and to prevent the ponds being used for recreational swimming etc.
- 6.26 Having due consideration to the impact of the proposed development on the setting of St. Helens Fort, it should be noted that the Environmental Statement identifies the effect on the Scheduled Monument as negligible (not significant). Given the distance of the Fort from the site officers concur with this conclusion.

#### Impact on the character of the area

- 6.27 The Environmental Statement submitted with the application incorporates a chapter entitled 'Landscape and Visual Resources', which sets out the findings of the Landscape and Visual Impact Assessment (LVIA). The applicant's Appraisal follows a set methodology; first evaluating the existing environment (baseline assessment, of the area, the sensitivity of the landscape and then the level of impact of the development and any combined effect. This is undertaken using a desktop study and a visual survey of the site and its surroundings and an assessment of the likely impacts. The assessment examines both construction phase impacts and impacts on completion, including the impacts on day one and 15 years into operation. The Planning Authority agrees with the methodology used for the LVA and considers that it follows the guidance set out within the Guidelines for Landscape and Visual Impact Assessment 3rd Edition. The LVIA also identifies the correct landscape character assessments for the Island (National Character Area 127) and the locality (East Wight Landscape Character Assessment 2015).
- 6.28 The study area for the LVIA has been established through a Zone of Theoretical Visibility (ZTV), which illustrates the extent of where a feature would be potentially visible from in the surrounding landscape. For the purposes of this application the model was run to examine potentially visibility within a 5km radius of the site. The findings of the ZTV identified

a selection of viewpoints from which the development could be visible, which were agreed with Officers.

6.29 The LVIA includes 17 viewpoints, from which the impact of the development is assessed. These are:

View 1	View from Priory Woods from PRow R89 looking west towards the application site.
View 2	View from the coastal path travelling north along the access road.
View 3	View from the site entrance on Priory Drive looking eastwards towards the existing hotel building.
View 4	View from Priory Drive looking south west towards the application site.
View 5	View from Caws Avenue looking west towards the application site.
View 6	View from PRow R81 looking northeast towards the application site.
View 7	View from PRow R80 looking north towards the application site.
View 8	View from Bridleway R84 looking north towards the application site.
View 9	View from PRow R85 looking north across Nodes Point Holiday Park to the application site.
View 10	View from the coastal path long distance trail at St. Helens Church looking north eastwards
View 11	View from the coastal path long distance trail looking north west towards the application site.
View 12	View from the coastal path long distance trail at Mill Farm looking north east towards the application site.
View 13	View from the car park/viewpoint at Brading Down looking northeast towards the application site.



View 14 and 15	View from beside the monument at Culver down looking north towards the application site.
View 16 and 17	View from sea, looking west towards Priory Hotel.

- 6.30 Officers have considered the impact from each of these views and have scoped out views 5, 6, 7, 8, 9, 10, 11, 12, 13, 14 and 15 as the scheme would not be visible from these vantage points, in the main due to distance, landform and intervening vegetation. The remaining view would be altered as a result of the development and have therefore been considered in turn below:
- 6.31 View 1: The impact from R89 would be linked to the proposed development within the woodland itself. The applicant's information concludes, after year 1 that the internal woodland would be thinner with the peripheral edge more densely planted. Views of the parkland and hotel would be largely restricted. Where the footpath joins the parkland, the new planting would be immature and as a result the tree houses and hotel would be visible. The most visible element would be the treehouses, as walkers pass them and to the east on the lower slopes.
- 6.32 In 15 years the landscaping would have established to provide more screening from the parkland but the tree houses would still remain visible by users of the right of way. Officers accept that this view would be changed as a result of the proposed development, but this would only be from the immediate surroundings and would therefore not be unacceptable. The proposed tree houses at this point would be viewed as part of the overall complex and would not have a significant impact on the character of the area.
- 6.33 View 2: This view is taken from the main entrance into the site, close to the existing entrance pillars. This view would change significantly due to the proposed lodges, reconfiguration of the golf course and the tree houses. As anyone using this coastal path travels further along the route the woodland retreats would also come into view.
- 6.34 In 15 years the proposed landscaping should reduce the visual prominence of the tree houses in the distance of the view, but the lodges would still remain prominent, despite the maturing of landscaping around them. Officers consider the impact of the lodges on the character of the area to be acceptable, given the limited view of them from the wider

locale, together with the fact that, when approaching the site from the south, users would pass Nodes Point Holiday Park which has a similar impact on the immediate setting.

- 6.35 View 3: This view is taken from the entrance of the site from Priory Drive. Much of the proposed development would not be visible from this point, the exceptions being the welcome barn and the works to the tithe barn. The latter are considered to have a positive impact on the character of the area, enhancing the appearance of this building on site. The proposed welcome barn would be partly visible through the existing tree cover.
- 6.36 In 15 years, following the maturing of planting the views would be further screened but are likely to still be visible in places. Due to the limited views available from this vantage point it is considered by officers that the change would not be significant or detrimental to the character of the area.
- 6.37 View 4: This view is also taken from Priory Drive and again would afford only glimpses into the site, due to the boundary vegetation to be retained along the southern boundary. Therefore, in the first-year glimpsed views of the proposed gym through the existing vegetation may be visible.
- 6.38 In 15 years as the proposed additional landscaping would mature and the overall impact from this view would be largely mitigated. That said officers consider the design of the proposed gym and the limited nature of the view of it would not result in any unacceptable impact on the character of the area from post construction.
- 6.39 Views 16 and 17 are taken from off the coast and therefore consider the impact of the proposed development on the seascape and the character of the area when viewed from the Solent.
- 6.40 The current view is made up of the wooded slopes of Priory Woods, with Priory Bay Hotel building partly visible through the trees. To the north of the view white yurts are currently visible within part of the woodland outside of the site ownership. On completion limited views of the hotel itself would remain, but not be significantly impacted upon as a result of the proposed works to the building itself. Views of some of the tree houses would be available. Much of the other development on site would be screened by the existing vegetation.
- 6.41 The submitted information concludes that, in 15 years once the landscaping has matured, the proposed buildings would have assimilated themselves into their surroundings and that there would be little change from the existing view. It is however acknowledged that built form amongst the woodland would be more apparent, but material choices, location and landscaping mitigation would serve to reduce any impacts.

- 6.42 Officers concur in part with these conclusions. However, it is considered that the impact on this view in both the short term and long term would be slightly greater than suggested, in part due to the likely desire to retain views of the sea from the treehouses. This is therefore likely to result in certain woodland management practices. Although it is acknowledged that these can be controlled it is likely that the tree houses would remain visible from this view. That said, officers consider the design of these units to be innovative and interesting and as such, although they would change the view of the woodland it would not be harmful to the character of the area but would provide punctuations of interest. Due to the position, design and number of proposed treehouses they would be viewed within the context of the woodland. The impact would be significantly less than that of the current yurts, when considering the proposed timber finish and proposed woodland management.
- 6.43 The main changes to the character of the area as a result of the proposed development would be from the proposed lodges and tree houses. The lodges changing the view from the entrance of the site, the tree houses from the seascape. The changes resulting from the tree houses would be more pronounced at night, where lighting would be visible.
- 6.44 Officers consider that the proposed development has been designed to take account of its landscape setting. The proposed lodges, while numerous, have been laid out in a manner with good room for landscaping while also preventing a clustered or linear effect, that would otherwise have appeared harmful. The positioning of units has been carefully designed so that they would in effect screen each other, reducing the impact of the whole.
- 6.45 The treehouses would be constructed of timber to blend with the colours and backdrop of the existing woodland. Therefore, while the proposed development would clearly change the character of the site and views into it from the Solent, it is considered that the mix of well-chosen materials, the carefully designed layout and landscaping would mitigate the landscape and visual impact of the development so that by year fifteen the impact upon the seascape would in the opinion of the Local Planning Authority be moderate but not harmful.
- 6.46 The proposed lodges would see the greatest level of change on site. However, they have been positioned within an area of the site which can accommodate the greatest level of change, without causing unacceptable harm. The proposed landscaping scheme together with the proximity to the existing Nodes Point Holiday Park would ensure that the proposed lodges would not have an unacceptable level of harm on the listed building itself or the landscape.

6.47 The proposed development has been carefully designed and laid out to ensure the minimum impact on the character of the area. Officers acknowledge however that the proposed development would result in change to the landscape. In some circumstances, as outlined above this change would result in some harm in the short term. However, the proposed mitigation, landscaping and the significant public and economic benefits from the proposed scheme would, on balance, justify this harm.

#### Impact on neighbouring properties

6.48 The site shares its boundaries with 1 – 3 Cluniac Cottages, Horestone Rise, the Coach House and Nodes Point Holiday Park.

6.49 Nodes Point Holiday Park is located to the south of the site. The closest part of the proposed development to the holiday park would be the lodges. There is an existing natural boundary between the site and the neighbouring holiday park. Having due regard to this and the similarity of uses officers consider that the proposed development would not have any impact on the adjacent use.

6.50 1 – 3 Cluniac Cottages are located to the east of the main complex of buildings and adjacent to the existing workshop/shed. The main element of the proposed development which could impact upon this neighbour would be the proposed 'Welcome barn'. This building would have a larger footprint than the existing shed and would be higher, with a first floor being proposed. That said the proposed building would sit 4 metres from the boundary of the site at the closest point and a further 26 metres to the neighbouring property itself. The building has also been designed to place the main windows and opening on other elevations, with only a single window at ground floor level and the store and plant room entrance door, which would be solid. The distance together with the design of the building would ensure that there would not be an unacceptable impact on these residents from over dominance or overlooking.

6.51 It is acknowledged that the store room doors would create a level of activity alongside the boundary. However, officers are satisfied that the proposed cover over the loading area and the likely times of deliveries would ensure that there would not be an unacceptable level of noise from these activities.

6.52 The properties in Horestone Rise would be the closest residential properties to any of the proposed development and would therefore experience the greatest level of change. These are located on the western boundary of the site. The proposed gym would sit 2 metres from the

boundary, at its closest point, increasing to 6.8 meters (excluding the plant room and its associated acoustic enclosure).

- 6.53 The closest property in Horestone Rise sits approximately 11 metres from this shared boundary, resulting in a total separation distance of 13 metres. The scheme would seek to retain the existing landscaped boundary to provide a partial screen for the development.
- 6.54 The gym has been carefully designed to take account of the relationship with these neighbouring properties with the height to eaves being as low as practicability measuring 3 metres (at the closest point), appearing much like a single storey building at this point. The roof would then slope away from the boundary to minimise the overall impact from the height.
- 6.55 Officers acknowledged that there would be a significant change to the outlook from the two properties off Horestone Rise closest to the boundary (Nos. 42 and 44). However, the vegetation to be retained and enhanced should minimise this impact, together with the design, which should ensure against over-dominance from the resultant building.
- 6.56 The internal layout of the building would include for the main CHP and Plant room in the basement area, which would not result in any impact from noise on the neighbouring properties. The details do also show a small area of plant to the rear of the building. However, an acoustic enclosure has also been shown to mitigate the impact of any noise resulting from this. A condition is recommended to ensure that the noise levels at this point would not result in any unacceptable disturbance on the amenities of these neighbouring properties.
- 6.57 Concerns have been raised by third parties in respect of the proximity of the refuse store, which is shown to be close to the western boundary. These concerns mainly relate to the potential for vermin. Officers consider that any such impact could be suitably mitigated with the use of an appropriately constructed building, which could be conditioned accordingly.
- 6.58 The Coach House is located on the northern boundary of the site but is accessed through the hotel grounds. The property is close to the existing tennis courts and the proposed hotel extension and staff car parking area. The extension would be approximately 20 metres from the property and would therefore not result in any overlooking or overdominance.
- 6.59 The staff car park is shown to have only 6 spaces and as such is not considered to be of a size which would generate levels of usage which would be considered disruptive.

- 6.60 The tennis courts are existing and although the regeneration of the site would increase the usage of this facility there is no lighting proposed to this area and the use would therefore be limited to daytime hours.
- 6.61 Nodes Point Holiday Village occupies the southern boundary of the site. The proposed units closest to this boundary are the lodges, which would be similar in usage to the existing units on the Nodes site. The uses are therefore considered to be compatible and complementary.
- 6.62 The existing landscaped boundary between the site and Nodes Point would be retained, providing a degree of separation, which in turn would ensure against any overlooking or over-dominance. That said the proposed lodges are all single storey and would therefore be low impact.
- 6.63 The proposed development would result in a level of change to the relationship between the site and some neighbouring properties, as outlined above. However, the scheme has been carefully designed to minimise this impact and mitigate it where possible. Officers therefore consider on balance, the impact on neighbouring properties would be acceptable.

#### Impact on trees and ecology

- 6.64 The arboreal landscape of this site is predominantly wooded, including large Ancient Semi-Natural Woodland (ASNW) and deciduous secondary woodland located along the eastern boundary and mixed secondary woodland located west of the drive. There are also several mature high quality individual specimens of varying ages located around the more open areas of the site. The effect of the woodland and parkland style treed setting is to give the grounds a mature and elegant setting complimenting the Priory Bay Hotel buildings. These features forming part of the reasoning behind the local listing of the parkland.
- 6.65 The trees are also an important part of the wider landscaping character of the area comprising part of the wooded coastline seen on the northern side of the island and being a rare feature in the British Isle and even more so due to the fact that a vast majority of it is made up of ASNW.
- 6.66 The application would result in the loss of 20 trees and parts of two groups. However, 15 of these would be grade C (a lower standard of tree) and 1 grade U. Having due regards to British standard tree guidance it is possible to justify the loss of the "C" and "U" grade trees in favour of development as they are not thought to be a material consideration.
- 6.67 The largest amount of individual tree loss would result from the gym and lodges. The gym and associated access would cause the loss of five "B"

grade trees, part of a group and 3 “C” grade trees. The “B” grade trees include two 18-metre-tall lime trees, an 18-metre-tall pine tree and two 18-metre-tall sycamores. The removal of these trees would cause the loss of many of the trees that screen the site from public footpath R74 that runs along the western boundary of the site. The Council’s tree officer has identified that these trees are a great contributor to the arboreal setting of the area indicating the history of the area through the style of landscaping and generally adding to the rich verdant character of the wider landscape. Given the size, quality and age of these trees their loss would be hard to mitigate. Officers acknowledge the impact of this loss but consider a level of additional planting would assist to mitigate in the medium/long term and the public benefits of the proposed development would on balance justify this loss.

- 6.68 The Council’s tree officer has raised concern with regards to the potential impact of nine of the lodges on trees within the woodland edge, due to the pads of the lodges being within the root protection areas and potential future pressure. The agent has confirmed that it would be possible to design the pads of these units to ensure minimum impact from these particular units and protect the trees in question. Officers consider that there would not be an issue of future pressure, as can be seen with residential development, due to the nature of the use and the fact that the lodges are movable, should there be future pressure. Other trees to be lost as a result of the lodges are immature and could be mitigated through the proposed landscaping scheme.
- 6.69 The Council’s tree officer has identified that the impact on the woodland from the 12 woodland lodges would be very similar to that of the other lodges positioned close to the coastal woodland in as much as direct damage to tree roots caused by installation and future impact caused by dominance. Concerns have been raised that each lodge would cover an area of the woodland that would prevent natural regeneration and impeded future longevity of the woodland. Added to these comments are the issues of domestication around the lodges that would also prevent natural regeneration of the woodland to a wider area than just the foot print of the lodge itself. Although these concerns are noted officers are satisfied that the issues associated with domestication and installation can be controlled by condition, as outlined above. The application would result in the loss of areas of woodland floor but this would be mitigated through enhanced planting elsewhere and on the edge of the woodland.
- 6.70 The tree houses are to be located within the coastal woodland and carefully positioned at least 15 metres from the A.S.N.W area of the wood. They are said to be located in areas of scrubby young regrowth of sycamore and other trees to minimise tree loss and the paths to access each house

is to be located along current promissory footpaths worn by general use. As such it is said that the impact has been minimised.

- 6.71 The Council's tree officer has raised some concerns that a further direct impact from the installation of each house to the woodland. It is proposed to place each house on stilts set in piles, which would necessitate bringing a piling machine into the woodland down a steep bank etc. To do that there could be the loss of trees to get the equipment to site and potential damage in the working area causing far greater tree loss and woodland area. Officers consider that a condition to control this would ensure that appropriate equipment is used that would not cause further impact on the woodland, which is so important to the success of the tree houses.
- 6.72 The Tree officer has also raised concerns in respect of the potential future impact caused by the increased formalised use of the area surrounding the tree houses and the footpath, suggesting that there would be the need to remove veteran trees due to their condition and proximity to the houses and paths, where they may present a danger etc. There would also be a shading issue caused by the woodland, to each 'house'. Officers consider shading would not form an issue with this nature of unit, as they are designed and advertised as being located within the tree canopy, this being part of their appeal. The existing woodland has had little to no management over many years therefore, although this has allowed for veteran trees to be retained the overall quality of the woodland in the area of the proposed tree houses is relatively poor. The development of a woodland management plan to ensure longer term maintenance and appropriate management of the woodland, together with the additional planting to the woodland edge would provide for the potential to significantly enhance.
- 6.73 The eastern portion of the site includes Priory Woods Site of Special Scientific Interest (SSSI). The site is also adjacent to the Solent and Southern Water Ramsar site and Special Protection Area and the Brading Marshes to St. Helens Ledge SSSI.
- 6.74 The Council's ecology officer and Natural England have considered the submitted information and neither raise objection to the application but recommend conditions. The application is within a sensitive area due to the designations listed above and as a result, the Council has concluded that the proposals are EIA development. Therefore, the application is accompanied by an Environmental Statement. In addition, as a competent Authority and due to the requirements of Article 6(3) of the Habitats Directive, the Council has undertaken an Appropriate Assessment (AA). The AA assesses the overall impact of the proposed development on the European features of nature conservation interest to establish whether it would result in an adverse impact on the integrity of



the Solent and Southampton Waters Special Protection Area (SPA)/ Ramsar site.

- 6.75 Natural England have confirmed that the Biodiversity Mitigation and Enhancement Plan (BMEP) submitted contains measures which ensure that concerns they previously raised on biodiversity and protected species are adequately addressed. They recommend a planning condition be included should the application be approved ensuring the content of the report is carried out. Natural England have commented that the document contains a few inconsistencies that should either be amended or reflected in the condition.
- 6.76 A management plan for the creation, enhancement and maintenance of the biodiversity assets claimed in the BMEP and biodiversity calculation is essential and integral to enabling the development. In the absence of such a plan, the application would result in substantial harm to the environment and would be unacceptable under National Planning Policy paragraph 8, 170 and 175. No such plan has been submitted. However, taking into consideration the spatial and qualitative outline commitment by the applicant in the submitted documentation, such a plan could be agreed post permission under a pre-commencement planning condition to be approved in writing and implemented post commencement as appropriate.
- 6.77 The application involves complexities of sensitive ecological habitats and species that have been adequately considered during this consultation process. Natural England advise that it would be appropriate to require a Clerk of Works to ensure that the plans as agreed are understood and effectively implemented during the construction phase.
- 6.78 This application is within 5.6km of the Solent and Southampton Water Special Protection Area (SPA) and would lead to a net increase in an accommodation type and occupancy identified in the Solent Recreation Mitigation Strategy as having an impact on the notified features of the site at least in combination with other plans or projects. Natural England is aware that the Isle of Wight Council has adopted a planning policy to mitigate against adverse effects from recreational disturbance on the Solent SPA sites, as agreed by the Solent Recreation Mitigation Partnership (SRMP). Natural England advise that an appropriate obligation is attached to any planning permission to secure the required level of financial contribution to enable your authority to conclude that the development would not adversely affect the integrity of the internationally protected sites. The application is supported by a legal agreement to achieve this.

- 6.79 Natural England also outline the need for the council to undertake an Appropriate Assessment, which has been done in accordance with the required legislation and concludes that: "Given current understanding and knowledge, and having considered the likely and reasonably foreseeable effects of the plan or project, together with other plans or projects which might be additive in impacts, it can be concluded that this plan will not have an adverse effect upon the integrity of the SPA European site or the Ramsar site either alone or in combination with other projects with respect to impacts upon waterfowl using the SPA / Ramsar site".
- 6.80 The council's ecology officer raised concerns that the proposed 10 treehouses to be situated in Priory Woods would have a detrimental impact to the integrity of the woodland. However extensive protected species surveys have now been completed and a suite of mitigation measures have been proposed. Further to this a biodiversity calculator that sets out net gains and losses per habitat type has been submitted. This shows an overall net gain although this would be over a long period of time once the woodland planting establishes. There would be a temporary reduction in biodiversity because woodland habitat lost to accommodate 10 treehouses would not be offset until woodland planting establishes. Also, a woodland management scheme was proposed to justify development of the site which would bring the woodland back into active management. This has not been reflected within the biodiversity calculator and woodland enhancement is displayed as 0. Therefore, to ensure that genuine gains for the protected site are achieved it is advised that a woodland management scheme is provided, which can be secured through condition should the application be approved.
- 6.81 The information submitted with the application originally concluded that there were no badger setts on site. Following comments from the Badger Trust an update was undertaken, which identified that an active main sett is present on site and that one of the sett holes would be directly impacted by the development. It is proposed that a pre-construction survey is carried out to determine current extent of badger use and that suitable mitigation is established through a plan. These works would require a licence from Natural England. It is proposed that a temporary exclusion of the sett (outside of the winter breeding season) for 3 months during construction would avoid any direct harm to badgers. After construction the sett would be reopened. Due to the proximity of the sett defensive planting in the form of thorny shrubs is also proposed. It is concluded that impacts to badgers associated with the proposals can be mitigated and therefore the council's ecology officer advises that the measures proposed be secured through condition, if approved. It is also important that species planting is shown on the landscaping plan to be conditioned.

- 6.82 The proposed development would result in the loss of trees on site, some of which are large scale and contribute to the current verdant character of the site and wider area. There would also be loss of habitat within the woodland areas. However, with appropriate mitigation and having regard to the public benefits of the scheme and the extensive planting proposed on the woodland edges, the proposal is considered by officers to be acceptable.

#### Highway considerations

- 6.83 The application site has two points of vehicular access to the public highway via Priory Drive and Eddington Road.
- 6.84 Priory Drive provides the most direct connection to the hotel for the villages of Seaview and Nettlestone and traffic generally approaching the site from the north and east. However, Priory Drive has a narrow single carriageway of 4.3m width with no pedestrian footways on either side until the junction with Gully Road. It serves as a rural residential access road with the hotel being accessed via a priority junction on the outside of the bend where Priory Drive meets Priory Road. Traffic speeds in the vicinity of the junction are practically controlled by the road alignment; the Island Roads Highway Engineer has estimated traffic speeds to be in the order of 20mph at the junction. Visibility at the junction is 36m along Priory Road and in excess of 100m along Gully Road, within the required 22.47m major road distance in each direction.
- 6.85 From its junction with Gully Road to the hotel site, Priory Road reduces to a single-track carriageway of 3.5m width with very limited passing opportunities. Information submitted with the application suggests that 30 percent of vehicles use this route to access the hotel in the base case equating to 22 vehicles in the peak period on a Saturday. In light of the limitations of this access the application details outline that it would be the intention to discourage the use of Priory Road to access the site although notes that there are existing rights of way via this route through the site which cannot be extinguished. Although it is acknowledged that, for all practical purposes this access would remain available Officers are satisfied that, with appropriate advertising and signage, its usage could be minimised. Furthermore, the limitations of the road would discourage some to utilise this route. Concerns have been raised that those visiting the site and using satellite navigation systems are likely to be directed via this route. Officers consider this risk can be minimised with appropriate information in booking details to ensure visitors/guests search via Eddington Road.
- 6.86 Island Roads have confirmed that Eddington Road is a B classified road at the site frontage with no provision for pedestrians on either side of the

road. It is a derestricted road subject to the national speed limit and serves as a bus route. The junction serving the hotel access road which also serves the Nodes Point Holiday Park is located on the outside of a sharp bend which practically controls traffic speeds. A speed survey submitted as part of the Transport Statement found 85th percentile traffic speeds of 24.8mph eastbound and 25.9mph westbound at this junction. Officers would agree with these findings, believing that the road construction and character naturally reduce speeds significantly below the national speed limit. Manual for Streets 2 provides the relevant design guidance in such circumstances and advises that the appropriate visibility splays for a new access would be 44.5 metres in each direction. Visibility achievable at the junction is 123m to the east and 102m to the west with forward visibility of 85m being available from the centre of the westbound carriageway for vehicles approaching from the east; this provides adequate visibility of vehicles which may be waiting to turn right into the junction. Forward visibility of 48m is available for vehicles waiting to turn right into the site which is also sufficient.

- 6.87 The hotel and Nodes Point Holiday Park junction has a narrow single carriageway of 2.9m with flush kerbs and an overrun area which extends the effective width of the carriageway to 5.6m for a 25m distance into the access road. From this point it becomes a shared surface route with a variable width. In most cases this is sufficient to allow two vehicles to pass until the site access and internal road, where it reduces to a single-track facility. The proposal would incorporate passing bays along with single track road within the project site. The width of the access at this point ensures cars slow when travelling through the site and is considered to be appropriate in the context of the application.
- 6.88 The proposal does not seek to undertake any further improvements to this access. Island Roads have raised concerns with regards to the access width at the point the junction meets Eddington Road. Although the road itself is of adequate width at this point to allow two vehicles to pass, the reason the road layout at this point actually includes a flush kerb line is to cause egressing drives to position their vehicle in the centre of the road such that entering vehicles must wait in the carriageway of Eddington Road to allow those to exit before effecting entry. Whist forward visibility is available, as outlined above, Island Roads consider the kerbs should be removed and that the junction is reconfigured to allow traffic entering to pass emerging traffic. These works are not however possible within the application site as they fall outside of the control of the applicant. Consequently, the works cannot be secured. Island Roads therefore recommend refusal on these grounds. Officers have considered these comments and on balance, having due regard to this being an existing situation, with this access being used by the former hotel and Nodes Point Holiday Village, together with the accident data confirming no reported

accidents at this junction, that this would not be a sustainable reason for refusal. As the kerb line is flush it is possible to utilise the full width of the carriageway at this point so that two vehicles can pass. All drivers entering and exiting the site at this junction have to stop to do so and therefore the additional time associated with stopping to allow another to exit is considered unlikely to result in significant numbers of standing vehicles in the highway, and if often done out of courtesy, regardless of the available width.

- 6.89 There are bus stops at the junction of the shared access road with Eddington Road and in Caws Avenue to the north of the junction with Priory Drive. The one at the Eddington Road junction is 326m from the closest point of the application site and approximately 800m from the hotel complex. The one in Caws Avenue is a 700m walking distance to the closet point of the application site and 1.4km to the most distant proposed holiday lodge. Island Roads have raised further concerns that this site is not located within an accessible location, due to the distance to these sustainable transport links. However, officers are satisfied that the application relates to enhancements to an existing tourism site, which is encouraged. Furthermore, the provider has indicated that they would look to provide a shuttle bus service should it be required by visitors to pedestrian ferry routes. The site is also on a number of public rights of way and bridleway routes, which would encourage walking to other facilities once arrived.
- 6.90 Paragraph 1.3 of the TS explains that for the purpose of estimating trip generations the different components of the development are divided into two parts, with trip rates for either a hotel or self-catering holiday units applied as thought to be most appropriate. In so doing the trip rates associated with both the new event / wedding venue and proposed gym and swimming pool are drawn from the TRICS datasets for self-catering holiday units. Island Roads question the credibility of this approach to trip rates associated with such facilities are reasonably reflected in the trip rates established for self-catering accommodation for which the majority of the selected TRICS sites are caravan parks.
- 6.91 Whilst Island Roads do not find these trip rates to be credible, the step change required to justify a different form of junction with Eddington Road i.e. to create either a right turn lane or roundabout is such that it would not be breached by the traffic generation associated with this proposal which is not likely to have a material impact on the operation of the local highway network in capacity terms.
- 6.92 The application proposes a total number of 199 parking spaces. This would be split on site, both for reasons of practicality and visual impact. The lodges layout would allow for a space to be provided alongside each

unit (in total 56). Considering the size of the lodges it is extremely unlikely that they would attract more than one vehicle.

- 6.93 The existing parking area for the hotel would be enhanced to provide 137 spaces to serve the hotel, woodland retreats, tree houses and east and south cottages. This would equate to 63 'units' (including a hotel room as a 'unit'). A further six spaces are proposed for overflow and staff. Island Roads have raised concern over the level of parking, outlining that separate parking should be provided for the 'Village Barn' to account for wedding parties. However, officers consider, due to the nature of the site, that many attending weddings at the site are likely to be staying on site, as such they would not generate additional vehicles. Furthermore, it is not typical for all those attending a wedding to drive and therefore vehicle parking for these events is often very limited. Island Roads have considered the floor spaces associated with the Welcome Barn, Village Barn and Tithe/Long barn and have requested additional parking be provided on site for these. Officers have considered the use of these spaces, especially the welcome barn, and do not consider this additional level of parking is necessary, when considering the impact further parking areas would have on the locally listed garden.
- 6.94 Although the gym and restaurant may be open to the public, therefore attracting additional vehicles the site, this is likely to be outside of the peak sessions, at which times the facilities would be prioritised for guests. Out of season there may be fewer guests and therefore more available parking for 'non-residents'.
- 6.95 The plans show areas for cycle parking which could easily be expanded if necessary, without having any significant impact on the character of the parkland.

Economic and wider social benefits (the planning balance)

- 6.96 As outlined above the application would result in some changes to the character of the area and impacts on neighbouring properties. These however must be balanced against the public and social benefits of the proposed development. These benefits relate to the level of direct and indirect job creation that would result from the multiple elements of the scheme, together with the public benefits of renovating, restoring and bringing back into use the selection of listed buildings on site and the restoration of the landscape/locally listed parkland.
- 6.97 Information submitted with the application suggests that the proposed development would create the following potential direct employment opportunities on site post construction:

<b>Building/area</b>	<b>Indicative Staff Level</b>
Office and clerical	12
Reception	5
Concierge	7
Housekeeping	15
Kitchens	32
Restaurant	23
Bar	11
Shop	3
Gardener	2
Maintenance	2
Spa	4
Gym	6
<b>Total (typical)</b>	<b>122</b>
<b>Total peak season (+20% summer employment)</b>	<b>146</b>

- 6.98 In addition to the above the development would also result in some temporary construction jobs and some indirect employment opportunity in relation to the additional facilities and services associated with the hotel, such as the farm shop and potential classes within the gym.
- 6.99 The hotel on site has now been closed for some years and during this time minimum maintenance has been undertaken to the listed buildings on site and the new ruined barn has been left in its derelict state since the fire in 1999.
- 6.100 The proposed development would see the restoration of a number of listed building on site, including the removal of previous works to these buildings which would now be deemed as harmful. Further to the works themselves the scheme would present a viable and long-term use for the site, which would ensure the buildings could be maintained. It is consider that these social and economic benefits would weigh significantly in favour of the development.

Other matters including archaeology.

- 6.101 The development site lies within an area of regional, and possibly national, significance for its Palaeolithic archaeology. Geoarchaeological test pits excavated by ASE (2011) have confirmed that Pleistocene deposits are present within the development site. Further geoarchaeological evaluation in September 2018 has provided more information about the Quaternary deposits across the site, afforded sampling for dating and palaeoenvironmental samples and assessment

of potential for artefactual remains. The evaluation has also assessed how these deposits would be impacted by the development.

6.102 Archaeological evaluation carried out by ASE (December 2011) has demonstrated the presence of later prehistoric features, comprising ditches, pits and artefacts, within the development site. There is also potential for buried archaeological deposits relating to medieval and early post medieval occupation, although no evaluation trenches were located within the enclosed nucleus of the historic farmstead. Officers are satisfied that appropriately worded conditions would ensure that the impact on archaeology would be acceptable.

6.103 The applicant has entered into a Section 106 Agreement to pay the required Solent SPA Mitigation together with £20,000 towards Public Rights of Way.

## **7. Conclusion**

7.1 Having given due regard and appropriate weight to all material considerations associated with this application officers acknowledge there the scale of the development would result in changes to the character of the area when viewed from certain points, especially in places along the public rights of way surrounding the site and the coastline.

7.2 The development would also result in the loss of tree and habitat in the short term. However, when considering the extensive works proposed to the listed buildings on site and the locally listed landscape, together with the ability to bring the site back into an active use, benefitting both employment and tourism, officers consider on balance that the scheme would result in significant public benefits to outweigh the identified harm, especially when taking the proposed mitigation into consideration, which would reduce any impact significantly in the longer term.

## **8. Recommendation**

8.1 Conditional permission of both the planning and the listed building consent.

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

9.1 In accordance with paragraph 38 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 provided with pre-application advice and updated of any issues after the initial site visit.

The application was deficient in information relating to ecology and concerns were raised with regards to the design of the tree houses. Further information and amended plans were provided during the course of the application that overcame the Council's concerns.

### Conditions/Reasons

1. The development hereby permitted shall be begun before the expiration of 3 years from date of this permission.

**Reason:** To comply with Section 91 of the Town and Country Planning Act 1990.

2. The development hereby permitted shall only be carried out in complete accordance with the details shown on the submitted plans, numbered

**Reason:** For the avoidance of doubt and to ensure the satisfactory implementation of the development in accordance with the aims of policy DM2 Design Quality for New Development of the Island Plan Core Strategy.

3. None of the units hereby approved shall be used other than as holiday accommodation.

**Reason:** To ensure that the development remains for holiday purposes and to comply with policies SP1 (Spatial Strategy) and SP4 (Tourism) of the Island Plan Core Strategy.

4. The operator and/or manager of the holiday units hereby permitted shall maintain a comprehensive up-to-date register listing occupiers of the units hereby permitted, their main home addresses and the dates of occupation at the site. The register shall be made available to the Local

Planning Authority for inspection following reasonable notice.

**Reason:** To ensure that the holiday lodges would continue to be used as holiday accommodation in the interests of the tourism economy and to comply with the aims of policy SP4 (Tourism) of the Island Plan Core Strategy.

5. The farm shop hereby approved shall be used only to sell produce made on site or which may be required by those visiting the site on holiday and for no other purpose [including any purpose in Class A1 of the Schedule of the Town and Country Planning (Use Classes) Order 1987, or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification].

**Reason:** To ensure the land is not used for general retail sales and to comply with policy SP1 (Spatial Strategy) and DM10 (Rural Service Centres) of the Island Plan Core Strategy.

6. No building hereby permitted shall be brought into use until space has been laid out within the site and drained and surfaced in accordance with details to be submitted to and agreed in writing by the Local Planning Authority for 199 cars to be parked and cycle parking provision in accordance with the council's adopted supplementary planning document. The space shall not thereafter be used for any purpose other than that approved in accordance with this condition.

**Reason:** In the interests of highway safety and to comply with policy DM2 (Design Quality for New Development) and DM17 (Sustainable Transport) of the Island Plan Core Strategy.

7. The vehicular access to the site from Priory Road shall not be used for the main entrance into the site and signs shall be erected, prior to the units hereby approved being brought into use to highlight that the route should not be used to access the site. Furthermore, details shall be submitted to and approved in writing of an information pack provided to those who are staying or attending an event at the site and on the site website to identify the details for satellite navigation systems.

**Reason:** In the interests of highway safety and to comply with policy DM2 (Design Quality for New Development) and DM17 (Sustainable Transport) of the Island Plan Core Strategy.

8. No development shall take place, until a construction method statement has been submitted to, and approved in writing by, the local planning authority. The approved statement shall be adhered to throughout the

construction period. The statement shall provide for:

- i) access and parking of vehicles of site operatives and visitors;
- ii) loading and unloading of plant and materials;
- iii) storage of plant and materials used in constructing the development;
- iv) the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate;
- v) wheel washing facilities;
- vi) measures to control the emissions of noise, smoke, fumes, dust and dirt during construction
- vii) timing of works

**Reason:** To prevent annoyance and disturbance, during the demolition and construction phase in accordance with policy DM2 (Design Quality for New Development) of the Island Plan Core Strategy and paragraph 123 of the National Planning Policy Framework.

9. No development shall take place until an Arboreal Method Statement has been submitted to and agreed in writing by the local planning authority detailing how the potential impact to the trees will be minimised during construction works, including details of protective tree fencing to be installed for the duration of construction works. The agreed method statement will then be adhered to throughout the development of the site.

**Reason:** This condition is a pre-commencement condition to prevent damage to trees during construction and to ensure that the high amenity tree(s) to be retained is adequately protected from damage to health and stability throughout the construction period in the interests of the amenity in compliance with Policy DM12 (Landscape, Seascape, Biodiversity and Geodiversity) of the Island Plan Core Strategy.

10. Prior to the installation of the foundation pads for the lodges which would sit within the root protection areas of the eastern woodland and the woodland lodges, details of the design and final positioning of the pads shall be submitted to and agreed in writing with the Local Planning Authority. The agreed details shall be adhered to on site.

**Reason:** To ensure the trees are not adversely affected by the construction of the development and to comply with policy DM2 (Design Quality for New Development) of the Island Plan Core Strategy.

11. No development shall take place until the applicant or their agents has secured the implementation of a programme of archaeological works in

accordance with a Written Scheme of Investigation which has been agreed in writing by the County Archaeology and Historic Environment Service and approved by the planning authority. The development shall be carried out in accordance with the agreed details.

**Reason:** To mitigate the effect of the works associated with the development upon any heritage assets and to ensure that information regarding these heritage assets is preserved by record in accordance with Policy DM11 of the Island Plan Core Strategy.

12. To facilitate monitoring of the on-site archaeological works, notification of the start date and appointed archaeological contractor should be given in writing to the address below not less than 14 days before the commencement of any works:-

Isle of Wight County Archaeology and Historic Environment Service  
Westridge Centre  
Brading Road  
Ryde  
Isle of Wight  
PO33 1QS

**Reason:** To mitigate the effect of the works associated with the development upon any heritage assets and to ensure that information regarding these heritage assets is preserved by record in accordance with Policy DM11 of the Island Plan Core Strategy.

13. Works to the timber plant enclosure on the west elevation of the hotel shall not commence until further details identifying the form and materials (with an appropriately scaled drawing) have been submitted to and approved in writing by the local planning authority. The works shall be carried out in accordance with the approved details.

**Reason:** To protect the fabric of the building and to ensure the works are in keeping with the special historic and architectural interest of the listed building in accordance with the requirements of section 16 and 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 (as amended) and to comply with the aims of policy DM11 (Historic and Built Environment) of the Island Plan Core Strategy and section 16 of the National Planning Policy Framework.

14. Works to the extension, access ramp and retaining rear wall of the hotel shall not commence until further details identifying the materials and a separate sample panel constructed for stone rubble, stone ashlar and window dressings have been submitted to and approved in writing by

the local planning authority. The works shall be carried out in accordance with the approved details.

**Reason:** To protect the fabric of the building and to ensure the works are in keeping with the special historic and architectural interest of the listed building in accordance with the requirements of section 16 and 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 (as amended) and to comply with the aims of policy DM11 (Historic and Built Environment) of the Island Plan Core Strategy and section 16 of the National Planning Policy Framework.

15. Notwithstanding the approved plans the replacement windows and doors in the hotel/hotel extension shall not be installed until detailed drawings (including the frames) at a scale of 1:10 and with sections at a scale of 1:5 (to include the following - glazing bars - top, middle & bottom rails - stiles - central mullion - head, jamb and sill of frame - depth of reveal i.e. position of the window/door in the wall); details of the glazing (identifying clear/obscured/tinted, etc) and the method of fixing (putty or beaded); and a specification of materials and finishes, have been submitted to and approved in writing by the local planning authority. The works shall be carried out in accordance with the approved details.

**Reason:** To protect the fabric of the building and to ensure the works are in keeping with the special historic and architectural interest of the listed building in accordance with the requirements of section 16 and 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 (as amended) and to comply with the aims of policy DM11 (Historic and Built Environment) of the Island Plan Core Strategy and section 16 of the National Planning Policy Framework.

16. The new roof of the ruined barn shall not be installed until details of the roof structure and roof covering materials (with an appropriately scaled drawing or product detail) have been submitted to and approved in writing by the local planning authority. The works shall be carried out in accordance with the approved details.

**Reason:** To protect the fabric of the building and to ensure the works are in keeping with the special historic and architectural interest of the listed building in accordance with the requirements of section 16 and 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 (as amended) and to comply with the aims of policy DM11 (Historic and Built Environment) of the Island Plan Core Strategy and section 16 of the National Planning Policy Framework.

17. The clerestory window/door details of the ruined barn shall not be installed until further details identifying their form and materials (with an appropriately scaled drawing or product detail) have been submitted to and approved in writing by the local planning authority. The works shall be carried out in accordance with the approved details.

**Reason:** To protect the fabric of the building and to ensure the works are in keeping with the special historic and architectural interest of the listed building in accordance with the requirements of section 16 and 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 (as amended) and to comply with the aims of policy DM11 (Historic and Built Environment) of the Island Plan Core Strategy and section 16 of the National Planning Policy Framework.

18. The repairs/works to the roof structures and roof coverings in the tithe and long barn shall not commence until a schedule of works and finishes (with an appropriately scaled drawing and/or typical repair details for the principle roof structure components) have been submitted to and approved in writing by the local planning authority. The works shall be carried out in accordance with the approved details.

**Reason:** To protect the fabric of the building and to ensure the works are in keeping with the special historic and architectural interest of the listed building in accordance with the requirements of section 16 and 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 (as amended) and to comply with the aims of policy DM11 (Historic and Built Environment) of the Island Plan Core Strategy and section 16 of the National Planning Policy Framework.

19. The windows and doors in the tithe and long barn shall not be installed until detailed drawings (including the frames) at a scale of 1:10 and with sections at a scale of 1:5 (to include the following - glazing bars - top, middle & bottom rails - stiles - central mullion - head, jamb and sill of frame - depth of reveal i.e. position of the window/door in the wall); details of the glazing (identifying clear/obscured/tinted, etc) and the method of fixing (putty or beaded); and a specification of materials and finishes, have been submitted to and approved in writing by the local planning authority. The works shall be carried out in accordance with the approved details.

**Reason:** To protect the fabric of the building and to ensure the works are in keeping with the special historic and architectural interest of the listed building in accordance with the requirements of section 16 and 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 (as amended) and to comply with the aims of policy DM11 (Historic and

Built Environment) of the Island Plan Core Strategy and section 16 of the National Planning Policy Framework.

20. The windows/doors, roof coverings and wall cladding to the east and west cottages shall not be installed until further details identifying the materials (with an appropriately scaled typical drawing or product detail for the windows/doors and a sample of the roof and wall cladding materials) have been submitted to and approved in writing by the local planning authority. The works shall be carried out in accordance with the approved details.

**Reason:** To protect the fabric of the building and to ensure the works are in keeping with the special historic and architectural interest of the listed building in accordance with the requirements of section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 (as amended) and to comply with the aims of policy DM11 (Historic and Built Environment) of the Island Plan Core Strategy and section 16 of the National Planning Policy Framework.

21. The windows/doors, roof coverings and wall cladding and chimney to the new village barn and shop shall not be installed until further details identifying the materials (with an appropriately scaled typical drawing or product detail for the windows/doors and a sample of the roof and wall cladding materials and stone for the chimney) have been submitted to and approved in writing by the local planning authority. The works shall be carried out in accordance with the approved details.

**Reason:** To ensure the building in keeping with the special historic and architectural interest of the site in accordance with the requirement of policies DM2 (Design Quality for New Development) and DM11 (Historic and Built Environment) of the Island Plan Core Strategy and section 16 of the National Planning Policy Framework.

22. Prior to the construction of the welcome barn beyond foundation level samples of the materials to be used on the external surfaces of the building have been submitted to and approved in writing by the local planning authority. The works shall be carried out in accordance with the approved details.

**Reason:** To ensure the building in keeping with the special historic and architectural interest of the site in accordance with the requirement of policies DM2 (Design Quality for New Development) and DM11 (Historic and Built Environment) of the Island Plan Core Strategy and section 16 of the National Planning Policy Framework.

23. Prior to the construction of the gym beyond foundation level samples of the materials to be used on the external surfaces of the building have been submitted to and approved in writing by the local planning authority. The works shall be carried out in accordance with the approved details.

**Reason:** To ensure the building in keeping with the special historic and architectural interest of the site in accordance with the requirement of policies DM2 (Design Quality for New Development) and DM11 (Historic and Built Environment) of the Island Plan Core Strategy and section 16 of the National Planning Policy Framework.

24. Prior to works commencing on the woodland lodges or tree houses samples of materials to be used in the construction of the external surfaces of the development 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.

25. Prior to the commencement of any development, with the exception of works to existing buildings that does not involve changes to the roofscapes or roofs a Construction Environment Management Plan (CEMP) shall be submitted to and approved in writing by the local planning authority that details careful construction practices aimed at avoiding environmental harm, including timing of works and fencing off sensitive features, details of a ecological clerk of works and reference to any licensed dormouse works. The approved details shall be adhered to on site.

**Reason:** In order to ensure that the development has an acceptable level of ecological impact and provides sufficient mitigation, and to accord with the aims of policy DM2 (Design Quality for New Development) of the Island Plan Core Strategy.

26. Prior to the commencement of any development associated with the construction of the lodges on site a plan that sets out details of badger sett exclusion, temporary mitigation shall be submitted to and approved in writing by the local planning authority. Works shall be undertaken in accordance with the agreed details.

**Reason:** In order to ensure that the development has an acceptable level of ecological impact and provides sufficient mitigation, and to accord with the aims of policy DM2 (Design Quality for New



Development) of the Island Plan Core Strategy.

27. Prior to the commencement of any development, with the exception of works to existing buildings that does not involve changes to the roofscapes or roofs Details on the waste water receptor measures for the site and the consideration of any mitigation measures if required. The approved details shall be adhered to on site.

**Reason:** In order to ensure that the development has an acceptable level of ecological impact and provides sufficient mitigation, and to accord with the aims of policy DM2 (Design Quality for New Development) of the Island Plan Core Strategy.

28. Prior to the commencement of any development, with the exception of works to existing buildings that does not involve changes to the roofscapes or roofs a details of an active woodland management scheme shall be submitted to and agreed in writing with the local planning authority. The scheme should aim to contribute towards the positive conservation of Priory Bay woods. The timescales for this should be over the lifetime of development but can be reviewed at appropriate intervals, e.g. every 5 or 10 years. The approved details shall be adhered to on site.

**Reason:** In order to ensure that the development has an acceptable level of ecological impact and provides sufficient mitigation, and to accord with the aims of policy DM2 (Design Quality for New Development) of the Island Plan Core Strategy.

29. Prior to the commencement of any development, with the exception of works to existing buildings that does not involve changes to the roofscapes or roofs detailed planting plan that shows the species mix, composition and location of the proposed planting shall be submitted to and agreed in writing with the local planning authority. The scheme should aim to contribute towards the positive conservation of Priory Bay woods. The timescales for this should be over the lifetime of development but can be reviewed at appropriate intervals, eg every 5 or 10 years. The approved details shall be adhered to on site.

**Reason:** In order to ensure that the development has an acceptable level of ecological impact and provides sufficient mitigation, and to accord with the aims of policy DM2 (Design Quality for New Development) of the Island Plan Core Strategy.

30. Prior to the commencement of any development, with the exception of works to existing buildings that does not involve changes to the roofscapes or roofs a landscaping plan to include the following

protected species mitigation: installation of a new owl nest box on site, other bird nest boxes, enhancements for plant species (specifically corky-fruited water dropwort), enhancements to and installation of a new wildlife pond, enhanced badger habitat shall be submitted to and agreed in writing with the local planning authority. The approved details shall be adhered to on site.

**Reason:** In order to ensure that the development has an acceptable level of ecological impact and provides sufficient mitigation, and to accord with the aims of policy DM2 (Design Quality for New Development) of the Island Plan Core Strategy.

31. Prior to the commencement of any development, with the exception of works to existing buildings that does not involve changes to the roofscapes or roofs a long term environmental management strategy for the site shall be submitted to and agreed in writing with the local planning authority. The approved details shall be adhered to on site.

**Reason:** In order to ensure that the development has an acceptable level of ecological impact and provides sufficient mitigation, and to accord with the aims of policy DM2 (Design Quality for New Development) of the Island Plan Core Strategy.

32. Prior to the installation of any lighting on site a lighting strategy that looks particularly at sensitive measures to avoid impacts to nocturnal woodland species shall be submitted to and agreed in writing with the local planning authority. The approved details shall be adhered to on site.

**Reason:** In order to ensure that the development has an acceptable level of ecological impact and provides sufficient mitigation, and to accord with the aims of policy DM2 (Design Quality for New Development) of the Island Plan Core Strategy.

33. Prior to the development hereby approved being brought into use a visitor management plan that sets out how new visitors will be managed to ensure recreational disturbance at the coast is avoided shall be submitted to and agreed in writing with the local planning authority. This should include measures such as signage, information packages, training amongst staff to raise awareness and specific codes of conduct. The agreed details shall be adhered to on site.

**Reason:** In order to ensure that the development has an acceptable level of ecological impact and provides sufficient mitigation, and to accord with the aims of policy DM2 (Design Quality for New Development) of the Island Plan Core Strategy.

34. Prior to the refuse store being built the construction details and appearance of the refuse store shall be submitted to an approved in writing by the Local Planning Authority. The agreed details shall be installed on site, in the location as shown on plan no. P011/ prior to any of the accommodation first being occupied.

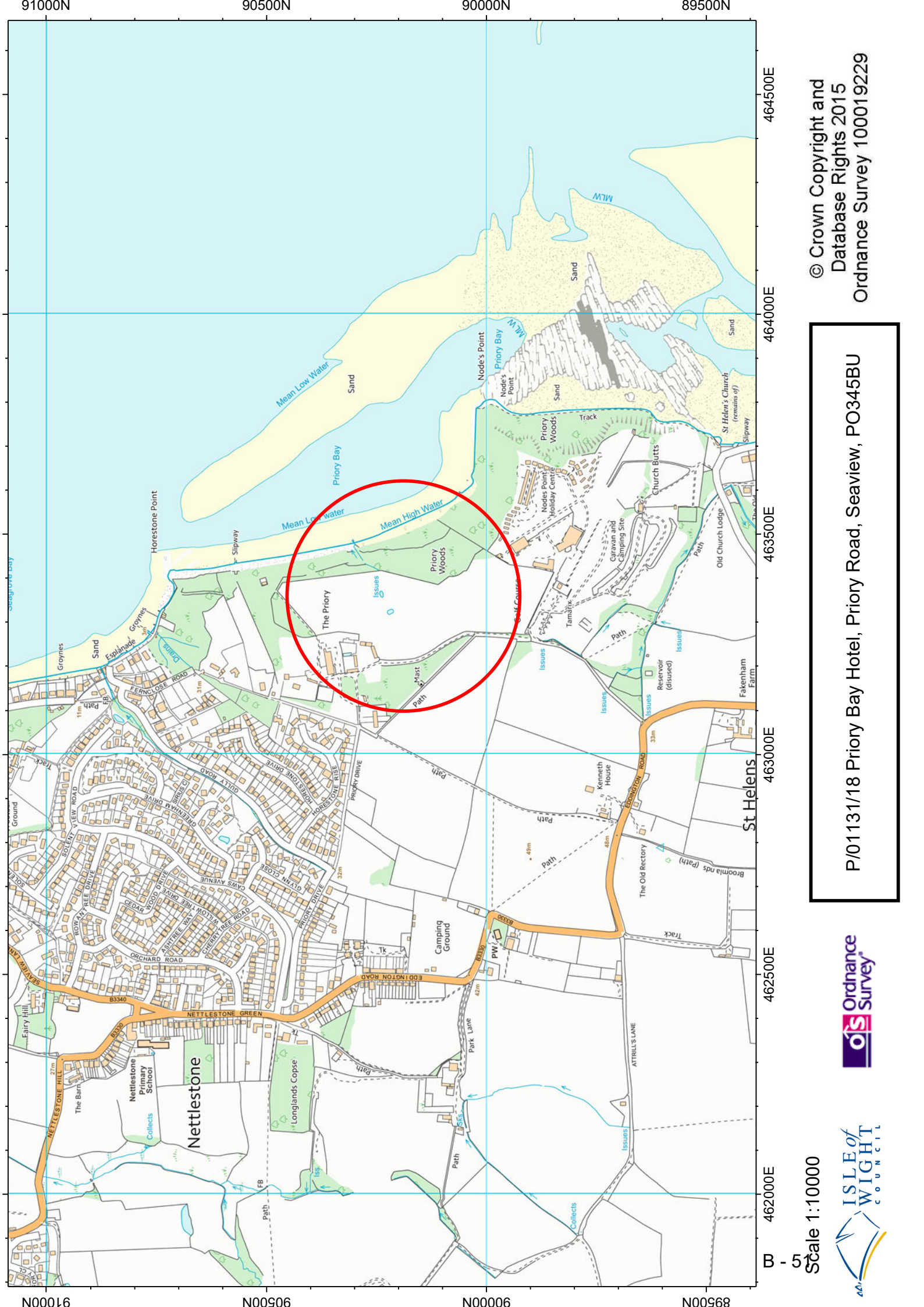
**Reason:** In the interest of the amenities of neighbouring properties and the character of the area in accordance with policy DM2 (Design Quality for New Development) of the Island Plan Core Strategy.

35. Nothing shall be placed in/on the woodland floors and outside of the woodland lodges and tree houses, aside from upon the formal decks hereby approved or shown on the approved plans.

**Reason:** In the interests of the character of the area and to protect the woodland itself in accordance with policy DM2 (Design Quality for New Development) of the Island Plan Core Strategy.

36. Prior to the construction of any new unit/building hereby approved a phasing plan shall be submitted to and approved in writing by the Local Planning Authority, outlining that delivery of the renovation works in relation to the new build elements of the proposal. The works shall be undertaken in accordance with the agreed phasing plan.

**Reason:** To ensure that the historic buildings are renovated in an appropriate a timely manner in accordance with principle of policy DM11 (Historic and Built Environment) of the Island Plan Core Strategy.



Scale 1:10000



P/01131/18 Priory Bay Hotel, Priory Road, Seaview, PO345BU

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Ordnance Survey 100019229

462000E 462500E 463000E 463500E 464000E 464500E

91000N 90500N 90000N 89500N

**Reference Number: P/01132/18**

**Description of application:** LBC for demolition of rear hotel extensions (including ancillaries) and East Cottage; proposed two storey extension to the existing hotel and internal alterations to existing structure; conversion, alteration and refurbishment of existing outbuildings to provide 14 hotel suites, a restaurant, bar and spa; provision of up to 56 holiday lodges, 10 tree houses and 12 woodland retreats; removal of existing yurts; provision of gym, village barn, farm shop, welcome barn and internal access roads and parking; relocation of the existing outdoor swimming pool; drainage and attenuation ponds and landscape planting

**Site Address:** Priory Bay Hotel, Priory Road, Seaview, Isle of Wight, PO345BU

**Applicant:** BMOR

**This application is recommended for conditional permission**

**Conditions/Reasons**

1. The works hereby authorised shall be begun not later than 3 years from the date of this consent.

**Reason:** As required by s18 Planning (Listed Buildings and Conservation Areas) Act 1990 (as amended).

2. Notwithstanding the approved plans works to the vertical shaft and the modified skylight in the hotel shall not commence until further details identifying their form and materials (with an appropriately scaled drawing or product detail) have been submitted to and approved in writing by the local planning authority. The works shall be carried out in accordance with the approved details.

**Reason:** To protect the fabric of the building and to ensure the works are in keeping with the special historic and architectural interest of the listed building in accordance with the requirements of section 16 and 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 (as amended) and to comply with the aims of policy DM11 (Historic and Built Environment) of the Island Plan Core Strategy and section 16 of the National Planning Policy Framework.

3. Notwithstanding the approved plans the replacement balustrades to the second-floor balconies in the hotel shall not be installed until further details identifying their form and materials (with an

appropriately scaled drawing or product detail) have been submitted to and approved in writing by the local planning authority. The works shall be carried out in accordance with the approved details.

**Reason:** To protect the fabric of the building and to ensure the works are in keeping with the special historic and architectural interest of the listed building in accordance with the requirements of section 16 and 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 (as amended) and to comply with the aims of policy DM11 (Historic and Built Environment) of the Island Plan Core Strategy and section 16 of the National Planning Policy Framework.

4. Works to the timber plant enclosure on the west elevation of the hotel shall not commence until further details identifying the form and materials (with an appropriately scaled drawing) have been submitted to and approved in writing by the local planning authority. The works shall be carried out in accordance with the approved details.

**Reason:** To protect the fabric of the building and to ensure the works are in keeping with the special historic and architectural interest of the listed building in accordance with the requirements of section 16 and 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 (as amended) and to comply with the aims of policy DM11 (Historic and Built Environment) of the Island Plan Core Strategy and section 16 of the National Planning Policy Framework.

5. Works to the extension, access ramp and retaining rear wall of the hotel shall not commence until further details identifying the materials and a separate sample panel constructed for stone rubble, stone ashlar and window dressings have been submitted to and approved in writing by the local planning authority. The works shall be carried out in accordance with the approved details.

**Reason:** To protect the fabric of the building and to ensure the works are in keeping with the special historic and architectural interest of the listed building in accordance with the requirements of section 16 and 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 (as amended) and to comply with the aims of policy DM11 (Historic and Built Environment) of the Island Plan Core Strategy and section 16 of the National Planning Policy Framework.

6. Notwithstanding the approved plans the replacement windows and doors in the hotel/hotel extension shall not be installed until detailed drawings (including the frames) at a scale of 1:10 and with sections at

a scale of 1:5 (to include the following - glazing bars - top, middle & bottom rails - stiles - central mullion - head, jamb and sill of frame - depth of reveal i.e. position of the window/door in the wall); details of the glazing (identifying clear/obscured/tinted, etc) and the method of fixing (putty or beaded); and a specification of materials and finishes, have been submitted to and approved in writing by the local planning authority. The works shall be carried out in accordance with the approved details.

**Reason:** To protect the fabric of the building and to ensure the works are in keeping with the special historic and architectural interest of the listed building in accordance with the requirements of section 16 and 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 (as amended) and to comply with the aims of policy DM11 (Historic and Built Environment) of the Island Plan Core Strategy and section 16 of the National Planning Policy Framework.

7. The new roof of the ruined barn shall not be installed until details of the roof structure and roof covering materials (with an appropriately scaled drawing or product detail) have been submitted to and approved in writing by the local planning authority. The works shall be carried out in accordance with the approved details.

**Reason:** To protect the fabric of the building and to ensure the works are in keeping with the special historic and architectural interest of the listed building in accordance with the requirements of section 16 and 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 (as amended) and to comply with the aims of policy DM11 (Historic and Built Environment) of the Island Plan Core Strategy and section 16 of the National Planning Policy Framework.

8. The clerestory window/door details of the ruined barn shall not be installed until further details identifying their form and materials (with an appropriately scaled drawing or product detail) have been submitted to and approved in writing by the local planning authority. The works shall be carried out in accordance with the approved details.

**Reason:** To protect the fabric of the building and to ensure the works are in keeping with the special historic and architectural interest of the listed building in accordance with the requirements of section 16 and 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 (as amended) and to comply with the aims of policy DM11 (Historic and Built Environment) of the Island Plan Core Strategy and

section 16 of the National Planning Policy Framework.

9. Notwithstanding the approved plans no vents shall be installed in the ruined barn until further details identifying their position, form and materials (with an appropriately scaled drawing or product detail) have been submitted to and approved in writing by the local planning authority. The works shall be carried out in accordance with the approved details.

**Reason:** To protect the fabric of the building and to ensure the works are in keeping with the special historic and architectural interest of the listed building in accordance with the requirements of section 16 and 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 (as amended) and to comply with the aims of policy DM11 (Historic and Built Environment) of the Island Plan Core Strategy and section 16 of the National Planning Policy Framework.

10. Notwithstanding the approved plans works to the retained ventilation slits in the ruined barn shall not commence until further details identifying the internal and external treatment (with an appropriately scaled drawing or product detail) have been submitted to and approved in writing by the local planning authority. The works shall be carried out in accordance with the approved details.

**Reason:** To protect the fabric of the building and to ensure the works are in keeping with the special historic and architectural interest of the listed building in accordance with the requirements of section 16 and 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 (as amended) and to comply with the aims of policy DM11 (Historic and Built Environment) of the Island Plan Core Strategy and section 16 of the National Planning Policy Framework.

11. Notwithstanding the approved plans the ground floor surface finish and first floor in the ruined barn not be installed until further details identifying the finish of both floors and the construction of the first floor adjacent the glass openings (with an appropriately scaled drawing/section and/or product detail) have been submitted to and approved in writing by the local planning authority. The works shall be carried out in accordance with the approved details.

**Reason:** To protect the fabric of the building and to ensure the works are in keeping with the special historic and architectural interest of the listed building in accordance with the requirements of section 16 and 66 of the Planning (Listed Buildings and Conservation Areas) Act



1990 (as amended) and to comply with the aims of policy DM11 (Historic and Built Environment) of the Island Plan Core Strategy and section 16 of the National Planning Policy Framework.

12. Notwithstanding the approved plans the repairs/works to the external stone walls and the finish of the internal walls in the ruined barn shall not commence until a schedule of works and finishes have been submitted to and approved in writing by the local planning authority. The works shall be carried out in accordance with the approved details.

**Reason:** To protect the fabric of the building and to ensure the works are in keeping with the special historic and architectural interest of the listed building in accordance with the requirements of section 16 and 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 (as amended) and to comply with the aims of policy DM11 (Historic and Built Environment) of the Island Plan Core Strategy and section 16 of the National Planning Policy Framework.

13. The repairs/works to the roof structures and roof coverings in the tithe and long barn shall not commence until a schedule of works and finishes (with an appropriately scaled drawing and/or typical repair details for the principle roof structure components) have been submitted to and approved in writing by the local planning authority. The works shall be carried out in accordance with the approved details.

**Reason:** To protect the fabric of the building and to ensure the works are in keeping with the special historic and architectural interest of the listed building in accordance with the requirements of section 16 and 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 (as amended) and to comply with the aims of policy DM11 (Historic and Built Environment) of the Island Plan Core Strategy and section 16 of the National Planning Policy Framework.

14. Notwithstanding the approved plans the repairs/works to the external stone walls of the tithe and long barn shall not commence until a schedule of works and finishes have been submitted to and approved in writing by the local planning authority. The works shall be carried out in accordance with the approved details.

**Reason:** To protect the fabric of the building and to ensure the works are in keeping with the special historic and architectural interest of the

listed building in accordance with the requirements of section 16 and 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 (as amended) and to comply with the aims of policy DM11 (Historic and Built Environment) of the Island Plan Core Strategy and section 16 of the National Planning Policy Framework.

15. Notwithstanding the approved plans the works to the floor in the tithe and long barn shall not commence until further details identifying the structure and finish/appearance (with an appropriately scaled drawing/section and/or product detail) have been submitted to and approved in writing by the local planning authority. The works shall be carried out in accordance with the approved details.

**Reason:** To protect the fabric of the building and to ensure the works are in keeping with the special historic and architectural interest of the listed building in accordance with the requirements of section 16 and 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 (as amended) and to comply with the aims of policy DM11 (Historic and Built Environment) of the Island Plan Core Strategy and section 16 of the National Planning Policy Framework.

16. The windows and doors in the tithe and long barn shall not be installed until detailed drawings (including the frames) at a scale of 1:10 and with sections at a scale of 1:5 (to include the following - glazing bars - top, middle & bottom rails - stiles - central mullion - head, jamb and sill of frame - depth of reveal i.e. position of the window/door in the wall); details of the glazing (identifying clear/obscured/tinted, etc) and the method of fixing (putty or beaded); and a specification of materials and finishes, have been submitted to and approved in writing by the local planning authority. The works shall be carried out in accordance with the approved details.

**Reason:** To protect the fabric of the building and to ensure the works are in keeping with the special historic and architectural interest of the listed building in accordance with the requirements of section 16 and 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 (as amended) and to comply with the aims of policy DM11 (Historic and Built Environment) of the Island Plan Core Strategy and section 16 of the National Planning Policy Framework.

17. A detailed specification of works to repair the Dovecot shall be submitted to and agreed in writing by the local planning authority prior to the commencement of the retreats, the lodges or the treehouses.

The agreed specification of works shall be completed in its entirety prior to the occupation of the retreats, the lodges or the treehouses.

**Reason:** To protect the fabric of the building and to ensure the works are in keeping with the special historic and architectural interest of the listed building in accordance with the requirements of section 16 and 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 (as amended) and to comply with the aims of policy DM11 (Historic and Built Environment) of the Island Plan Core Strategy and section 16 of the National Planning Policy Framework.



**Reference Number:** P/01413/18

**Description of application:** Demolition of buildings; construction of six houses (revised scheme).

**Site Address:** 23 Medina Avenue, Newport, Isle of Wight PO30 1EL

**Applicant:** PSP Isle of Wight LLP

**This application is recommended for Conditional Permission**

### **REASON FOR COMMITTEE CONSIDERATION**

The application site is owned by the Council and would result in a capital receipt and therefore in line with the Code of Practice the item is being presented to the Planning Committee

### **MAIN CONSIDERATIONS**

- Principle of the development
- Impact on the character of the area
- Impact on neighbouring properties
- Highway considerations

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

- 1.1. The site consists of a rectangular parcel of land located on the eastern side of Medina Avenue approximately 71.5 metres south of the junction with St. Georges Approach.
- 1.2. The character of Medina Avenue and adjacent streets is predominantly residential, with properties from the Victorian era interspersed with newer development. There are some commercial uses on the road including the former Esplanade car sale and garage and Jewson Moreys.
- 1.3. The site itself is the former driving test centre, which consists of a single storey portacabin style building, set back from the road with parking to the front. The site slopes from the south west (Medina Avenue) to the river at the rear (north east). The existing building therefore sits below the level of the road to the rear of the site.

- 1.4 A Council owned long stay car park delineates the northern boundary, while no. 27 Medina Avenue defines that southern/south-eastern boundary.

## **2. Details of Application**

- 2.1 The application seeks consent to demolish the existing building on site and construct six houses. This application is a revised proposal, following the Planning Committee's decision to refuse planning permission for a previous proposal, as outlined in the history section of this report.
- 2.2 The houses would all provide three bedrooms, two double and one single/'box' room. The units would be laid out on site as three pairs of semi-detached houses and would comprise two storeys.
- 2.3 The units would be constructed of red brick under a grey tile roof and comprise small gardens to the rear.
- 2.4 All units would comprise small gardens to the rear.
- 2.5 The scheme would provide ten parking spaces on site. This would provide for a single space per unit and a further four visitors spaces.

## **3. Relevant History**

- 3.1 P/00393/18: Demolition of building; construction of seven houses was refused by the Planning Committee in June 2018. The reason for refusal solely related to lack of parking, as the proposal was for a no parking scheme.
- 3.2. P/00719/17: Demolition of building; construction of seven houses was withdrawn in April 2018.

## **4. Development Plan Policy**

### National Planning Policy

- 4.1. The NPPF sets out three roles (economic, social and environmental) that should be performed by the planning system. The Framework states that pursuing sustainable development involves seeking positive improvements in the quality of the built, natural and historic environment, as well as in people's quality of life, including (but not limited to):

- making it easier for jobs to be created in cities, towns and villages
- moving from a net loss of bio-diversity to achieving net gains for nature
- replacing poor design with better design
- improving the conditions in which people live, work, travel and take leisure and;
- widening the choice of high quality homes

4.2 At the heart of the NPPF is a presumption in favour of sustainable development. For decision-taking this means approving development proposals that accord with the development plan without delay, or 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 or demonstrably outweigh the benefits or specific policies in the NPPF indicate development should be restricted.

#### Local Planning Policy

4.3 The Island Plan Core Strategy defines the application site as being within 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 Solent Special Protection Areas (SPA) Bird Aware (2018)

4.5 Guidelines for Recycling and Refuse Storage in New Developments (SPD) (2017)

4.6 Guidelines for Parking Provision as Part of New Developments (SPD) (2017)

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

### Internal Consultees

- 5.1 The Council's Archaeological Officer notes the proximity of the site to Newport Roman Villa and other records identified with the Historic Environment Record (HER) and therefore recommends a condition requiring a written scheme of investigation.
- 5.2 The Council's Emergency Management Team have confirmed that they do not have any objection to the application subject to a condition requiring the submission of a Flood Warning and Evacuation Plan (FWEP).
- 5.3 The Highway Engineer from Island Roads, on behalf of the Highway Authority have recommended approval of the application, subject to a condition on respect of footway construction details. Their comments are outlined in more detail in the relevant section of this report.
- 5.4 The Council's Tree Officer has recommended conditions for a method statement and landscaping, should the application be approved.

### External Consultees

- 5.5 The Environment Agency have confirmed that they are satisfied that the proposed development would not increase flood risk and therefore have no objection to the application as submitted.
- 5.6 Southern Water have identified the location of the public sewer and have outlined that the application should be an appropriate distance from this. Officers are satisfied that the proposals comply with the distance outlined.

### Parish/Town Council Comments

- 5.7 Newport and Carisbrooke Parish Council have outlined that they were very happy with the changes that have now been made and wish to welcome this new proposal, confirming that they raise no objection to this application.

### Third Party Representations

- 5.8 No third party representations have been received.



## 6. **Evaluation**

### Principle of the proposed development

- 6.1 The application seeks full planning permission for the construction of six houses. These would be laid out as two pairs of semi-detached dwellings. All of the houses would provide three bedroom accommodation.
- 6.2 The application site is located within the settlement boundary of Newport and represents previously developed land. The principle of redeveloping the site is therefore acceptable.
- 6.3 The existing site is occupied by a commercial use but the wider area is predominately residential. The driving test centre that previously occupied the site has been relocated and the building is currently empty and in a very poor state of repair. It is considered that the loss of the commercial use on site would not be detrimental to the economy of the area.
- 6.4 The existing building has a temporary appearance, similar to that of a portacabin, but has been on site for many years. It is in a very poor state of repair and therefore officers raise no objection to the demolition of the building.
- 6.5 The principle of the redevelopment of the site for residential is therefore considered to be acceptable.

### Impact on the character of the area

- 6.6 The proposed units would be two storeys in height, constructed of red brick under a grey tile roof. These materials are complementary to those common in the surrounding area. The proposed dwellings would follow a continuous building line with hipped roofs onto the road, replicating the majority of properties within the street scene, respecting the character of the area.
- 6.7 The rear of the proposed units would be visible from a nearby footpath, which runs along the other side of the river to the rear of the site. The design, materials and siting of the dwellings would reduce their visual prominence and the development would therefore be read in context with the other properties which front Medina Avenue.
- 6.8 The proposed development is considered to sit comfortably within the street scene, would be of a scale and design which is comparative to surrounding properties and would replace an existing building which is of poor quality and as such would enhance the character of the area. The

development would therefore be in accordance with policy DM2 (Design Quality for New Development) of the Island Plan Core Strategy.

#### Impact on neighbouring properties

- 6.9 The site has a car park to the north and no. 27 Medina Avenue to the south. This property sits immediately onto the road, which is atypical to all other dwellings and buildings on Medina Avenue, partly due to the lack of a pavement at this part of the highway.
- 6.10 The proposed layout would see a small area of car parking immediately adjacent to the southern boundary, resulting in a distance of 14 metres between the nearest of the proposed dwellings and the side elevation of no. 27 Medina Avenue. This distance is considered to be sufficient to ensure that there would be no overdominance on this neighbouring property. The building shown on the plans closer to the shared boundary is a garage associated with no. 27.
- 6.11 The nearest unit would include three side facing windows. However, the two on the first floor would serve bathrooms and therefore be obscure glazed. The ground floor window would provide additional light into the dining area of the proposed unit. The distance and intervening parking area and boundary treatment would ensure that no unacceptable overlooking would result from the proposed development
- 6.12 No. 29 Medina Avenue has two windows which overlook the site but officers consider that the distance and intervening property, together with the blank side elevation would ensure that the proposed development would have no impact on neighbouring amenity and therefore comply with policy DM2 (Design Quality for New Development) of the Island Plan Core Strategy.

#### Highway considerations

- 6.13 The existing vehicle access arrangement serving the site from Medina Avenue includes for a one-way segregated in / out (entrance via the southern access and egress via the northern access). It is proposed to retain this arrangement on site.
- 6.14 Medina Avenue is an unclassified public highway governed by a 30mph speed limit at the point in question. While not forming part of the Islands strategic road network, this road provides an alternative route into Newport for motorists approaching from the south and is also a bus route. On review of the proposed layout and considering the level of daily vehicle movements that maybe attributable to the existing use, the proposed vehicle access arrangements (retaining the existing one-way system with

the northern access being the point of egress only) are deemed by the Highway Engineer to be acceptable from a highway safety perspective.

- 6.15 It is noted that the proposal includes for a pedestrian link between the site egress and the existing public footway to the north of the site providing connectivity to the wider network.
- 6.16 All proposed parking bays comply with minimum design standards and can be accessed via private motor vehicles. Due to the level difference between the carriageway that is Medina Avenue and the parking area to the front of the site it is recommended that the existing 800mm high boundary wall that runs along the roadside frontage of the site be retained.
- 6.17 This site falls within Zone 2 as defined within the Guidelines for Parking Provision as Part of New Developments SPD January 2017 forming part of the Island Plan. In accordance with the guidance set out within Table 1, a development of this nature should typically provide 12 parking spaces at a ratio of 2 per dwelling. The applicant proposes to provide 10 spaces. While this level of provision marginally fails to comply with the above guidance, when considering the proximity of the site to Zone 1, the town centre, local amenities, public transport links (Newport bus station) and that it site immediately adjacent to a public long stay car park, the proposed level of onsite parking provision is deemed to be acceptable.
- 6.18 The traffic generation associated with this proposal is not deemed to have a negative impact on the capacity of the highway/project network.
- 6.19 On review of accident data, there have been no recorded incidents in the last 3 years within the vicinity of this site that are relevant to the proposal.
- 6.20 Officers consider, having due regard to the variations to the application to incorporate a level of parking on site, the sustainable location and the proximity of the long stay car park, the proposed development would be acceptable in highway terms and would comply with policy DM2 (Design Quality for New Development) of the Island Plan Core Strategy.

#### Other matters

- 6.21 The rear of the site is within Flood Zone 3, which is an area of higher risk of flooding. The proposed layout has therefore been designed to ensure the dwellings are outside of this area of risk. The Environment Agency and the Council's Emergency Management Team have raised no objection to the application. It is therefore considered that the design and layout of the proposed scheme has due regard to flood risk and would

therefore accord with policy DM14 (Flood Risk) of the Island Plan Core Strategy.

#### Financial contributions

- 6.22 The application site is located within the buffer zone of the SPA and therefore in accordance with the relevant documents a contribution towards mitigation is required. A Unilateral Undertaking has been entered into which would provide these contributions.

### **7. Conclusion**

- 7.1 Giving due regard and appropriate weight to all material considerations officers consider that the proposed scheme would result in the redevelopment of previously developed land within the settlement boundary, in highly sustainable location. The proposed development would represent good quality design and would enhance the character of the area.

### **8. Recommendation**

- 8.1 Conditional permission subject to the signing of a legal agreement for the required contributions set out in paragraph 6.22 above.

### **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 provided with pre application advice and the application was considered to be acceptable as submitted and therefore no further discussions were required.

## Conditions/Reasons

- 1 The development hereby permitted shall be begun before the expiration of 3 years from date of this permission.

**Reason:** To comply with Section 91 of the Town and Country Planning Act 1990.
- 2 The development hereby permitted shall only be carried out in complete accordance with the details shown on the submitted plans, numbered

**Reason:** For the avoidance of doubt and to ensure the satisfactory implementation of the development in accordance with the aims of policy DM2 (Design Quality for New Development) of the Island Plan Core Strategy.
- 3 The development hereby approved shall not proceed further than ground works until samples of materials to be used in the construction of the external surfaces of the development 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.
- 4 No development shall take place until an Arboreal Method Statement has been submitted to and agreed in writing by the local planning authority detailing how the potential impact to the trees will be minimised during construction works, including details of protective tree fencing to be installed for the duration of construction works. The agreed method statement will then be adhered to throughout the development of the site.

**Reason:** This condition is a pre-commencement condition to prevent damage to trees during construction and to ensure that the high amenity tree(s) to be retained is adequately protected from damage to health and stability throughout the construction period in the interests of the amenity in compliance with Policy DM12 (Landscape, Seascape, Biodiversity and Geodiversity) of the Island Plan Core Strategy.
- 5 No development shall take place until the applicant or their agents have secured the implementation of a programme of archaeological works in

accordance with a Written Scheme of Investigation which has been submitted to and agreed in writing by the Local Planning Authority.

**Reason:** To mitigate the effect of the works associated with the development upon any heritage assets and to ensure that information regarding these heritage assets is preserved by record in accordance with Policy DM11 of the Isle of Wight Council Island Plan Core Strategy.

- 6 No dwelling hereby permitted shall be occupied until space has been laid out within the site in accordance with drawing number 5164 Rev PL\_02 dated Dec 2018 for 10 cars to be parked and for and for vehicles to turn so that they may enter and leave the site in forward gear. The space shall not thereafter be used for any purpose other than that approved in accordance with this condition.

**Reason:** In the interests of highway safety and to comply with policy DM17 (Sustainable Transport) and policy DM2 (Design Quality for New Development) of the Island Plan Core Strategy.

- 7 The southern vehicular access shown on the approved plan (reference number 5164 PL\_02) shall only be used as a means of ingress to the site and the northern vehicular access shown on the approved plan (reference number 5164 PL\_02...) shall only be used as a means of egress from the site. These restrictions shall be retained in place at all times.

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

- 8 No dwelling shall be occupied until a footway link has been provided between the site egress and the existing public footway on the eastern side of Medina Avenue to the north of the site, including for the remodelling of the existing footway(s) to provide for pedestrian access ramps in accordance with details to be submitted to and approve in writing by the Local Planning Authority.

**Reason:** In the interests of highway safety and to comply with policy DM17 (Sustainable Transport) and policy DM2 (Design Quality for New Development) of the Island Plan Core Strategy.

- 9 No development shall take place, until a construction method statement has been submitted to, and approved in writing by, the local planning authority. The approved statement shall be adhered to throughout the construction period. The statement shall provide for:

- i) access and parking of vehicles of site operatives and visitors;
- ii) loading and unloading of plant and materials;
- iii) storage of plant and materials used in constructing the development;
- iv) the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate;
- v) wheel washing facilities;
- vi) measures to control the emissions of noise, smoke, fumes, dust and dirt during construction
- vii) timing of works

**Reason:** To prevent annoyance and disturbance, during the demolition and construction phase in accordance with policy DM2 (Design Quality for New Development) of the Island Plan Core Strategy and paragraph 123 of the National Planning Policy Framework.

- 10 A flood warning and evacuation plan (FWEP) shall be submitted to and agreed in writing by the Local Planning Authority for the development prior to the occupation of the development.

The FWEP should address the following:

- Raise awareness of the flood hazard at the location specified in the plan;
- Define the flood warnings and estimated lead-in times available;
- Detail how, when and by who the plan is triggered;
- Define the responsibilities of those participating in the plan i.e. the site user/occupants/site manager/flood warden;
- Outline the place of safe refuge, evacuation procedure and the safe evacuation route away from the development; and
- Establish the procedure for implementing, monitoring and maintaining the plan.

**Reason:** To reduce the risk to life of the occupants of the development and to comply with the National Planning Policy Framework and Policies SP5 (Environment) and DM14 (Flood Risk) of the Island Plan Core Strategy and the Council's Flood Warning and Evacuation Plan Guidance (April 2017).

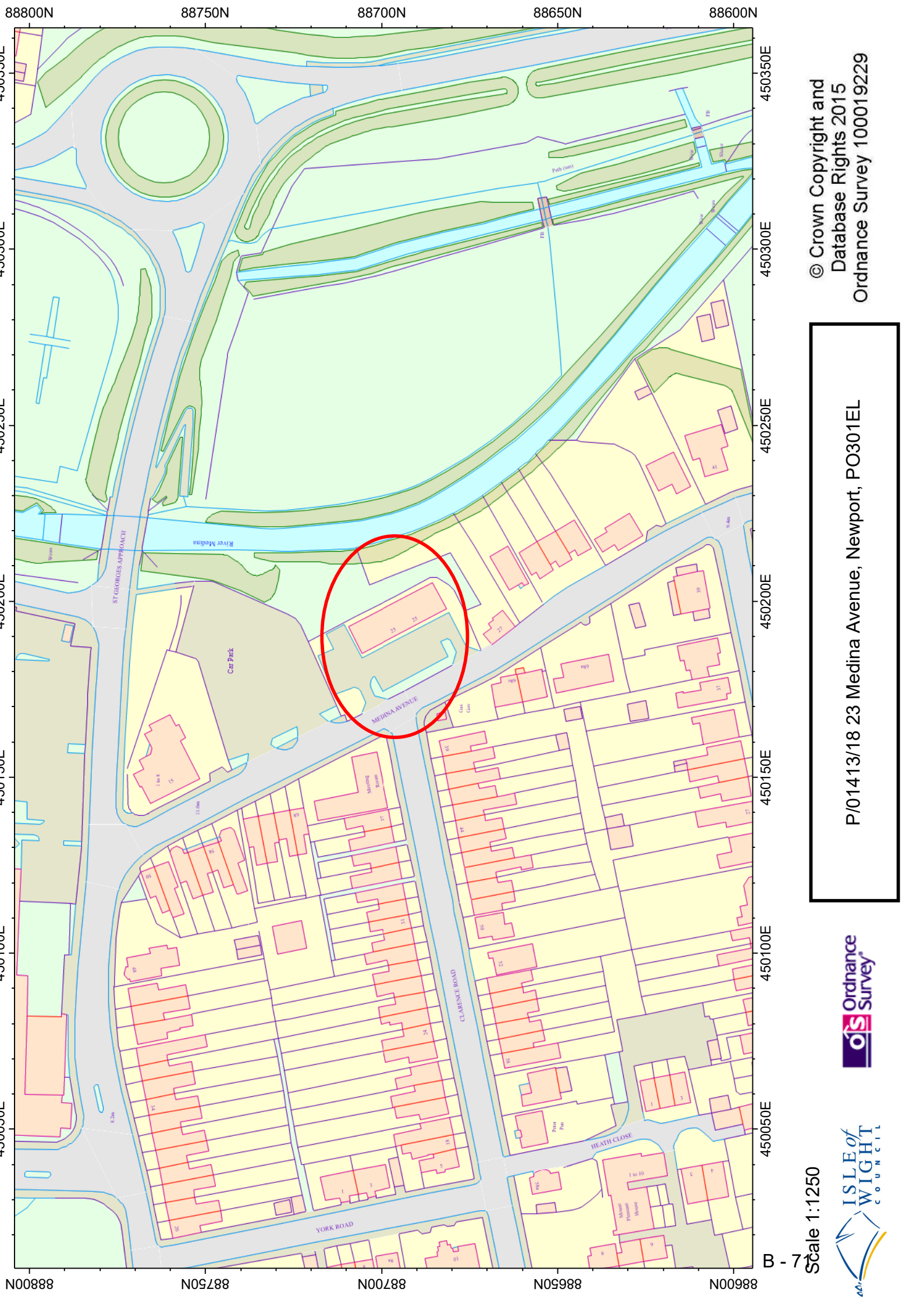
- 11 Development shall not proceed above groundworks until details of the means of the disposal of surface and foul water from the development have been submitted to and approved in writing by the Local Planning Authority. The drainage scheme submitted shall also show connection points, position of any soakaways, and include the design of any headwall for an outfall into the existing watercourse (if required).

**Reason:** 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.

- 12 Prior to the construction of the dwellings above damp proof course details of both hard and soft landscape works shall be submitted to and approved in writing by the Local Planning Authority and these works shall be carried out as approved prior to the occupation of the dwellings.

**Reason:** To ensure the appearance of the development is satisfactory and to comply with policy DM2 (Design Quality for New Development) of the Island Plan Core Strategy.





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P/01413/18 23 Medina Avenue, Newport, PO301EL



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**Reference Number:** P/00983/18

**Description of application:** Proposed detached residential dwelling with parking

**Site Address:** Land off, Church Hill, Godshill, Ventnor, Isle of Wight, PO38

**Applicant:** Billings Group and Westoak Homes

**This application is recommended for Conditional Permission**

### **REASON FOR COMMITTEE CONSIDERATION**

The Local Ward Member has requested that the application is determined by the committee for the following reasons:

- Visibility and access from Church Hill and main road and highway safety
- Impact on neighbours (overlooking and privacy)
- Drainage and surface water flooding
- Impact on surrounding environment
- Wildlife

### **MAIN CONSIDERATIONS**

- Principle of the proposed development
- Impact on the character of the area
- Impact on neighbouring properties
- Ecology
- Highway considerations
- Flood risk/drainage

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

- 1.1 The application site is an area of approximately 0.2 hectares and forms part of a larger field which extends from the rear of properties in School Road in a southerly direction, sloping up from the common boundaries of these properties. As the site is currently part of a wider field the southern boundary is open. The application site forms part of a larger site which had permission for two dwellings in 2018.
- 1.2 Church Hill rises up from the main road running through Godshill (School Road). The application site is to the west with the common

boundary being formed by vegetation and several trees, which are protected under an area Tree Protection Order (TPO).

- 1.3 To the north of the site are the rear gardens of properties along School Road. These properties are a mixture of styles and sizes, including two storey dwellings and bungalows. It is noted that their gardens are not very deep. The common boundary comprises part timber fencing, part hedge.
- 1.4 The site is within the conservation area but outside of the AONB, which starts on the opposite side of Church Hill. The site is however immediately adjacent to the Rural Service Centre Settlement Boundary.
- 1.5 While the landscape to the north is residential the site has a rural appearance, the housing in the surrounding area mainly fronting the road.

## **2. Details of Application**

- 2.1 The application seeks permission for one two storey dwelling with first floor accommodation within the roof space, providing four bedrooms. The plans show a contemporary barn 'conversion' style design with stone clad ground floor and Siberian larch first floor elevations under a Siberian larch cladding roof. These materials are similar in style to those of the two dwellings approved in 2018, on the other part of the overall site.
- 2.2 The dwelling would be served by an extension to the access road previously approved (under P/00690/17) and which runs from Church Hill relatively close to the north of the site.
- 2.3 The proposed dwelling incorporates the slope of the land into its design, appearing as two storey to its northern elevation, and single storey to its southern elevation.

## **3. Relevant History**

- 3.1. P/00690/17 - Proposed development of 2 x houses; 2 x single storey car ports; formation of vehicular access; parking; landscaping - Approved - 08/05/2018.

## **4. Development Plan Policy**

### National Planning Policy

#### **4.1. National Planning Policy Framework**

- Section 5 – Delivering a sufficient supply of homes
- Section 9 - Promoting sustainable transport
- Section 12 - Achieving well-designed places.
- Section 15 - Conserving and enhancing the natural environment
- Section 16 - Conserving and enhancing the historic environment

### Local Planning Policy

4.2 The Island Plan Core Strategy defines the application site as being immediately adjacent to Godshill Rural Service Centre Settlement Boundary. The following policies are relevant to this application:

- SP1 Spatial Strategy
- SP2 Housing
- SP5 Environment
- SP7 Travel
- DM2 Design Criteria for New Development
- DM3 Balanced Mix of Housing
- DM12 Landscape, Seascape, Biodiversity and Geodiversity
- DM14 Flood Risk
- DM13 Green Infrastructure
- DM17 Sustainable Travel

4.3 The Guidelines for Parking Provision as Part of New Developments Supplementary Planning Document (SPD) was adopted by the Isle of Wight Council at its Executive meeting on 12 January 2017 and came into force on 23 January 2017.

4.4 The Guidelines for Recycling and Refuse Storage in New Developments Supplementary Planning Document (SPD) was adopted by the Isle of Wight Council at its Executive meeting on 12 January 2017 and came into force on 23 January 2017.

4.5 Godshill Parish Supplementary Planning Document (SPD) was adopted by the Isle of Wight Council at its Executive meeting on 23 June 2015 and came into force on 2 July 2015. The following policies are relevant to this application:

- Policy GP1 (Environment) – protect, conserve and/or enhance Godshill's natural and historic environments, including views and vistas within the Conservation Area.
- Policy GP2 (Open Spaces) - existing open spaces and wooded

- areas should, wherever possible, be preserved in perpetuity.
- Policy GP3 (Design) – consider site’s surrounding environment and densities, views into/out of the landscape, provision of hard and soft landscaping to compliment/improve natural environment.
  - Policy GP4 (Housing) - support housing development schemes that demonstrate how they contribute to a local need or demand being met. Contribute to wider community aspirations (new school, health facilities and public car parking).
  - Policy GP5 (Traffic Management) – contribute to reduction of traffic speed, introduce traffic calming measures, appropriate diversion of through traffic and heavy goods traffic away from the village centre
  - Policy GP6 (Parking) - maintain and increase the availability of parking within the village, particularly around Godshill school.

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

### Internal Consultees

- 5.1 The Highway Engineer from Island Roads on behalf of the Highway Authority has recommended conditional approval requiring details of the access to be provided prior to development and the space for parking and on-site manoeuvring along with visibility splays to be provided before occupation.
- 5.2 The Council’s Engineer with a remit for drainage stated during the previous application that permeability tests would be required to support use of soakaway or that consideration be given to piping and discharging water to the water course downstream [See drainage section below].
- 5.3 The Council’s Ecology Officer has raised no objections following the submission of further ecology details but considers a condition requiring details of the mitigation and enhancements are provided prior to commencement.
- 5.4 The Council’s Archaeological Officer has raised no objections, noting that the proposed development site lies near to the medieval church and within the historic core of the settlement of Godshill and that just to the south west, a sub-circular enclosure, possibly of prehistoric date, is recorded on the Isle of Wight Historic Environment Record (IWHER 1759). In view of this, conditions are recommended.

### External Consultees

- 5.5 Southern Water previously raised no objections, subject to conditions and informatives, should the application be approved.

### Parish/Town Council Comments

- 5.6 Godshill Parish Council raise an objection on the following grounds:

- The site is in a conservation area and the application is contrary to the Godshill Parish Plan and the Parish of Godshill Supplementary Planning Document – the latter document contains an Historic England statement warning that the Godshill Conservation Area is deteriorating and at risk of losing its special character.
- There is no demonstrable demand for development in this area.
- On highway safety - the proposed development would be likely to lead to increased use of the existing substandard junction on to the classified road A3020 (School Road) and would add unduly to the hazards of highway users, particularly at the beginning and end of the school day
- There would also be highway safety issues at the junction of the access with Church Hill.
- Effect on local wildlife and the impact on species such as badger and dormouse need to be addressed.

- 5.7 5 third parties have commented raising objections, the content of which can be summarised as follows:

- States that 5 houses were previously refused and the 2 approved were 2 too many and therefore previous objections still stand [Case Officer Note: during the previous application the scheme was reduced from 5 to 2 dwellings];
- It is part of the Godshill Conservation Area, which is on the English Heritage At Risk Register 2014 and refers to concerns previously been expressed by Historic England;
- Edge of AONB;
- Incongruous in the landscape and harm to the Godshill Conservation Area - the field and its topography are an integral part of the setting of the historic part of the village and the proposed levelling works and the retaining wall of the building will look contrived and out of place in the landscape.
- Loss of privacy/overlooking - large amount of glazing on southern elevation facing existing properties to the rear (The

Mount and Fairview);

- Considers the road access to be hazardous, regardless of the 20mph limit in School Road, which is totally ignored;
- Area is a natural habitat for badgers, foxes, bats and dormice, which are protected species;
- Concerns of flooding - current owner has not maintained the ditches and additional built form will makes matters worse;
- In times of heavy rainfall and/or very dry weather, there has been a lot of surface water run-off from the field onto Church Hill.

## 6. **Evaluation**

### Principle

- 6.1 The site lies immediately adjacent to the Godshill Rural Service Centre Settlement Boundary wherein Policy SP1 of the Island Plan Core Strategy encourages new development to be located. Policy SP1 states that appropriate land is considered to be deliverable “*within or immediately adjacent, the settlement boundaries of the Key Regeneration Areas, Smaller Regeneration Areas and Rural Service Centres*”. The site is therefore considered to be a sustainable location where Policy SP1 would look to support residential development.
- 6.2 In such locations, the supporting text of SP1 outlines that proposals for the development of greenfield sites will need to demonstrate that deliverable previously-developed land (PDL) is not available, and that an identified local need will be met. In addition, Policy SP1 requires applications on non-previously developed land to clearly demonstrate how it will enhance the character and context of the local area. Subject to these requirements, where an adequate justification has been demonstrated, Policy SP1 supports new development in areas such as this.
- 6.3 Policy SP2 of the Core Strategy outlines that the strategy provides for 8,320 dwellings for the Island over the plan period (2011 to 2027), which equates to an average of 520 dwellings per year, although the recent Government figure is 641 dwellings per annum for the Island. Policy SP2 envisages that 980 of these dwellings will be delivered through smaller scale development within Rural Services Centres and the Wider Rural Area. The Housing Needs Assessment (HNA) outlines that there is a requirement for 201 open-market dwellings per annum within this sub-market. Furthermore, the document states that the following housing mix will be required for this sub-market area:



- 4% 1-bed
- 36% 2-bed
- 46% 3-bed
- 14% 4-bed

The development would make a contribution to this provision providing for one four bedroom dwelling.

- 6.4 Furthermore, having reviewed information submitted by the applicant and undertaken our own assessments officers consider no vacant or previously-developed land is currently available that could accommodate the proposed development, and that in order to meet the housing needs and demands over the plan period, it is necessary for greenfield sites to be utilised for development. It is therefore considered that in relation to the sequential test requirement of the supporting text of policy SP1, the proposal would be acceptable in principle.

Impact on the character of the area

- 6.5 Policies DM2 and DM12 of the CS require development proposals to be of a high quality of design, to compliment the character of the surrounding area, and to conserve, enhance and promote the Island's landscape. Policy SP1 also states that in all cases development on non-previously developed land will need to clearly demonstrate how it will enhance the character and context of the local area.
- 6.6 In respect of the aims of Policy SP1, Officers note that in an appeal decision relating to a development proposal at Place Road, Cowes, the Planning Inspector discussed the issue of developing on non-previously developed (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.”*

Having due regard to this, officers accept that some harm to the local context would occur but this can be reduced and mitigated through appropriate design and landscaping, to ensure that it is balanced against housing delivery.

- 6.7 The application site is within the conservation area, which was designated in 1971. The Council's Conservation Projects Officer has stated that the presence of the field itself has limited weight in terms of its contribution to the character or appearance of the conservation area, but the lane from which the proposed site would be accessed is a positive contributor and reflects similar lanes elsewhere in the designation. The hedgerow and trees along both sides of the lane provide an enclosure that reinforces the rural character of this part of Godshill. The proposal would utilise the access approved under planning application P/00690/17 and the proposed dwelling would be set in from this boundary. This approach would ensure that there would be no greater impact on the character of the lane than that previously considered to be acceptable, when the previous application was approved.
- 6.8 The proposed dwelling would appear similar to a converted barn with materials shown to include stone clad ground floor and Siberian larch first floor elevations under a roof of Siberian larch cladding. Having due regard to the non-uniformity and the differing sizes of the dwellings within the street scene officers consider these materials and the design to be appropriate in this rural location and adjacent to the main built form of Godshill. The proposed dwelling would not appear overly prominent within the street scene or out of character with the surrounding properties. The appearance would be similar to the two dwellings recently approved within the wider site area (P/00690/17).
- 6.9 It is noted that comments have been received with regards to the engineering of the site (i.e. the cut into the hill/retaining walls). However, officers consider that this design utilises the slope whilst ensuring the dwelling would not be overly prominent. Furthermore, an appropriate landscaping scheme, which can be conditioned should the development be approved, would ensure mitigation/screening/softening of the retaining walls and other built form.
- 6.10 It is acknowledged that the site is relatively close to the listed church to the east and also that an appeal decision was dismissed for an application at Brambles which highlighted the importance of maintaining the greenspace around the hill and the setting of the conservation area. However, in this instance the application site is separated from the church and the listed buildings to the south-east by the relatively steep hill on the other side of Church Hill which is also wooded/vegetated. This is considered by officers to provide a sufficient separation from these listed buildings for there not to be an adverse impact on their setting, noting that Historic England also consider this to be the case when they commented on the previous scheme which originally included a similar dwelling in the position of this current proposal. As such, it is considered

the proposal would not result in an adverse impact on the nearby listed buildings or their setting.

- 6.11 Officers consider that the proposed dwellings would not be overly prominent, out of keeping in the street scene or out of character with the surrounding properties. It would not have a significant impact on the wider landscape, the setting of nearby listed buildings, the Conservation Area or the nearby AONB and thus would be in accordance with Policies SP5, DM2, DM11 and DM12 of the Island Plan Core Strategy and Policies GP1 (Environment) GP3 (Design) of The Godshill Parish Supplementary Planning Document (SPD).

Impact on neighbouring properties

- 6.12 The potential impact from the proposed development would be on those properties located to the north, fronting School Road.
- 6.13 Concerns have been raised by third parties over the impact on neighbouring properties. It is acknowledged that properties fronting the main road back onto the site and that these dwellings have relatively small depths to their gardens. Furthermore, the land slopes upwards from these gardens to the site of the proposed dwelling. However, there would be approximately 14 metres from the proposed dwelling to the common boundary and approximately 24 metres between the proposed dwelling and the rear of the closet properties. This distance combined with the design is considered by officers to result in an acceptable relationship.
- 6.14 In respect of the design, whilst there would be windows in the north elevation (facing these neighbours) these would be restricted to ground floor level and would only serve bedrooms, and not rooms considered in planning terms as being habitable/living rooms. Two roof lights are proposed in the north roofslope, but these would only serve a bathroom and stairwell/landing. As such, officers consider the proposal would not result in any adverse impacts on the privacy to these neighbouring properties. Officers therefore consider that the layout and design of the dwelling, along with the separation distance would ensure there would be minimal impacts on these properties. Conditions are also recommended to remove permitted development rights to include additions/extensions and further windows. It is considered by officers that the proposed dwelling would not have an adverse impact on neighbouring properties.
- 6.15 The dwellings would be accessed from a new access road (as previously approved) which would run close to the northern boundary. This road would be approximately 2.5m from the common boundary.

The combination of the existing boundary treatments (close boarded fencing) and the opportunity for additional planting, is considered to ensure that this access road would not result in an adverse impact on these neighbours.

- 6.16 Officers consider that the proposed dwelling would not result in further overlooking or a loss of privacy to any neighbouring residential properties and the development is therefore considered to be acceptable in terms of impact on neighbours in accordance with Policy DM2 of the Core Strategy.

#### Ecology

- 6.17 Comments have been received from third parties with regards to concerns that the development would have an adverse impact on wildlife. Ecology reports were submitted with the application and further information provided in this regard during the determination process. The council's ecology officer raises no objection but recommends that the measures for mitigation and enhancement should be conditioned, if the application is approved. These conditions should require a landscaping scheme, details of external lighting and bat boxes to be installed.

#### Highway Consideration

- 6.18 The proposed dwelling would be served via a single access point from Church Hill, utilising the access road previously approved. Church Hill is an unclassified road covered by a 30mph speed limit and a 6' 6" width restriction. Church Hill forms a junction with School Road approximately 38 metres north of the proposed site access.
- 6.19 It is noted that the Highway Authority previously raised concerns in respect of five dwellings within the overall site. These concerns related to the potential impact of traffic associated with the development on the junction of Church Hill with School Road, due to limited visibility. The concerns were overcome doing a previous application by a redesign and reduction to two dwellings and taking into account the reduced speed limit on School Road (from 30mph to 20mph), which reduced the required visibility.
- 6.20 This reduction in the speed limit on the section of School Road that forms a junction with Church Hill from 30mph to 20mph, results in the junction visibility requirements reducing from 43.0m to 25.0m. Furthermore, since the previous approval, this junction has also been remodeled to create a safer waiting area for the bus stop and an improved pedestrian crossing to the school. The Highway Engineer has

stated that the outcome of this remodeling is that the visibility to the east has been improved and currently can be measured at approximately 26m, although a small part of this (6m) is over private land. The Highway Engineer therefore accepts this visibility splay as being compliant.

- 6.21 The Highway Engineer has confirmed that, when considering the proposed level of development and the AM/PM peak traffic flows on this part of the highway network the traffic generation associated with this proposal would not be deemed to have a significant negative impact on the capacity of the highway network.
- 6.22 With regards to the access into Church Hill from the site, the Highway Engineer has stated that the southern splay is fully compliant, although the visibility splay to the north crosses third party land, this includes the driveway of a neighbouring property, so it is unlikely that this splay would be impeded, thus making the access acceptable.
- 6.23 An integral car port for two vehicles is proposed with a drive and turning area. This would meet the requirements of the Guidelines for parking Provision as Part of New Developments SPD.
- 6.24 The Highway Engineer notes that a fire appliance would be able to reach within 45m of the proposed dwelling but does suggest liaising with the Local Chief Fire Office. Standing advice from the Chief Fire Office is that if the proposed access for fire service will meet the requirements within The Building Regulations Approved Document B5 then they would be satisfied. This would be consulted on once the building application is submitted. Should the proposal fail to comply with the requirements then a suitable alternate solution would need to be agreed with the fire service prior to the commencement of any construction.
- 6.25 Taking the above into account and that the Highway Engineer considers the junction of Church Hill and School Road to be complaint, the proposed level of development on the am/pm peak traffic flows on this part of the highway network, the traffic generation associated with this proposal would not have a significant negative impact on the capacity of the highway/project network. Furthermore, on review of accident data, there have been no recorded accidents in the last 3 years within the vicinity of this site that is relevant to the proposal.
- 6.26 Officers therefore conclude that with the imposition of appropriate conditions the proposal would comply with policies DM2 (Design Quality for New Development), DM17 (Sustainable Travel) and SP7 (Travel) of the Isle of Wight Core Strategy.

## Flood risk/drainage

- 6.27 Some concerns have been expressed over surface water drainage issues noting the site slopes down towards the neighbours to the north. The site is greenfield in nature and is located within a Flood Zone 1, where development is considered to be acceptable. Given the scale of the scheme, details of the drainage proposals have not been presented. However, it is noted that the submission indicates the use of soakaways. Policy DM14 identifies support for SUDS techniques to meet local and national standards and recognises the additional benefits they can bring for ecology and green infrastructure. It also states that: "*On greenfield sites, SUDS will be required to achieve no increase in the relevant net run-off rate to that prior to development*".
- 6.28 A hierarchy of preferred drainage options is also contained within the online Planning Practice Guidance. The aim should be to discharge surface run off as high up the following hierarchy of drainage options as reasonably practicable:
- into the ground (infiltration);
  - to a surface water body;
  - to a surface water sewer, highway drain, or another drainage system;
  - to a combined sewer.
- 6.29 Given the scale of the scheme, officers consider that the detailed design of the drainage approach for the site can be controlled through the imposition of a planning condition, to ensure greenfield run-off rates are maintained. On this basis, it is considered that these issues have been appropriately considered and with such details being required prior to development through such a condition, the scheme would be compliant with the principles of policy DM14.

## **7. Conclusion**

- 7.1 Having given due weight and consideration to all comments received in relation to this application and for the reasons set out above, the proposal is considered to comply with policies SP1, SP2, SP5, SP7, DM2, DM11, DM12, DM14 and DM17 of the Island Plan Core Strategy. Therefore, it is recommended that the development is approved subject to conditions.

## **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:

- The IWC offers a pre-application advice service
- 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 application was considered to be acceptable following the submission of additional plans including section views.

### **Conditions/Reasons**

1 The development hereby permitted shall be begun before the expiration of 3 years from date of this permission.

**Reason:** To comply with Section 91 of the Town and Country Planning Act 1990.

2 The development hereby permitted shall only be carried out in complete accordance with the details and materials shown on the submitted plans, numbered/labelled:

- 1005 Rev C - Proposed Site Plan
- 1006 - Proposed North and South site sections
- 1007 - Proposed East and West site sections (1:100)
- 1008 - Proposed East and West site sections (1:200)
- 1010 - Proposed Plans
- 1011 - Proposed Elevations

**Reason:** For the avoidance of doubt and to ensure the satisfactory implementation of the development in accordance with the aims of Policy DM2 (Design Criteria for New Development) of the Island Plan Core Strategy.

3 Prior to the commencement of development, details of a construction traffic management plan shall be submitted to the Local Planning Authority for agreement in writing. This shall include details of an area for deliveries;

timing of delivery of materials and delivery/collection of equipment (which should be outside of the start and end times for the local school on School Road). Development shall be carried out in accordance with the agreed details.

**Reason:** This is a pre-commencement condition in the interest of regulating the potential impacts as a result of the construction of the development and having regards to neighbouring properties and the school and to comply with policy DM2 (Design Quality) of the Island Plan Core Strategy and the principles of the NPPF.

- 4 Development shall not begin until details of the junction between the proposed service road and the highway providing for a maximum gradient of 1 in 20 over the first 5.0m and 1: 8 thereafter, including for drainage and a bin storage area have been approved in writing by the Local Planning Authority based on the principals of the layout as detailed on drawing 1005 Rev C; and the building shall not be occupied until that junction has been constructed in accordance with the approved details.

**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 The landscaping of the development and ecological enhancements shall be carried out and in accordance with the approved details and at the agreed times and in accordance with details to be submitted to and approved in writing with the Local Planning Authority prior to development commencing to include:
- Soft landscaping to include a schedule of plants, noting species, plant sizes and proposed numbers/densities, planting methodology and an implementation programme.
  - External lighting – location and specification
  - Installation of integral bat boxes – location and specification.

The bat boxes shall be installed prior to occupation of the dwelling hereby approved.

All planting, seeding or turfing comprised in the approved details of landscaping shall be carried out in the first planting and seeding seasons following the occupation of the dwelling or the completion of the development, whichever is the sooner. Any trees or plants that die, are removed become seriously damaged or diseased within 5 years of planting are to be replaced in the following planting season with specimens of a like size or species) unless the Local Planning Authority gives written consent to any variation for a period for five years from the date of the approved



scheme was completed.

**Reason:** This is a pre-commencement condition given the timing of habitat mitigation works and to ensure mitigation is adequately provided for protected species as protected under the Wildlife and Countryside Act 1981 amended. It ensures that measures would be taken throughout the development to protect the condition and use of the open space on site in accordance with the aims of policies SP5 (Environment), DM12 (Landscape, Seascape, Biodiversity and Geodiversity) and DM13 (Green Infrastructure) of the Island Plan Core Strategy.

- 6 No development shall take place until the applicant or their agents has secured the implementation of a programme of archaeological works in accordance with a Written Scheme of Investigation which has been agreed in writing by the County Archaeology and Historic Environment Service and approved by the planning authority. The development shall be carried out in accordance with the agreed details.

**Reason:** This is a pre-commencement condition to mitigate the effect of the works associated with the development upon any heritage assets and to ensure that information regarding these heritage assets is preserved by record in accordance with Policy DM11 of the Isle of Wight Council Island Plan Core Strategy.

- 7 To facilitate monitoring of the on-site archaeological works, notification of the start date and appointed archaeological contractor should be given in writing to the address below not less than 14 days before the commencement of any works:-

Isle of Wight County Archaeology and Historic Environment Service  
Westridge Centre  
Brading Road  
Ryde  
Isle of Wight  
PO33 1QS

**Reason:** To mitigate the effect of the works associated with the development upon any heritage assets and to ensure that information regarding these heritage assets is preserved by record in accordance with Policy DM11 of the Isle of Wight Council Island Plan Core Strategy.

- 8 The dwelling hereby permitted shall be occupied until space has been laid out within the site for a minimum of 2 cars to be parked and for vehicles to turn so that they may enter and leave the site in forward gear in

accordance with the layout as detailed on drawing no. 1005 Rev C and drained and surfaced in accordance with details that have been submitted to and approved by the Local Planning Authority in writing. The space shall not thereafter be used for any purpose other than that approved in accordance with this condition.

**Reason:** In the interests of highway safety and to comply with policy DM17 (Sustainable Transport) and policy DM2 (Design Quality for New Development) of the Island Plan Core Strategy.

- 9 The development shall not be occupied until sight lines at the junction with the proposed access road and Church Hill have been provided in accordance with the visibility splays shown on the approved plan (reference number 18374/GL/1 dated Feb 2017). Nothing that may cause an obstruction to visibility when taken at a height of 1.0m above the adjacent carriageway / public highway shall at any time be placed or be permitted to remain within that visibility splay.

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

- 10 The dwelling hereby permitted shall not be occupied until a scheme for the drainage and disposal of surface and foul water from the development has been carried out and completed in accordance with details submitted to and approved in writing by the Local Planning Authority.

**Reason:** To ensure a satisfactory means for the disposal surface water from the development to minimise the risk of flooding and to comply with Policies DM2 (Design Quality for New Development), DM14 (Flood Risk) of the Island Plan Core Strategy and Government advice contained within the National Planning Policy Framework.

- 11 Immediately following the implementation of this permission, notwithstanding the provisions of The Town and Country Planning (General Permitted Development) (England) Order 2015 (or any other order revoking and re-enacting that order with or without modification) the following Classes of Schedule 2 of the Order as amended are withdrawn.

Part 1

Class A – enlargement, improvement or other alteration to the dwelling

Class B – enlargement consisting of an addition to the roof

Class C – alteration to the roof

## Part 2

### Class A - gate, fence or wall or other mean of enclosure

No development of any of the above classes shall be constructed or placed on any part of the land subject of this permission.

**Reason:** To ensure adequate planning control over further development having regard to the limitations of the site and the neighbouring properties and in the interests of the visual amenities of the site and the area in general, in accordance with Policy DM2 (Design Quality for New Development) of the Island Plan Core Strategy.

- 12 Notwithstanding the provisions of The Town and Country Planning (General Permitted Development) (England) Order 2015 (or any other order revoking and re-enacting that order with or without modification), no windows/dormer windows or similar openings [other than those expressly authorised by this permission] shall be constructed in the elevations or roof slopes of the extension/development hereby approved.

**Reason:** To safeguard the residential amenities of neighbouring properties in accordance with Policy DM2 (Design Criteria for New Development) of the Island Plan Core Strategy.

## Informatives

- 1 The applicant is advised that a formal application to Southern Water will be required for connection to the public sewerage system. For further information and advice contact Southern Water, Sparrowgrove House, Sparrowgrove, Otterbourne, Hampshire 5021 2SW (Tel: 0330 303 0119) or [www.southernwater.co.uk](http://www.southernwater.co.uk).
- 2 The applicant is advised that should any sewer be found during construction works, an investigation of the sewer will be required to ascertain its condition, the number of properties served, and potential means of access before any further works commence on site. The applicant is advised to discuss the matter further with Southern Water, Sparrowgrove House, Sparrowgrove, Otterbourne, Hampshire SO21 2SW (Tel: 0330 303 0119) or [www.southernwater.co.uk](http://www.southernwater.co.uk).
- 3 All works must proceed with caution as protected species may be present – with particular reference to reptiles and badgers, protected under UK and European law. Any necessary scrub clearance should be carried out by hand prior to development. If any protected species or badger setts are

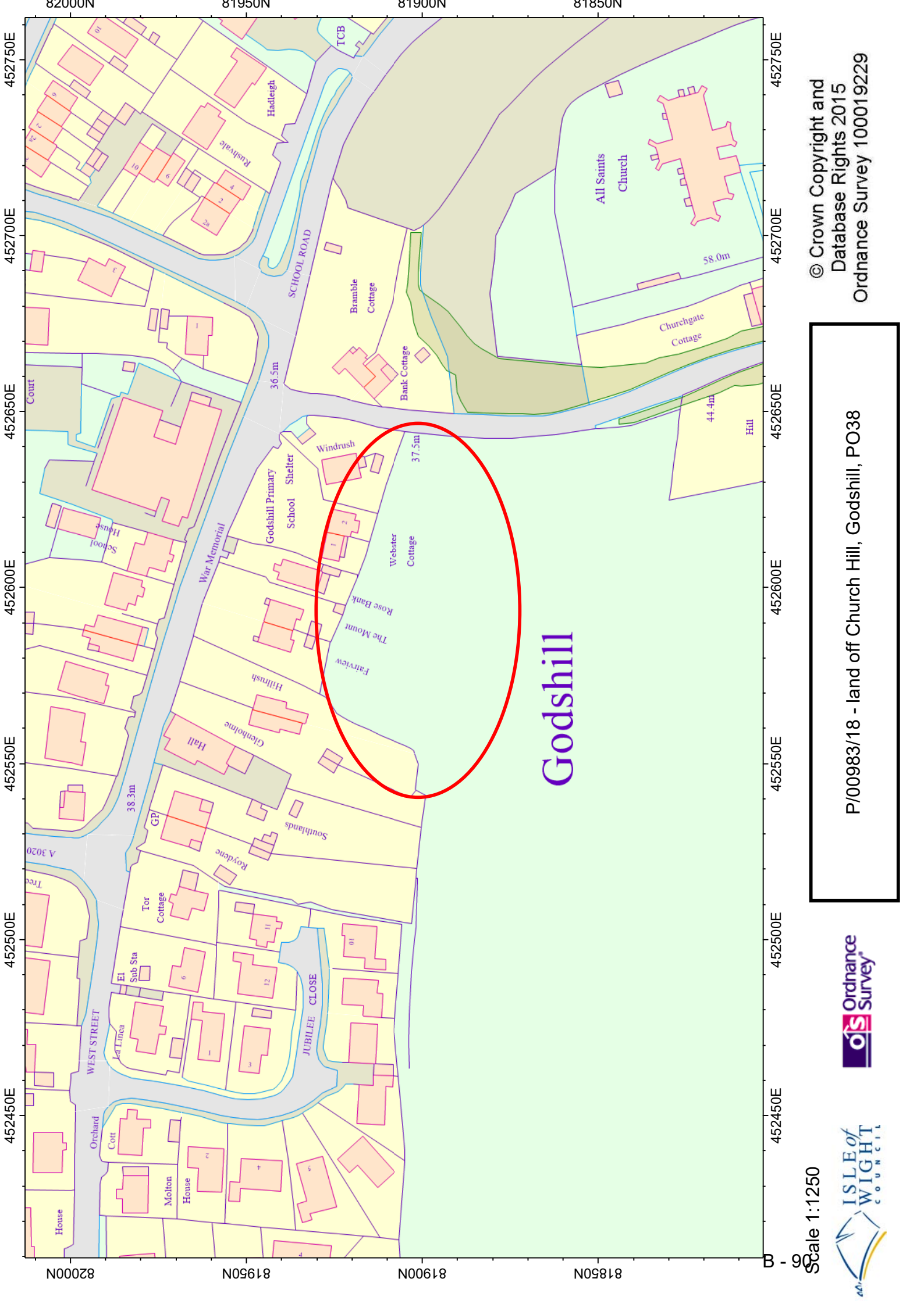
found all works in that area are to stop immediately and advice sought as to how to proceed from:

- Natural England: Contact Natural England for further information.  
Tel: 0300 060 6000

(As an alternative to proceeding with caution, the applicant may wish to commission an ecological consultant before works start to determine whether or not bats are present).

Whether or not there is a badger sett on the site, there are likely to be badgers moving through, and it is good practice to ensure that any trenches left open overnight during the construction phase have a means of escape for any animals which fall in.

- 4 The applicant will be required to apply for a vehicle crossover application under Section 171 of the Highways Act 1980.
- 5 The applicant is required to make a formal application to Island Roads, St Christopher House, 42 Daish Way, Newport, Isle of Wight, PO30 5XJ, in accordance with the Town Improvement Clause Act 1987 Sections 64 & 65 and the Public Health Act 1925 Section 17 before addressing and erecting a property name / number or street name in connection with any planning approval.



Scale 1:1250



P/00983/18 - land off Church Hill, Godshill, PO38

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Ordnance Survey 100019229



**Reference Number:** P/00823/18

**Description of application:** Outline application for up to a maximum 66 dwellings with associated roads, parking and open space with access only off Newport Road

**Site Address:** land to the rear of 391, Newport Road, Cowes, Isle of Wight, PO31

**Applicant:** Harding Holdings

**This application is recommended for Conditional Permission**

### **REASON FOR COMMITTEE CONSIDERATION**

The local councillor has requested that the application be determined by the planning committee for the following reasons:

- The area is outside of the development boundary, adjacent to it, but, outside.
- The site was not identified as a suitable area in the latest SHLAA listings review, and is identified as a Mineral Safeguarding site, and relevant to further consideration under SP9.
- Question needs as we already have a major development being built at Place Road (93 units), another approved at Medina yard (535 units), and another in process at the old reservoir site (146 units), and a smaller one approved off Harry Cheek Gardens (31 units) and the IWC validated 2014 Parish Housing Needs Survey identifies a need for only 27 units, locally, over a 5yr period, and in 4 of those years that quota has been already been oversubscribed cannot count for nothing, and should be considered in the democratic light of the Committee.
- This particular site (3.1 hectares) poses disproportionate threats to the infrastructure and local setting because of its location. It threatens the environment that is created in Oxford Street and Wyatts Lane, one that is consistently defended in the refusal of many applications in that area, for that very reason. Not only that but is significantly distorts the neighbourhood of that quarter of Northwood, pushing it outwards, into the coalescence gap, and increases the number of dwellings to that quartile by some 10%, being around the same number as exist in the entire length of Oxford Street, itself!
- Turning to SP3, it must be demonstrated how this development would benefit the economy.
- This site does nothing to support the principles of SP5, rather it destroys the benefit gained from a significant outlying green space, traditionally used as unploughed agricultural land, supporting wildlife and wild organic growth. It is also land of historic and archaeological interest through its heritage and

full reports and considerations need to be made and be seen to be considered to satisfy local concerns as exemplified in many of the representations lodged in respect of this Application.

- This development will further load traffic and congestion at a point in the A3020 that has already been determined, in other Applications, as being at capacity. This situation is already being added to by the rising commercial growth of Northwood and the neighbourhoods of Cowes and Gurnard, both accessed via the A3020 at this point. Refer DM17.
- There is, remarkably, no pedestrian access to enable people to walk to and from the site to access the village and facilities immediately to the North. This fails to satisfy requirements of DM17.
- There are concerns over the additional loading on the infrastructure, particularly concerning foul drainage, as DM21. Although the plan is to pump waste to the East, initially, it cannot be allowed to then pass into the existing drainage facility that passes along Wyatts Lane and Pallance Lane. This line of drainage regularly overflows, spilling sewage onto the road, and is currently the subject of complaints because of foul smells emanating from its course.
- Apart from the above, is the very real concern frequently voiced by the local Health Centre, about coping with increased numbers. Cowes is losing its dentist and NHSE, who commission dentistry on the Island, have no plans to replace the service in Cowes. The doctors are having to pull people out of retirement to meet current demand and say that they have no ability to deal with the increased numbers for existing approved developments underway.
- In short, this Application will have such material effect on the local environment, community, traffic, infrastructure, identity and is so demonstrably against the wishes of the local community, who have raised significant concerns that to acknowledge the impact potential and local concerns, this Application is significant enough to be directed to Committee where a full and open debate on its merits and drawbacks can be exercised.

**This application was deferred at the December 2018 planning committee for additional details in respect of the access, including a safety audit.**

### **MAIN CONSIDERATIONS**

- Principle of the proposed development
- Impact on the character of the area
- Impact on neighbouring properties
- Highway considerations
- Other matters



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

- 1.1. The site is a rectangular shape covering an area of approximately 3 hectares on the western side of Newport Road and south of Oxford Street, Cowes. The area is currently used for grazing animals.
- 1.2. The site has a 210-metre frontage with Newport Road, this being interrupted in the centre of the frontage with two residential properties, which sit outside of the application boundary.
- 1.3. The area surrounding the site is characterised by a combination of residential development (north and east) and agricultural land (south and west). There is also an existing dwelling located immediately to the southern boundary.
- 1.4. The western side of Newport Road is currently characterised by agricultural land with individual or pairs of houses sporadically positioned along the frontage.
- 1.5. The residential development in the vicinity of the site is a mix of bungalows and two storey properties following a linear layout.
- 1.6. The site itself falls from east to west and north to south. The site is effectively two fields with buildings in the centre along the site frontage. There are limited features through the site, with the exception of a hedge and some specimen trees close to the existing building and the centre of the site.

## **2. Details of Application**

- 2.1. The application seeks outline consent for up to 66 dwellings with only access to be considered at this stage. Matter of appearance, landscaping, layout and scale are reserved for later consideration.
- 2.2. The development would result in the demolition of the existing farm/empty buildings to the rear of the residential properties in the centre of the site.
- 2.3. Indicative plans have been provided with the application to illustrate how the number of proposed units could be accommodated on site. This shows a layout combining 2, 3 and 4-bedroom units with a mixture of flats, bungalows, detached and semi-detached houses.
- 2.4. The indicative layout also shows an area of open space to the rear of the site, a footpath network through the site, 131 parking spaces and biodiversity enhancements.

2.5 Access to the site would be provide through two new access points onto Newport Road.

### **3. Relevant History**

3.1. P/01437/14: Prior approval for change of use of 2 agricultural buildings with associated building operations to form 2 dwellings (Class MB) was approved in January 2015

### **4. Development Plan Policy**

#### National Planning Policy

4.1. The NPPF explains that sustainable development has 3 objectives, economic, social and environmental, and that these overarching objectives are interdependent and need to be pursued in mutually supportive ways (so that opportunities can be taken to secure net gains across each of the different objectives). It adds at paragraph 9 that these objectives should be delivered through the implementation of plans and the application of policies in the NPPF, but they are not criteria against which every decision can or should be judged.

4.2 At the heart of the NPPF is a presumption in favour of sustainable development. For decision-taking this means approving development proposals that accord with an up-to-date development plan without delay; or where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:

- i. The application of policies in the NPPF that protect areas or assets of particular importance provide a clear reason for refusing the development proposed; or
- ii. Any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against policies in the NPPF taken as a whole.

#### Local Planning Policy

4.3 The Island Plan Core Strategy defines the application site as being immediately adjacent to the settlement boundary, within the Key Regeneration Area of the Medina Valley. The following policies are relevant to this application:

- SP1 Spatial Strategy
- SP2 Housing
- SP5 Environment
- SP7 Travel
- SP9 Minerals
- DM2 Design Quality for New Development
- DM3 Balanced Mix of Housing
- DM4 Locally Affordable Housing
- DM5 Housing for Older People
- DM12 Landscape, Seascape, Biodiversity and Geodiversity
- DM14 Flood Risk
- DM17 Sustainable Travel
- DM20 Minerals
- DM22 Developer Contributions

- 4.4 Affordable Housing Contributions (SPD) (2017)
- 4.5 Bird Aware Solent Recreation Mitigation Strategy (2018)
- 4.6 Guidelines for Parking Provision as Part of New Developments (SPD) (2017)
- 4.7 Guidelines for Recycling and Refuse Storage in New Developments (SPD) (2017)
- 4.8 Northwood Housing Needs Survey (2014 – 2019).

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

### Internal Consultees

- 5.1 The Council's Ecology Officer has outlined that the scope of the report is acceptable and recommends conditions should the application be approved, to ensure the proposed mitigation and enhancements are secured.
- 5.2 The Council's Rights of Way Manager has outlined that the proposed development has the potential to impact upon the local rights of way network and a contribution should therefore be sought to mitigate this potential impact.
- 5.3 The Council's Tree Officer has recommended conditions should the application be approved.

### External Consultees

- 5.4 Island Roads have recommended conditional permission following the submission of additional information.
- 5.5 Southern Water have not returned comments within the prescribed period. Officers recommend a condition to ensure an appropriate method of drainage is agreed.

### Parish/Town Council Comments

- 5.6 Cowes Town Council have objected to the application on the grounds of:
- poor access,
  - increased volume of traffic,
  - overdevelopment of the site,
  - inappropriate housing for what is needed in the area,
  - insufficient sewage and drainage,
  - closing of green gap between Northwood and Newport,
  - an already oversubscribed primary school and lack of medical and dental capacity at Cowes Medical Centre.
- 5.7 Northwood Town Council have objected to the application for reasons that can be summarised as follows:
- Traffic generation,
  - Number of existing junctions near the site and existing difficulties exiting these due to congestion,
  - Additional highway hazards,
  - Settlement coalescence,
  - Precedent,
  - Prematurity,
  - Contrary to SP9 as site includes a mineral safeguarding area,
  - Insufficient ecological assessment,
  - Flood risk due to drainage,
  - Local social infrastructure is inadequate,
  - Impact on neighbouring properties,
  - No proven need,
  - Contrary to SP1.

### Third Party Representations

- 5.8 110 letters of objection have been received from local residents raising issues that can be summarised as follows:

- Access onto an already busy road
- Inadequate sewage system
- Outside of development red line
- Insufficient social infrastructure (doctors, dentists, school places).
- Loss of 'green lung' between Cowes and Newport
- Overlooking
- Loss of open outlook
- Light pollution
- Impact on wildlife
- Disturbance from construction process
- Registered as 'green land'
- Stretches the definition of immediately adjacent
- Insufficient Transport Assessment
- Inappropriate as site is 3km (as the crow flies) from Cowes High Street
- Layout and design is 'at odds' with the character of the area and would give rise to demonstrable harm.
- Contrary to the UDP [this is an out of date policy document and therefore irrelevant]
- Retain access along Cowes and Newport Road during the construction period for ambulances etc.
- Traffic generation
- Area is likely to be rich in gravel
- Surface water drainage would increase, due to additional area of hard surfacing
- Refusal of development at Horseshoe Inn was on the grounds of road safety
- Excessive density and not compatible with identified needs.
- Pollution caused by additional traffic
- Housing would not be for younger people or affordable
- Site is an important visual green gap
- No affordable housing is proposed
- There are not many jobs in the area
- No local stores
- No local school
- No need for more housing until those at Place Road and across the Island are built and sold
- Outside of the KRA boundary
- Asbestos barn on site
- Urban sprawl would impact on tourism
- Poor architecture
- Impact on peace and tranquillity
- Insufficient exploration of re-use of alternative brownfield sites
- Mineral Safeguarding Area

- Other local developments were meant to satisfy the build targets set in this area up to 2024
- No confirmed distance between proposed properties and existing dwellings
- Precedent
- Insufficient parking
- Application for an entrance into the field was refused
- Not within an area Northwood Parish Council have earmarked for development
- Impact on the character of Northwood village
- Loss of agricultural land.
- Premature
- Loss of amenity
- Impact on the character of the area
- Former landfill
- Not within the SHLAA 2015
- Badger sett in the locality
- Loss of Green Infrastructure causing settlement coalescence
- Contrary to housing needs survey
- The Island Plan is 'out of date'
- No landscape impact assessment
- No ecological impact assessment
- Greenbelt [there is no designated greenbelt on the Island]
- Insufficient capacity at local junctions
- Not sustainable development
- Loss of natural boundary between Northwood village and Newport
- No mention of recreational needs
- Contrary to covenant(s) [this is not a material planning consideration]
- Inappropriate pedestrian routes in the area
- Lack of archaeology survey
- Loss of improved grassland
- Roads within site are open ended
- Within the SPA buffer
- Water course contamination from construction site operations
- Greenfield site are important to mental health.
- Overshadowing of existing bungalows as proposed two storey houses on shared boundary
- Position of proposed sewer pipe in relation to neighbouring property
- Density

5.9 Cowes Medical Centre have raised concerns that the current team is already at capacity to support the number of patients in the practice area.

- 5.10 The Badger Trust Isle of Wight have highlighted that they have been contacted by a number of local residents outlining that badgers regularly visit their gardens. They consider that, based on this evidence of badger using the site a full ecological survey of the site must be undertaken and that this survey must include identifying the foraging and passage of badgers.
- 5.11 CPRE Isle of Wight Branch objects to the application on grounds that can be summarised as follows:
- Greenfield site
  - No indication that alternative brownfields sites are not available.
  - Should be an investigation into the local need for this number of new dwellings
  - Right turn lane on the A3020.
  - Traffic impact

## **6. Evaluation**

### Principle of the proposed development

- 6.1 The application seeks outline permission, with only access to be considered for up to 66 dwellings. Matters of appearance, landscaping, layout and scale are reserved for later consideration.
- 6.2 The application site is located immediately adjacent to the settlement boundary and within the Key Regeneration Area boundary, therefore the general principle of development is acceptable and would accord with Policy SP1 (Spatial Strategy) of the Core Strategy.
- 6.3 Third party comments have suggested that the site is not sustainable as it is too far from Cowes Town Centre and that there are no shops, job opportunities or a school in the vicinity of the site. Officers would dispute this. The northern extent of the site is almost opposite the local store, furthermore there is a bus stop almost outside of the site providing a 10-minute service to the town centre of Cowes, via Somerton where there is a park and ride and a supermarket, as well as an industrial estate, BAE and Asensos and towards Newport in the opposite direction. There is also a school at the end of Oxford Street to the north.
- 6.4 Policy SP2 (Housing) outlines the need to provide 8,320 dwellings for the Isle of Wight in the period of 2011 – 2027, which is an average of 520 per year. The distribution of these dwellings would see broadly 1,350 within the Medina Valley, where the site is located. The policy goes on to state that to ensure these targets are met, the Council will permit development in accordance with the provisions and policies of the Core Strategy. It should be noted that this average has not been

achieved for a number of years with the average being around 400. As a result, there is an unmet requirement additional to the on-going year on year figure.

- 6.5 Third party comments have been received stating that insufficient information has been submitted to demonstrate that there are no 'brownfield' sites available. Policy SP1 requires proposals on greenfield and/or non-previously developed site within Rural Services Centres to demonstrate that deliverable previously developed land is not available, and an identified local need will be met. The requirement does not relate to sites within or immediately adjacent to the Key Regeneration Areas or Smaller Regeneration Area. It is acknowledged that some brownfield/non-previously developed land may be available within the Medina Valley Key Regeneration Area, however, it is not considered that this would be sufficient in isolation to provide the required number of units identified within policy SP2. Therefore, some non-previously developed land would need to be brought forward for housing.
- 6.6 Comments have been received raising concern that there is not a 'need' for further housing in this area, due to other permissions. However, it should be noted that only those sites which fall outside and not immediately adjacent to the settlement boundary must provide for a specific local need. This site does not fall within this category as it is immediately adjacent to the settlement boundary. Furthermore, the number of required units is an average and not a ceiling.
- 6.7 Due to the location of the site immediately adjacent to the settlement boundary there is no requirement for the site to solely meet the needs of Northwood but a wider Medina Valley requirement. Third party comments have referenced the Northwood Housing Needs Survey (2014 – 2019). This Assessment solely relates to the needs of Northwood up to 2019 however it should be noted that Northwood is located within a housing sub market the includes Gurnard, Cowes and East Cowes. The site is also located within the Medina Valley Key Regeneration Area. It is therefore important that the area contributes to the objectively assessed need of the sub-market and not solely the Parish. It should also be noted that the Councils SHMA, undertaken in 2018, is the most up to date housing needs assessment for the area.
- 6.8 Policy DM3 (Balanced Mix of Housing) does require developments to provide an appropriate mix of housing types to contribute to meeting the identified housing need for the local area, however this would be drawn out at the detailed design stage. However, the indicative plans show a range of unit types which is considered to comply with the general principle set out within the Strategic Housing Market Assessment (SMHA) as required by policy DM3 as well as providing 35% of the units as affordable housing, in accordance with DM4.
- 6.9 A number of concerns have been raised by third parties with regards to the ability of the areas infrastructure (doctors, St. Mary's etc.) to accommodate the number of units. Prior to the Core Strategy being adopted a number of consultation



processes took place with key stakeholders to establish that the recommended number of units required over the plan period could be accommodated. This application is in line with the overall number.

- 6.10 The principle of residential development on this site is considered acceptable and would comply with policies SP1 and SP2 of the Core Strategy.

Impact on the character of the area

- 6.11 The proposed development would change the visual appearance of the site dramatically, with the land currently being fields for grazing. However, Officers do not consider that this change would be detrimental to the wider character of the area. The site has residential development to the north and east and would represent a visual extension to this.

- 6.12 In considering the requirements of policy SP1, due weight is afforded to a recent Planning Inspectorate decision at Place Road in Cowes which 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.”*

- 6.13 The indicative layout illustrates plot sizes that are comparative to others in the area, while also providing parking, ecological buffers and communal open space. The density of the site would be low but would respect the context of the area.
- 6.14 Third parties have commented that the existing character of the area is one of linear development, following the highway. Although it is acknowledged that Newport Road and Oxford Street may following this layout, the wider housing layouts to the north is strongly characterised by cul-de-sacs and Officers consider that following a linear form of development would be more harmful to the character of the area and fail to use sites efficiently, as required by the NPPF. The indicative layout does show properties fronting Newport Road to replicate the opposite side of the road and properties following the building line of Oxford Street, with further roads coming off these. This layout is respectful of the context of the site and officers consider it optimises the potential for the site, while having regard to the constraints of trees and hedgerows in accordance with DM2 of the Core Strategy.
- 6.15 Policy DM2 seeks high quality and inclusive design to protect, conserve and enhance the existing environment whilst allowing change to take place. Policy DM12 lists matters that development proposals will be expected to protect in

relation to the landscape. It is Officers opinion that the proposals would complement the established character and appearance of the area, and whilst the proposals would result in a change to this part of the landscape, the impact of this change would be limited and would be outweighed by other factors forming part of the overall planning balance.

- 6.16 Third party comments have raised concerns that the proposed development would result in the loss of an important 'green lung', with the result being settlement coalescence between Northwood and Newport. The southern boundary of the site would sit approximately 1.3km from the closest property on Horsebridge Hill, Newport and thus, retain the landscape gap between Northwood and Newport. Furthermore, the proposed development does not extend the built form further than existing properties on the opposite side of Newport Road. As a result, officers do not consider that the develop of the application site would result in settlement coalescence. The visual loss of the fields to the road frontage is not considered to result in sufficient harm to the character of the area, as outlined in the relevant section above, when considering the open green space to the west and east after the existing row of houses on Newport Road.
- 6.17 It should be noted that no landscape designations cover the site. The application is considered to sit comfortably within the context of the site visually extending the existing character of residential development on Newport Road and as such would not have an unacceptable impact on the character of the area.

#### Impact on neighbouring properties

- 6.18 The application site has residential development to the north, east and south. The units to the east are on the opposite side of Newport Road and would not replicate a common relationship between properties and would therefore not have any unacceptable impact on these residents.
- 6.19 The properties to the north immediately adjoin the site boundary. These existing properties are mainly bungalows, which currently have an outlook over the existing fields. It should be noted that the loss of a view is not a material planning consideration and therefore weight should not be given to this matter. The consideration is therefore one of outlook and whether the distance between the proposed development and existing properties is sufficient to ensure adequate outlook and light is achievable.
- 6.20 The indicative layout would see a back to back distance of more than 30 metres between the proposed and existing properties to the north. This is more than sufficient to ensure that there would be no unacceptable loss of outlook or light. It should also be noted that this boundary would be strengthened as it would form part of a 5-metre ecological buffer.

- 6.21 It is noted that the proposed units along this boundary on the indicative plans are shown as houses, while the existing properties are bungalows, third parties have raised concerns that this would result in overlooking. Although officers are satisfied that the distances between properties is sufficient, greater consideration of this could be afforded at detailed design stage with these units being 'swapped' with some of the proposed bungalows or the design/ internal layout of these units being such that the issues could be 'designed out'.
- 6.22 The properties to the south (401 and 403 Newport Road) also share a boundary with the site. These properties sit a minimum of approximately 18 metres from their side elevations to the site boundary. This distance, orientation and the 12 – 24 meters between proposed units within the indicative layout and the boundary, as well as the ecological buffer would ensure that the proposed development would not have an unacceptable impact on these amenities of these properties.
- 6.23 Concerns have been raised that the application would result in light pollution both to the area and neighbouring properties. The light which would be omitted from the resultant properties is not considered to be of a sufficient level when considering the current level of residential development and street lighting in this location. Any additional street lighting etc. on site could be controlled by condition but the area is not designated as 'Dark Skies'.
- 6.24 In terms of construction impact, any new development would be likely to result in some level of temporary impact upon neighbouring properties or the general tranquility of the area during the development process. However, associated impacts would be for a limited, short-term period only and would not occur once the development had been completed. An appropriate condition has been recommended to minimise the impact.
- 6.25 The development of the site would result in a very different view for the existing properties. However, having due regard to material considerations, the impact on neighbouring properties is not considered to be unacceptable.

#### Highway Considerations

- 6.26 This application seeks outline consent for up to 66 dwellings and associated highway infrastructure on land off the western side of the A3020 Newport Road, Northwood to the rear of No.391. At this stage only access is to be considered.

As shown the proposed arrangement allows for two junctions, the northern being a priority junction with associated righthand turn lane and the southern a standalone priority junction. However, it should be noted that further to a request for additional information made by Island Roads, the applicant subsequently provided a Transport Statement dated October 2018, in which Section 4.0 advises that the site has been modelled to be accessed solely via the northern junction with the southern junction being indicative only.

- 6.27 As the speed data used to justify the level of required visibility at the southern access is out of date and paragraph 4.2 of the Transport Statement evidences the need for a right-hand turn lane (due to daily network flows on the A3020); Island Roads recommends that only the northern access be provided. This is to avoid the potential hazard of standing vehicles that may otherwise be introduced by southbound vehicles seeking to turn into the southern access.
- 6.28 The speed limit running across the roadside frontage of the site changes at a point just south of No. 393 Newport Road. To the north of this point Newport Road is governed by a 30mph speed limit and to the south a 40mph limit. Due to the proximity of this change to the proposed site access, speed counts have been undertaken to verify the 85th%tile speeds of vehicles on this part of the highway network. On review of the submitted documents the 'Design and Access Statement' includes for data collected in June 2015. This was deemed to be out of date by this office and a subsequent survey was undertaken in September 2018 and is included within the 'Transport Statement'.
- 6.29 At the point of the proposed site access (priority junction with associated righthand turn lane), the south bound speed has been evidenced to be 36mph and the northbound 35mph. As a result, visibility splays in accordance with design standards as set out in Manual for Streets / Manual for Streets 2 are deemed to be applicable. A northern visibility splay of 58.0m and a southern splay of 55.0m, when taken at a setback distance of 'X' = 2.4m are therefore required.
- 6.30 On review of the proposed layout and as a result of a site inspection it is evident that based on the land shown to fall within the control of the applicant and the limit of the adopted highway in excess of the required junction visibility splays can be achieved. However, it should be noted that to do so existing street furniture and landscaping/planters will need to be removed / relocated.
- 6.31 Geometrically the proposed junction and associated righthand turn lane as detailed on drawing no. I/HHNORTHWOOD/1 dated 05.07.18, comply with design standards allowing for ease of access for both private and service vehicles.
- 6.32 The layout / proposal also includes for the remodelling of the existing highway verge to the north of the proposed site access to provide a 2.0m footway link to the existing public footway that currently terminates approximately 25.0m south of No. 361 Newport Road. This facility would provide pedestrian connectivity to the wider footway network, local bus stops, amenities / school and the National Cycle Network Route 23 that may be accessed via Medham Farm Lane.
- 6.33 As the application is for outline the indicative highway layout on site is not fixed. Nonetheless Island Roads have indicated that the internal roads as shown would meet the required standards.

- 6.34 This site falls within Zone 2 as defined within the Guidelines for Parking Provision as Part of New Developments SPD January 2017 forming part of the Island Plan. Therefore, the proposal should provide for a level of onsite parking provision commensurate with Table 1 of the aforementioned SPD. Section 3.0 of the submitted Transport Statement stipulates the provision of 131 onsite parking bays and an associated mix of housing size. As proposed this represents a minor over provision however this is not deemed to pose a highway safety issue, should the application be approved officers recommend that a condition be imposed requiring the provision of onsite parking reflective of Table 1 of the Local Authority Parking Guidelines as a minimum.
- 6.35 Sections 3.0 and 5.0 of the Transport Assessment that accompanies this submission have considered the potential traffic impact of the proposed development on both the immediate and wider highway network. When evaluating this information due consideration has been given to all significant development within the local area that has been approved (both in the process of being delivered and yet to be undertaken) as well as P/00356/18 Former Somerton Reservoir which is located to the north of this site and was recommended for refusal by this office due to its potential impact on the operation of Somerton Roundabout proven to be exceeding capacity by the year 2023.
- 6.36 It is now accepted that the TRICS data that has been used in this current submission is relevant to both the location and nature of the site, and that based on the scale of the development the proposal has the potential to generate 266 daily trips. Breaking this down further this equates to 32 trips in the AM Peak (0800-0900) of which 9 will pass through the junctions to the north and 31 trips in the PM Peak (1700-1800) of which 8 will do the same.
- 6.37 While it is acknowledged that as with application P/00356/18 by 2023 Somerton Roundabout is estimated to be at capacity even with this proposed development. When considering that a percent of the AM and PM north bound peak hour trips are likely to turn into Nodes Road this office does not deem the impact on the wider network to the north to be significant so as to provide a sustainable reason for refusal.
- 6.38 Island Roads have recommended that the LPA should consider contributions to the proposed improvements to St. Mary's Roundabout to deal with those additional vehicles traveling south. However, these works are already funded via a government grant and it is therefore not possible to take contributions in this regard. The impact is already planned to be mitigated.
- 6.39 On review of accident data, there have been no recorded incidents in the last 3 years within the vicinity of this site that are relevant to the proposal.

- 6.40 Having due regard to the comments of Island Roads and the proposed mitigation works officers consider that the application would not have an unacceptable impact on highway safety.
- 6.41 This application was debated by Members at the planning committee of December 2018. Members determined to defer the decision to allow for additional information to be submitted in respect of highway safety, which represented the main area of concern. As a result of these concerns a Stage 1 Road Safety Audit was undertaken.**
- 6.42 The Audit consisted of a desktop study and a site visit which was carried out on Saturday 29<sup>th</sup> December 2018 at 12:30. Traffic flows were heavy and the weather cloudy and dry.**
- 6.43 The Audit raises no issues following a desk top study and site visit. Island Roads have examined the information submitted and have confirmed that their previous comments remain and the scheme continues to be recommended for approval. Therefore, the information has demonstrated that the proposed means of access would be safe and comply with design standards.**

#### Other matters

- 6.44 Comments have raised concerns with regards to the impact on wildlife, specifically badgers. The council's ecology officer has outlined that the potential impacts to habitats and protected species have been identified as a result of the proposals and a suite of mitigation and enhancement measures have been recommended. Notably impacts to nesting birds, potential bat roosts, badger movement, and the GI network require mitigation. The scope of the surveys and as such the findings of the report are acceptable and should be followed and therefore conditions are recommended to ensure this is the case. The site is located within the Solent SPA buffer zone and therefore a contribution is sought in line with the Bird Aware Strategy.
- 6.45 Third party comments have raised concerns with regards to foul and surface water drainage. The indicative plans show a pumping station on site, acknowledging that additional infrastructure in this respect would be required. Southern Water have not returned comments in the prescribed timeframes, but officers consider it reasonable to cover this matter with an appropriate condition, as their will be an engineering solution to both the surface and foul drainage on site.
- 6.46 It has been highlighted by third parties that residential development was refused at the Horseshoe Inn, to the north of the site on highway grounds. Officers acknowledge this however, the junction into that site was far closer to the traffic lights and the required visibility was not available. It is apparent from the comments

submitted by the Island Roads Highway Engineer, that the site can be accessed safely without compromising the wider highway network.

- 6.47 Part of the site is located within a Mineral Safeguarding Area. A number of objections letters have highlighted this point. However, officers consider the designation covers an area of approximately 140 hectares with the site representing only 3 hectares of this. Therefore, the potential loss of this resource is extremely small scale and would not have an unacceptable impact on the council's wider access to minerals.
- 6.48 Comments have been received in respect of the lack of an archaeological survey. The Council's Archaeological service have not requested any additional information in respect of this application. It is considered that this is not a matter of significance in respect of this site or application.
- 6.49 A number of comments have raised concerns with regards to potential pollution from additional traffic, asbestos being within the existing buildings, former landfill and the potential for contamination to the water course from site construction. The Council's Environmental Health Officer has not raised concerns in respect of contamination. Furthermore, the site is not located in area Air Quality Management Zone, asbestos is dealt with through other legislation and construction risks can be dealt with through a construction management plan. Officers consider these matters can be dealt with through appropriate conditions.

#### Heads of terms for a Section 106 Agreement

- 6.50 The following heads of terms have been agreed with the applicant:
- SPA Mitigation in accordance with the Bird Aware document. This being:
    - £337 for 1-bedroom dwelling
    - £487 for 2-bedroom dwelling
    - £637 for 3-bedroom dwelling
    - £747 for 4-bedroom dwelling
    - £880 for 5 bedrooms or more
  - £9000 towards sustainable transport (Surface enhancements/drainage scheme at Medham Farm end and improvements works at junction with Newport to Cowes cycle track and pinch points on-route).
  - 35% on site affordable housing

## **7. Conclusion**

- 7.1 Giving due regard and appropriate weight to all material considerations referred to above Officers consider that the proposed development would provide needed housing on a site which is available, suitable and viable,

within a sustainable location in accordance with policies SP1, SP2, DM3 and DM4.

7.2 It is acknowledged that the proposed development would change the character of the site but Officers consider that it would not have an unacceptable impact on the character of the area as a whole in accordance with policies DM2.

7.3 The proposed development would provide for adequate mitigation to ensure that the additional traffic generated by the proposed scheme would not result in a highway hazard in accordance with DM2.

## **8. Recommendation**

8.1 Conditional Permission, subject to a Section 106 Agreement the terms of which are set out in paragraph 6.47.

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

9.1 In accordance with paragraph 38 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:

- The IWC offers a pre-application advice service
- 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 provided with pre-application advice and was updated of any issues during the determination period. Further information provided in respect of highways during the course of the application that overcame the Council's concerns.

## **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 or, in the case of approval on different dates, the final approval of the last such matter to be approved.

**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 siting, design and external appearance of the building(s), the means of access thereto and the 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 policy SP1 Spatial Strategy and DM2 Design Quality for New Development of the Island Plan Core Strategy.

- 3 Development and site clearance shall be undertaken in strict accordance with the measures detailed in the Ecological Assessment report (Arc, June 2018). Post construction, a report shall be submitted to the LPA for written approval, confirming that the works have been carried out as per the approved plans.

**Reason:** This is a pre-commencement condition to ensure that measures would be taken throughout the development to protect the condition and use of the ecological features on site in accordance with the aims of policies SP5 (Environment) and DM12 (Landscape, Seascape, Biodiversity and Geodiversity) of the Island Plan Core Strategy.

- 4 Prior to commencement of phase 2 a bat roost survey, (undertaken by a suitably, qualified ecologist), shall be undertaken to ensure that there will be no impact to roosts. If evidence is found, no works shall commence until a further survey is carried out along with details of any mitigation measures proposed, shall be submitted to the planning authority for approval in writing. The works shall only be undertaken in accordance with the agreed details and any mitigation shall be implemented in full during the works and prior to the first use of the development.

**Reason:** To ensure mitigation is adequately provided for bats as required by policy DM12 (Landscape, Seascape, Biodiversity and Geodiversity) of the Island Plan Core Strategy.

- 5 Notwithstanding the submitted details, development shall not begin until an Ecological Mitigation and Management Strategy setting out prescriptions for the creation and management of all ecological features as set out within the

Ecological Impact Assessment report (SLR, June 2018), have been submitted to and approved in writing by the Local Planning Authority. These details shall include:

1. Landscaping plans, including measures for long term management
2. Planting plans, including species mix and composition
3. Lighting strategy during construction and for the lifetime of development
4. Installation of bird and bat boxes, including little and barn owl boxes
5. Installation of 5 reptile refuge habitats

The agreed plan shall be adhered to throughout the development.

**Reason:** This is a pre-commencement condition to ensure that measures would be taken throughout the development to protect the condition and use of the ecological features on site in accordance with the aims of policies SP5 (Environment) and DM12 (Landscape, Seascape, Biodiversity and Geodiversity) of the Island Plan Core Strategy.

- 6 No development shall take place until an Arboreal Method Statement has been submitted to and agreed in writing by the local planning authority detailing how the potential impact to the trees will be minimised during construction works, including details of protective tree fencing to be installed for the duration of construction works. The agreed method statement will then be adhered to throughout the development of the site.

**Reason:** This condition is a pre-commencement condition to prevent damage to trees during construction and to ensure that the high amenity tree(s) to be retained is adequately protected from damage to health and stability throughout the construction period in the interests of the amenity in compliance with Policy DM12 (Landscape, Seascape, Biodiversity and Geodiversity) of the Island Plan Core Strategy.

- 7 Prior to the completion of the external building construction works full details of both hard and soft landscape works have been submitted to and approved in writing by the Local Planning Authority and these works shall be carried out as approved. These details shall include a schedule of plants, noting species, plant sizes and proposed numbers/densities, proposed finished levels or contours; means of enclosure; car parking layouts; provision for cycle parking, other vehicle and pedestrian access and circulation areas; hard surfacing materials; minor artefacts and structures (eg. refuse or other storage units, signs, lighting, etc).

Works shall be carried out in accordance with the agreed details prior to the units being occupied and the planting shall be regularly maintained. Any trees or plants that die, are removed become seriously damaged or diseased within 5 years of planting are to be replaced in the following planting season with specimens of a like size or species.

**Reason:** To ensure the appearance of the development is satisfactory and to comply with policy DM2 Design Quality for New Development of the Island Plan Core Strategy.

- 8 No development shall take place until details of the materials and finishes to be used in the construction of the external surfaces of the development 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.

- 9 Prior to the commencement of works for the construction of the dwellings hereby approved details until such time as a scheme to manage surface and foul water has been submitted to, and approved in writing by, the Local Planning Authority. The scheme shall be fully implemented and subsequently maintained, in accordance with the timing/phasing arrangements embodied within the scheme, or within any other period as may subsequently be agreed, in writing, by the Local Planning Authority.

**Reason:** To prevent flooding by ensuring the satisfactory storage of/disposal of surface water from the site and to reduce the risk of flooding to the proposed development and future users in accordance with policy DM14 (Flood Risk) of the Island Plan Core Strategy and paragraph 103 of the National Planning Policy Framework.

10. No development shall take place, until a construction method statement has been submitted to, and approved in writing by, the local planning authority. The approved statement shall be adhered to throughout the construction period. The statement shall provide for:

- i) access and parking of vehicles of site operatives and visitors;
- ii) loading and unloading of plant and materials;
- iii) storage of plant and materials used in constructing the development;
- iv) the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate;

- v) wheel washing facilities;
- vi) measures to control the emissions of noise, smoke, fumes, dust and dirt during construction
- vii) timing of works

**Reason:** To prevent annoyance and disturbance, during the demolition and construction phase in accordance with policy DM2 (Design Quality for New Development) of the Island Plan Core Strategy and paragraph 123 of the National Planning Policy Framework.

11. Development shall not begin until the junction between the proposed service road at the northern end of the site and the highway as detailed on drawing no 1002-NA has been constructed in accordance with details to be submitted to and approved by the Local Planning Authority.

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

12. No dwelling hereby approved shall be occupied until the footway highway improvements as specified in the Design and Access Statement have been constructed in accordance with details to be submitted to and approved in writing by the Local Planning Authority.

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

13. No dwelling hereby approved shall be occupied until the right turn lane shown on Drawing No. 1002-NA has been constructed in accordance with details to be submitted to and approved in writing by the Local Planning Authority.

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

14. No development shall take place until details of the design, surfacing and construction of onsite roads, service vehicle turning areas, footways, accesses and car parking areas have been submitted to and approved in writing by the local planning authority. The access road should have a minimum width of 5.5m over the first 60m from the junction with the A3020 and minimum 5.0m width thereafter and the footways should have a minimum width of 1.8m, where appropriate. The details should include the removal of the southern site junction as shown on drawing

I/HHNORTHWOOD/1. Development shall be carried out in accordance with the approved details. No dwelling shall be occupied until the roads, turning areas and footways which provide access to it have been constructed.

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

15. Development shall not begin until details of the parking provision commensurate with the Guidelines for Parking Provision as Part of New Developments SPD January 2017 have been submitted to and approved in writing by the Local Planning Authority. No dwelling shall be occupied until the space(s) has been provided for that dwelling in accordance with the approved details.

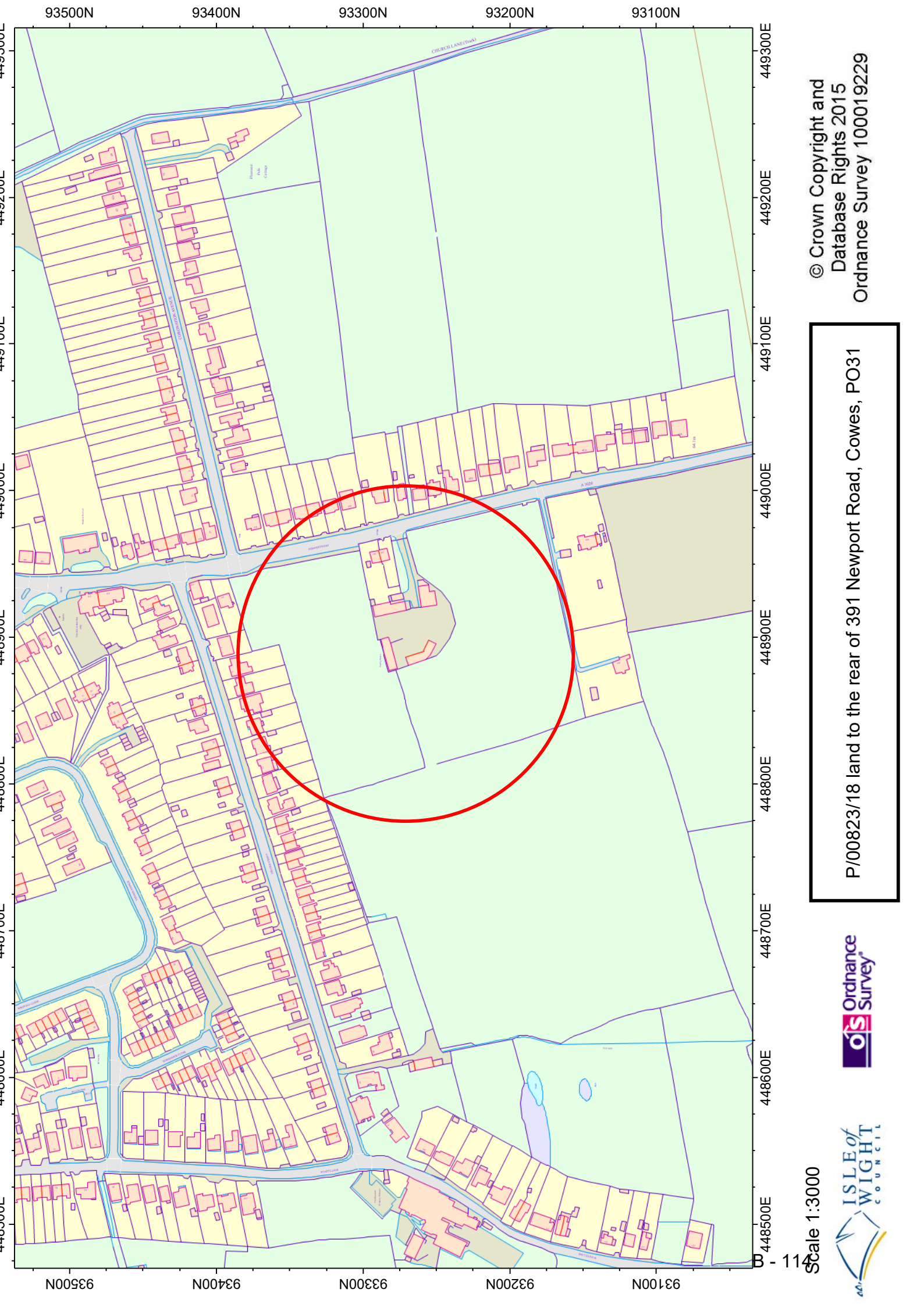
**Reason:** In the interests of highway safety and to comply with policy DM2 (Design Quality for New Development) of the Island Plan Core Strategy.

16. Development shall not begin until the sightlines shown dashed blue on drawing 1002-NA have been provided. Nothing that may cause an obstruction to visibility shall at any time be placed or be permitted to remain within the resultant visibility 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.

17. Prior to occupation of the development hereby approved the existing road signs / street furniture / street lighting column adjacent to the vehicular access shall be relocated in accordance with details that 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 highway safety and to comply with policy DM2 (Design Quality for New Development) of the Island Plan Core Strategy.



Scale 1:3000



P/00823/18 land to the rear of 391 Newport Road, Cowes, PO31

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Ordnance Survey 100019229

**Reference Number:** P/01388/18

**Description of application:** Proposed detached dwelling with access and parking (revised scheme)

**Site Address:** land adjacent, 36 Blythe Way, Shanklin, PO37

**Applicant:** Mr & Mrs Hilson

**This application is recommended for conditional permission**

### **REASON FOR COMMITTEE CONSIDERATION**

This application follows a previously refused scheme that was considered and determined by committee. To ensure consistency, this application has therefore been referred for committee consideration.

### **MAIN CONSIDERATIONS**

- Principle of development
- Impact on the designated Local Nature Reserve
- Impact on the character and appearance of the site and surrounding area
- Impact on neighbouring properties
- Highway considerations

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

- 1.1. The application site lies on the eastern side of Blythe Way within a small cul-de-sac of residential properties. The site currently forms part of the domestic curtilage of number 36 and is located to the east of that property.
- 1.2. The area surrounding the application site is predominantly residential in nature and comprises a mix of two storey detached and semi-detached dwellings. The design and appearance of the dwellings within the locality is similar, being constructed of buff brick with some incorporating sections of tile hanging.
- 1.3. At present, the site itself is laid to lawn with 1.8 metre high close boarded fencing delineating all boundaries. The topography of the land slopes up

from Blythe Way with the site being at an elevated level in relation to the highway.

- 1.4 The application site itself falls within the designated Sibden Hill and Batts Copse Local Nature Reserve which extends to the east and south of the site and is largely open grassland.

## **2. Details of Application**

- 2.1 The application seeks consent for the construction of a detached dwelling with the formation of an associated vehicular access and parking area. This is a revised scheme following refusal of a previous proposal for this site and therefore has been altered to address the reason for refusal.
- 2.2 The submitted plans detail the proposed dwelling would be two storey in height with a maximum ridge height of 7.3 metres when viewed from the front. As a result of the sloping nature of the site, the rear of the property would be single storey to a maximum height of 4.6 metres. The footprint of the proposed dwelling is shown to have maximum dimensions of 11.6 metres by 8.4 metres.
- 2.3 Internally the dwelling would provide a bathroom, hall, bedroom and integral garage at ground floor level with an open plan kitchen/diner/lounge, utility, larder and en-suite bedroom at first floor level.
- 2.4 The proposed development is shown to include for the formation of a vehicular access within the south eastern corner of the cul-de-sac to access the proposed dwelling.

## **3. Relevant History**

- 3.1. P/01538/17 – Proposed detached dwelling with access and parking – Refused 03 July 2018 for the following reason:

*“The proposed development would result in a unit of an inappropriate scale and mass in comparison to other dwellings in the immediate area, resulting in an over-development of the site contrary to Policy DM2 (Design Quality for New Development) of the Island Plan Core Strategy.”*

- 3.2 P/00656/12 – Lawful Development Certificate for continued use of land as domestic garden for no. 36 Blythe Way – Approved 06 August 2012.



#### **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.

##### Local Planning Policy

4.2 The Island Plan Core Strategy defines the application site as being within the defined settlement boundary of The Bay 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
- DM12 Landscape, Seascape, Biodiversity and Geodiversity
- DM17 Sustainable Travel
- DM22 Developer Contributions

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

- Guidelines for Parking Provision as Part of New Developments

- Guidelines for Recycling and Refuse Storage in New Development

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

### Internal Consultees

- 5.1 The Island Roads Highway Engineer has recommended conditions should the application be approved.

### Parish/Town Council Comments

- 5.2 Shanklin Town Council has confirmed it has no comment to make on the proposal.

### Third Party Representations

- 5.3 A total of 63 third party representations have been received objecting to the proposal although it is noted that some of these are from the same people. The concerns raised are:

- Whilst impact on local street scene has been reduced from previous refusal, development would be visible and intrusive from wider area
- Land should remain as public green area
- Subject to restrictive covenant to prevent building
- Precedent
- Ownership of land/adverse possession
- Consent granted for land to be used as domestic garden only
- Inconvenience and disruption to nearby residents during construction
- Impact on Sibden Hill and Batts Copse Nature Reserve and users of that area
- Impact on character of the area
- Effect on wildlife using nature reserve including bats
- Dominate and impact views from and towards nature reserve
- Overdevelopment/garden grabbing
- Overlooking/loss of privacy
- Parking/congestion
- Additional traffic generation
- Land is still part of nature reserve
- Proposal smaller than previous but still unsuitable
- Out of character
- If land no longer required for garden, should be returned to reserve and original condition

- Effect on land stability
- Loss of views from neighbouring properties
- No justification for development
- If permission granted, conditions should require dense planting of mature trees to screen proposal from nature reserve
- Site should be designated as open space
- Development should be restricted to brownfield sites
- Access for construction vehicles
- The draft Island Planning Strategy includes this site as part of the local nature reserve
- Impact on water resources

## 6. **Evaluation**

### Principle of development

- 6.1 The Island Plan Core Strategy identifies the application site as being within the defined settlement boundary of The Bay Key Regeneration Area. Policy SP1 of that plan states that the Council will, in principle, support development proposals on appropriate land within or immediately adjacent to the defined settlement boundaries of the Key Regeneration Areas, Smaller Regeneration Areas and Rural Service Centres and will prioritise the redevelopment of previously development land where such land is available, suitable and viable for the development proposed. This policy continues to set out that proposals for development on non-previously developed land will need to demonstrate how it will enhance the character and context of the local area.
- 6.2 In terms of housing provision, policy SP2 of the Core Strategy sets out that the Council is planning for 8,320 new dwellings across the Island within the plan period 2011-2027. Within the broad distribution of those dwellings, it is expected that 370 will be within The Bay Key Regeneration Area.
- 6.3 In light of the above policy objectives, the broad principle of providing an additional dwelling within the application site would be acceptable in accordance with policies SP1 (Spatial Strategy), SP2 (Housing) and DM3 (Balanced Mix of Housing) of the Island Plan Core Strategy. This would be subject to the detail and design of the proposal as discussed below.

### Impact on the designated Local Nature Reserve

- 6.4 As noted above, a considerable number of third party representations have been received objecting to this proposal. The main concern that has been raised through these comments is how the application site was

acquired by the applicants and the location of the site within the designated Local Nature Reserve. In this regard, it is considered that the planning history of the site is particularly relevant in this instance.

- 6.5 In 2012, a Lawful Development Certificate was submitted which sought to demonstrate that the land to the east of no. 36 had been used as a domestic garden area in association with that property for a period exceeding 10 years and had therefore become lawful for planning purposes. During the determination of that application, it was considered that sufficient evidence had been provided by the applicant to demonstrate that, on the balance of probability, the use of the land as a garden area had been carried out for over 10 years. As such, a Lawful Development Certificate was issued and the lawful use of the land became domestic garden. Whilst it is acknowledged that several objections have been raised as to how the applicants acquired the land and subsequently used it as garden area, this is not a material consideration in the determination of this current application. By virtue of the Lawful Development Certificate being granted in 2012, the lawful use of this site for planning purposes is as a residential garden.
- 6.6 In the assessment and determination of this current application, due regard must be had for the location of the site within the designated Sibden Hill and Batts Copse Local Nature Reserve. Whilst the lawful use of this site in planning terms is as a residential garden, the land does still fall within the boundary of this designated area. As such the impacts of the proposal in relation to the Local Nature Reserve, ecology and biodiversity need to be given appropriate consideration.
- 6.7 Many third party representations have made reference to the requirements of policies SP5 (Environment) and DM12 (Landscape, Seascape, Biodiversity and Geodiversity) of the Island Plan Core Strategy. These policies seek to protect the integrity of and conserve and enhance the natural and historic environment of the Island. These policies also set out that the Island's natural and historic environment should be protected, conserved and enhanced whilst allowing appropriate development to take place. In addition, due regard must be had for the requirements of policy DM2 (Design Quality for New Development) which states that the Council will support proposals for high quality and inclusive design to protect, conserve and enhance our existing environment whilst allowing change to take place.
- 6.8 It must be acknowledged that the site does lie within the boundary of the designated Local Nature Reserve. However, weight must also be given to the existing and lawful use of the site as a domestic garden. As detailed above, the land to the east of no. 36 is currently laid to lawn with 1.8 metre high close boarded fencing along all boundaries. The site has been used

as a garden since approximately 2002 (10 years before the Lawful Development Certificate was issued) and has therefore not formed an active part of the Local Nature Reserve for some 16 years. Whilst this does not change the designation of the land, it does mean that the site currently has little ecological or biodiversity value for this area and has not done for a considerable period of time. In addition, the site has not been accessible to the public since it was fenced off and therefore provides no public amenity value.

6.9 Officers accept that it is unfortunate that this area of land has been segregated from the Local Nature Reserve and is no longer publicly accessible and this is not a course of action that would be advocated or encouraged. Notwithstanding this, the means by which the current use and state of the site came about are not material considerations in the determination of this current application. Significant weight must be afforded to the existing residential use of the site and amenity value it currently provides to the character of the area. Whilst the current proposal would result in the site being developed, it would not alter the residential use of the land and would therefore not result in any further separation from the designated area than that of the existing situation. In addition, it is considered that by developing the site in the manner intended, it provides an opportunity for the visual amenity and ecological value of the site to be improved through the imposition of appropriate conditions regarding soft landscaping and planting. The imposition of such conditions would allow the enhancement of the site and the amenity it provides to both the character of the wider area and the Local Nature Reserve itself. The applicants have confirmed their agreement to the planting of additional hedgerows and other soft landscaping both within the site and along the boundaries in order to soften the appearance from that of the existing fencing. It is considered that this could be adequately secured and controlled through conditions and would provide mitigation and enhancements to the ecological values of the site. Conditions have therefore been recommended in this regard.

6.10 In determining this current application, due regard must be given to the previously refused scheme – P/01538/17. As detailed above, the previous application for this site was refused with the sole reason relating to the scale and mass of the proposed dwelling itself. Given that no reason was included in respect of the principle of development, it is considered that it would be unreasonable and unsustainable to raise an objection in this regard.

Impact on the character and appearance of the site and surrounding area

6.11 The proposed dwelling is shown to be positioned to the east of no. 36 and to the south of no. 34. The overall site is situated within the corner of this

small cul-de-sac and the proposed dwelling seeks to infill the south western corner between the existing properties. In terms of footprint, the proposed dwelling would be comparable to that of the neighbouring and surrounding properties and has been reduced in size from the previous scheme. The dwelling would be set back within the plot, slightly further than no. 36, and would benefit from space between the dwelling and the front and side boundaries of the site. It is considered that this would ensure that the site would not appear cramped or overdeveloped and would continue the established pattern of the dwellings in this locality.

- 6.12 In terms of scale and height, the proposed dwelling is shown to be of a two storey height when viewed from the front but only single storey at the rear to take account of the sloping land levels of the site. Having regard to this, when viewing the development within the street scene, it would appear in keeping with the surrounding properties and would be of an appropriate scale and height. Given the topography of the area, the surrounding properties do vary in height and gradually step up when viewed from both the west and north. In order to address the previous reason for refusal, the proposed dwelling is shown to be dug into the ground by a further 20cm which would further reduce the overall height of the dwelling when viewed within the street scene. Furthermore, the height of the dwelling has also been reduced by 0.2 metres. Having regard to these changes, the proposed dwelling would be lower in height than number 36 and would reflect the height variations of the properties within this section of Blythe Way. It is considered that the proposed dwelling would follow the established stepped roofscape of the properties and would therefore not appear over dominant or incongruous.
- 6.13 The front elevation of the proposed dwelling is shown to be fairly wide, particularly when taking into account the integral garage and position within the site. It is acknowledged that this would be different to that of the existing properties within the cul-de-sac however it is considered that given the detached nature and position of the proposed dwelling, this would not cause the dwelling to appear at odds or visually prominent.
- 6.14 Turning to the design and appearance of the dwelling, the submitted plans show it would be of a simple and fairly low key appearance that would reflect the character of the surrounding properties. It is proposed that the dwelling would be constructed of buff brick under a brown concrete tile pitched roof. These materials would match that of the neighbouring property, number 36, together with the other surrounding properties within the cul-de-sac and Blythe Way itself. It is therefore considered that the proposed design approach and use of materials would be appropriate in this instance and would allow the dwelling to sit comfortably within the plot and complement the character of the surrounding area.

6.15 It is noted that third parties have raised concerns that the proposed development would be out of character and would negatively impact on the character of the area. In assessing the impacts of this proposal, significant weight must be afforded to the existing situation and the visual amenity the application site currently provides to the surrounding area. As discussed above, the site is used as a domestic garden in association with no. 36 and is laid to lawn with associated garden paraphernalia. All boundaries of the site are formed by 1.8 metre high close boarded fencing. Taking this into account, the application site is completely enclosed with the only views from the outside of the site being of the boundary fencing. It is considered that this current situation offers little to the surrounding area in terms of aesthetics or visual amenity. The proposed development would result in the construction of a detached property which would include the removal of the front boundary fencing and would therefore in fact provide an additional degree of openness to the site frontage. In addition, conditions have been recommended to require appropriate landscaping and planting which would serve to soften and improve the overall appearance of the site when viewed from the wider area than that of the existing fencing.

6.16 In summary of the above, Officers consider that the proposed development would not result in any unacceptable impacts on the character and appearance of the site or surrounding area and that the previous reason for refusal has been overcome. The proposed dwelling would be of an appropriate size, scale, mass and design so as to integrate with and complement the existing dwellings within the area and would not appear over dominant or intrusive. The use of a similar design and matching materials would further ensure that the proposal would not appear visually prominent within the street scene or when viewed from the wider area. At present, the application site offers little to the surrounding area in terms of visual amenity due to the enclosed nature and hard fenced boundaries. The development of the site would allow opportunity for the boundaries of the site to be opened up and softened and it is considered that this can be adequately controlled through appropriate conditions. Whilst it is acknowledged that the proposed dwelling would be visible within the immediate street scene and from the adjoining Local Nature Reserve, it is considered that this would be viewed in context with the residential nature of this area and would therefore not appear incongruous. The designated reserve is bounded by a significant number of residential dwellings which face towards and overlook the reserve and as such the proposed development would not exacerbate this to any unacceptable degree.

6.17 For these reasons, it is considered that the proposal complies with the requirements of policies DM2 (Design Quality for New Development) and

DM12 (Landscape, Seascape, Biodiversity and Geodiversity) of the Island Plan Core Strategy.

Impact on neighbouring properties

- 6.18 Given the location of the application site, the proposed dwelling would be located between numbers 34 and 36 Blythe Way. As such, the impacts of the proposal on the amenities of the occupants of these properties must be considered.
- 6.19 Number 36 currently benefits from a shed/garage building to the east of the dwelling as well as a single storey extension/conservatory on the east elevation. The application details that these elements would be demolished/removed to increase the separation distance between this property and the proposed dwelling. The submitted information details that following the removal of these elements, there would be a separation distance of approximately 7 metres between the east flank elevation of no. 36 and the west elevation of the proposed dwelling. In addition, the proposed dwelling is shown to include only one small window within the elevation facing towards no. 36. This window would serve an en-suite bathroom and therefore a condition has been recommended requiring it to be obscure glazed and would therefore not cause any overlooking. Having regard to the pattern of development within this area, it is considered that the proposed separation distance between the side elevations of no. 36 and the proposed dwelling would be acceptable and would be greater than existing relationships between side elevations of the properties within this section of Blythe Way. As such, it would not result in any unacceptable levels of overshadowing or overdominance. The rear elevation of the proposed dwelling is shown to include two windows and a door which would serve the utility and kitchen areas. a window and set of doors that would serve bedroom 3. Given the position of the proposed dwelling, these openings would only allow oblique views into the rearmost part of the amenity area for no. 36. On this basis, it is considered that this would not result in any unacceptable loss of privacy.
- 6.20 In terms of the impacts to no. 34, the front elevation of the proposed dwelling would be 12.5 metres away from the south side elevation of this neighbouring property at the closest point. It is considered that this would be a sufficient distance to ensure that the development would not appear overbearing to the occupants of no. 34 particularly when taking into account that there is an existing distance of 13 metres between the front elevations of nos. 34 and 36. In addition, the set back position of the proposed dwelling would be comparable with that of the existing arrangement within no. 36 and it is therefore considered that this would be acceptable. The front elevation of the proposed dwelling is shown to include windows at both ground and first floor levels. Views from these



windows would be directed towards the side elevation and front amenity area of no. 34 and as such would not overlook any private amenity areas. The south side elevation of this neighbouring property is devoid of any windows which would further ensure that the development would not result in any loss of privacy or overlooking in this regard.

- 6.21 In conclusion, it is considered that the proposed development of the application site in the manner intended would not result in any adverse impacts to the amenities of the occupants of the neighbouring properties. The application therefore complies with policy DM2 (Design Quality for New Development) of the Island Plan Core Strategy.

#### Highway considerations

- 6.22 Blythe Way is an unclassified public highway governed by a 30mph speed limit at the point in question. However, the section of public highway serving the application site takes the form of a cul-de-sac off the main carriageway that is Blythe Way and therefore vehicle speeds are more reflective of a 10mph environment. On this basis and in accordance with design standards, any new or existing vehicular access forming a junction with this part of the highway network should provide for minimum visibility splays of 11 metres in either direction when taken from a 2 metre set back together with an associated drainage system to minimise the risk of surface water runoff onto the public highway. In addition, where the vehicle access crosses a public footway, the acceptable gradient would be 1 in 20. Island Roads have confirmed that the proposed access arrangements would comply with these requirements.
- 6.23 The Highways Engineer has confirmed that the site sits in the corner of the cul-de-sac with the proposed vehicular access resulting in the need to relocate an existing street lighting column and sterilisation of the existing carriageway across the roadside frontage of the site and the adjacent property (no. 34) through to its existing vehicular access to turn safely into and out of the proposed access/parking area. This would result in the loss of two existing on-street parking bays however at the site of site visits in connection with this application, there were in excess of 8 on-street parking bays available within close proximity (60-100 metres) of the site on the main highway that is Blythe Way. Taking this into account, it is considered that the loss of these bays would not result in any detrimental impact in this regard.
- 6.24 The existing property (number 36) benefits from an existing vehicle access that serves a parking area for a single vehicle. It is acknowledged that this area fails to provide the minimum depth of a conventional bay however this is an existing situation and therefore should not prejudice the determination of this application.

- 6.25 Subject to the imposition of conditions requiring the repositioning of the existing street lighting column and the formation of a vehicular access in accordance with details to be agreed, it is considered that the highway elements of this proposal area acceptable in relation to layout.
- 6.26 In terms of parking provision, the application site falls within Zone 2 as defined within the Guidelines for Parking Provision as Part of New Developments Supplementary Planning Document adopted in January 2017. In accordance with the guidance set out in Table 1 of that document, a development of this nature should provide for a single on-site vehicle parking space. The submitted plans detail that space would be provided within the site to accommodate a total of three new parking bays; one space adjacent to the northeast corner of number 36 and two on the area in front of the proposed dwelling. Due to the substandard nature of the existing parking bay for number 36, the Highway Engineer recommends that the bay adjacent to this property be allocated to the existing dwelling and the substandard bay removed. Whilst this suggestion is acknowledged, it is considered unreasonable to require the removal of the existing bay for number 36. The over provision of parking for the proposed dwelling would offset the loss of on-street spaces as a result of the development and would address the third-party concerns in relation to parking within the vicinity of the site.
- 6.27 Having regard to the above, it is considered that the proposed development would not result in any detrimental impacts in terms of highway safety and therefore complies with policies DM2 (Design Quality for New Development) and DM17 (Sustainable Travel) of the Island Plan Core Strategy.

#### Other issues

- 6.28 As set out above, third party objections have been received to this application on the grounds of disturbance and inconvenience from construction (noise/traffic), access for construction vehicles, loss of views and no justification for development. Whilst these comments are noted, they do not form material planning considerations and as such hold no weight in the determination of this application.
- 6.29 Further concerns have been raised with regard to precedent. Any such developments would require the benefit of planning permission and therefore any subsequent applications in this regard would be assessed and determined on their own merits in accordance with legislation and policy. These factors are therefore not material considerations for this current application.

6.30 In addition to the above, third parties have objected stating that the site should be designated as open space and is a greenfield site. Whilst it is acknowledged that the site does constitute greenfield land, this does not automatically mean that it cannot be developed. The key consideration is whether the development of greenfield land would enhance the character and context of the local area as required by policy SP1. In this instance and as set out above, it is considered that given the current state of the site and fenced off nature, the proposed development would allow an improvement to the visual amenity this site offers the surrounding area. Furthermore, the site is not designated as open space and therefore whether it should be is not a material consideration for this proposal.

## 7. **Conclusion**

7.1 Having given due regard and appropriate weight to all comments received in relation to this application and for the reasons set out above, it is considered that the proposal complies with the policies listed within this report. Therefore it is recommended that the development is approved subject to appropriate conditions.

## 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:

- Pre application advice was provided; and

- The application was considered to be acceptable as submitted and therefore no further discussions were required.

### Conditions/Reasons

- 1 The development hereby permitted shall be begun before the expiration of 3 years from date of this permission.

**Reason:** To comply with Section 91 of the Town and Country Planning Act 1990.

- 2 The development hereby permitted shall only be carried out in complete accordance with the details shown on the submitted plans, numbered 1730/12A, 1730/11B, 1730/10A and 1730/09B together with the materials detailed within the submitted application form.

**Reason:** For the avoidance of doubt and to ensure the satisfactory implementation of the development in accordance with the aims of policy DM2 (Design Quality for New Development) of the Island Plan Core Strategy.

- 3 Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any Order revoking or re-enacting that Order, with or without modification), no windows/dormer windows (other than those expressly authorised by this permission) shall be constructed.

**Reason:** To safeguard the residential amenities of neighbouring properties in accordance with policy DM2 (Design Quality for New Development) of the Island Plan Core Strategy.

- 4 Notwithstanding the submitted details, development shall not begin until a Landscape and Ecology Management Plan setting out prescriptions for the management of all ecological features, including a timetable for the carrying out and completion of such works, has been submitted to and approved in writing by the Local Planning Authority. These details shall include:

1. The existing trees and planting to be retained and new planting (including the location, number, species, size and density of plants and method planting).
2. Details shown on a plan of new habitat creation/enhancement for wildlife.
3. A long term management strategy for the site.

The landscaping of the development and ecological enhancements shall be carried out and completed in accordance with the approved details and at the agreed times. The plans shall include any trees or plantings 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:** This is a pre-commencement condition to ensure that measures would be taken throughout the development to protect the condition and use of the open space on site and in accordance with the aims of policies SP5 (Environment), DM12 (Landscape, Seascape, Biodiversity and Geodiversity) and DM13 (Green Infrastructure) of the Island Plan Core Strategy.

- 5 The dwelling hereby permitted shall not be occupied until such time as the single storey extension/conservatory on the east flank elevation of number 36 Blythe Way and the detached shed/garage building as shown on drawing number 1730/09B have been removed.

**Reason:** To safeguard the residential amenities of the proposed dwelling and neighbouring properties in accordance with policy DM2 (Design Quality for New Development) of the Island Plan Core Strategy.

- 6 The dwelling hereby permitted shall not be occupied until details of the vehicle access serving the site have been approved in writing by the Local Planning Authority and the parking area and access shall not be brought into operation until the resultant works have been constructed in accordance with those approved details.

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

- 7 The dwelling hereby approved shall not be occupied until space has been laid out within the site in accordance with drawing number 1730/12A for 3 cars to be parked and for it to be drained and surfaced in accordance with details that have been submitted to and approved by the Local Planning Authority in writing. The space shall not thereafter be used for any purpose other than that approved in accordance with this condition.

**Reason:** In the interests of highway safety and to comply with policies DM2 (Design Quality for New Development) and DM17 (Sustainable Travel) of the Island Plan Core Strategy.

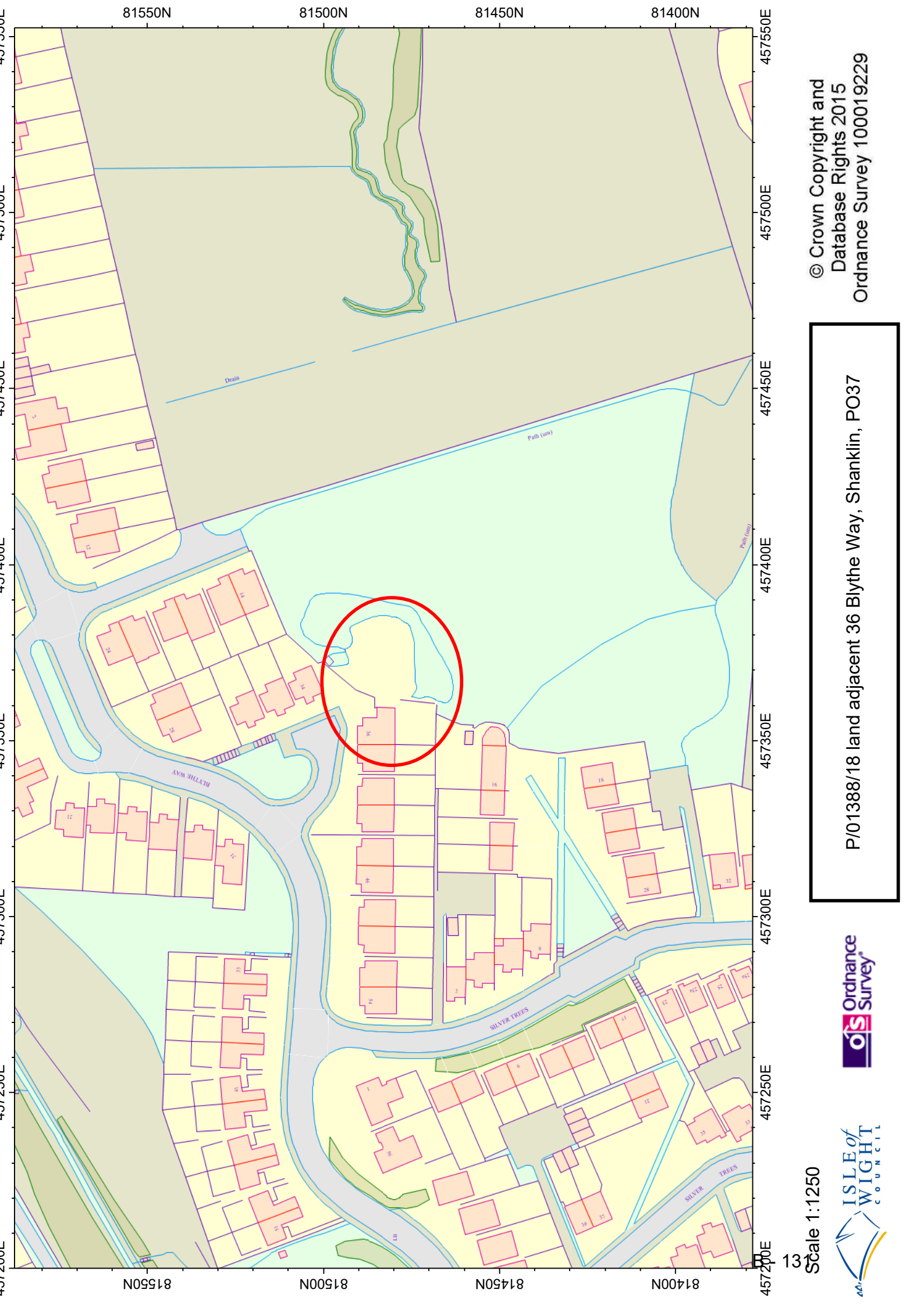
- 8 The dwelling hereby approved shall not be occupied until the existing street lighting column located outside of No 36/34 Blythe Way has been relocated

in accordance with details to be submitted to and approved in writing by the Location Planning Authority.

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

- 9 Before the first occupation of the dwelling hereby permitted, the window in the first floor west flank elevation serving the en-suite shall be fitted with purpose made obscured glazing and shall be top level opening only at 1.7m above the floor level of the room in which the window is installed. The window(s) shall be permanently retained in that condition thereafter.

**Reason:** To safeguard the residential amenities of neighbouring properties in accordance with policy DM2 (Design Quality for New Development) of the Island Plan Core Strategy.



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P/01388/18 land adjacent 36 Blythe Way, Shanklin, PO37



Scale 1:1250