

Agenda

Name of meeting	PLANNING COMMITTEE
Date	TUESDAY 23 JANUARY 2024
Time	4.00 PM
Venue	COUNCIL CHAMBER, COUNTY HALL, NEWPORT, ISLE OF WIGHT
Members of the Committee	CLRs W Drew (Chairman), C Quirk (Vice-Chairman), D Andre, J Bacon, G Brodie, V Churchman, C Critchison, J Jones-Evans, M Oliver, M Price, P Spink, N Stuart E Cox (IWALC Representative) (Non-voting) CLr P Fuller (Cabinet Member for Planning, Coastal Protection and Flooding) (Non-voting) Democratic Services Officer: Marie Bartlett democratic.services@iow.gov.uk

1. **Apologies and Changes in Membership (if any)**

To note any changes in membership of the Committee made in accordance with Part 4B paragraph 5 of the Constitution.

2. **Minutes** (Pages 5 - 8)

To confirm as a true record the Minutes of the meeting held on 17 October 2023.

3. **Declarations of Interest**

To invite Members to declare any interest they might have in the matters on the agenda.



Details of this and other Council committee meetings can be viewed on the Isle of Wight Council's Committee [website](#). This information may be available in alternative formats on request. Please note the meeting will be audio recorded and the recording will be placed on the website (except any part of the meeting from which the press and public are excluded). Young people are welcome to attend Council meetings however parents/carers should be aware that the public gallery is not a supervised area.

4. **Public Question Time - 15 Minutes Maximum**

Questions are restricted to matters not on the agenda. Questions may be asked without notice but to guarantee a full reply at the meeting, a question must be put including the name and address of the questioner by delivery in writing or by electronic mail to Democratic Services at democratic.services@iow.gov.uk no later than two clear working days before the start of the meeting. Normally, Planning Committee is held on a Tuesday, therefore the deadline for written questions will be Thursday 18 January 2024.

5. **Report of the Strategic Manager for Planning and Infrastructure** (Pages 9 - 130)

Planning applications and related matters.

6. **Members' Question Time**

To guarantee a reply to a question, a question must be submitted in writing or by electronic mail to democratic.services@iow.gov.uk no later than 4.00 pm on Friday, 19 January 2024. A question may be asked at the meeting without prior notice but in these circumstances there is no guarantee that a full reply will be given at the meeting.

CHRISTOPHER POTTER
Monitoring Officer
Monday, 15 January 2024

Interests

If there is a matter on this agenda which may relate to an interest you or your partner or spouse has or one you have disclosed in your register of interests, you must declare your interest before the matter is discussed or when your interest becomes apparent. If the matter relates to an interest in your register of pecuniary interests then you must take no part in its consideration and you must leave the room for that item. Should you wish to participate as a member of the public to express your views where public speaking is allowed under the Council's normal procedures, then you will need to seek a dispensation to do so. Dispensations are considered by the Monitoring Officer following the submission of a written request. Dispensations may take up to 2 weeks to be granted.

Members are reminded that it is a requirement of the Code of Conduct that they should also keep their written Register of Interests up to date. Any changes to the interests recorded on that form should be made as soon as reasonably practicable, and within 28 days of the change. A change would be necessary if, for example, your employment changes, you move house or acquire any new property or land.

If you require more guidance on the Code of Conduct or are unsure whether you need to record an interest on the written register you should take advice from the Monitoring Officer – Christopher Potter on (01983) 821000, email christopher.potter@iow.gov.uk, or Deputy Monitoring Officer - Justin Thorne on (01983) 821000, email justin.thorne@iow.gov.uk.

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If you wish to record, film or photograph the council meeting or if you believe that being filmed or recorded would pose a risk to the safety of you or others then please speak with the democratic services officer prior to that start of the meeting. Their contact details are on the agenda papers.

If the press and public are excluded for part of a meeting because confidential or exempt information is likely to be disclosed, there is no right to record that part of the meeting. All recording and filming equipment must be removed from the meeting room when the public and press are excluded.

If you require further information please see the council guide to reporting on council meetings which can be found at <http://www.iwight.com/documentlibrary/view/recording-of-proceedings-guidance-note>

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Minutes

Name of meeting	PLANNING COMMITTEE
Date and Time	TUESDAY 17 OCTOBER 2023 COMMENCING AT 4.00 PM
Venue	COUNCIL CHAMBER, COUNTY HALL, NEWPORT, ISLE OF WIGHT
Present	Cllrs W Drew (Chairman), C Quirk (Vice-Chairman), D Andre, J Bacon, G Brodie, C Critchison, J Jones-Evans, M Price, P Spink, N Stuart and Cox
Co-opted	VotingInattendanceRoleRepresentingList (Non-Voting)
Also Present	Oliver Boulter, Russell Chick, Ben Gard and Neil Troughton
Also Present (Virtual)	Natasha Dix
Apologies	Cllrs V Churchman

14. Apologies and Changes in Membership (if any)

Councillors V Churchman and Councillor M Oliver gave their apologies

15. Minutes

RESOLVED:

THAT the minutes of the meeting held on 5 September 2023 be approved.

16. Declarations of Interest

Councillors J Bacon and N Stuart declared an interest in minute number 18 (2) (20/01281/FUL Section of, Military Road, Brighstone) as they were members of the Area of Outstanding Natural Beauty (AONB) Steering Committee.

Councillor P Spink declared an interest in minute number 18 (2) (20/01281/FUL Section of, Military Road, Brighstone) as he was a member of the Campaign for Rural England (CPRE).

17. Public Question Time - 15 Minutes Maximum

There were no public questions submitted.

18. **Report of the Strategic Manager for Planning and Infrastructure**

Consideration was given to items 1 - 2 of the report of the Strategic Manager for Planning and Infrastructure Delivery.

The Committee sought clarification regarding the lawfulness of the decision if the Committee approved the application. It was confirmed that the application was in front of them as it was for Council purposes (and therefore required to be determined by the Planning Committee) and whilst officers had recommended refusal, the Committee may reach a different conclusion. It was considered whether the Committee could go straight to the vote and be given the officer presentation, however there was a member of the public registered to speak, and it was decided to move forward and hear the officer presentation before arriving at a decision on the application.

Application:

21/01884/FUL

Details:

Proposed Development of 56 Dwellings, means of access off Hillway Road and Steyne Road associated landscaping and infrastructure (Revised plans; additional information relating to landscaping, trees and drainage) (re-advertised application)

Land off Hillway Road and, Steyne Road, Bembridge.

Comment:

The application was withdrawn from the agenda at the request of the applicant.

Application:

20/01281/FUL

Details:

Stabilisation works to road, to include installation of piled wall (Further information received - revised Environmental Statement, revised Shadow Habitat Regulations Assessment, revised Planning and Transport Statement, Written Scheme of Investigation for Archaeological Borehole Survey, Method Statement for removal of piled wall and pile cap, Response to Planning Comments on piled wall design, Erosion Monitoring Report)(Readvertised application)

Section of, Military Road, Brighstone.

Site Visits:

The site visit was carried out on Friday, 13 October 2023

Public Participants:

Emma Cox – on behalf of Brighstone Parish Council

Comment:

Councillor N Stuart spoke as Local Councillor for this item.

The Committee raised concerns regarding the possible closure of the Military Road. If this application was refused and no future schemes were brought forward. It was acknowledged that there would be a significant impact on local villages if the road closed.

The Committee understood that they needed to weigh up the need to preserve and protect the road, however this should not be done at the cost to the environment.

It was noted that alternative options were considered prior to the submission of the application.

Decision:

The Committee had taken into consideration and agreed with the reasons for the recommendation as set out under the paragraph entitled Justification for Recommendation of the report and

RESOLVED:

THAT the application be refused

As per report (Item 2)

19. Members' Question Time

Councillor P Spink asked if the Local Planning Authority could identify the source of the comment made in paragraph 6.6 of the report as he considered it conflicted with the Natural England statement. Officers advised that it was a comment provided by Natural England on 5 October 2023 in response to a Habitats Regulation Assessment compiled by officers and sent to Natural England for comment.

Councillor P Spink asked if the Local Planning Authority could identify the source of the information provided under the sub heading 'summary of Natural England's comments, Officers advised that the drainage assessment related to surface water drainage which was not related to the conclusions regarding nutrient neutrality.

Councillor P Spink asked if the questions could be followed up in writing and if he could see the email referred to dated 5 October 2023, Officers advised that the questions and answers would be circulated, and the email requested would be sent.

CHAIRMAN

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ISLE OF WIGHT COUNCIL PLANNING COMMITTEE - TUESDAY, 23 JANUARY 2024

REPORT OF THE STRATEGIC MANAGER FOR PLANNING AND INFRASTRUCTURE

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.

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1	21/01884/FUL	Parish: Bembridge	
	Land off Hillway Road and Steyne Road, Bembridge.	Ward: Bembridge	Conditional Approval
	Proposed Development of 56 Dwellings, means of access off Hillway Road and Steyne Road associated landscaping and infrastructure (Revised plans; additional information relating to landscaping, trees and drainage) (re-advertised application)		
2	23/01538/FUL	Parish: Newport & Carisbrooke Community Council	
	Land At Acorn Farm, 4 Horsebridge Hill, Newport.	Ward: Parkhurst and Hunnyhill	Conditional Approval
	Demolition of dwelling and agricultural buildings; Proposed residential development consisting of 203 dwellings, Refuse/bike stores, Means of access, Open space and associated infrastructure (revised plans/additional information)(readvertised application)		
3	22/02284/FUL	Parish: Whippingham	
	Whippingham Technology Park, Whippingham Road, East Cowes.	Ward: Fairlee and Whippingham	Conditional Approval
	Proposed B8 distribution building and associated parking, landscaping and drainage (additional information received - Technical Note TN01 - Response to Island Roads)		

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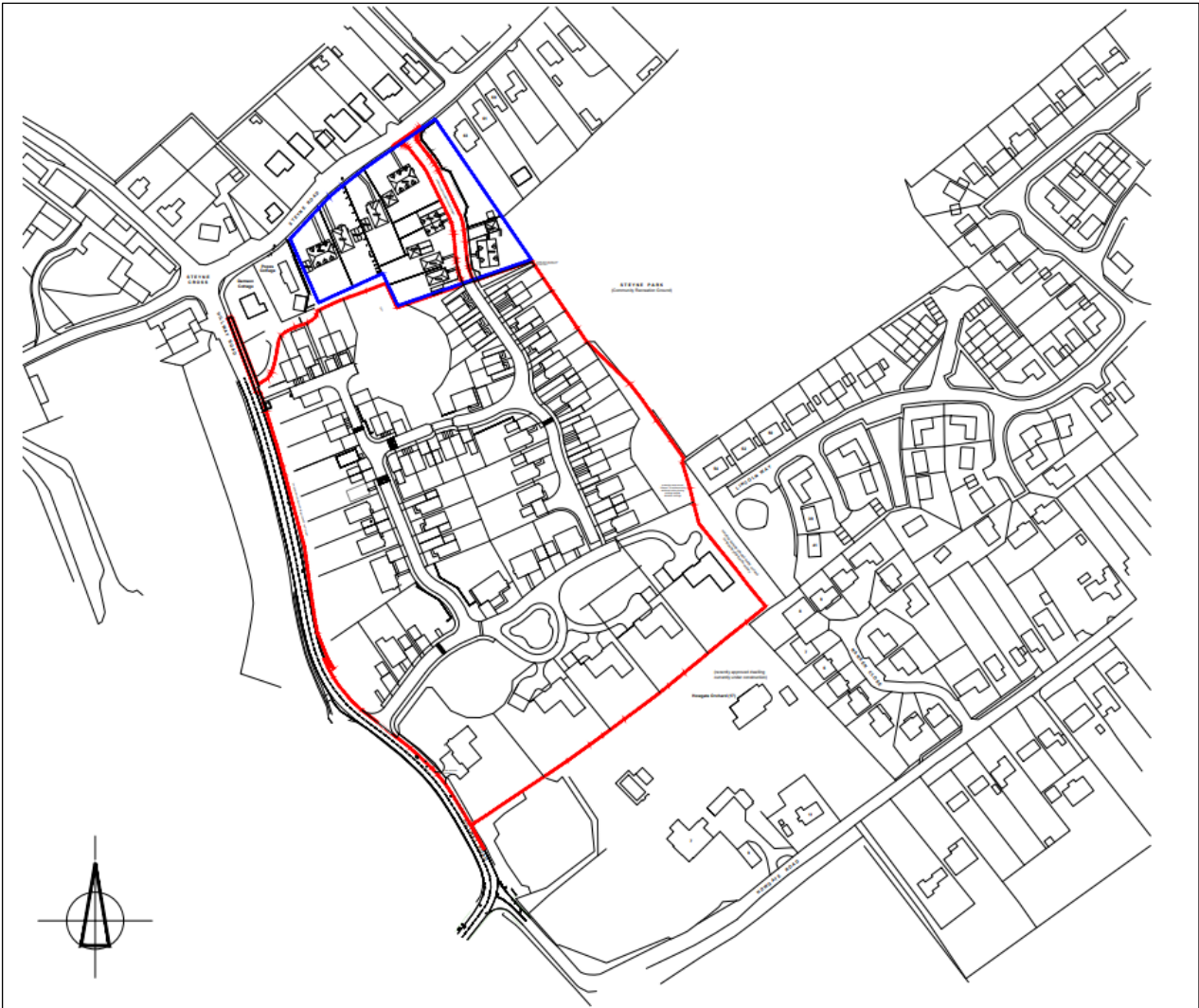
Purpose: For Decision

Planning Committee Report

Report of	STRATEGIC MANAGER FOR PLANNING AND INFRASTRUCTURE DELIVERY
Date	23 January 2024
Application Reference	21/01884/FUL
Application type	Full planning permission
Application Description	Proposed Development of 56 Dwellings, means of access off Hillway Road and Steyne Road associated landscaping and infrastructure (Revised plans; additional information relating to landscaping and drainage) (readvertised application)
Site address	Land off Hillway Road and Steyne Road, Bembridge, Isle of Wight
Parish	Bembridge
Ward Councillor	Cllr Joe Robertson
Applicant	Thornwood Estate IW Ltd
Planning Officer	Russell Chick

Reason for Planning Committee consideration	The application is considered to raise marginal and difficult policy issues, in balancing the need for additional housing with the policies within the Bembridge Neighbourhood Development Plan.
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Recommendation	Conditional permission subject to Legal Agreement securing the provision of affordable housing, the marketing of affordable and open market housing, the provision of a management company for the management of open spaces, communal landscaping and ecology corridors at the site and a contribution towards rights of way provision within the locality.
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Main considerations

- Principle of the development
- Mix of housing and tenure
- Loss of agricultural land
- Impact upon the character of the surrounding area
- Impact on neighbouring properties
- Impact on heritage assets
- Ecology and trees
- Highway considerations/ Rights of Way
- Drainage and flood risk
- Other matters

1 Recommendation

1.1 Conditional permission subject to planning conditions covering the following matters:

- Compliance with submitted plans
- Timing of works

- Archaeological investigations
- Tree protection
- Surface water strategy and foul drainage connection
- Materials to be used
- Landscaping works
- Ecological mitigation and enhancement
- On-site parking provision
- Provision of a right of way through the site, linking Steyne Road to Hillway Road
- External lighting

The permission would also be subject to a planning obligation securing a contribution towards the Solent Recreation Mitigation Strategy, rights of way improvements, marketing of housing to local people and on-site affordable housing provision.

2 Location and Site Characteristics

- 2.1** The application site is located on the south-western edge of Bembridge, forming two fields that are bounded by Steyne Road to the north and Hillway Road to the west. It is not the subject of ecological designations but includes several protected trees and lies 44 metres north of the National Landscape (AONB).
- 2.2** The site is formed by two fields, all laid to pasture and level. The site includes low dividing hedgerows and several large trees, which are prominent when seen from the adjacent highway. The site area extends to 4.39 hectares.
- 2.3** The area surrounding the site has a mixed character, with housing located to the north and east and woodland and open countryside to the south and west. The site is enclosed by a mix of hedges and trees. The western boundary of the site is formed by a well-established hedgerow that includes groups of mature trees, which combine with the woodland to the west to give the area a rural character and the highway an enclosed appearance.
- 2.4** The southern boundary of the site is formed by a treelined hedge, while the eastern boundary, is formed by a hedge with a small copse at the southern end. The northern section of the site fronts onto Steyne Road, and this area benefits from planning consent for nine dwellings.
- 2.5** Immediately to the east of the site is a large recreation/ sports ground which includes the Bembridge Youth and Community Centre, and Bembridge Primary School on its eastern edge. To the north and east are extensive areas of housing. In Steyne Road the street scene is generally characterised by Edwardian era two storey houses and bungalows, mixed with more modern infill development. Predominant materials include red brick, pebbledash render, red tiled roofs and a handful of slate roofs. Many properties include details such as gabled bays, string course detailing between floors, decorative bargeboards, porches and sash windows.
- 2.6** The housing to the east of the site is densely laid out and formed by 1960s and 1980s era extensions to the village. These areas are characterised by winding open plan estate roads fronted by a mix of bungalows and two storey dwellings.

- 2.7** There are two existing properties located on the north-western corner of the site, that are adjacent to the corner of Steyne Road and Hillway Road. Popes Cottage is a detached one and a half storey brick and stone property, with its principal elevations facing east and west, presenting a narrow gable to Steyne Road. Damson Cottage is located immediately west of this property and is a more modern artificial stone bungalow. Both properties are enclosed by low timber fences.
- 2.8** To the south of the site is a large, detached property that is accessed via Howgate Road. This property is enclosed by significant areas of woodland.

3 Details of Application

- 3.1** Full planning permission is sought for the construction of 56 dwellings, arranged in a variety of detached and semi-detached two-storey houses, with one terrace of three houses within the north-western corner of the site. The development would also include detached bungalows, concentrated within the southern section of the site.

- 3.2** The plans show that there would be several house types, these being:

Type A 3B – Three-bedroom, two storey pair of semi-detached houses x 15
Type B-2B – Two-bedroom, two storey pair of semi-detached houses x 10
Type B1-2B – Two-bedroom, detached bungalow x 1
Type CB4 -3B – Three-bedroom, detached one and half storey bungalow x 1
Type CB5 – 5B – Five-bedroom, detached one a half storey bungalow x 2
Type CB6 – 3B – Two-bedroom, detached house x 1
Type CB7 – 5B - Five-bedroom, detached one a half storey bungalow x 2
Type CB8 – 4B – Four-bedroom, detached chalet bungalow x 2
Type CB8 – B-4B – Four-bedroom, detached chalet bungalow attached garage x 1
Type CB8A-4B - Four-bedroom, detached chalet bungalow attached garage x 2
Type CB9-3B – Three-bedroom, chalet bungalow x 1
Type D-E – Two and three-bedroom, two storey semi-detached houses x 4
Type G-3B – Three-bedroom, two storey detached house x 7
Type H-3B – Three-bedroom, two storey detached house x 2
Type H-3B – A – Three-bedroom, two storey detached house attached garage x 5

The plans also show that 29 of the properties would be provided with detached garages, that eight properties would include attached garages, with the remaining properties including on-site driveways.

- 3.3** The houses would be laid out in a relatively rigid fashion, with the majority of the housing arranged in a north-south alignment, with a handful arranged in an east-west alignment. The northern and central sections of the site would be laid out in a denser manner, than the southern section of the site, which would be laid out more sparsely and include five bungalows within large gardens.
- 3.4** The proposed housing would have a traditional appearance, with two storey housing to include features such as bay windows, simple balanced fenestration and porches. Roofs would include a variety of simple gables and hipped gables. Bungalows would include gabled and hipped-gabled roofs, with dormer windows and porches adding to the simple fenestration. The plans show that units would

be constructed with red brick and buff brick detailing. The units would be set back from the highway and include front and rear gardens, with front gardens separated from the highway by low hedgerows. The plans show that rear gardens would be divided by a mix of fencing and hedgerow planting, with additional garden size trees planted throughout the development.

- 3.5** The site would be accessed via two entrances, one onto Hillway Road, the other via a previously approved access onto Steyne Road. Both would include simple bell-mouth junctions, leading onto estate roads. A further access would be created onto Hillway Road to serve one property, proposed within the south-western corner of the site. The roads within the site would include a network of pavements and crossing points with parts of the roads surfaced with 'home zone' shared surfacing.
- 3.6** Areas of open space would be provided at both the southern and northern sections of the site, surrounding existing large oak trees. The southern area of open space would also include a drainage swale. In addition, a small copse of trees that occupies the southern section of the eastern boundary and existing protected trees that are located alongside the western boundary onto Hillway Road would be retained, as would those throughout the site. A low hedge that subdivides the site would be removed.
- 3.7** The application would provide a policy compliant twenty affordable houses (35% of the total new homes proposed). In addition, the applicant has agreed to provide a footpath link through the site, between Steyne Road and Hillway Road, alongside a financial contribution towards further rights of way improvements within the area. The plans also show that a bus-stop and shelter would be provided within the north-western corner of the site, adjacent to Hillway Road.

4 Relevant History

- 4.1** 20/00695/FUL – Proposed development of 9 dwellings, vehicles accesses, garages, landscaping and associated infrastructure – Granted planning permission 1st July 2020.

5 Development Plan Policy

National Planning Policy

- 5.1** The National Planning Policy Framework (NPPF). 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.

- 5.2** The following sections of the NPPF are considered to be directly relevant to this planning application:
Section 2 – Achieving sustainable development
Section 5 – Delivering a sufficient supply of homes
Section 11 – Making effective use of land
Section 12 – Achieving well-designed and beautiful places

Local Planning Policy

- 5.3** The Island Plan Core Strategy defines the application site as being immediately adjacent to the settlement boundary. The following policies are considered to be relevant to this application:

- SP1 Spatial Strategy
- SP2 Housing
- SP3 Economy
- SP5 Environment
- SP7 Travel
- DM2 Design Quality for New Development
- DM3 Balanced Mix of Housing
- DM4 Locally Affordable Housing
- DM11 Historic and Built Environment
- DM12 Landscape, Seascape, Biodiversity and Geodiversity
- DM13 Green Infrastructure
- DM14 Flood Risk
- DM17 Sustainable Travel
- DM22 Developer Contributions

Neighbourhood Development Plans

- 5.4** The Bembridge Neighbourhood Development Plan.
The following policies are considered to be relevant to this application:

- BNDP.OL.1 Scale of Development
- BNDP.H.1 New Housing Development
- BNDP.H.3 Safeguarding for Development to Meet Local Need
- BNDP.GA.1 Car Parking Provision for New Development
- BNDP.GA.2 Public Rights of Way
- BNDP.EH.1 Built Environment
- BNDP.EH.4 Woodland, Trees and Hedgerows
- BNDP.D.1 Design Criteria

Supplementary Planning Documents (SPD) and other guidance

- 5.5** The Affordable Housing Contributions Supplementary Planning Document.
- 5.6** The Guidelines for Parking Provision as Part of New Developments Supplementary Planning Document.
- 5.7** The Guidelines for Recycling and Refuse Storage in New Developments Supplementary Planning Document.

- 5.8 The LPA's Position Statement on Nitrogen neutral housing development.
- 5.9 The Isle of Wight Council Housing Strategy 2020 – 2025.
- 5.10 Local Cycling Walking Infrastructure Plan (LCWIP) for Bembridge, Brading and St Helens 2022.
- 5.11 The Isle of Wight Local Flood Risk Management Strategy 2016.
- 5.12 Bembridge Section 19 Flood Investigation, May 2022.
- 5.13 Bembridge Housing Needs Survey 2018.

6. Consultee and Third Party Comments

Internal Consultees

- 6.1 The Council's Ecology Officer has not objected to the proposed development.
- 6.2 The Council's Tree Officer has raised no objection to the proposed development, commenting that it would have an acceptable impact on trees at the site. The Tree Officer has confirmed that the Arboricultural Impact Assessment provided by the applicant is acceptable and therefore, advised that it should be secured by condition.
- 6.3 Island Roads Highway Engineer has raised no objection to the proposed development in respect of highway capacity, highway safety, onsite access and parking arrangements or connectivity, and has recommended planning conditions.
- 6.4 The Council's Rights of Way Manager has advised that a site of the size proposed would have impacts on the local public right of way network and has concluded that a planning contribution should be secured for the provision of funding to make improvements to public rights of way in the vicinity of the site.
- 6.5 The Council's Archaeological Officer has raised no objection to the proposed development, recommending conditions.

External Consultees

- 6.6 Natural England have commented that without necessary mitigation, the development would have the potential to cause detrimental impacts on designated sites, as a result of wastewater from housing, and recreational disturbance to protected species of birds that use the Solent Special Protection Areas. Natural England have advised that as competent authority, the Planning Authority should fully assess the impacts of wastewater and on designated sites. Natural England have confirmed that subject to the appropriate financial contribution being secured, they are satisfied that the proposal would mitigate against the potential recreational impacts of the development. The Planning Authority has fully assessed these impacts through an Appropriate Assessment, which Natural England have ratified.

- 6.7 Southern Water have raised no objection to the development, confirming that they could provide foul sewage disposal for the development, subject to the necessary formal application process being applied for. Southern Water have recommended informatives in the event of permission being granted.
- 6.8 The Hampshire Constabulary's Designing Out Crime Officer has commented that a pedestrian link between the site and Steyne Park would allow for disorder within the park to move into the proposed development. The Officer has also referred to a proposed bus stop to be located alongside Hillway Road, advising that due to a lack of natural surveillance the shelter should not be fully enclosed, with only a single glazed side and roof. The officer has also advised that there should be good illumination in the area of the bus stop.

Parish/Town Council Comments

- 6.9 Bembridge Parish Council noted the submission of revised plans, which they consider to be disappointing. The Parish Council objected to the proposed development, raising the following summarised concerns:
- Object on policies OL1, OL2, H1, EH1, EH4, D1 from our Neighbourhood Plan
 - Object on policy DM12 from the Island Core Strategy Plan. The increase in foul wastewater for this site will pose significant risk of harm to internationally designated sites in the Solent. These sites are European Sites of Nature conservation. This site will significantly increase footfall on the local beaches. This site will significantly increase the level of nitrates in the Solent.
 - Continue to object on grounds of highways - the sight lines for the entrance at the top of Hillway have only been achieved by removal of a large area of hedge which is against EH4. This also doesn't allow for the topography of the road. IR have not commented on the new entrance to plot 61, which is extremely close to a right angled bend at the junction of Howgate road and Hillway.
 - Plans state that some hedges and trees should not exceed 0.6m and that a condition is needed to ensure this does not happen. However, we know conditions are not enforced. (**Officer comment** – The Planning Authority will enforce conditions where complaints have been made)
 - Some of the parking spaces are too narrow and do not meet the regulation in the manual for streets
 - Drainage and Flood risk - Although there are now drainage calculations submitted, the PC has done the maths and contends that they are not sufficient to cope with the amount of flood water associated with this site. Ref section 19 flood report 2022
 - Surface materials - these are not permeable and will increase the likelihood of flooding in an area already prone to this
 - Environmental grounds - the landscaping plans attached with this revised scheme do not mitigate the loss of hedges. No impact assessments have been added with these new schemes and the PC objects to this application being approved without these assessments being undertaken (**Officer comment** – Ecological information has been provided to support the planning application)

- There are several mature trees that will cast shadow into the amenity space of several of the larger proposed properties. It is almost guaranteed that the new residents will then want these trees removed to stop this darkening of their gardens. This is proof that not enough consideration has been given to the current landscape in the design of this estate. This is contrary to guidance BS5837
- Conditions - The PC objects to the removal of permitted development rights on only 2 of the properties. This is likely to lead to confusion. All properties should be treated the same. Residents of the affected policies will want the condition removed to bring them into line with the other residents (**Officer comment** – Officers have recommended that permitted development rights are removed for hard standings and boundary treatments forward of all properties)
- Pedestrian access to Steyne Park - the PC does not give permission for the proposed access into Steyne Park. This must be removed from the scheme (**Officer comment** – rights of access are not material planning considerations however, officers have recommended that the pedestrian link is removed, due to concerns raised by the police)
- Character - this area is being called an estate by the developer. Bembridge is a village not a town. An estate will not enhance nor improve the area and will harm the outlook of the village environment.
- We agree with the ROW officer over the improvements needed to the bridle ways and footpaths and the need for highway improvements to Steyne Road and Lane End Road as per the LCWIP.
- Cycling - The site lacks adequate provision for cycling
- Wildlife - The damage to the wildlife of this area will be devastating. A few bat boxes will not alleviate the destruction of a greenfield area whose hedgerows, trees and foliage are home to many small creatures
- Infrastructure - the village cannot cope; there is no doctors' surgery; the primary school is full
- There is no secondary education; the bus service is inadequate; the village lacks pavements but also car parking
- We feel strongly that there is no over-riding need in Bembridge for this development. It will not enhance, nor will it compliment the area and will cause significant harm.

Third Party Representations

6.10 A total of 618 representations objecting to the proposal have been received during the two consultation periods for this application, and raised the following summarised comments/concerns:

- The proposal would not accord with the Neighbourhood Plan
- Under the Neighbourhood Plan, housing development should be small scale
- The existing settlement boundaries have been completely ignored
- The Island Planning Strategy (IPS) is only in draft form
- The development should not be allowed until the IPS is adopted
- The development would not comply with the draft IPS
- The proposal would not comply with the NPPF
- Decision should be postponed until the review of the NPPF has arrived

- Contrary to the Core Strategy/ Island Plan
- The site is outside of the settlement boundary/ the site should be within the settlement boundary
- Only small scale housing should be allowed
- Why is the Council proposing large scale housing across the Island
- The site is designated greenbelt (**Officer comment** – there is no designated greenbelt on the Island)
- The site is greenfield (not previously developed) and brownfield land should be considered first
- Proposals would change a Rural Service Centre to a secondary settlement
- The Housing Needs Survey did not identify a need for such a large-scale development
- No need for housing/ housing would be for incomers
- Recent appeal decision for eight houses close to the harbour shows that there is no need for the housing
- There is a ready market for second homeowners and older age groups with disposable incomes, this will not help to maintain a balanced vibrant community
- Why are the two sites [there is a second proposed housing site located to the north and adjacent to Mill Lane] in the SHLAA?
- Who sat on the steering group for the SHLAA and decided that the site was deliverable?
- Why has there been no outline application for the site? (**Officer comment** – the applicant is entitled to choose to submit either an outline or full application)
- Contrary to the Bembridge Housing Needs Survey
- Lack of community engagement
- The developer has chosen larger houses to maximise profit/ development is purely for the developer's benefit
- House prices in Bembridge are high
- The housing would be unaffordable for local people
- Bembridge has already built 17 affordable homes
- The development proposes no affordable housing (**Officer comment** – the applicant is proposing a policy compliant 35% affordable housing)
- We need affordable housing in Bembridge, but these houses would be too expensive for local people
- The inclusion of so many upmarket dwellings may lead to social imbalance in the community
- There is no shortage of housing, just a shortage of affordable homes
- There is plenty of larger housing made vacant by those who downsize as they grow older
- Need for local people is starter/ affordable housing not luxury homes
- The houses would not be available for local families or key workers/not for young people
- If approved, there should be conditions to prevent holiday occupancy
- The housing would be used as second homes/ too many second homes in the village
- Should it be constructed, this will be a secluded geriatric community on the edge of the village which will do absolutely nothing to benefit the village

- The Island has a top-heavy population structure, in Bembridge it is even more top heavy
- People who might wish to purchase the homes would be likely to be elderly and need better public transport
- The site is not in the village centre but at the edge of the village, leading to car use and congestion
- The development would turn the village into a town/ already a large village
- Brownfield sites adjacent to larger towns such as Newport would be more suitable
- Harm to the original Thornycroft estate
- The field is not the place to build houses
- Lack of facilities in the village for local residents/ lack of facilities for younger people
- Village is over-crowded during the tourism season
- Lack of services for new housing
- Pressure for waste management
- Impact on infrastructure/ impact on existing power supplies
- No full-time doctor's surgery
- Local primary school is full
- No secondary school in the village
- No petrol station
- No fire station
- Lack of parking in the village
- Poor access within the village
- Lack of cycling facilities within the village
- The library is only run by volunteers and does not provide all normal library and Council services
- No sports/ leisure facilities within the village
- No locality hub proposed for the area
- Lack of public transport
- Nearest shops are 700m away with a lack of pavements
- The hospital for the Island is too small for the present population/ there is only one hospital on the Island
- Limited local employment opportunities/ where would all the jobs come from?
- The housing would increase the housing density of the village
- Proposes generic housing types seen across the UK
- The village is already overbuilt
- The housing would detract from the natural beauty/ character of the village
- Lack of detail for landscaping
- Poor layout
- Would not improve the quality of the area
- Not a balanced scheme of dwellings, green spaces and open areas
- Not an attractive development/ poor design
- The proposal is based on development in Cowes
- The development would not include enough trees
- The development would be too large/ out of keeping with the scale of the village
- The site is immediately adjacent to the AONB/ impact on the AONB
- The Neighbourhood Plan restricts developments to nine houses or fewer

- We do not want Bembridge to get much bigger
- Too many houses/ overdevelopment/ urban sprawl
- Houses in Bembridge are being purchased as holiday homes
- The housing would be excessive, disproportionate and would overwhelm Bembridge's services
- Huge development, out of proportion with the village
- The development would remove open fields near to the one remaining windmill on the Island
- Impact on the rural character of the area/ tranquillity
- No landscape plan has been provided
- Loss of farmland
- No room for cattle
- Impact on archaeology
- Impact on the natural landscape/ development would be an eyesore when entering Bembridge
- The village is full to capacity and struggles to cope when tourists arrive
- The development would be out of keeping with the character of the village/ surrounding area
- The field is one of the last green spaces in the village/ loss of meadow land
- The geology of the area is not suitable, and causes flooding
- Steyne Road floods during high rainfall/ the site will add to flooding
- The effects of additional driveways, roofs and roads affecting the water that can be absorbed would need to be seriously considered
- The development would add to surface water flooding/ sewer capacity issues
- The proposed drainage/ SuDs scheme would be insufficient
- Bembridge is an island within an island subject to flood risks
- No calculations have been provided for the drainage scheme
- Impact of flooding on property insurance (**Officer comment** – this is not a planning consideration)
- Pipework connecting the village to the WWTW at Sandown is at capacity/ Southern Water releases of sewage have increased
- Concerns over the operation of WWTW and sewage discharges to the sea
- Impact of nitrates from the development
- The drains need extensive updating
- Raw sewage flows into the sea at Bembridge
- Impact on ecology/ loss of habitat and wildlife/ huge environmental impacts
- Impact on trees/ loss of trees and hedgerows
- Impact on water supply/ pressure of water supply
- Impact on coastal erosion
- Green spaces in the village have disappeared, affecting ecology
- Lack of biodiversity net gain
- There is a climate emergency
- Pollution as a result of more cars
- Lack of permeability for wildlife
- No evidence for the alleged net gain for ecology
- There is no Environmental Impact Assessment (**Officer comment** – The site is not within a designated/ sensitive area and therefore an Environmental Statement is not necessary)
- Impact of lighting

- Harmful impact on listed buildings within the area, including Bembridge Windmill
- The Government is encouraging farmers and other landowners to consider rewilding
- Impact on the biosphere
- Impact on mental health due to loss of areas for nature and open space
- Impact on nearby Steyne Woods and red squirrels
- The ecology report gives no regard to nearby designated sites/ ecology report is not sufficient for a development of this scale and further surveys should be required
- Impact of footfall on SSSI beaches and recreational effects
- Standard approach to mitigate recreational effects would not be sufficient
- Impact of sewerage discharges to designated sites
- The transport networks for Bembridge would not cope with the traffic from the development/ congestion/ roads not good enough for addition traffic
- Steyne Road can be at a stand-still due to parking and traffic and the development would exacerbate this
- The development would combine with tourism traffic
- The access would be close to a tight bend
- Proposed accesses would not be safe
- Applicant has under-reported accidents in the area
- The roads are extremely dark after sunset and there is a lack of street lighting
- Poor access for emergency vehicles
- Roads are impassable entering the village from the Windmill
- Road surfaces break up due to volume of traffic/ roads are in a bad state
- People would have to walk in Hillway Road
- The roads are used to move livestock
- Increase in car use/ traffic as a result of the development
- Lack of pavements in the area/ lack of lighting for pedestrians
- Poor bus links/ buses are only hourly
- No proposals to improve infrastructure within the village
- Impact on emergency services if the two accesses to the village are blocked
- No car park in the village/ lack of parking within the area
- Ferry links are expensive, and cancellations are numerous
- Impact of construction processes and vehicles
- Impact of construction vehicles on Sandown Road
- Steyne Cross is known for accidents
- Mini roundabout is not suitable
- Noise, light and air pollution/ impact on village lifestyle
- Impact of the construction phase due to traffic, noise, dust
- Disruption caused by this and other developments within Steyne Road
- Steyne road is congested due to parking
- Bembridge has only two car access points, with a risk of congestion should one become impassable/ these can sometimes be blocked
- The village centre is congested and compact
- Combined impacts with growing tourism sites in the area
- It takes an hour to get to Bembridge from Newport, so the housing would be attractive to those working in Newport

- Impact on tourism
- The area is busy due to the expansion of nearby tourism sites
- How can health and wellbeing be improved by building houses on this site
- Development would need to comply with the requirements of policy G3 in relation to developer contributions
- Where is the open book viability assessment (**Officer comment** – the applicant has agreed to provide policy compliant planning contributions and therefore a viability assessment is not required)
- No commitment by the developer to pay for additional infrastructure required
- The access to Steyne Park is not in the developer's gift
- Cannot see how the proposal complies with the UNESCO biosphere status of the Island
- No reference to energy efficiency or carbon reduction
- The application does not meet the tests of sustainability and community need
- Impact on stability of houses at the top of Lincoln Way due to chalk and clay
- Applicant has used software for plans that is not generally available for the public so that general public cannot access sufficient detail (**Officer comment** – the plans and supporting information are held on the Council's website and are fully available)
- Details of proposed s.106 agreement should be published as they are notoriously easy to get wrong
- None of the previous objections to the development have been addressed
- Technical issues remain unaddressed

6.11 Two letters of support/ no objection were received, and raising the following summarised comments:

- The proposed affordable Housing is welcomed, but only once the village infrastructure has been built to support the extra people
- More houses are needed across the Island, including in Bembridge
- Many Island residents cannot afford homes/ high rents
- The Island is in a housing crisis
- It is vital that the development includes more affordable housing to allow local people with families to step onto the property ladder
- Bembridge is an ideal place for a housing development as it has play areas, beach, local school and has regular buses

6.12 Robert Seely MP has objected to the proposed development for the following summarised reasons:

- The development would be exceptionally large for such a small village
- Contrary to the need of the community as set out in the Bembridge Neighbourhood Plan
- Cannot see how this development addresses local housing need, how it benefits rural landscape, tourism offer or supports small scale sustainable growth
- Concerned about the pressure of the development on local infrastructure

- Bembridge has small roads which often get congested
- Risk of flooding caused by new housing
- The site is greenfield offering food and shelter to wildlife and green space to the village
- There are other sites available for housing and plenty of brownfield sites on the Island that could be developed to provide affordable housing
- The Council has secured money from Government to help it deliver some brownfield sites
- The Council should look at these brownfield sites before considering unsustainable, car dependent, greenfield developments such as this

6.13 Cycle Wight have made a neutral comment on the planning application, making the following observations:

- Paths should be 3m in width and a permeability feature between units 29 – 30 should not interfere with the progress of pedestrians or cyclists
- Raised area for speed control is welcomed but should be of a design to allow cyclists to move with ease
- All pavements should be flat surfaces to make it easy for pedestrians of all ages and mobility to use paths
- Parking should not be on streets
- No room for visitor parking
- Lack of pavements in some areas would further add to the need to restrict parking
- Traffic regulation and active travel provision should be in place before building commences to enable all residents and visitors to use Active Travel methods from the outset. This will encourage people to cycle, walk and use public transport.

7 **Evaluation**

Principle of the development

Policy background

7.1 Paragraph 60 of the NPPF states that it is a Government objective to significantly boost the supply of housing. In addition, paragraph 70 of the NPPF reasons that small and medium sized sites can make an important contribution to meeting the housing requirement of an area, because these are often built-out relatively quickly. The paragraph goes on to confirm that planning authorities should support the development of windfall sites through their policies and decisions. Paragraphs 82 and 83 of the NPPF explain that planning policies and decisions should be responsive to local circumstances and support housing developments that reflect local needs and to promote sustainable development in rural areas, housing should be located where it will enhance or maintain the vitality of rural communities. It adds that where there are groups of smaller settlements, development in one village may support services in a village nearby.

7.2 Policy SP1 of the Island Plan outlines that unless a specific local need is identified, development proposals outside of, or not immediately adjacent to the Key Regeneration Areas, Smaller Regeneration Areas or Rural Service Centres

will not be supported. The Island Plan defines the application site as being outside of, but immediately adjacent to the settlement boundary for Bembridge, which is a Rural Service Centre. For new housing development within or adjacent to Rural Service Centres, policy SP1 confirms that a local need for the housing should be demonstrated. Policy SP2 of the Island Plan sets out an average need for 520 houses per year between 2011 to 2027, advising that 980 dwellings would be required through smaller-scale development at the Rural Service Centres and wider rural area over this period. Policy SP1 states that in relation to the Rural Service Centres and the Wider Rural Area, the Council expects to see smaller-scale development occur in sustainable locations, where a local need is identified.

7.3 Bembridge Parish Council adopted a Neighbourhood Development Plan (the Neighbourhood Plan) in 2014 and this contains policies relating to housing development within the Parish. The strategic overview policies contained within the Neighbourhood Plan generally reflect those within the Island Plan and set out where new development should take place within the Bembridge Parish as well as the scale of development. Policy BNDP.OL.1 (Scale of Development) states that new development will be confined to small scale proposals which fall within any of the following categories and will be supported in principle:

- a) Housing development schemes of 1 to 9 units and not exceeding 0.5 hectares
- b) Non-residential development not exceeding 1000 square metres floor space and site area not exceeding 1 hectare.

7.4 Policy H1 of the Neighbourhood Plan is an extension of policy OL1 and states that new housing development within the Bembridge settlement boundary or immediately adjacent will be supported in principle provided it meets the criteria as set out in policy BNDP.OL.1 and is able to demonstrate it meets a local need, primarily as identified in the current Bembridge Housing Needs Survey.

Housing delivery and need

7.5 Regarding proposed housing, the policy position set out within policies SP1 and SP2 of the Island Plan and policies BNDP.OL.1 and H1 of the Neighbourhood Plan should be taken in the context of the most recent housing needs assessment, Strategic Housing Land Availability Assessment (SHLAA) and the Council's Five-Year Land Supply Update. Paragraph 226 of the NPPF sets out that LPA's whose emerging local plan includes proposed housing allocations and has been, as a minimum, published for public consultation in accordance with regulation 18 (of The Town and Country Planning (Local Plan)(England) Regulations (as amended) need only demonstrate a 4-year housing land supply. The draft Island Planning Strategy meets this threshold and therefore the Council's requirement is now to demonstrate a 4-year housing land supply (plus a buffer of 20% due to our under-delivery against the government's housing delivery test). Based on the Council's 2021 Housing Supply Update, the Council can demonstrate a 4-year housing supply.

7.6 The latest Housing Delivery Test (published December 2023) shows that 66% of the housing need (when using the Government's Standard Method calculation) has been delivered on the Isle of Wight over a three-year period.

7.7 Paragraph 11 of the NPPF outlines that plans and decisions should apply a presumption in favour of sustainable development which for decision-taking means:

“(c) approving development proposals that accord with an up-to-date development plan without delay; or

(d) 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 this Framework that protect areas or assets of particular importance provides 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 the policies in this Framework taken as a whole.”

The importance of the above paragraph relates to the footnote attributed to ‘out-of-date’ associated with section (d) which confirms that policies are out of date for applications involving the provision of housing where “(a) the local planning authority cannot demonstrate a five year supply (or a four year supply, if applicable, as set out in paragraph 226) of deliverable housing sites (with a buffer, if applicable, as set out in paragraph 77) and does not benefit from the provisions of paragraph 76; or (b) where the Housing Delivery Test indicates that the delivery of housing was below 75% of the housing requirement over the previous three years.”

7.8 Paragraph 14 of the NPPF states that ‘In situations where the presumption (at paragraph 11d) applies to applications involving the provision of housing, the adverse impact of allowing development that conflicts with the neighbourhood plan is likely to significantly and demonstrably outweigh the benefits, provided the following apply: a) the neighbourhood plan became part of the development plan five years or less before the date on which the decision is made; and b) the neighbourhood plan contains policies and allocations to meet its identified housing requirement (see paragraphs 67-68).’ The Council’s annual monitoring reports and the Housing Delivery Test undertaken by the Department for Levelling Up and Housing and Communities (DLUHC) demonstrate that delivery over the last three years has been 66% and therefore, whilst the Council can demonstrate the required land supply position the presumption in favour of sustainable development remains applicable.

7.9 Under the current NPPF, to remove the presumption in favour of sustainable development, the Council must deliver a greater level of housing (above 75% of the required housing number using the Government Standard method) and/ or adopt an up-to-date development plan and still deliver 75% of any new yearly target within that adopted plan. The NPPF provides guidance on the stage at which emerging policies can be attributed weight in decision making. Paragraph 49 of the NPPF states that in the context of the Framework – and in particular the presumption in favour of sustainable development – arguments that an

application is premature are unlikely to justify a refusal of planning permission other than in the limited circumstances where both:

a) the development proposed is so substantial, or its cumulative effect would be so significant, that to grant permission would undermine the plan-making process by predetermining decisions about the scale, location or phasing of new development that are central to an emerging plan; and

b) the emerging plan is at an advanced stage but is not yet formally part of the development plan for the area.

7.10 Third party comments have suggested that determining the application in advance of the Island Planning Strategy would be premature. Paragraph 50 of the NPPF confirms that 'refusal of planning permission on grounds of prematurity will seldom be justified where a draft plan has yet to be submitted for examination.' Considering criteria a) above, it should be noted that the application site is currently included within the housing allocations in the draft IPS and therefore officers consider that if approved, it would not undermine the plan-making process. Moreover, considering criteria b) and the advice contained within paragraph 50, members will note that the IPS is yet to be agreed by Full Council and therefore, has not been published for a period of representation (the regulation 19 stage) and then submitted to the Secretary of State for examination. Therefore, it is reasonable to conclude at this stage, that only minimal weight could be attributed to the emerging IPS and officers would advise that the policy context for determining the application is the Island Plan Core Strategy and the Bembridge Neighbourhood Development Plan.

7.11 Officer's advice is that the lack of housing delivery means that the merits of housing development taking place in Rural Service Centres should be considered in terms of the sustainability of the particular site, with the acceptability of the scale of the development then based on an assessment of its impacts. In the case of this development, balancing the key considerations outlined within this report. Officers also consider that due to the housing delivery rates explained above, that the requirements of policy BNDP.OL.1 of the Neighbourhood Plan in terms of limiting housing proposals to 1 to 9 units and not exceeding 0.5 hectares, would undermine the Island's ability to deliver much needed housing (particularly affordable housing) within a village that is a sustainable location for housing development.

7.12 The lack of housing delivery on the Island does not simply result in statistical issues for the Council. This also impacts on the ability for local people to purchase or rent the home of their choice. The Council's Housing Strategy advises that 'housing affordability and housing supply are and are set to remain the most challenging issues that the Island needs to address during the lifetime of this strategy and beyond'. The Strategy also advises that 'We know there is a particular need to recruit and retain skilled people to work in essential public services and local industries including construction for the longer-term recovery and economic sustainability of the Island. The lack of suitable housing to meet this aspiration has long been identified as a barrier to this and needs to be addressed urgently.'

7.13 The lack of housing delivery can, to an extent, be evidenced by the Council's Housing Register. The Register, as of January 2024, included 2568 households Island-wide. The Register is divided into five bands, with those in the most urgent need falling into band 1, and those at the least level of need falling into band 5. There are 6 households falling into band 1, 295 within band 2, 1373 falling within band 3, 689 within band 4 and 205 within band 5.

7.14 The Housing Register also provides statistics for specific areas of the Island. There are currently 678 households on the Register for Bembridge. The table below splits the number between the relevant bands, but also house sizes.

	1 bed	2 bed	3 bed	4 bed	5 bed	6 bed	Total
Band 1	0	1	0	0	0	0	1
Band 2	49	12	9	9	4	1	84
Band 3	179	98	59	17	0	0	340
Band 4	68	58	47	11	0	0	184
Band 5	32	16	8	0	0	0	56
Total	329	184	123	37	4	1	696

Officers consider that the information contained within the Housing Register shows that there is a strong need for additional housing within the village, and that this combines with the existing requirement for housing.

7.15 As outlined above policy BNDP.OL.1 of the Neighbourhood Plan limits housing proposals to 1 to 9 units and not exceeding 0.5 hectares. However, on site delivery of affordable housing is not triggered until a scheme includes a minimum of 10 units. Therefore, if developments in the village were all limited to 9 or below there would be no on-site delivery or provision of affordable housing in the parish to meet this identified need, unless funded by planning contributions with a willing landowner. The housing to the front of the site was limited to 9 and therefore the developer would have continued to bring smaller parcels of land forward of 9 units to comply with this policy, but in doing so the benefit through contributions to be secured by the legal agreement and the delivery of affordable housing would not be achieved.

7.16 In addition, Bembridge Parish Council undertook a Housing Needs Survey (The Bembridge HNS) in 2018, having been commissioned to understand residents' current housing circumstances and their future housing aspirations for the period 2018 to 2023. The Bembridge HNS was informed by questionnaires delivered to all houses within the Parish, as well as other data, including the 2011 Census. The Bembridge HNS confirms that the advised outputs within it are minimum estimates, due to the response rate of the questionnaires, which was 11.6% (249 households out of 2139 surveyed). This rate of response is considered to be very low and much lower than that for the Parish's 2013 HNS, which garnered 449 replies and found a higher requirement for housing. The 2018 Bembridge HNS indicated that there would be a net requirement for 37 open market dwellings within the Parish between 2018 and 2023. In the period 2018/19 to 23/24, permission was granted for 31 new dwellings (on small sites) and 23 new homes were completed. This indicates a shortfall of 6 market dwellings in that period against the identified figure. The 2018 Bembridge HNS did not identify a need figure for market or affordable dwellings beyond 2023, and it is noted that the

figures within the HNS were based on a relatively small response rate, and would not have included people who live outside of the Parish, but who may have a need to live within Bembridge. Regardless of this point, paragraph 5.36 of the Core Strategy states 'The Council considers that meeting the annual provision of 520 dwellings or housing trajectory number will not in itself be a reason for rejecting a planning application. Decisions will be taken on their merit and local circumstances, including longer term housing needs and affordability in an area'. This approach is also true of meeting any locally identified need figure.

- 7.17** The Council's Housing Need Assessment (HNA) was undertaken in 2018 and placed Bembridge within the Ryde sub-market area. The HNA found a need for 61 affordable houses per annum within the Ryde sub-market area (and 222 for the Island as a whole) with 152 open market dwellings required per annum within the sub-market (see tables 7 and 36 of the Council's HNA). The applicant's Design and Access Statement sets out their opinion relating to the local need for the development and refers to the information set out within the Council's 2018 HNA, and the annual figure of 641 dwellings that this identifies for the Island, between 2016 to 2034. The applicant's information also refers to the housing delivery issues that the Island has faced in recent years, noting the findings of the Housing Delivery Test (see para 7.7 above) and the need to focus housing within sustainable locations.
- 7.18** Officers consider that local need referred to within the Island Plan should be seen as being Island-wide, due to the scale of the under delivery over a sustained period. However, the Bembridge HNS combines with the information contained within the Council's Housing Register and HNA to demonstrate a local need for the housing proposed, both in terms of the Island as a whole, but also for Bembridge in its role as a Rural Service Centre, taking into account the presumption in favour of sustainable development.

Locational requirements

- 7.19** While policy SP1 is a strategic policy in terms of housing, it does give important locational guidance in terms of focussing housing in the most sustainable areas and settlements as identified by the Key Regeneration Areas, Small Regeneration Areas and the Rural Services Centres, the use of brownfield land and economic led regeneration. The overall approach advocated within policy SP1 in terms of focussing development in the most sustainable locations is considered to be relevant in terms of the NPPF and its requirement to apply a presumption in favour of sustainable development.
- 7.20** Bembridge is a Rural Service Centre and therefore for the purposes of planning policy guidance, is a sustainable location for its community and housing provision. The village contains two shopping areas, with the main concentration of services and facilities being within the village centre and more limited range of services within Lane End Road, in the south eastern area of the village. Between them, these two areas contain convenience stores, a butcher's, a fishmonger, a greengrocer's, a bakery, a florist, a hairdresser's, a library, a dental surgery, a doctor's surgery, public houses, restaurants and cafes, hot food takeaways, estate agencies, gift shops, a post office, a primary school, a community hall and churches. The village is therefore well served by the services and facilities required by the local community.

- 7.21** The Chartered Institution of Highways and Transportation (CIHT) publication 'Planning for Walking' published April 2015 identifies at paragraph 6.3 'Land use planning for pedestrians' that 'Most people will only walk if their destination is less than a mile away.' It continues to explain that 'Walking neighbourhoods are typically characterised as having a range of facilities within ten minutes' walking distance (around 800 metres).' And that 'The power of a destination determines how far people will walk to get to it. For bus stops in residential areas, 400 metres has traditionally been regarded as a cut-off point and in town centres, 200 metres. People will walk up to 800 metres to get to a railway station, which reflects the greater perceived quality or importance of rail services.'
- 7.22** The application site is located 1 kilometre from the village centre, via Steyne Road and Foreland Road, and therefore while walkable via pavements could not be considered to be in close walkable proximity. Nonetheless, there is a bus stop located immediately west of the site within Hillway Road and another bus stop 100 metres east of the site within Steyne Road. These connect to the village centre, as well as St Helens (where there is an alternative school and doctor's surgery), as well as the towns of Sandown and Ryde. This route offers an hourly service between 06.30 to 23.30 hours on a daily basis. However, the site is within 600 metres of the shops in Lane End Road, which include a convenience store and post office, and the route is direct and served by lit pavements. In line with policy DM17 of the Island Plan, the development would be served by alternative means of transport to the car and therefore, provide increased travel choice.
- 7.23** Paragraph 83 of the NPPF states that 'To promote sustainable development in rural areas, housing should be located where it will enhance or maintain the vitality of rural communities. Planning policies should identify opportunities for villages to grow and thrive, especially where this will support local services.' Bembridge is identified in the Island Plan as a Rural Service Centre, owing to its strong mix of services and facilities and is therefore considered to be a sustainable location for additional housing. It is considered that the proposed development would provide benefits to the village, by providing additional residents, which would combine with the existing community to sustain local services and facilities. Moreover, the provision of affordable housing would be likely to provide a proportion of family housing, which could support the local school and other groups, such as sports teams, and the use of the local park, which is adjacent to the site.
- 7.24** In summary, the proposed housing development would be contrary to the guidance contained within BNDP.OL.1 of the Neighbourhood Plan, given the limits on the scale of housing development that this policy includes. Officers consider that there is an overriding need for housing across the Island, given the lack of housing delivery over recent years, and that there is a need for housing within Bembridge, as evidenced by the Parish Council's HNS, the Council's HNA and Housing Register, that combine to outweigh the policy approach set out in BNDP.OL.1 of the Neighbourhood Plan. Officers consider that these material considerations and the benefits of new housing outweigh the proposal not meeting the requirements of this single policy.

Brownfield land

- 7.25** It should be noted that there are not considered to be sufficient available and

deliverable brownfield sites available to accommodate the level of development required to deliver the housing needs for the Island and therefore, in many cases new housing development will take place on undeveloped land. Regarding the potential for housing to be located on previously developed land (brownfield land) within the settlement boundary, the Council's Brownfield Register includes two sites within Bembridge. The first is the former Bembridge C of E School, however this site was redeveloped several years ago, providing 13 houses. The second relates to Raffles, a large building within Steyne Road that has been used as accommodation for staff at a nearby holiday park. That site received planning permission for the demolition of the existing building and the construction of a block of 9 flats in the summer of 2023.

7.26 There is a concentration of business units along Embankment Road, opposite to Bembridge Harbour. These are generally related to the function of the harbour as a marina, and include uses such as chandleries, boat storage areas, boat sales outlets and marine repair uses. These existing uses are important to the use of the harbour and are a source of local employment. The land they occupy is limited in extent, and therefore unlikely to be suitable for a comprehensive housing development. These sites are also outside of the settlement boundary, detached from the residential core of Bembridge and adjacent to designated sites and therefore are not considered to be preferable to the application site. There is a plot of land located to the southwest of these uses, but this has previously been proposed for development, but withdrawn due to overriding ecology issues.

7.27 There is a small builder's/ haulage yard located to the east of Bembridge High Street, and while the principle of housing is likely to be acceptable, the site is likely to be constrained by the site access, which is narrow with buildings adjacent to the access being hard against the highway. There is also a further builder's yard in Lane End Road, however this has already gained planning permission for the conversion of various buildings to a mix of six flats and two residential units. Officers are not aware of any further previously developed land available within the settlement boundary for the development.

Conclusion on principle

7.28 In conclusion, while the proposals would be contrary to policies BNDP.OL.1 and H1 of the Neighbourhood Plan, officers consider that when taking account of the lack of housing delivery over a number of years and the presumption in favour of sustainable development, there is an overriding need for housing across the Island and that when also considering the data contained within the Council's Housing Register, there is a clear need for open market and affordable housing within Bembridge. The applicant has provided information relating to the need for proposed housing, which reflects the opinion of officers. The application site is located immediately adjacent to the settlement boundary for Bembridge, a Rural Service Centre, and adjoins significant areas of existing housing. The site would benefit from a choice of transport links to the many services and facilities within Bembridge.

7.29 The application is proposing 56 dwellings, and it is considered that this number of houses would make a meaningful contribution towards housing within the East Wight, which would weigh substantially in favour of the application. The proposal is therefore considered to comply with the advice contained within policy SP1 of

the Island Plan when considering the advice contained within the NPPF. It does not follow, however, that planning permission will automatically be granted for such applications as the balance between the benefits and harm of any proposal will still need to be given careful consideration when the decision-maker arrives at their decision.

Mix of housing and tenure

7.30 Policy DM3 of the Island Plan states that the Council will support proposals that deliver an appropriate mix of housing types and size. The policy requires proposals to accord with the most up to date Strategic Housing Market Assessment. This requirement is reflected by policy BNDP.H.1 (New Housing Development) of the Neighbourhood Plan, which requires housing developments to demonstrate that they meet a local need, primarily as identified in the current Bembridge Housing Needs Survey. Policy DM4 (Locally Affordable Housing) of the Island Plan requires major housing schemes to provide a minimum of 35% on site affordable housing.

7.31 The 2018 Bembridge HNS found that of the 37 open market dwellings required within the Parish between 2018 and 2023, the following sizes of accommodation would be needed:

- 1 bedroom – 5
- 2 bedrooms - 21
- 3 bedrooms - 5
- 4 bedrooms – 2
- 5 bedrooms – 3
- 6 bedrooms – 1

The survey also showed that of the 37 dwellings required, 16 would need to be ground floor accommodation. The survey also showed a need for an additional 10 affordable rental houses.

7.32 The Council's HNA advises that the following mix of sizes would be required for the Ryde sub-market, for open market housing:

- One bedroom – 5%
- Two bedrooms – 37%
- Three bedrooms – 40%
- Four+ bedrooms – 18%

The following mix of sizes would be required for affordable home ownership:

- One bedroom – 23%
- Two bedrooms – 45%
- Three bedrooms – 25%
- Four+ bedrooms – 7%

The following mix of sizes would be required for affordable home rented:

- One bedroom – 41%
- Two bedrooms – 39%

Three bedrooms – 19%
 Four+ bedrooms – 2%

7.33 The Council has also undertaken an updated HNA, published in 2022. This, however, applies to the whole Island, rather than investigating sub-market areas and does not supersede the 2018 figures above, which remain appropriate for this planning application. The 2022 HNA found that the mix of housing, set out within table 5 below, would be appropriate for the Island as a whole. These figures generally correlate with those for the Ryde sub-market area, for all types of tenure.

Table 5: Suggested mix of housing by size and tenure

	1-bedroom	2-bedrooms	3-bedrooms	4+ bedrooms
Market	5%	35%	40%	20%
Affordable home ownership	20%	40%	30%	10%
Affordable housing (rented)	40%	30%	25%	5%

7.34 The proposed development would comprise 56 dwellings, with 36 to be open market housing, and the remaining 20 to be affordable housing, equating to 36% and so marginally above the policy compliant level of 35% on-site affordable housing provision. The open market housing would include the following mix of dwelling sizes:

One bedroom x 0 = 0%
 Two bedrooms x 5 = 14%
 Three bedrooms x 22 = 61%
 Four+ bedrooms x 9 = 25%

The affordable housing would include the following mix of dwelling sizes:

One bedroom x 0 = 0%
 Two bedrooms x 11 = 55%
 Three bedrooms x 9 = 45%
 Four+ bedrooms x 0 = 0%

7.35 While the site would provide no one bedroom units, these would generally be related to flatted developments in more urban settings. Officers note that such accommodation has been proposed for developments in Ryde, within the same sub-market area. The development would provide a greater proportion of two and three-bedroom properties, which would broadly reflect the split in housing sizes for the sub-market area, although with a greater focus on three-bedroom housing. Officers do not consider that this would weight against the scheme, as this would provide for a greater number of smaller to medium sized family homes.

7.36 The affordable housing units would again be focused on two and three-bedroom properties. This would cater for families or those with a need for smaller homes, therefore providing the need for first-time buyers, those wishing to upsize to slightly larger accommodation or alternatively, those wishing to downsize. While the percentage split of unit sizes would be greater than that within the 2018 HNS and 2022 HNA, this can be generally attributed to the absence of single bedroom

units, which as set out above, would be more appropriate for urban areas in the sub-market, such as Ryde.

7.37 Policy BNDP.H.3 – Safeguarding of Development Delivered to Meet Local Need – of the Neighbourhood Plan states that development approved as meeting a local need will be subject to planning conditions and/or planning obligations to require the first occupants to be existing residents of the Isle of Wight with a Bembridge connection meeting one of the following categories:

- (a) a person who currently lives in the Parish and wishing to move to a smaller property in order to release larger accommodation
- (b) a person who currently lives in the Parish and has an appropriate housing need because their family size has increased
- (c) a person who currently lives in the Parish and wishes to transfer to a similar sized property
- (d) a person from the Parish who is subject to a planned management transfer based on medical grounds
- (e) a person who has previously lived in the Parish for 5 or more years up to the age of 16
- (f) a person who has for 5 years prior to such acquisition or occupation been in continuous full or part-time employment (excluding seasonal employment) in the Parish or has accepted an unconditional offer of employment in the Parish

7.38 The first period of occupancy in accordance with the above criteria to be for a minimum of three months thereafter occupation (subject to the same criteria) may be extended to the neighbouring parishes of Brading or St Helens for a further three months. Thereafter, the property may be offered on the open market.

7.39 In addition to this, the applicants have agreed to an Island-first marketing period for open market housing, suggested by officers. This would include limiting the sale of open market properties to Islanders for a period of three months, in the following manner:

- Month 1 – Properties available to residents of the Parish of Bembridge
- Month 2 – Properties available to residents of the Parish of Bembridge and adjoining parishes
- Month 3 – Properties available to Island residents

Following the three-month period set out above, the properties would be open to the open market.

7.40 Officers consider that the requirements set out within policy BNDP.H.3 in respect of marketing housing for local people would remain reasonable, particularly given the statistics relating to the Council's Housing Register. As the policy outlines, any remaining housing after the focussed period of marketing would be sold via the open market. The proposed affordable housing would also need to be marketed on Island Homefinder to ensure that it is made available to those on the housing register. Therefore, Officers recommend that the above marketing approach should be secured via a legal agreement, should the application gain planning permission. It is considered that this development would therefore comply with the policy guidance contained within policies DM3 and DM4 of the

Island Plan and policy BNDP.H.1 of the Neighbourhood Plan and contribute to the substantial benefits outlined within the principal section of this report through delivering a mix of affordable housing and housing for local people.

Loss of agricultural land

7.41 National guidance in respect of the classification of agricultural land and its protection is contained within the Natural England Technical Guidance Note (Agricultural Land Classification: protecting the best and most versatile agricultural land) and within the NPPF. The Technical Guidance Note makes it clear that decisions with respect to the protection of the best and most versatile agricultural land rest with Local Planning Authorities and Government Guidance. To guide decision making, agricultural land is classified into five grades, which are as follows:

Grade 1	Excellent
Grade 2	Very good
Grade 3	Good to Moderate
Grade 4	Poor
Grade 5	Very poor

According to Natural England and the glossary to the NPPF the best and most versatile agricultural land are those areas that fall within grades 1 to 3a. Such land is considered by Natural England to be most flexible, productive and efficient in response to inputs and can best deliver future crops for food and no food uses.

7.42 Paragraph 180 of the NPPF states that local planning authorities should recognise the economic and other benefits of the best and most versatile agricultural land. The footnote to this section of the NPPF states that where significant development of agricultural land is demonstrated to be necessary, local planning authorities should seek to use areas of poorer quality land in preference to that of a higher quality. DEFRA land classification maps confirm that the land in this area is grade 3 and therefore, has the potential to fall into Grade 3a which is considered to be good quality agricultural land.

7.43 However, to provide further clarification on whether land is within Grade 3a or 3b, site surveys are required. The applicant has undertaken soil surveys of the site, and these showed that the land comprises a thin layer of topsoil, underlain by silty clay and soils with very poor infiltration characteristics. It should be noted that land with only thin layers of topsoil lack nutrients and that poorly drained soils are not generally considered to be conducive for high yield crops, such as cereals. This is evidenced on the ground, by virtue of the majority of the fields in the area being used for pasture. As a result, officers consider that the land would be akin to Grade 3b farmland, which is categorised as 'Land capable of producing moderate yields of a narrow range of crops, principally cereals and grass or lower yields of a wider range of crops or high yields of grass which can be grazed or harvested over most of the year.' Therefore, the land is not considered to be subject to protective policies and there is no objection to the proposed development in relation to agricultural land classification.

Impact upon the character of the surrounding area

7.44 Policy SP5 (Environment) of the Island Plan Core Strategy states that the Council will support proposals that protect, conserve and/or enhance the Island's natural and historic environments. All development proposals will be expected to take account of the environmental capacity of an area to accommodate new development and, where appropriate and practicable, to contribute to environmental conservation and enhancement.

7.45 Policies DM2 and DM12 of the Island Plan 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.

Landscape and visual impacts

7.46 The application site is formed by relatively level fields, that edge the south-western edge of Bembridge. The fields share a similar land level to the residential development to the north and east, with land further west sloping gradually away from the village towards Hillway, Bembridge Airport and Whitecliff Bay. The area west of the site has a pleasant rural feel, with Hillway Road edged by woodland and hedgerows. The areas north and east form part of the existing village and include housing with generous gardens. Land to the south is again developed, but at a lower density with properties enclosed by large hedgerows.

7.47 Because the western side of the road is enclosed by woodland, views are generally directed to the east and so across the fields that form the application site. Those views have a rural feel and because the site is relatively wide, with intervening hedgerows and trees, there is a sense of depth when appreciating the farmland. But the landscape does not feel isolated, because there is an appreciation of the existing housing to the east, and as one travels further north this appreciation of the presence of development becomes increasingly apparent. When travelling south, the backdrop is more rural.

7.48 The proposals show that the fields would be developed to provide housing, which would clearly change the character of the immediate area, and particularly when seen from Hillway Road. Views would change from those across fields towards the village edge, to views instead of readily apparent housing arranged in rows in close proximity to the highway and the new means of access from Hillway Road. This would effectively roll the village edge west, to Hillway Road. There would, however, be mitigating factors that would assist in reducing the visual impact of the development when seen from Hillway Road.

7.49 Firstly, the plans show that deep gardens would be provided between the western boundary and housing closest to the highway allowing a sense of space and resulting in the housing appearing less prominent. The landscaping plans and ecology report outline that the hedgerow alongside the road and the large lines of roadside trees would remain, and in particular the trees would screen some views and break up views, while the hedgerows would retain the soft edge to the highway and provide some screening. The proposed access onto Hillway Road would remove a section of the hedgerow and allow clear views of the housing, and new highway arrangements although the landscape plans show that hedgerows would edge the new highway, again reflecting the more rural

character of the village and softening the appearance of the development.

- 7.50** Nonetheless, the development would be readily noticeable from Hillway Road and substantially and fundamentally alter the current views of farmland, with set-back housing beyond, to views of housing at close quarters. This would result in significant change to the landscape character of the immediate area, which when considering the mitigating factors outlined above, would in officer's opinion result in a moderate but material level of harm.
- 7.51** The officer site visit showed that the site is not readily visible from the landscape immediately to the south and in particular from Howgate Road and the National Landscape to the south and east. That is due to the high intervening hedgerows and trees that form the southern boundary of the site and that enclose Howgate a large property immediately to the south. When within Howgate Road, the existing properties that adjoin the site are not visible, and therefore, the development could not be seen from these areas, and would therefore not cause harm to the immediate landscape to the south and southeast.
- 7.52** Steyne Road is located to the north of the site, and this is a residential area, with the north and southern sides of the road aligned by housing in a relatively close-knit fashion, with the majority being two-storey in height. The site frontage onto Steyne Road previously formed a gap in the urban frontage, between Popes Cottage and a detached bungalow to the east. However, planning permission has been granted for nine houses on this land, forming a relatively dense frontage of two and one and a half storey housing that would largely screen the development. Limited views of the development would be possible between Popes Cottage and Damson Cottage, which are adjacent to the north-western corner of the site, and which are separated by garden areas with limited boundary screening. However, these views would be seen in the context of the already built-up Steyne Road, with the proposed housing set back behind existing housing. Thus, the development would have a limited visual impact when seen from Steyne Road, causing change that would be largely imperceptible.
- 7.53** The area of land to the east of the site includes the large residential estate around Lincoln Way and Brook Furlong. These are densely laid out areas of single storey housing development, arranged around open plan estates, with housing backing onto the recreation ground that adjoins the eastern site boundary. The proposed housing would be apparent from the gardens and some of the housing to the east (including from rear elevations of houses in Steyne Road, Lincoln Way and Downsvie Road). But these views would be from oblique angles and at increasing distance, with the eastern boundary hedge screening much of the elevations of the proposed housing. Views would therefore be of a new roofscape, in views containing existing housing and therefore, the level of change from these areas of housing would be minor.
- 7.54** When within the recreation ground, more direct views to the west would contain the proposed housing. Again, the eastern boundary hedges would mitigate the appearance of the development, with existing trees and the set back of housing from the boundary further reducing its prominence. Views would therefore be of upper elevations and roofing. This would alter existing views but to an extent that would be limited and mitigated by the already surrounding housing. It is considered by officers that the development would result in minor harm when

seen from the east. When beyond the recreation ground views of the site would not be possible.

- 7.55** At greater distances Bembridge is not a prominent settlement, occupying a relatively level area of landscape. The landscaping to the west of the village forms a wide floodplain, the extends from Bembridge Harbour, towards Brading and between St Helens and the edge of Bembridge Down. This is a low area of marshland that forms part of the Harbours and Creeks character defined by the East Wight Landscape Character Assessment (the LCA). From here views to the east towards Bembridge are edged by a network of woodlands and wooded corridors, which screen the village. Thus, the development would not be seen from this landscape area.
- 7.56** The landscape to the north and that runs between St Helens towards Brading begins to rise so that much of this area occupies a slightly higher land level than Bembridge and the application site. This area is defined as being within the Traditional Enclosed Pastureland character area, by the LCA. From higher ground in this area, there are views towards Bembridge and parts of the roofscape of the village centre can be seen but at significant distances of between 1.7 to 2.5km. However, the southern edges of the village, within which the site is located, are not visible from these areas, due to the land level of the village falling slightly to the south and owing the wooded character of the village. The development would not be perceivable from the landscape to the north and therefore, have no impact on it.
- 7.57** The landscape further southwest is within the National Landscape and dominated by the chalk downland that forms Bembridge Down, a hill that reaches 100m above sea level at its highest point. The south-western edges of Bembridge are visible from the northern slopes of Bembridge Down but in a similar manner to the lowland landscape to the west of the village, the belt of woodland that surrounds the western edge of the village screens existing housing and the application site. Instead, views towards the village are dominated by the caravan sites around Hillway, which are a significant presence in the panoramic vistas north of the Down. Because the application site cannot be seen from the distant landscape to the southwest, it results in no landscape or visual impact.
- 7.58** In summary, officers consider that the site would not result in material landscape impacts to distant locations given the well screened nature of Bembridge. In terms of closer vantage points, the site occupies an area of landscape that is level with much of the existing village and therefore, the proposed housing would be screened from locations to the north, south and east by existing development, and the mature hedgerows and trees that align site boundaries. The development would be visible from Hillway Road to the west, from where the housing would cause a moderate but material level of harm to landscape character.

Design and layout

- 7.59** Policy DM2 (Design Quality for New Development) states that the Council will support proposals for high quality and inclusive design to protect, conserve and enhance the Island's existing environment while allowing change to take place.

The policy states that development proposals will be expected to provide an attractive built environment and be appropriately landscaped.

7.60 Policy BNDP.EH.1 of the Neighbourhood Plan requires development to respond positively to the local character of its environment, demonstrate a high quality of design and a good standard of amenity for existing and future occupants of the land and buildings. This advice is reflected by policy BNDP.D.1 which states that development proposals will be expected to be of a design that:

(a) complements and enhances where appropriate the prevailing size, height, scale and mass, materials, layout, density and access of the existing surrounding development

(b) demonstrates that the development reflects the existing character of the locality
as defined in the Bembridge Design Character Appraisal document

(c) demonstrates that the amenities of neighbouring residential occupiers will not be adversely affected through overlooking, loss of light or outlook, over-dominance
or disturbance

(d) provides an appropriate level of landscaping which complements and enhances
the character of the local area.

7.61 The plans show that the site would be laid out in a relatively low-density manner. The eastern side of the site adjoins the edge of the village and here, there would be a row of dwellings laid out in relatively compact line, but this area of the site would be less visible and comparable to the housing to the southeast (Nansen Close and Lincoln Way) as well as housing within nearby Steyne Road. The central and western areas of the site would be laid out in a more spacious fashion, with greater separation between properties, and larger rear gardens. Small front gardens would also be provided, combining with the proposed access roads and pavements to provide good separation distances between the facing front elevations of houses. This would allow street scenes to appear more spacious, allowing for tree planting and landscaping that would soften the appearance of the overall development.

7.62 The housing that would occupy the western boundary of the site would include particularly deep gardens, allowing a significant degree of space between rear elevations and nearby Hillway Road, with a boundary hedge and mature trees between. Unit 39 would be closer to the highway, but this has been designed to be a chalet bungalow, with its side elevation adjacent to Hillway Road. There would be a hedge and grass verge adjacent to the highway and this would preserve the sense of space and prevent the property from appearing dominant within the street scene.

7.63 The plans show that the site would include significant additional tree and shrub planting to build upon the retained mature trees and hedgerows. The Landscaping Strategy shows that dwellings would include front hedgerows, with higher hedgerows to separate rear gardens and blocks of housing. These would

combine with proposed street trees and gardens to allow the development to provide a transition between the urban areas of Bembridge to the east, and the countryside to the west.

- 7.64** Moreover, the plans show that the site would include significant areas of open space. The southern section of the site would include a belt of open space, arranged around existing mature trees and this would blend with a proposed pond to provide a rustic and attractive vista, across the site from the new access onto Hillway Road. This would combine with the large gardens that would surround units 61 to 65 to provide a low density and well landscaped appearance.
- 7.65** In addition, a further area of open space would be provided to the north of the site. Again, this would be arranged around retained mature trees, providing a link between the site and the woodland to the west. This network of open spaces, mature trees, hedgerows and additional planting would reduce the visual impact of the housing, while providing a high-quality landscaping scheme, that due to the existing mature trees and hedgerows, would, in part, be in place from an early stage of the development, should it be approved.
- 7.66** Officers are satisfied that the proposed housing would be laid out in a suitable manner, to prevent issues of overlooking or lack of natural light between each property. Each property would comprise a suitable garden area, with outlook onto the proposed and retained hedgerows and trees. In addition, parking areas have generally been designed to be between properties, preventing the areas to the front of housing from appearing car dominated, and allowing most properties to include front garden areas, which would add to the landscaped approach for street scenes, that would allow the site to reflect its rural surroundings and the character of the existing village. Officers consider that it would be reasonable to apply conditions to retain the open landscaped nature of the areas to the front of properties, while also removing permitted development rights for curtilage buildings, which would allow the Planning Authority to regulate the design and layout of site in future.
- 7.67** Hampshire Police's Designing Out Crime Officer has concerns regarding a proposed pedestrian link between the site and Steyne Park. The plans show that the link would be located to the east of the entrance to the site, adjacent to unit 10. While this would be a positive addition to the development, allowing direct access to the park, the route would be narrow and enclosed. It is noted that there have been reports of anti-social behaviour within Steyne Park, and therefore the comments provided by the Police are noted. Officers therefore agree that this element of the scheme should be removed, and that the amenity area for plot 10 should be extended into the area, currently shown for the link. This issue could be controlled by condition.
- 7.68** The Officer has also referred to the proposed bus stop, to be sited adjacent to Hillway Road, between plots 47 and 48. The bus stop would be located within a wide area of open space, which would allow an attractive vista towards the open space and mature trees further east. The Designing Out Crime Officer has advised that there would not be suitable surveillance of the bus stop to allow it to be fully enclosed, and therefore has commented that it should include a single (possibly glazed) elevation and roof. Officers agree with that approach and

consider that the final design for the bus shelter could be agreed by condition.

- 7.69** The site is not within the National Landscape but is within close proximity to it. To protect the rural character of the area, and the nearby National Landscape it would be important to ensure that the development would not result in detrimental levels of light pollution. Lighting is also an issue referred to by the Designing Out Crime Officer and officers consider that should consent be granted, the detailed design and location of lighting could be provided via conditions. This would allow the Planning Authority to control the method of external lighting and to ensure that suitable design measures would be put in place to prevent glare or light spillage.
- 7.70** In terms of design, the submitted plans show that the housing would comprise a relatively traditional appearance. Several house types have been proposed, with a variance of two storey houses and bungalows. The plans show that the proposed bungalows would have an arts and crafts appearance, with traditionally styled windows and design details such as faux timber detailing for gables, porch detailing and dormer windows. These design features would provide visual interest, breaking up elevations and the mass of these properties. The bungalows have been shown to be located within the southern section of the site, set within large gardens, surrounded by open space and landscaping. This would provide a high-quality street scene, that would reflect the more historic eastern edge of Bembridge where there are arts and crafts style properties set within large curtilages.
- 7.71** The two storey houses would occupy the denser sections of the site, and these have been designed to reflect the more recent inter-war housing that is close to the site, within Steyne Road. Pairs of semi-detached houses have been designed in two different ways. The first would have a simpler design approach, with flat front elevations, enlivened by porches for each unit, brick detailing and traditional four-pane style windows. The second type has been designed to appear as a single larger house, that would comprise a two-storey bay window and pyramidal roof, with one front entrance and another on the side elevation. The proposal would also include detached two-storey houses. These would again have a traditional appearance with one design variation including bay windows, a pyramidal roof and porch detailing, to reflect the similar houses within Steyne Road.
- 7.72** Officers consider that the proposed design approach would be acceptable and reflect the characteristics of housing in the locality. Elevations would be well balanced, and the mix of design features outlined above would result in housing that would have an attractive and acceptable appearance. The variety of design approaches and the spreading of different unit types throughout the site would prevent uniform and bland street scenes. Instead, the street scenes would appear coherent, but with suitable variety. Moreover, the rows of houses have been positioned carefully, to provide interesting vistas which would combine with the proposed front gardens, hedgerow and tree planting to provide a rural appearance to the development.

Conclusion on impact upon the character of the surrounding area

- 7.73** Officers consider that the design and layout for the development would be

acceptable, reflecting the characteristics of nearby housing and the pattern of development to the north and east of the site. The site would provide a transition between the village to the east and countryside to the west, with housing on the western side of the site set back from the retained line of trees and hedgerow onto Hillway Road. Moreover, the provision of open spaces, hedgerow planting and additional tree planting would provide street scenes that would reflect those of the existing village. The design and layout for the development is therefore considered to comply with the design related policies contained within the Island Plan and Neighbourhood Plan.

- 7.74** Officers consider that the development would not be readily visible from distant vantage points due to the screening effects of woodland close to the site, and the topography of the landscape surrounding Bembridge. The development would be most visible from close proximity and in particular from Hillway Road, which aligns the western boundary of the site. From here, the current landscape of attractive farmland would be changed to an urban area, with rows of houses arranged around estate roads and gardens.
- 7.75** As noted above, the landscape impact of the development would be mitigated by the existing mature trees that align Hillway Road, but nonetheless, would be readily noticeable and substantially alter the current views of farmland to one of development. This would result in significant change to the landscape character of the immediate area, which when considering the mitigating factors outlined above, would, in officer's opinion, result in a moderate but material level of harm, combined with the minor level of harm experienced from the recreation ground to the east. It is considered that this harm would weigh moderately against the proposed development.

Impact on neighbouring properties

Impact on properties

- 7.76** To the west of the application site is Steyne House, set in a large parkland setting and its boundary that is adjacent to the application site is formed by an area of woodland, which includes a dense understorey. Officer site inspections showed that this woodland would screen the development from this property and its curtilage and when combined with the separation distance of approximately 60m, the development would not impact on this property, in terms of overlooking, dominance, loss of light or privacy.
- 7.77** To the south of the site are Howegate and Howgate Orchard. Howegate, a large farmhouse, is set significantly south of the site within a large curtilage, and there is a thick hedgerow that aligns the southern boundary of the application site, that blocks views of Howegate. In between this house and the site is ornamental woodland that would further screen the development, meaning that there would be a very minor visual relationship between the property and its curtilage, and the proposed development. There are several properties located close to Howegate, but these would be more distant from the development and also benefit from the screening effects of the landscaping within this area.
- 7.78** To the east, is Howgate Orchard, a modern dwelling set within a landscaped garden that was previously part of the curtilage of Howegate. This property was

granted planning permission in 2019 and is located closer to the development site, with the rear (northwest) elevation of the property facing towards the southern end of the application site. The hedgerow in this section of the site is thinner, lower and formed of undergrowth rather than a more readily maintained hedgerow. The development would be visible from this property, both from its garden and first floor windows, which serve a mix of bathrooms, dressing rooms and bedrooms. However, the current vegetation, combined with an intervening orchard within the ground of the property would result in dappled views and the submitted plans show that native hedgerow and specimen tree planting would be planted to reinforce the boundary.

7.79 Officers consider that even based on the current boundary treatments, when combined with the set back of Howgate Orchard, the development would not compromise the amenity of this dwelling, but with the proposed landscaping established, impacts would be minor. Moreover, the plans show that the properties within the southern section of the site would be lower, one and half storey houses set within generous gardens with a suitable separation distance provided between the dwellings and the southern boundary, to prevent issues of overlooking, dominance, loss of light or privacy to Howgate or Howgate Orchard.

7.80 Southeast of the site are properties within Lincoln Way and Nansen Close. Number 54 Lincoln Way is located hard against a strip of mature woodland that forms the south-eastern boundary of the site, and there is a line of three houses that face onto the site set further south within Lincoln Way. However, the mature boundary vegetation would screen the development from these properties. This finger of woodland forms approximately 70 metres of the eastern boundary of the site, extending north from Lincoln Way, and would screen the closest section of the development from properties within this close, with separation distances also preventing issues of loss of light, outlook or privacy so that the impact of the proposed houses on those within Lincoln Way would be minor. The remainder of the eastern boundary is formed by a hedge, and while lower in height than the woodland, there would be a significant distance between those properties that were visible, and this would mitigate any potential impact.

7.81 Nansen Close is located further south than Lincoln Way, with modern two storey houses laid out in a quadrant that is off set from the southeast corner of the application site. The boundary hedges and trees thin out within the south-eastern corner of the site, so that the houses within the north-western corner of Nansen Close would have dappled angled views of the proposed housing development. However, the plans show that the nearest property (unit 65) would be located approximately 8 metres from the site boundary, and approximately 12 metres from the nearest house within Nansen Close. Officers consider that the existing hedgerow and trees that align the south-eastern corner of the site would screen the development to a large extent, noting that unit 65 would be a bungalow. Therefore, it is considered that the development would result in a minor impact on properties within Nansen Close.

7.82 A recently approved development of nine houses would be constructed to the north of the site, with the proposed northern site access running to the east of these properties. Officers consider that there would be adequate space between the proposed and approved dwellings to ensure that suitable living standards

would be provided for prospective occupants of either development.

- 7.83** Northwest of the site are two properties, that are located close to the roundabout that forms the junction of Steyne Road and Hillway Road, known as Damson Cottage and Popes Cottage. Popes Cottage is a detached one and a half storey dwelling, with its main elevation facing west. This property's curtilage is adjacent to the application site with an outbuilding between the southern elevation of the property and the northern site boundary. Damson Cottage is a more modern bungalow, which faces west onto Hillway Road and its garden to its eastern side, wrapping round to the north towards Steyne Road. The southern boundaries to these properties are open and denoted by stock fencing, allowing open views across the fields. Units 47 to 51 would be located to the south of these properties and would include two storeys.
- 7.84** The proposed houses would alter the outlook from Damson Cottage and Popes Cottage, particularly from their gardens and side elevation windows. However, officers consider that there would be sufficient space between the existing and proposed properties, to prevent material harm, particularly as the main garden areas serving both properties are further north and away from the development. In addition, it is considered that there would be sufficient separation distances to prevent issues of loss of light or privacy, when considering the boundary treatments that would be provided.
- 7.85** Steyne Road Recreation Ground is located to the east of the site however, to the northeast of the site are houses that front onto Steyne Road. Those within closest proximity to the proposed housing are numbers 59, 61 and 63 Howgate Road. The rear elevations of these houses would be at right angles to the house that are proposed to occupy the eastern boundary of the site, meaning that there would only be oblique views of rear gardens from first floor windows. The closest of the proposed houses to existing properties (units 10 and 11) would be located approximately 48 metres from number 63 Howgate Road, with the end its garden 18m from these units. Each of these properties comprise curtilage buildings on their rear boundaries and these, when combined with the angled relationship with proposed properties and the high hedge that forms the eastern boundary of the site would prevent loss of privacy, while separation distances would prevent the proposed development from appearing overbearing.

Air quality

- 7.86** Third party representations raised concerns relating to air pollution. Whilst no Air Quality Impact Assessment has been provided with this application, the guidance EPUK & IAQM Land-Use Planning & Development Control: Planning for Air Quality, outlines situations where an impact assessment should be undertaken, these being an increase of 100 HGVs or 500 cars. The Transport Assessment submitted in relation to this planning application predicts that the development, once fully operational, would generate up to 29 two-way trips during the morning peak hour, and 33 two-way trips during the evening peak hour. The traffic generated by the proposals would be below the criteria mentioned above, and where traffic of a proposed development is below the criteria, the impact is likely to be negligible. Moreover, there are only two areas on the Island that are considered to be close to being areas of concern for air quality, however these are urban areas that are not near to the site, which is located within a rural area.

Construction and transport impacts

- 7.87** Larger developments can give rise to a temporary loss of amenity as a result of construction activities. Therefore, noise and dust emissions could impact on the properties closest to the site. The development has the potential to take up to three years to be completed, and it is a standard approach to impose a planning condition to control associated impacts, allowing the Planning Authority to control delivery and working times, the location of site compounds and to secure phasing of the development. These controls would limit impacts to an acceptable level. Therefore, an appropriate condition has been recommended.
- 7.88** The proposed means of access via Steyne Road would be located between the recently approved housing development and number 63 Howgate Road. The applicant's Transport Assessment predicts that the development, once fully operational, would generate up to 29 two-way trips during the morning peak hour, and 33 two-way trips during the evening peak hour (when residents are driving to and from work for example). It should be noted that residents would have the choice to use the alternative access onto Hillway Road, thus in likelihood the number of traffic movements via the Steyne Road access would be diluted. Even if all traffic did use the access onto Steyne Road, the busiest hours would generate potential for one vehicle movement per minute, which would be a relatively low level, with traffic movements for remaining hours being lower. The properties located adjacent to the proposed access front onto an existing highway, and therefore it is considered that traffic associated with the proposed housing would not cause harmful disruption as a result of the proposed means of access.
- 7.89** In conclusion, it is considered that the proposed development would not compromise the amenity of nearby existing properties, because of the layout and scale of the development, the construction phase or as a result of traffic, subject to conditions being imposed to control operational development. Therefore, the proposed development is considered to comply with the requirements of policy DM2 of the Island Plan.

Impact on heritage assets

- 7.90** Policies DM2 and DM11 of the Core Strategy state that the Council will support proposals that positively conserve and enhance the special character of the Island's historic and built environment and which preserve or enhance heritage assets and their settings. Furthermore, sections 66(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 (as amended) places duties on the Council in the exercise of its planning functions to pay special regard/attention to the desirability of preserving a listed building, its setting, or any features of special architectural and historic interest which it possesses.
- 7.91** Heritage assets include conservation areas, listed buildings, registered parks and gardens, scheduled monuments and locally listed buildings. The application site is not the subject of these designations and is located within an area of countryside adjacent to residential development. However, Howegate (also known as Howgate Farm) and Steyne House are grade II listed buildings located to the south and west of the site. The heritage section of the applicant's Design and Access Statement considers the impact that the development would have on

these heritage assets.

- 7.92** When considering the impact on the significance of a designated heritage asset, the NPPF advises that great weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be). It adds that any harm to, or loss of the significance, should require clear and convincing justification and that in terms of substantial harm to an asset, consent should be refused, unless it can be demonstrated that the substantial harm or total loss is necessary to achieve substantial public benefits that outweigh that harm or loss, or all of the following circumstances set out in paragraph 207 of the NPPF apply. Where there would be less than substantial harm, the NPPF requires this harm to be weighed against the public benefits of the proposal.

Steyne House

- 7.93** Steyne House is a large early 19th Century two-storey house with hipped slated roofs, a mix of sash, French and casement windows. The house is set within parkland grounds, which form its setting and the main aspect of the property is south-east and so parallel to the application site. A collection of curtilage buildings is situated west of the house; these are not listed buildings but could be considered to be curtilage listed, contributing to the setting of the main house. The wooded boundaries give the land and house a secluded and private feel. Access to the house and its grounds is from Sandown Road, where there is an arts and crafts style gatehouse, and modest brick pillars. These are not listed buildings but are heritage assets. However, the officer site visit showed that these share no relationship to the application site due to distance and screening and would therefore not be affected by the development.
- 7.94** Steyne House shares a similar land level to the application site and is set approximately 51m from its eastern boundary with Hillway Road, where there is a dense tree-lined screen preventing views of the house from the highway. There is an informal field access to a field in front of (south of) Steyne House from Hillway Road, but this is gated with high wooden panels and the trees and dense understorey wrap around the internal angles of the access, so that no views are possible of the house, and little of its grounds. Thus, the lined boundary contains no substantive gaps to allow views into, or out of the site and onto Hillway Road.
- 7.95** The application site is not considered to form part of the setting of Steyne House or its surrounding parkland. Combined with the screening provided by Steyne House's eastern boundary, would be the set back of the houses to occupy the western side of the application site, along with boundary hedges and groups of retained mature trees. Officers consider that there would be little to no visual relationship between Steyne House, its grounds or its associated curtilage listed buildings. Based on this, it is considered the negative impact to the significance and setting of the house, its parkland and curtilage listed buildings would be very limited and result no harm.

Howegate

- 7.96** The listing description for Howegate confirms that it was previously a farmhouse, built in 1722 of Bembridge stone rubble, under steep clay tiled hipped roofs. The house is attractive and imposing within its grounds and comprises three main

sections, the first two combining to form a square shaped footprint, with a centrally placed two storey off-shut from the rear elevation. The main aspect of the house is southeast, with the rear elevation facing the application site, with gardens, a swimming pool and woodland between. The listing description refers to a modern conservatory, which is located on the western rear elevation and an attached 20th Century loggia, which were both deemed to be not of special interest. There are two curtilage structures to the east of the main farmhouse, one being a one and half storey cottage, of similar but much smaller design to the farmhouse and the other a later store, with a clay tiled roof which is set some distance from the farmhouse but connected by the single storey loggia. These combine to form a small courtyard, which is slightly visible from Howgate Road via a narrow access.

- 7.97** In a similar manner to Steyne House, Howgate is enclosed by dense tree lined boundaries, in places with deep sections of ornamental woodland. The application site is separated from the listed building and its curtilage by an approximately 30 metre deep section of this woodland with a further 40m to the rear elevation of the house, and therefore, the proposed housing would be well screened from it. While previously a farmhouse, it is not apparent when this function ceased, and local records do not appear to provide evidence of this. However, the wooded boundary is mature, containing many specimens of trees which would suggest that the property has not shared a visual or overtly functional relationship with the application site for many years.
- 7.98** Between the listed building and the application site is a lawned garden, that contains a swimming pool and pool house and the collection of curtilage buildings to the east of the house (and away from the site) have a more domestic appearance. The southern boundary between the site and listed building does thin further to the east, but the woodland curves to the south and encloses the gardens northeast of Howgate so that there is no visual correlation between the site and the property. Immediately east of this woodland is Little Orchard, a modern dwelling which further infills these views. Officers consider that there would be little to no visual relationship between Howgate, its grounds or its associated curtilage buildings. Based on this, it is considered the negative impact to the significance and setting of the house and curtilage buildings would be very limited result in no harm.

Bembridge Windmill

- 7.99** Objections to the development have raised concerns that the development would result in the loss of fields close to Bembridge Windmill. The Windmill dates from the 1700s and has recently undergone significant restoration by the National Trust. Being the only surviving windmill on the Island, it is an important heritage asset and a key landmark when approaching Bembridge from Mill Road. The Windmill is a Grade I listed building. However, officer site visits showed that the application site is not visible from the Windmill, nor is the Windmill visible from the site. The Windmill is located 430 metres to the northwest, and when stood on the Mill Road entrance to the Windmill, views to the south include lines of trees and the buildings around Steyne Road and Sandown, which block views of the application site. Based on this, it is considered that there would be no harm on the setting of the Windmill as a result of the proposed development.

Archaeology

- 7.100** The Council's Archaeological Officer has advised that the application site is of unknown potential for below ground archaeological deposits, and that as a result, an archaeological evaluation would be required should the site be bought forward for development. The Officer has advised that there has been little archaeological investigation in the vicinity of the site, and that most historic environment records relate to built heritage assets of post medieval and dating from the 19/20th centuries, along with findspots of artefacts that are derived from the eroding cliff edge.
- 7.101** Historic mapping and aerial photographs indicate that if below ground deposits are present, they are likely to be relatively undisturbed by cultivation, or previous development. In view of this, and due to the scale of the development, should the application be successful the Archaeological Officer has recommended that a programme of archaeological works is carried out during the development. This should include a pre-commencement trial trench evaluation, the results of which will inform any further mitigation which may be required. The Officer has advised that any geotechnical site investigations should be carried out under archaeological supervision as these can encounter archaeological deposits and further inform the mitigation strategy. As a result, the Officer has recommended conditions to secure trial pit evaluations, the submission and agreement of a Written Scheme of Investigation and notification of commencement.

Public benefits/ conclusion on heritage assets

- 7.102** Having regard to the above, the proposal would result in less than substantial harm to the significance/setting of Steyne House, its parkland and curtilage listed buildings (grade II*), Howegate and its curtilage buildings (grade II) and no harm to Bembridge Windmill (Grade I). This level of impact must be weighed against the public benefits of the proposed development, with great weight afforded to the conservation of these assets and their settings within this balancing exercise.
- 7.103** The proposed development would make use of land to provide housing that would socially benefit the community in terms of meeting the Island's identified housing delivery shortfall and local housing needs, including for affordable homes. There would also be economic benefits during construction phases and environmentally in terms of the provision of landscaping within the site and offsite highway and rights of way improvements, delivered directly and indirectly through the proposed development. Officers are mindful of the impacts referred to above, have given this due consideration, and conclude that the public benefits of the scheme combined would outweigh the less than substantial harm to the significance/setting of Steyne House (including its parkland and curtilage listed buildings) and Howegate and its curtilage buildings. The proposal is therefore considered to comply with the requirements of policies DM2 and DM11 of the Island Plan and the relevant guidance with the NPPF. In terms of the overall balance of consideration for this development, this matter is considered to be a neutral factor, neither weighing for or against the proposal.

Ecology and trees

Ecology

- 7.104** The application site is not the subject of ecological designations, and its current use is as improved pastureland. The nearest site designated for ecological reasons is Steyne Wood Site of Importance for Nature Conservation (SINC), which is 250 metres to the west. The site does include mature hedgerows and a collection of mature protected trees.
- 7.105** The applicant has provided an Ecological Impact Assessment. This report confirms that both desktop and field surveys were undertaken by a qualified ecologist, with the field surveys identifying that the site is improve grassland surrounded by hedgerows and matures trees. The site surveys found the site had no water features apart from a ditch and did not show evidence of protected species such as badgers, dormice, reptiles, amphibians, hare, red squirrels or hedgehogs. However, the boundaries were shown to be suitable for nesting birds and the site is used by bats for feeding and commuting, but not roosting.
- 7.106** The report concludes that while the development would result in the loss of grazed grassland, the retention of boundary vegetation, central mature trees and the ditch, that ecological harm could be avoided. The report outlines the following mitigation and enhancement measures:
- Retention of boundary hedgerows with enhanced planting
 - Planting of hedgerows at residential boundaries with native species
 - Installation of a pond/ swale
 - Planting of native tree and shrubs across the site
 - Enhancement of commuting and foraging corridors across the site
 - Species specific bird and bat boxes incorporated into the development
- 7.107** At the request of officers, the applicant has provided greater detail in respect of landscaping for the development. The landscape strategy shows that a network of habitat buffers and native hedgerows would be provided throughout the development, with hedgerows measuring up to 0.6 metres high to front onto the highways combined with further 1.8 metres high hedgerows to separate rear gardens and blocks of housing. The information confirms that native species would be used to plant hedgerows, including beech for front hedgerows with evergreen species used for the higher 1.8m hedgerows, including oleaster, privet and photinia. Officers would query the use of some of these species and would prefer a mix of such species and native deciduous species to reflect the existing hedgerows in the area but consider that a final landscaping scheme could be secured by condition.
- 7.108** The plans also show that a network of new tree planting would be undertaken throughout the site, to link the retained mature trees. The information confirms that new trees would include oak and ornamental garden trees such as maple, serviceberry, cherry, hawthorn and whitebeam. The Council's Ecology Officer has confirmed that the landscaping strategy would be satisfactory and that ecological corridors would be secured throughout the site.
- 7.109** The Ecology Officer has advised that a net gain calculation should be provided to

ensure that Biodiversity Net Gain (BNG) could be achieved (a 10 per cent enhancement based on the baseline value of the site). However, since those comments were provided Government Guidance has been provided that confirms that BNG should not be applied retrospectively and will not apply to major planning applications submitted prior to January 2024 and therefore, conditions related to BNG have not been applied. However, the Ecology Officer has recommended that a Biodiversity Mitigation Plan should be provided by condition, to ensure that all legal and policy conservation obligations are met for all stages of the proposed development. Officers agree with this suggestion and therefore a condition has been recommended.

- 7.110** The site is within the Solent Special Protection Area (SPA) Buffer Zone where proposals that would result in a net increase in overnight residential accommodation are expected to contribute towards the Solent Recreation Mitigation Strategy (SRMS) to mitigate for potential increased recreational pressure on protected species of birds with the SPA as a result of the development and other residential development within the buffer zone. The applicant has agreed to enter into a planning obligation to secure this contribution in accordance with the SRMS, thus mitigating impacts.
- 7.111** Natural England has published standing advice relating to issues of high levels of nutrients within the Solent water environment, which have resulted in dense mats of green algae in coastal areas. The Southampton and Solent Water Special Protection Area (SPA) is an important habitat for protected species of birds, which use the coast for feeding. Natural England's concern is that the nutrients levels have resulted in algae in coastal areas, which prevent protected species from feeding. Natural England's standing advice is that these issues are caused by wastewater from housing and agriculture.
- 7.112** Natural England's current advice is that development should not add to existing nutrient burdens on designated sites and thus, achieve nutrient neutrality. As set out within the Council's Position Statement: Nitrates, in respect of the Island, this can either be achieved through draining development to the Wastewater Treatment Works (WwTW) at Sandown or other works on the south of the Island (which discharge away from the Solent) or for the developer to demonstrate nutrient neutrality.
- 7.113** In this case, the applicants have confirmed that the site will be connected to the public sewer system. Southern Water have confirmed that this sewer is served by Sandown Wastewater Treatment Works and therefore would discharge into the English Channel and not the Solent. Provided a planning condition is imposed to ensure that foul drainage from the development would only be disposed of via the public sewer served by Sandown WwTW, it is concluded that the proposed development would not add to existing nutrient burdens in the Solent, and therefore avoid impacts to Solent International Sites.
- 7.114** During the assessment of the planning application, the Planning Authority received a Foul Drainage Assessment conducted on behalf of third-party objectors. This raised concerns that the proposed development would result in nutrient enrichment of the Solent European sites, on occasions when the local sewerage network was at capacity, leading to discharges of wastewater from combined sewerage overflows (CSOs) into the Solent.

- 7.115** As competent authority under the Habitat Regulations the Planning Authority has carefully considered whether or not new development that involves a net increase of residential units (including overnight tourist accommodation) may have the potential to affect water quality via CSO events. CSO events are unscheduled discharges, primarily comprised of excess surface water in response to periods of high rainfall. Each CSO is subject to permit limits, and the Environment Agency work closely with water companies to ensure that they are monitoring and reporting back on their discharge activity.
- 7.116** Overflows from the Lane End CSO are permitted by the Environment Agency, via a permit issued to Southern Water under the Water Industries Act 1991. Southern Water have sent the permit to the Planning Authority. The permit allows discharges of 'storm sewage' and 'sewage in an emergency' from the Lane End pumping station. The permit does not limit the number of times that the pumping station can discharge but stipulates that the discharge must be via a 450mm pipe, be discharged to the Solent and be screened to 6mm or finer. The permit also requires the pumping station to include 690 cubic metres of storm storage available at all times and be passing forward 57 l/s before filling the storage tanks and then releasing the overflows to the Solent via an outfall pipe.
- 7.117** Where new development that involves a net increase of residential units (including overnight tourist accommodation) proposes to connect to the foul drainage network, the sewerage provider (Southern Water) will review the capacity of the storage in its sewer network as part of the planning application / request to connect. If such development would lead to an increase in the base flows to a treatment works, then the Environment Agency would require storage to be increased either in the sewer network, or at the WwTW to ensure the average spills from the CSOs do not increase.
- 7.118** Additionally, new development is already required to meet certain surface water management objectives set out through local planning policy and building regulations and these objectives will continue to evolve in a positive manner through the Draft Island Planning Strategy (specifically policies EV13 & EV14) and the forthcoming Sustainable Drainage Systems (SuDS) in New Development Supplementary Planning Document (SPD).
- 7.119** In addition, measures are to be taken to reduce flooding risk and better manage surface water across the Island, with Southern Water's commitment to reducing storm water overflows, in line with the Storm Overflows Discharge Reduction Plan and the Levelling Up and Regeneration Act, the latter which requires WwTW serving more than 2,000 population to meet defined nitrogen pollution standards on or before 1 April 2030.
- 7.120** When assessing whether or not new development that involves a net increase of residential units (including overnight tourist accommodation) poses a risk of harm to designated sites through changes to CSO events, it is considered that insufficient evidence is available to enable a likelihood of risk to be quantified. Officers recognise that other regulatory permitting regimes are in place to manage this issue and in line with paragraph 194 of the NPPF, the focus of planning decisions 'should be on whether proposed development is an acceptable use of land, rather than the control of processes or emissions (where these are subject to separate pollution control regimes). Planning decisions

should assume that these regimes will operate effectively.’

- 7.121** The wastewater for this development would be directed to the Sandown WwTW, which Natural England have confirmed, via the Council’s Position Statement, that this would avoid impacts to Solent European sites. Thus, impacts on the Solent European sites from this development as a result of nitrogen input, can be ruled out at this stage.

Trees

- 7.122** Policy BNDP.EH.4 of the Neighbourhood Plan states that new development that will cause the loss of or damage to trees, woodland or hedgerows (including hedgerows of importance) that contribute positively to the character and amenity of the area, must demonstrate there is an overriding need for the development proposed.
- 7.123** The application site includes several groups and individual specimens of protected trees, along with a woodland adjacent to the southern and eastern boundaries. This woodland along with the hedgerows at the site, contribute to the rural character of the area, and are shown to be retained, apart from one hedge that subdivides the fields, running north to south, which would be removed. The Council’s Tree Officer has advised that revisions to the proposed development have resolved concerns regarding retained trees, by allowing greater space around them.
- 7.124** The Tree Officer has advised that following the receipt of revised plans, there would be no level changes within the Root Protection Area (RPA) of veteran trees at the site. Moreover, the Tree Officer has confirmed that changes to the garden areas for units 44, 45 and 46 (on the western side of the development) would prevent issues of shading to amenity space, and therefore reduce the pressure for the reduction of adjacent trees in the future. As a result, the Tree Officer has concluded that the development would result in an acceptable level of impact to existing trees at the site, retaining the grandeur and stature of existing trees. The Officer has recommended conditions to protect trees during the construction phase and to secure future landscaping, and these have been included within the conditions recommended below.

Habitats Regulations Assessment

- 7.125** In its role as Competent Authority, the Planning Authority has undertaken a Habitats Regulations Assessment (HRA), that considers the impact of the proposed development on European sites (SACs, SPAs and Ramsar sites), either alone or in combination with other projects. While the site is not within or close to a European site, due to the potential for prospective residents of the development to result in recreational disturbance and foul water impacts on Solent International Sites, the development could result in significant effects to these designations, and the habitats and species they support.
- 7.126** The HRA has considered the interest features of Solent International Sites and their conservation objectives. Taking into account the provision of mitigation measures in relation to recreational disturbance and that treated wastewater would be discharged outside of the Solent, thus avoiding impacts to Solent

International Sites, the HRA concludes that the development would not, either alone or in combination, cause a significant effect to these designated sites. Natural England in their role as the Government's advisor for the natural environment in England, have ratified the findings of the HRA.

Conclusion on ecology and trees

- 7.127** On the basis that the site landscaping and ecological mitigation measures can be modified and controlled through conditions and that Solent SPA mitigation would be secured by planning obligation, the proposal would protect, conserve and enhance ecology and biodiversity, and would not have adverse implications for the biodiversity at or adjacent to the site, or the Solent Designated Sites (Solent & Southampton Water SPA/Ramsar, Solent & Dorset Coast SPA, and Solent Maritime SAC) in accordance with the aims of policy DM12 of the Island Plan, the NPPF and the requirements of section 40 of the Natural Environment and Rural Communities Act 2006 and Regulation 63 of The Conservation of Habitats and Species Regulations.

Highway considerations

- 7.128** The proposed development would result in an increase in housing and also require the formation of new a new access onto Hillway Road, while using the access approved for the nine houses fronting onto Steyne Road. Therefore, the impact of the development on the capacity of the wider transport network must be considered, as should the highway safety implications of new access arrangements and matters that relate to on-site access and parking arrangements. These matters are considered in turn below.

Highway network capacity

- 7.129** As outlined within the earlier sections of this report, the applicant has provided a Transport Assessment to support the proposals. This includes details of traffic counts for the nearby Sandown Road/ Hillway Road/ Steyne Road as well as predicted traffic numbers associated with the proposed development, based on the nationally recognised TRICs database. The Assessment has predicted the impact that the development (including the approved nine dwellings) would have upon the highway network. The proposals would result in 56 dwellings (noting that one dwelling has been removed from the proposal as originally submitted) and the Transport Assessment predicts that the development, once fully operational, would generate up to 29 two-way trips during the morning peak hour, and 33 two-way trips during the evening peak hour (when residents are driving to and from work for example).
- 7.130** Based on these predictions, the Transport Assessment concludes that both the site access junctions and the mini-roundabout would operate well within capacity during peak weekday periods, reasoning that no junction improvements would be required at either the approved access with Steyne Road or the existing mini-roundabout. The Island Roads Highway Engineer has commented on the proposals on behalf of the Highway Authority and has raised no objection in respect of the traffic generated by the development, either in terms of the proposed junction onto Hillway Road, the use of the approved junction onto Steyne Road or the capacity of the nearby roundabout. The Engineer has

commented that based on 2021 traffic figures, both the Steyne Road junction and roundabout would operate well with design parameters during peak hours, and that they would do so even based on predicted growth for the Island up to the year 2026.

- 7.131** The Highway Engineer has advised that there have been three traffic incidents related to the junction of Steyne Road and Mill Road, to the west of the site. These related to one instance of reckless driving in a vehicle with defective tyres and two instances of cars failing to give way to cyclists. These would be considered to be relatively minor incidents involving driver error, rather than design issues with the highway network and would not weigh against the proposals. Island Roads have passed no comment on this issue. Given the comments provided by Island Roads, it is considered that the proposed development would not compromise the capacity of the highway network.

Highway safety

- 7.132** Policy DM2 of the Island Plan requires developments be accessible and safe. The proposed development would be served by a new priority junction formed within the western boundary of the site and opening onto Hillway Road, along with a recently approved junction onto Steyne Road, which would extend into the now proposed development via a 5.5 metre wide road. In addition, there would be a separate access formed to serve plot 61 from Hillway Road.

- 7.133** The Highway Engineer has advised that because both Hillway Road and Steyne Road are the subject of 30mph speed limits, the accesses should be designed to meet the following criteria:

- Minimum visibility splays of X = 2.4m by Y = 43.0m
- An associated drainage system to minimise the risk of surface water runoff onto the public highway
- Where the vehicle access crosses a public footway, the maximum acceptable gradient is 1 in 20
- The access should be located a minimum of 11.0m from any adjacent road junction or defined pedestrian crossing point

In addition, the on-site layout should include the following:

- Space within the confines of the site for the parking and turning of conventional private motor vehicles so they may enter and exit the public highway in forward gear
- All proposed parking bays set perpendicular to the public highway must provide for minimum dimensions of 2.40m by 4.80m, and where set parallel and adjacent to a classified public highway must be a minimum of 3.5m by 8.0m with a maximum depth of 4.0m to prevent nose-in parking (6.0m x 3.0m adjacent to unclassified roads)

- 7.134** The Highway Engineer has advised that the proposed means of access to the site from both Hillway Road and Steyne Road would comply with the requirements for visibility splays, as would the access to serve plot 61 and has raised no objection to the arrangement of these junctions.

On-site access arrangements/ parking provision

- 7.135** Regarding the internal access roads, the Highway Engineer has advised that these should be designed to be a 20mph environment, with speed reducing features located at intervals no greater than 80 metres and junction visibility splays to be designed to a minimum of 25 metres in either direction. The Engineer has confirmed that the internal layout has been designed to take the requirements of Manual for Streets into account.
- 7.136** The majority of the dwellings would be served by 5.5 metre highways, that would pass in a north to south arrangement, with minor junctions leading to side roads. The Highway Engineer has commented that the visibility splays for the internal junction of the side road shown to serve plots 29 and 54 would be slightly below required measurements at 19 metres, but has not objected to this issue, reasoning that traffic flows would be very low. In addition, the Engineer has confirmed the 5.5 metre width of the roads would allow vehicles to pass one another, and that turning heads provided would allow refuse and fire vehicles to pass parked vehicles. The layout would also allow for all vehicles to manoeuvre within the proposed junctions and turning heads, and so enter and exit the site safely in forward gear. However, The Highway Engineer has advised that details of tactile crossing points would be required, and officers consider that their recommended condition would be reasonable.
- 7.137** The Hillway Road access would lead into a 6 metre wide access road, which the Island Roads Highway Engineer has advised would be in excess of the 5.5 metre width recommended by Manual for Streets, potentially resulting in higher vehicle speeds. While not raising an objection to this situation, the Engineer has commented that road width can influence vehicle speeds. Officers consider that this correct width of the road could be agreed via the conditions recommended by the Highway Engineer.
- 7.138** A separate looped access road would serve the plots which would occupy the southern section of the site, plots 62 to 65. This has been designed to have a more informal, rural appearance with the road circling a pond and lacking pavements. The drive to serve plots 63 and 64 would measure 3.2 metres in width and the Highway Engineer has advised that this would not allow two vehicles to pass. Nonetheless, the drive would be short, and owners of these properties would be able to see one another and use their own parking and turning areas to allow a vehicle to pass.
- 7.139** The Highway Engineer has confirmed that refuse and fire vehicles would be able to manoeuvre around the loop, although has commented that some properties owners would need to wheel rubbish bins to the end of their driveway, but this is not considered to be an unreasonable situation. The Engineer has confirmed that for the remainder of the site, fire vehicles would be able to reach within the required 45 metres of each dwelling. The plans also show that an improved bus stop would be provided onto Hillway Road, with the shelter to be set back from the highway within an area of open space. The Engineer has raised no objection to this element of the scheme.
- 7.140** The plans show that several plots would not benefit from direct access to pavements, either opposite or adjacent to them, and the Highway Engineer has

raised this as a concern, commenting that this would mean residents walking within the highway. In particular, the Engineer has referred to advice contained within Manual for Streets, which advises that a lack of pavements can cause problems for disabled people, or those with cognitive difficulties. Although officers acknowledge these comments, the scheme includes areas of 'Homezones', which are shared spaces which encourage pedestrian priority and slower traffic spaces. In this respect, Manual for Streets 2 (para. 2.9.4) advises that 'Some shared space schemes also feature a level surface. In these cases, kerbs are omitted and there is no level difference between pedestrians and vehicular traffic. The aim of reducing the definition of areas for pedestrians and vehicles is to indicate that the street is meant to be shared equally by all users of the highway. Indications of implied priority for motor vehicles is removed, as is a physical and psychological barrier to pedestrians which might discourage their using the full width of the highway. Ideally, people should be able to not only cross the street wherever they want to but occupy the full width of the street too.' Officers consider that by adding pavements within these areas, it would provide a different environment and could in turn increase speeds. However, should Councillors consider these to be a reasonable requirement this issue could be controlled by conditions, to ensure that a suitable pavement or path was provided for each property.

- 7.141** The Highway Engineer has advised that the hedgerows shown to the front of properties could hinder visibility from individual dwellings, if allowed to grow in excess of the advised 0.6 metre height. Therefore, the Engineer has advised that a planning condition is imposed to control the height of boundary treatments, and this is considered to be reasonable. Therefore, taking the above comments into account, the internal highway layout is considered to be acceptable, subject to the issues outlined above being controlled by conditions.

Parking

- 7.142** The Council's Guidelines for Parking Provision as Part of New Developments SPD defines the application site as being within Zone 2 for parking measures. As a result, the following guidelines should be met:

- 1 car space per 1 – 2-bedroom unit
- 2 car spaces per 3 – 4-bedroom unit
- 3 car spaces per 5 bedroom or greater unit
- 1 covered cycle space per unit

In addition, policy BNDP.GA.1 of the Neighbourhood Plan requires housing development to provide a minimum of one off road parking space for units with 1 to 2 bedrooms and a minimum of two off road parking spaces for units with 3 or more bedrooms.

- 7.143** The submitted plans show that the proposed housing would include the requisite number of parking spaces. In addition, the Highway Engineer has confirmed that all parking spaces would measure the required 2.4 x 4.8 metres and that swept path analysis has shown that all parking bays and garages could be entered and exited in forward gear.

Rights of Way

- 7.144** Policy BNDP.GA.2 of the Neighbourhood Plan states that improvement to the existing network of public rights of way will be supported by the creation of appropriate links. No Rights of Way pass through the site, however, there is a public right of way located south of the junction between Hillway Road and Howgate Road (BB14), which extends south to join the coastal footpath (BB10). The Rights of Way Manager has commented that the proposed development, due to its size, would impact on the rights of network in terms of considerable additional use, and that therefore a planning contribution should be secured to allow improvements to the network in the vicinity of the site, including the coastal path.
- 7.145** The Council has recently adopted a Local Cycling Walking Infrastructure Plan (LCWIP) for Bembridge, Brading and St Helens, which aims to create high quality walking and cycling routes, and improve those that already exist, in order to encourage more people to embrace active travel modes. The LCWIP advises that evidence shows that many people would like to make walking and cycling a more regular part of their lives and the projects outlined within the document stem from extensive public engagement with local communities. The LCWIP for this area, identifies the provision of a range of walking and cycling projects, which are shown below (the site is marked with a red dot):

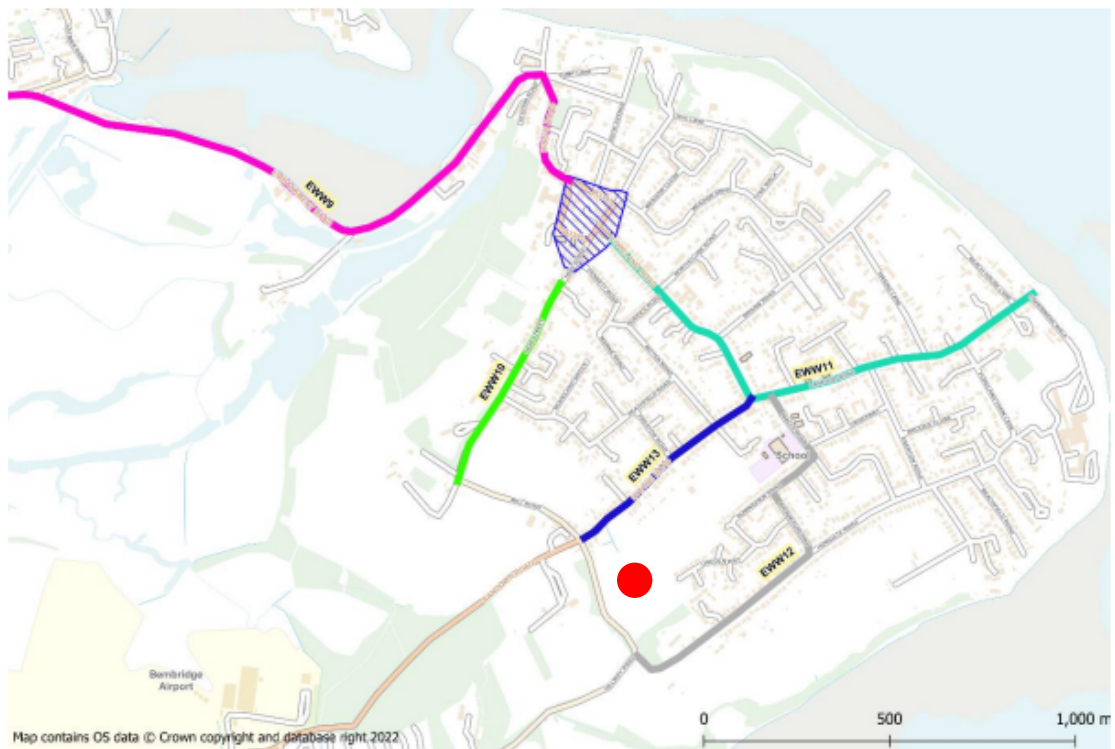


Figure 5 - Proposed Walking Network, Bembridge



Figure 23 - Proposed Cycle Network

7.146 As can be seen, the LCWIP proposes walking and cycling improvements within the area close to the site, with the walking routes aimed at linking Steyne Road to Howgate Road (shown in blue and grey on the above plan). However, this route would still require pedestrians to walk along a 400 metre section of Hillway Road, to reach either Steyne Road or Howgate Road. Following negotiations by officers, the applicant has agreed that the route could divert through the development site, relying on the various proposed pedestrian routes. In addition, the applicant has agreed to extend a path to the south of the Hillway Road access, to extend up to the south most point of the site. This would reduce the section of the route within the highway to circa 100 metres. In addition, the applicant has agreed to provide a planning contribution towards rights of way improvements, which could then either be used to fund further improvements to the LCWIP route, or other rights of way in the area.

Conclusion on highway considerations

7.147 Having regard to the above, it is concluded that, subject to securing the proposed access and highway works by condition, and the recommended conditions are imposed, the proposed development would provide safe and suitable access, would promote sustainable travel options, reduce car reliance, and it would comply with the requirements of the Council's Parking Guidelines. Therefore, the proposed development would not negatively impact on the highway network in accordance with the aims of policies SP7 and DM17 of the Island Plan and the NPPF. In addition, the development would assist in delivering the walking improvements set out within the LCWIP, allowing pedestrians to walk between the coastal footpath to the village, and significantly reducing the distance within the highway. In terms of the overall balance of consideration for this development, highway related matters are considered to be a neutral factor,

neither weighing for or against the proposal. However, the provision of the right of way link and financial contribution towards future right of way improvements are considered to be moderately beneficial benefits that weigh in favour of the scheme.

Drainage and flood risk

- 7.148** Planning policy guidance aims to steer development away from areas at the highest risk of flooding. The site is located within flood zone 1 and at the least risk of flooding, and as a result the requirement for a Sequential Test and Exceptions Test as set out within the NPPF are not engaged. The site is therefore, considered to be strategically acceptable in terms of flood risk. However, the development should be designed to prevent it from causing localised flood events.
- 7.149** Objections to the planning application have raised concerns about flood risk issues that affect Bembridge. The Council has recently undertaken a [Flood Investigation](#) in relation to recent flood events within Bembridge (Bembridge Section 19 Flood Investigation, May 2022) and this found that there were flood events reported in Bembridge on eight separate occasions in 2021. Appendix L (Bembridge) of the Isle of Wight Local Flood Risk Management Strategy explains that modelled surface water flood risk tends to follow the highways in Bembridge as there are no formal watercourses of significance, with those most likely to be subject to overland flow including Steyne Road, with surface water flooding generally contained by the highway.
- 7.150** The Section 19 Investigation showed that flooding events took place at the Steyne Road roundabout, where flows converged to cause ponding here (see section 4.2.2 of document) with some ponding further east, within Steyne Road. These events were caused by exceptionally high rainfall events that the Environment Agency has predicted to have an approximate 2 to 5% probability of occurring annually. The Investigation showed that the northern section of the site was water-logged during the 2021 events, with the Investigation concluding that underlying Bembridge Marls would have resulted in the site having a run-off rate of 50%, increased by soil conditions prior to the July rainfall event, meaning that the intense nature of the rainfall was greater than the infiltration capacity of the soils. Thus, the water ponded in the field with some overland flows.
- 7.151** The Investigation advises that there is no single source of flooding, and instead various issues such as gravel run off to combined sewers from unsurfaced roads contribute to flooding. The Flood Investigation proposes potential strategic solutions to flood issues within Bembridge. These include the use of modelling for the drainage system for the whole village, to allow a surface water management plan to be adopted that would seek to address the issues causing flooding, a property flood resilience scheme, upstream flood attenuation and improvements to the management of gullies, ditches and other drainage assets.
- 7.152** While the recommendations within the Section 19 Flood Investigation relate to strategic solutions, it nonetheless advises that development proposals could contribute to the reduction in upstream flows. The Investigation advises that *'Development offers one way of mitigating current surface water flood risk through on-site measures that would otherwise be unlikely to be economically*

viable on their own or delivered.'

- 7.153** The applicant has provided a Drainage Strategy, that proposes to direct surface water from the site to the existing drainage network to the north of the site, rather than using natural infiltration. That is because the geology of the area is known to be poorly performing in terms of infiltration, with this situation confirmed by infiltration testing undertaken at the site in 2020.
- 7.154** Surface water from the site currently drains to the public highway drainage system, via two 15mm diameter pipes connect to the highway drainage system, with run off rates of 17.7 l/s (litres per second) per pipe, and so a total run off rate of 35.4 l/s to the system. The drainage strategy proposes to reduce these rates through a range of attenuation measures. Firstly, all drives, parking and home zone areas would be constructed using permeable block paving to attenuate flows, although the available storage that these areas would provide has not be factored into the final calculations within the Drainage Strategy, and so in effect, these areas would add to the storage capacity for the site.
- 7.155** Surface water drainage from the site would be directed to a system of underground storage tanks (AquaCells) which have been designed to have a capacity to cater for a 1 in 100-year storm event, with the standard 40% increase factored in for climate change. These tanks would hold water during a storm event, releasing water once the event had receded. Water from the tanks would be directed to two approved attenuation ponds within the development site to the north, with a hydro-brake included in advance of the ponds, to prevent excessive flows. The ponds would include a permeable liner to allow some infiltration, but these would direct stored water to the highway drainage system, again with a hydro-brake included to restrict flows to 22.3 l/s.
- 7.156** Island Roads have agreed that surface water flows to the highway drainage system can be accepted, subject to the agreed run-off rate of 22.3 l/s, which would not result in an increase in storm water flows to the highway drain. Officers consider that this scheme, would ensure that surface water for the development would be suitably managed but also reduce flows to the highway drain and therefore assist in providing one of the solutions for localised flooding within Steyne Road that is outlined within the Section 19 Flood Investigation.
- 7.157** As outlined within the ecology section of this report, foul water from the development would be directed to the public sewer. Southern Water have confirmed within their comments, that they could provide foul sewage disposal for the development, subject to the necessary formal application process being applied for and have therefore recommended informatives in the event of permission being granted. As a result, on the basis of the Drainage Strategy, officers are satisfied that the development would result in a significant reduction in the greenfield run-off rate and, as a result would not increase the risk of localised flooding and instead, assist in reducing the potential for such events within Steyne Road. The development is considered to comply with the requirements of policy DM14 of the Island Plan with the flood elevation measures provided to be moderately beneficial benefits that weigh in favour of the scheme.

Other matters

Impact on Isle of Wight UNESCO Biosphere designation

- 7.158** Comments have been received suggesting that the proposed development would impact on Isle of Wight UNESCO Biosphere designation. The Isle of Wight was designated as an UNESCO Biosphere reserve in 2019. The UNESCO website outlines that:

“Biosphere reserves are ‘learning places for sustainable development’. They are sites for testing interdisciplinary approaches to understanding and managing changes and interactions between social and ecological systems, including conflict prevention and management of biodiversity.”

It is noted that the submission to secure Biosphere status included the Council’s planning policies and its approach to development. As such, it is considered that the status, which is not a planning designation, will not be negatively impacted by the Council permitting sustainable development.

- 7.159** The designation identifies the ecological characteristics of the IOW represents a unique assemblage of species highlighting the nexus between the northern most point for some species and the southernmost point for others. It also highlights the uniqueness of the Island’s woodlands for the co-existence of stable populations of red squirrels, hazel dormouse, Bechstein bat and barbastelle bat.

- 7.160** The socio-economic characteristics are referred to as being a “strong, modern manufacturing sector in comparison with southeast England, as a result of companies and local supply chains in marine industries, aerospace, and composite material production; plus a healthy level of self-employment and micro-businesses, many of which are attracted by the quality of place offered by the Island. These, allied to the visitor economy and the offer to tourists, provide the opportunity for sustainable growth.” (Isle of Wight Biosphere Reserve, United Kingdom (unesco.org)). The importance of tourism to the Islands economy is also highlighted, although the changes to holidaying over the last 30 years is acknowledged, which has resulting in a gradual decline.

- 7.161** As set out above, the proposed development is not considered to have an unacceptable impact on trees or protected species and would result in socio-economic benefits and as such, officers consider that the proposed development would not compromise the designation, which is focused on allowing sustainable development to take place.

Impact on tourism

- 7.162** Several comments have referred to the impact that the proposed development may have on the Island’s tourism sector. The tourism industry is a significant employer for the Island and contributes substantially to the Island’s economy, with several tourism accommodation sites located to the southwest of Bembridge. However, the proposed development would result in limited impacts

on the surrounding countryside, with impacts concentrated on the highway that passes the site, Hillway Road. However, these impacts would be from a relatively discrete area, with tourists passing first a development site and then housing. Officers consider that neither would be out of place noting that the site is not visually linked to key tourism destinations. There would not be direct views of the site from other important tourism destinations and therefore it is considered that the development would not compromise the tourism industry for Bembridge or the wider the Island.

Strategic Housing Land Availability Assessment (SHLAA)

7.163 Public comments have queried why this site was considered to be deliverable via the SHLAA process. A SHLAA is a technical exercise to determine the quantity and suitability of land potentially available for housing development in a local authority area. Through the SHLAA process the Council seeks to identify available sites with the potential for housing, assess each site's housing potential and assess when these sites are likely to be developed. To be assessed, sites must:

- be 0.2ha or more in area and have the potential for at least 10 dwellings
- be located within or adjacent to an existing settlement or in a sustainable location
- the land must not be within a designated SAC, SPA, SSSI or Flood Zone 3b, and
- not already have planning permission for residential-led development

Sites are then assessed in respect to their:

- Suitability (taking into account planning related matters such as access, landscape impact, impact on trees and planning designations)
- Availability, and
- Achievability

However, a site's inclusion within the Assessment does not grant planning permission, indicate that planning permission will be granted and nor does it allocate the site for housing within the Local Plan. The assessment is a technical document forms background information to support the production of the Local Plan and its review.

Impact on health care facilities

7.164 A number of concerns have been raised by third parties with regards to the ability of the area's social infrastructure (doctors, St. Mary's Hospital 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 is still considered to be relevant. Furthermore, not all of the dwellings would accommodate residents who are new to the area or the Island, because some would cater for local people and therefore these individuals would already access these services.

8. Planning balance and conclusions

- 8.1** The National Planning Policy Framework states that the planning system is planned and that the purpose of the planning system is to achieve sustainable development. In the same way, planning law requires that applications for planning permission must be determined in accordance with the development plan, unless material considerations indicate otherwise. The role of the planning system is to balance issues, particularly where they compete and compare the benefits of a proposed development with any identified harm. In this context, the NPPF advises that the planning system has three overarching objectives, these being economic, social and environmental objectives. These issues are balanced below:

Economic

- 8.2** The NPPF states that the economic objective is to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth. The application is for residential development but would nonetheless result in the creation of a number of jobs both directly through the construction process, but also indirectly through local suppliers. Together with the economic benefits associated with job creation the scheme would also result in benefits through council tax, business rates, the new homes bonus and additional footfall for the various shops and businesses within Bembridge. It is acknowledged that the application would result in the loss of a moderate area of lower quality farmland however, the proposal is considered to result in greater economic benefits to outweigh this loss. Officers consider that the development would provide minor economic benefits that would weigh in favour of the scheme.

Social

- 8.3** The NPPF states that the social objective is to support strong, vibrant and healthy communities, referring to supporting the community's health, social and cultural well-being. The proposed development would deliver 56 additional residential units, of which 20 (36%) would be affordable housing, contributing towards meeting the locally identified housing need (both in terms of a shortfall over the last five years and looking forward), which in turn would help meet the Island's significant housing need. The provision of new homes would also positively contribute to alleviating local affordability issues, and by providing family-sized accommodation assist local home ownership that can help sustain the local school, shops and facilities. Together with the housing the scheme would also provide areas of open space, enhance access to the wider area by providing a right of way between Steyne Road, Howgate Road and the coastal footpath, therefore contributing to the proposed LCWIP and providing a purpose-built bus stop and shelter. Officers consider that the development would not harm heritage assets, nor would it compromise the amenity of occupants of nearby properties or highway safety, while providing a suitable means of access for all users.
- 8.4** Paragraph 60 of the NPPF states that it is a Government objective to significantly boost the supply of housing. In addition, paragraph 70 of the NPPF reasons that small and medium sized sites can make an important contribution to meeting the housing requirement of an area, because these are often built out relatively

quickly. Bearing this in mind and the contents of the principle section of this report, it is considered that the additional housing combined with other social benefits provided by this development would weigh substantially in favour of this scheme.

Environmental

- 8.5** The NPPF states that the environmental objective is to contribute to protecting and enhancing our natural, built and historic environment; including making effective use of land, helping to improve biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.
- 8.6** The proposed development would not compromise designated sites, and confirmation has been provided that foul waste from the development would be directed to the WWTW in Sandown and therefore avoid impacts to the Solent SPAs/ Ramsar site. The applicant has also committed to providing financial contributions in line with the Bird Aware Solent Mitigation Strategy, therefore mitigating the recreational effects of the development on protected species of over-wintering wildfowl. The proposed development would not compromise protected species or habitats on site, and deliver biodiversity improvements.
- 8.7** The development would retain protected trees and while a section of hedgerow through the centre of the site would be removed, this would be mitigated by replacement hedgerow planting, which would result in a network of landscaping to provide connectivity.
- 8.8** The proposed development would be visually contained from distant viewpoints and would have a limited visual impact when seen from the adjoining village and nearby properties. However, the development would be readily visible from Hillway Road, from where the development would have a moderately harmful impact on the current rural character of the immediate area. The set back of housing, retention of high amenity trees and the boundary hedgerow would mitigate this impact to an extent, but the level of landscape change would remain noticeable and moderately weight against this development.

Conclusion

- 8.9** As stated above, since 2012/13 a total of 5,720 homes should have been delivered across the Island (520 homes per year), but a total of 4,208 have been delivered (an average of 382 per annum). This represents a significant shortfall of housing, which has resulted in the presumption in favour of sustainable development being applied to the Council. On a parish level the lack of delivery of market and affordable homes has meant that the need identified in both the parish HNS and the Council's HNA has not been met.
- 8.10** The proposal seeks to provide 56 new homes in Bembridge, and Officers consider that the development would result in minor economic benefits, with moderately adverse environmental impacts that would be outweighed by the significant social benefits brought through the delivery of housing within a sustainable location. As a result, having given due regard and appropriate weight to all material considerations the application is considered, on balance, to be

acceptable, subject to appropriate mitigation, which can be secured by conditions and a Section 106 Agreement. The application is therefore considered on balance to be acceptable and to comply with the policy guidance outlined within this report.

9 Statement of Proactive Working

9.1 ARTICLE 31 - WORKING WITH THE APPLICANT

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 ways:

- By offering a pre-application advice service; and
- Updating 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.

The application has been subject to negotiations and additional information has been submitted through the course of the application which has overcome the Council's concerns.

10 Conditions and 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 below:

Site/ block plans

003 Rev K
004 Rev A
005 Rev B
006 Rev B
007 Rev B
008 Rev C
009 Rev D

012 Rev B
013 Rev B

017

Floor levels/ cross sections

018 Rev C
019 Rev B
020 Rev B
021 Rev B
022 Rev B

House type plans

101 Rev B
102 Rev B

104 Rev B

106 Rev B
107 Rev B
108 Rev B

112 Rev B
113 Rev B
114 Rev B
115 Rev B
116 Rev B

118 Rev A
119 Rev A
120
121 Rev A
122 Rev A

Garage type plans

123
124
125
126
127
128
129

Levels plans

200 Rev P3
201 Rev P3
202 Rev P3
204 Rev P3
205 Rev P3

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 construction of the development hereby approved shall be carried out in accordance with a phasing plan, that has been submitted to and agreed in writing by the Local Planning Authority prior to the commencement of the development. Each phase of development shall be completed with associated drainage and highway infrastructure, landscaping and other matters as approved by the other conditions for this planning permission, unless agreed otherwise in writing by the Local Planning Authority.

Reason: In the interests of the amenities of the area and highway safety and to avoid impacts to protected species and habitats and to comply with policies DM2 (Design Quality for New Development) and DM12 (Landscape, Seascape, Biodiversity and Geodiversity) of the Island Plan Core Strategy. This is a pre-commencement condition, given the early stage in the development process that a phasing plan would be required.

- 4** No development shall take place until the results of a pre-commencement archaeological trial trench evaluation have been submitted. The evaluation will be carried out 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.

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. This is a pre commencement condition given the early stage in the development process at which archaeological information would be required.

- 5** No development shall take place until:

a) the applicant or their agent has secured the implementation of an appropriate programme of archaeological works in accordance with a Written Scheme of Investigation which has been agreed in writing by the Local Planning Authority. The development shall be carried out in accordance with the agreed details, or
b) The Local Planning Authority has agreed that no further archaeological mitigation is required, based on the Written Scheme of Investigation.

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 (Historic and Built Environment) of the Island Plan Core Strategy. This is a pre commencement condition given the early stage in the development process at which archaeological information would be required.

- 6** 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 commencement of any archaeological 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.

7 No development shall take place until a Construction Management Plan has been submitted to and approved in writing by the Local Planning Authority in respect of;

- Steps to prevent material being deposited on the highway as a result of any operations on the site in connection with the approved development. Such steps shall include the installation and use of wheel cleaning facilities for vehicles connected to the construction of the development. Any deposit of material from the site on the highway shall be removed as soon as practicable by the site operator
- Areas on site for the parking, loading, unloading, circulation and turning off all construction vehicles to include for operative vehicles within the confines of the site throughout the build process
- Measures to prevent impacts on nearby properties, including hours of working, storage areas for plant and machinery and parking and access arrangements for construction vehicles
- Measures to control the emission of dust, noise and dirt resulting from the site preparation, groundwork and construction phases of the development
- The agreed facilities/ operational measures shall be installed prior to the commencement of development and shall be retained in accordance with the approved details during the construction phase of the development

Reason: In the interests of highway safety and to prevent mud and dust from getting on the highway and to comply with policy DM2 (Design Quality for New Development) of the Island Plan Core Strategy. This is a pre-commencement due to the requirement for on-site working methods to be in place during the site preparation and construction processes.

8 No development shall take place until an Ecological Management Plan (EMP) has been submitted to and approved in writing by the Local Planning Authority. The EMP shall set out measures to protect wildlife during both construction and operational phases of the development, based on the principles of the submitted ecological information. The EMP shall include the following additional information:

- The methods of construction and works for clearing vegetation on a precautionary basis (by hand or using light machinery to be agreed as part of this condition) to prevent harm to protected species
- Measures to prevent open trenches from infilling with water, to prevent trapping of wildlife
- Details of working methods to prevent harm to wildlife and habitats at the site
- Details of the location and number of bird and bat boxes to be installed at the site

- Methods of ensuring wildlife connectivity throughout the site
- Details of additional planting and habitat creation
- If during any stage of development of the site protected species are identified that would be impacted by the approved works, an ecologist should be contacted to ensure compliance with wildlife regulations, including periods when works should cease due to nesting and hibernation seasons.

Development shall be carried out in accordance with the approved details.

Reason: To avoid impacts to, and to ensure the favourable conservation status of protected species and habitats, in the interests of the ecological value and visual amenity of the area and to comply with the requirements of policies SP5 (Environment), DM2 (Design Quality for New Development) and DM12 (Landscape, Seascape, Biodiversity and Geodiversity) of the Island Plan Core Strategy. This is a pre commencement condition due to the requirement to protect ecology at all stages of site works.

- 9** No development shall take place until a scheme for the drainage and disposal of surface water from the development hereby permitted, has been submitted to and approved in writing by the Local Planning Authority, based on the principles of the Flood Risk Assessment and Drainage Strategy submitted in support of this planning application. Details shall include a management regime for drainage and flood risk alleviation measures to be incorporated as part of the development. Development shall be carried out in accordance with the approved scheme, which shall be completed prior to the occupation of the houses hereby permitted and be retained thereafter.

Reason: To ensure that the site is suitably drained, to prevent issues of local flooding and to comply with policies SP5 (Environment), DM2 (Design Quality for New Development), DM12 (Landscape, Seascape, Biodiversity and Geodiversity) and DM14 (Flood Risk) of the Island Plan Core Strategy. This is pre-commencement condition, given the early stage at which drainage infrastructure would be installed.

- 10** The development hereby permitted shall be connected to the public sewer system and all foul water shall be directed to the Southern Water Wastewater Treatment Works at Sandown for treatment.

Reason: To ensure that the site is suitably drained, to prevent harmful impacts on Solent International Sites as a result of nitrogen enrichment and to comply with policies SP5 (Environment), DM2 (Design Quality for New Development), DM12 (Landscape, Seascape, Biodiversity and Geodiversity) and DM14 (Flood Risk) of the Island Plan Core Strategy and the advice contained within the Council's Position Statement: Nitrates.

- 11** Prior to the commencement of the development hereby approved details of works to form a new right of way link between the point of the site access onto Steyne Road and the southern end of Hillway Road, passing through the application site, shall be submitted to and agreed in writing by the Local Planning Authority. The details shall include the location/ route of the new right of way along with means of construction and final surface materials. The right of way shall be at least 2.5m

in width. Development shall be carried out in accordance with the agreed details and the new and upgraded right of way shall be completed prior to the occupation of the dwellings hereby approved.

Reason: In the interests of highway safety, to provide safe access to the footpath network and nearby facilities within the village and to comply with policies DM2 (Design Quality for New Development), DM17 (Sustainable Travel) and SP7 (Travel) of the Island Plan Core Strategy. This is a pre commencement condition as the information may result in minor changes to the layout of the highway.

- 12** Notwithstanding that shown on the approved plans, prior to the commencement of the development hereby permitted, details of the uncontrolled pedestrian crossing point (including tactile surfacing) at the intersection of the proposed footway and shared surface street outside plot 23 shall be submitted to and approved in writing by the Local Planning Authority. The approved works shall be completed prior to the first occupation of any dwelling hereby permitted and shall be retained thereafter.

Reason: To ensure that a safe and suitable highway environment is provided and maintained for all users in the interests of highway safety and to comply with policy DM2 (Design Quality for New Development) of the Island Plan Core Strategy. This is a pre commencement condition due to the stage in the development for which these works would be implemented.

- 13** Development shall not begin until details of the design, surfacing and construction of any new roads, footways and accesses, together with details of the means of disposal of surface water drainage there from, have been submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details and be retained thereafter.

Reason: In the interests of highway safety and to comply with policy DM2 (Design Quality for New Development) of the Island Plan Core Strategy. This is a pre commencement condition due to the stage in the development for which these works would be implemented.

- 14** Development shall not begin until details of the sight lines to be provided at the junction between the access of the proposal and Hillway Road have been submitted to and approved in writing by the Local Planning Authority and the development shall not be occupied until those sight lines have been provided in accordance with the approved details. Nothing that may cause an obstruction to visibility shall at any time be placed or be permitted to remain within the visibility splay shown in the approved sight lines.

Reason: In the interests of highway safety and to comply with policy DM2 (Design Quality for New Development) of the Island Plan Core Strategy. This is a pre commencement condition due to the stage in the development for which these works would be implemented.

- 15** No dwelling hereby permitted shall be occupied until car parking spaces have been provided for each dwelling as detailed on the approved plans. The spaces 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 DM17 (Sustainable Transport) and policy DM2 (Design Quality for New Development) of the Island Plan Core Strategy.

- 16** Prior to the occupation of any dwelling hereby permitted a scheme of soft landscaping in accordance with the principles shown on the approved plans and supporting landscape strategy shall be submitted to and approved in writing by the Local Planning Authority. Soft landscape works shall include planting plans; written specifications (including cultivation and other operations associated with plant and grass establishment); schedules of plants, noting species, plant sizes and proposed numbers/densities. All planting in the approved details of landscaping shall be carried out in the first planting and seeding seasons following the commencement of the approved development and any trees or plants which within a period of 5 years from the commencement 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, unless the Local Planning Authority gives written consent to any variation.

Reason: To ensure the appearance of the development is satisfactory, to provide suitable habitat buffers and to comply with the requirements of policies SP5 (Environment), DM2 (Design Quality for New Development) and DM12 (Landscape, Seascape, Biodiversity and Geodiversity) of the Island Plan Core Strategy.

- 17** Prior to the commencement of the development hereby permitted, a Biodiversity Mitigation Plan shall be submitted to and approved in writing by the Local Planning Authority. The information shall set out details of the location and size of ecological corridors proposed in accordance with the information to be provided in relation to condition 16. The development shall be carried out in strict accordance with the approved Biodiversity Mitigation Plan.

Reason: In the interests of the ecological value and visual amenity of the area and to comply with the requirements of policies SP5 (Environment), DM2 (Design Quality for New Development) and DM12 (Landscape, Seascape, Biodiversity and Geodiversity) of the Island Plan Core Strategy, section 15 of the NPPF and the Environment Act 2021. This is a pre commencement condition due to the requirement to protect ecology at all stages of site works.

- 18** The development hereby approved shall be carried out in strict accordance with the details contained within the Arboricultural Method Statement ref MJC-19-0104-Ph2-03 submitted as part of the planning application, throughout the course of the construction process.

Reason: To prevent damage to trees during construction and to ensure that the high amenity trees to be retained are adequately protected from damage to health and stability throughout the construction period, in the interests of the amenity of the area and in compliance with policies DM2 (Design Quality for New Development) and DM12 (Landscape, Seascape, Biodiversity and Geodiversity) of the Island Plan Core Strategy.

- 19** Notwithstanding the details shown on the approved plans, prior to the installation of the bus shelter to be located adjacent to Hillway Road, details of the design

and appearance of the bus shelter, which shall be one sided and glazed, shall be submitted to and agreed in writing by the Local Planning Authority. The bus shelter shall be installed prior to the first occupation of the dwellings hereby permitted, in accordance with the agreed details and shall be retained thereafter.

Reason: To assist in reducing issues of crime and disorder and to comply with the requirements of policy DM2 (Design Quality for New Development) of the Island Plan Core Strategy.

- 20** No boundary treatments, bike or bin stores shall be installed until details have been submitted to and approved in writing by the Local Planning Authority of the positions, design, materials and type of boundary treatment, bike and bin stores to be erected. The boundary treatments, bike and bin stores shall be completed before the development hereby permitted is first brought into use. Development shall be carried out and maintained in accordance with the approved details and retained thereafter.

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

- 21** No development shall take place above foundation level until details of the materials and finishes, including mortar colour, bargeboards, cladding (including colour of cladding) and rainwater goods 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.

- 22** No external hard surfaces shall be installed until details of the materials to be used to form the hard surface areas within the development site including any pathways, vehicle access and turning areas shall be submitted in writing and approved 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.

- 23** No external lighting shall be installed until details of means of external lighting for the development have been submitted to and agreed in writing by the Local Planning Authority. Details shall include measures to minimise light pollution and to prevent glare. Development shall be carried out and maintained in accordance with the agreed details and be retained thereafter.

Reason: To protect the amenities of nearby residential properties, to prevent light pollution from harming the character of the surrounding area and the nearby nature reserve and to comply with the requirements of policies DM2 (Design Quality for New Development) and DM12 (Landscape, Seascape, Biodiversity and Geodiversity) of the Island Plan Core Strategy.

24 Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any Order revoking and re-enacting that Order with or without modification), no means of enclosure shall be erected forward of the principal elevation or an elevation facing onto a highway of any dwelling hereby permitted unless agreed in writing by the Local Planning Authority.

Reason: To maintain the network of hedgerows throughout the site in order to provide ecological connectivity, in the interests of the appearance of the development and to comply with the requirements of policies SP5 (Environment), DM2 (Design Quality for New Development) and DM12 (Landscape, Seascape, Biodiversity and Geodiversity) of the Island Plan Core Strategy.

25 Notwithstanding the detail showed on the approved plans, the footpath link between the site and Steyne Park Recreation Ground and shown on drawing 003 Rev K to be north of unit 10, shall not be installed at any time. The land shall instead form part of the residential curtilage of unit 10, with boundary treatments undertaken in accordance with details submitted and approved in accordance with condition 21 of this planning permission.

Reason: To assist in reducing issues of crime and disorder and to comply with the requirements of policy DM2 (Design Quality for New Development) of the Island Plan Core Strategy.

26 Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any Order revoking and re-enacting that Order with or without modification), no development within Class F of Part 1 and Class B of Part 2 of Schedule 2 to that Order shall be carried out other than that expressly authorised by this permission.

Reason: To protect the appearance of the site and surrounding area, to prevent excessive surface run-off from hard standings and driveways and to comply with the requirements of policies SP5 (Environment), DM2 (Design Quality for New Development), DM11 (Historic and Built Environment) and DM14 (Flood Risk) of the Island Plan Core Strategy.

27 All boundary structures and landscaping between the proposed highway and any dwelling hereby permitted shall be limited in height to no more than 0.6m above proposed adjacent carriageway level.

Reason: To ensure that appropriate visibility splays are provided and maintained in the interests of highway safety and to comply with the requirements of policy DM2 (Design Quality for New Development) of the Island Plan Core Strategy.

11 **Informatives**

1 Southern Water requires a formal application for a connection to the water supply to be made by the applicant or developer.

To make an application visit Southern Water's Get Connected service: developerservices.southernwater.co.uk and please read our New Connections

Charging Arrangements documents which are available on our website via the following link:

southernwater.co.uk/developing-building/connection-charging-arrangements

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Planning Committee Report

Report of	STRATEGIC MANAGER FOR PLANNING AND INFRASTRUCTURE DELIVERY
Date	23 January 2024
Application Reference	23/01538/FUL
Application type	Full
Application Description	Demolition of dwelling and agricultural buildings; proposed residential development consisting of 203 dwellings, refuse/bike stores, means of access, open space and associated infrastructure (revised plans/additional information) (readvertised application)
Site address	Land at Acorn Farm, 4 Horsebridge Hill, Newport Isle of Wight PO30 5UP
Parish	Newport and Carisbrooke
Ward Councillor	Cllr Andrew Garratt
Applicant	Captiva Homes Ltd
Planning Officer	Sarah Wilkinson

Reason for Planning Committee consideration	The application raises marginal and conflicting policy issues and was subject to a call-in request from the ward councillor.
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Recommendation	Conditional permission subject to Legal Agreement covering: <ul style="list-style-type: none">• Provision of 35% affordable housing• Habitat mitigation contribution• Delivery, maintenance and management of open space and surface water drainage infrastructure• Delivery of highway improvement works• Employment and skills plan
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2. Location and Site Characteristics

- 2.1** The application site is an area of approximately 4.9 hectares located on the eastern side of Horsebridge Hill.
- 2.2** Prior Crescent, Prior Mews and 2 Horsebridge Hill delineate the southern boundary. Agricultural land and the new development of a row of properties along Horsebridge Hill are located to the north, residential development and Parkhurst Prison to the west and agricultural land and woodland to the east, between the site boundary and Dodnor Lane.
- 2.3** The area to the south and west is characterised by residential development, which is mainly two storey in height, with a few bungalows, including the neighbouring property, 2 Horsebridge Hill.
- 2.4** The site itself currently includes a bungalow and some small-scale derelict farm buildings, while the remainder of the site is agricultural land.
- 2.5** The development area would incorporate just over one field, with a tree line separating the two parts of the site. The other boundaries of the site are delineated by natural growth and some area of fencing.

3. Details of Application

- 3.1** The application seeks consent for full planning permission for 203 residential units. These would be provided in a mix of one and two-bedroom apartments and two, three and four bedroom houses.
- 3.2** The proposed mix would be as follows:

1 bedroom apartments	85
2 bedroom apartments	25
2 bedroom houses	49
3 bedroom houses	38
4 bedroom houses	6
Total	203

72 of the proposed one-bedroom apartments would provide the policy compliant 35% affordable housing for the scheme.

- 3.3** Together with the proposed dwellings, the development would also deliver areas of open space together with a new Local Equipped Area of Play (LEAP) and landscaping and biodiversity enhancements.
- 3.4** Pedestrian and cycle links would be provided throughout the site and a separate application (23/01727/FUL) has been submitted for a multiuser link from the site to Dodnor Lane, which would lead onto the existing Newport to Cowes cycle route.
- 3.5** As set out within the development description, the proposed development includes a new means of access and associated infrastructure. The proposed access would be positioned slightly north of the existing access into the site and

would be in the form of a signalised junction, adjoining the eastern side of Horsebridge Hill. Other infrastructure improvements would include localised widening of Noke Common and a passing bay at the junction with Nicholson Street. A reduction in the speed limit of the road to 30mph is also proposed.

4. Relevant History

- 4.1 P/00569/16: Outline for 8 dwellings; alterations to vehicular access was approved in August 2017
- 4.2 P/00301/15: Prior approval for alterations and change of use of 2 agricultural buildings to form 2 dwellings (Class MB) was approved in May 2015
- 4.3 P/01461/14: Prior approval for alterations and change of use of agricultural building to residential unit was approved in January 2015
- 4.4 P/00367/13: Removal of condition no.2 on TCP/18742/M/19478 limiting occupation of property to agricultural worker was approved in April 2013
- 4.5 P/01186/12: Removal of condition no. 2 on TCP/18742/M/19478 limiting occupation of property to agricultural worker was refused in October 2012
- 4.6 Although not on the site itself the following application is considered relevant:

23/01727/FUL: Proposed multi use path at land adjacent to Acorn Farm, 4 Horsebridge Hill, Newport

5. Development Plan Policy

National Planning Policy

- 5.1 The National Planning Policy Framework (NPPF). 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.
- 5.2 The following sections of the NPPF are considered to be directly relevant to this planning application:

Section 2 – Achieving sustainable development
Section 5 – Delivering a sufficient supply of homes
Section 11 – Making effective use of land
Section 12 – Achieving well-designed and beautiful places

Local Planning Policy

5.3 The Island Plan Core Strategy identifies the application site as being located within the Key Regeneration Area Settlement Boundary for Newport. The following policies are considered to be relevant to this application:

- SP1 - Spatial Strategy
- SP2 - Housing
- SP3 - Economy
- SP3A - Horsebridge Hill
- 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
- DM8 - Economic Development
- DM11 - Historic and Built Environment
- DM12 - Landscape, Seascape, Biodiversity and Geodiversity
- DM13 - Green Infrastructure
- DM14 - Flood Risk
- DM17 - Sustainable Travel

Neighbourhood Planning Policy

5.4 None relevant to this area.

Relevant Supplementary Planning Documents (SPDs) and other planning guidance

5.5 The Affordable Housing Contributions Supplementary Planning Document.

5.6 The Guidelines for Parking Provision as Part of New Developments Supplementary Planning Document.

5.7 The Guidelines for Recycling and Refuse Storage in New Developments Supplementary Planning Document.

5.8 The LPA's Position Statement on Nitrogen neutral housing development.

5.9 The Isle of Wight Council Housing Strategy 2020 – 2025.

5.10 Local Cycling and Walking Infrastructure Plan Newport and Ryde (2020 – 2030)

6. Consultee and Third Party Comments

Internal Consultees

6.1 The Public Rights of Way Service have confirmed that the development would not affect any public rights of way recorded on the definitive map. The service

has outlined that they do not consider that this application should be approved unless the associated application for a shared use path linking to Dondor Lane is approved and agreements are in place for the formation and adoption of the shared use route. In addition, they state that a shared use route must continue through the housing development to connect to the exiting adopted highway. They also consider that a financial contribution to contribute towards the delivery of schemes identified in the LCWIP for Newport should also be sought.

- 6.2** The Planning Ecology Officer has recommended that, if the application is approved, the measures detailed in Figure 2 of the EclA would need to be secured in full, in the form of a Construction Management Plan and a Biodiversity Management Plan.
- 6.3** The Planning Tree Officer has recommended conditions on soft landscaping and a requirement that the arboreal method statement to be adhered to.
- 6.4** The Archaeology Officer has confirmed that sufficient archaeological assessment and evaluation has been undertaken. A condition is recommended should the application be approved.
- 6.5** The Environmental Health Practitioner has confirmed that the proposed development would not result in unacceptable levels of air pollution in this area.
- 6.6** Island Roads have raised no objection to the substantive highway consideration in respect of the application, but have objected to the application on the grounds that “The proposed routing of the multi-use path will not give priority to pedestrians and cyclists and will increase conflict between pedestrians, cyclists and vehicles and be contrary to paragraph 116 of the National Planning Policy Framework and Policy SP7 Travel of the Isle of Wight Core Strategy.”

Parish/Town Council Comments

- 6.7** Newport and Carisbrooke Community Council have outlined that they recommend approval to the application, subject to the concerns raised below:
- Proximity of the proposal to Dodnor Creek and the adjoining ancient woodland
 - Concerns in relation to highways and the absence of sufficient traffic modelling especially along Horsebridge Hill
 - Pedestrian footways are only proposed on one side of the highway, which would result in pedestrians having to cross over three carriageways, which would not be the safest option available for local residents
 - Insufficient information to determine impact upon operation of existing junctions on the highway networks
 - Pedestrian connectivity
 - Issues with parking and access/egress of refuse vehicles and fire appliances
 - Drainage
 - Water supply
 - Buffer zones need to be provided and retained to protect SINC and watercourse along the boundary with Prior Crescent
 - Would there be sufficient healthcare provision for the resultant residents

- A considerable proposal of this nature would put pressure on services such as GPs, local convenience shops and schooling provision
- Loss of a greenfield site, although acknowledged there are benefits to the proximity to the hospital
- Safe routes to schools

6.8 The Community Council have also raised to following positives they have found with the proposal:

- The application includes a play area, associated pedestrian and cycling links including a range of 3m wide multi-use surfaces connecting the site and Horsebridge Hill to Dodnor Lane
- The proposal includes 35% of the housing stock being on-site affordable housing, which meets an identified current need in the area
- Most of the site's trees will be retained and two will be felled in the south-eastern corner. The proposal includes tree planting. It is recommended that native species are used as these provide the most benefit to native wildlife and will compensate for the loss of the two trees felled
- A development of this nature should provide 250 vehicle parking spaces, and this application proposes 283, which members were pleased to see

6.9 Following the application being readvertised the Community Council reiterated their above comments but also added a further concern relating to drainage, taking into consideration the recent storms and flooding that the Island has experienced.

Third Party Representations

6.10 14 third party letters have been received objecting to the applications. Comments contained can be summarised as follows:

- Would result in additional traffic onto Horsebridge Hill and increase existing congestion
- Affordable Housing should be in all types of houses mix and not just one bedroom flats
- Density
- Impact on trees
- Impact on wildlife habitat and green corridor
- Already difficult turning right out of Nicolson Street at most times of the day.
- Impact on emergency services on this road
- More dangerous for pedestrians, cyclists and mobility scooters
- Insufficient schools, doctors and dentist on the Island
- Should build a road to Dodnor Lane
- Air pollution from increased congestion
- Exit should be onto Stag Lane, which is controlled by traffic lights
- Do not need another bus stop
- This part of the road was a previous accident black spot with a fixed speed camera
- Combined with the development at Camp Hill estate this area and surrounding area would be changed from rural to urban

- Light pollution would impact on the UNESCO designation
- Intention to deliver 131 dwelling as affordable housing should be confirmed and prioritised for Island residents
- Height of apartment block would be dominant and out of character in relation to the housing in the scheme and the local area
- Light, air and noise pollution and traffic generation would infringe on amenity of existing residents in the local area
- Traffic survey not adequate
- Doesn't take into consideration further developments identified in the Core Strategy
- Contrary to Island Transport Plan 2011 – 2038 objectives
- Will worsen exiting from Nicholson Street and filter lane would be distracting adding further to hazards of turning right
- Insufficient space between Nicholson Street and the pedestrian crossing to the north of the new junction to accommodate manoeuvres of turning right and filtering to take place safely
- No benefit to keep clear markings only on east side lane at Nicholson Street junction
- All of the measures on the highway would significantly impact the flow of traffic
- Existing pavements are in poor condition, too narrow or lack dropped kerbs
- Stag Lane lights significantly impact on traffic flows. Proposed access would be worse
- Insufficient drainage/flooding infrastructure
- There could be better sites elsewhere on the island
- No demand for more houses
- Environmental Impact Assessment needed
- Impact on health from exhaust fumes
- Conflicts with SP7 and DM2
- Outside settlement boundary
- Greenfield site when other brownfield sites are available
- No mention of rainwater harvesting, water butts or soakaways
- Inadequate parking
- No play area
- Key worker housing would be for people moving from the mainland to the island to work at the hospital
- Overlooking
- Increase waterlogging/flooding of gardens in Prior Crescent
- No site notice [officer note: two site notices were erected near to the site both on the front press date and the re-advertised press date]
- Loss of view [officer note: this is not a material planning consideration]

6.11 Cycle Wight objects to the application raising concerns that can be summarised as follows:

- No reference is made to LTN 1/20
- Lack of continuity in paths, no mention of flat surfaces for paths when cars have to cross, lack of raised tables when paths cross roads, pedestrian paths not being direct so as to accommodate cars being parked

- Good to see default speed is 20mph
- All features should be in place before any development begins to ensure active travel is given the necessary support
- Cycle parking should be of a high standard to ensure that bikes are not open to the weather
- There should be provision for charging e-bikes within each store

7. Evaluation

Principle of the proposed development, including the loss of an allocated employment site

- 7.1** The application seeks consent for 203 residential units and associated infrastructure, including highway improvements, pedestrian links and open space.
- 7.2** The application site is located within the settlement boundary for Newport, and therefore complies with policy in locational terms, specifically SP1, which requires that the majority of development is located within or immediately adjacent to the settlement boundaries, unless a need is identified. In this instance there is no policy requirement to demonstrate need. However, as will be explained in more detail later, the proposed development would still meet an identified need.
- 7.3** Although the site is located in a sustainable location and within the settlement boundary, the site is allocated within the Core Strategy as an employment site. In light of this the application has been advertised as a departure from current policy, as it does not propose to bring forward employment uses.
- 7.4** Paragraph 126 of the National Planning Policy Framework (NPPF) outlines that “decisions need to reflect changes in the demand for land.” It goes on to state that “Where the local planning authority considers there to be no reasonable prospect of an application coming forward for the use allocated in a plan:
- a) it should, as part of plan updates, reallocate the land for a more deliverable use that can help to address identified needs (or, if appropriate, deallocate a site which is undeveloped); and
- b) in the interim, prior to updating the plan, applications for alternative uses on the land should be supported, where the proposed use would contribute to meeting an unmet need for development in the area”
- 7.5** In the instance of this particular site, it has been allocated for employment for the entire life of the Core Strategy, which was adopted in 2012. In light of the fact no applications have come forward for commercial development on this land, officers are satisfied that, in light of the guidance contained within the NPPF, that an alternative residential use of the site would be appropriate. Further weight is also given to the fact that the proposed use would contribute to meeting the housing need that the Island currently faces due to historic under delivery.
- 7.6** In terms of need, it is not necessary in terms of policy SP1 for the application to identify need, due to the sustainable location of the site within the settlement boundary. However, due to the location of the site in walking distance to the

hospital and HMP Isle of Wight, the applicant has been working in partnership with Sovereign Housing and the NHS to ensure that the proposed flats within the development would provide a proportion of Key Worker accommodation, which would meet an identified need in the Island's housing market.

- 7.7** Furthermore, although the proposed flats would meet the policy compliant requirement for the site to deliver 35% affordable housing, Sovereign would be purchasing the remainder of the site and have advised that they are likely to provide further units as affordable housing. As this is above the figure required by policy and would negatively impact on funding opportunities if included within the legal agreement, it is not proposed to require a greater percentage to be affordable. Notwithstanding this, there would be no policy basis to require affordable housing provision greater than the 35% provision set out in policy. However, due to the development partners it is highly likely that more than 35% of the housing that would be delivered on site, would be affordable housing.
- 7.8** Concerns have been raised by third parties with regards to lack of capacity at the doctors and hospital to accommodate additional development. 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 is still considered to be relevant. Furthermore, not all of the dwellings would accommodate residents who are new to the area or the Island, because some would cater for existing residents and therefore these individuals would already be using these services.
- 7.9** Having regard to the location of the site, the nature of the development proposed, and the lack of any alternative uses for the site coming forward for a significant period of time, officers are satisfied that the proposed development would be acceptable in principle and would contribute to meeting a significant need for key worker accommodation, close to the hospital itself. Substantial weight is given to this benefit.

Impact on the character of the area

- 7.10** The application site is located in a predominantly residential area, with dwellings to the south and west. The land to the immediate east and north is open fields. Concerns have been raised by third parties that the combination of this development and other sites proposed for allocation within the Island Planning Strategy, would result in the urbanisation of a rural area. Although officers acknowledge that the site is fields and therefore has a semi-rural feel, due to the proximity of other residential development and the massing of the prisons, which are evident when approaching the site from the north, it is not considered that the area has a predominantly rural feel. Furthermore, officers give some weight to the fact there is an allocation for the site, for commercial development, therefore the principle of a change to the character of this area has been accepted.
- 7.11** The proposed layout incorporates substantial areas of landscaping and greenspaces throughout the site, including an area of public open space, with a Locally Equipped Area of Play (LEAP) and shared multi-use path and footpath, which would run north - south through the centre of the site. The apartment blocks have been designed to surround the central public open space, which

would provide natural surveillance to these areas, while also providing a distance between the flats and the proposed housing, to ensure that the flats would not have an over-dominant impact on the proposed housing.

- 7.12** The proposed development would see a mix of two storey housing and three, four and five storey flatted development. Concerns have been raised by third parties that the flatted development would be out of character with the housing on site and that scale of development in the local area. Officers recognise that the majority of development in surrounding location is either single or two storeys, but that there are punctuations of larger buildings in long distance views, including the prison walls and the prison themselves.
- 7.13** When looking across at the site from the higher parts of Dodnor Lane it is possible to see the existing 4/5 storey key worker flatted development within the main hospital complex, as well as hospital buildings and other development. Therefore, should some of the flatted units be visible from this higher land, they would be seen in the context of other development in the locality, at higher levels, and would therefore not result in significant harm to the character of the area.
- 7.14** The site itself would be accessed off Horsebridge Hill, but this is the only part of the site which would be directly adjacent to the main road. The main part of the development site is set approximately 70 metres from the highway and would be well screened by the existing natural growth when directly in front of the site. Some of the housing would be visible when travelling up Horsebridge Hill but, set back at such a distance that it would not have a detrimental impact on the street scene.
- 7.15** The proposed housing is relatively similar in design terms, all being quite traditional under pitched roofs. The designs include some minor variations to material placement, fenestration, porch details and roof design, to ensure some variety within the proposed street scenes. Although there would be limited variation the area is not one of significantly mixed design. Materials would be agreed by condition and could ensure an appropriate level of mix is provided to respect the character of the area and ensure a high-quality development.
- 7.16** The proposed flats have, as much as possible, been designed on lower parts of the site, but have also been sited to ensure that they would not have an over-dominant impact on neighbouring residential properties to the south. They are located away from the road so would not impact on the vista when travelling past the site and due to land levels and tree belts, the flats would not be readily visible when looking across at the site from Dodnor Lane.
- 7.17** As outlined above the flats would range between three and five storeys. The flats would again be similar in design terms. They would all be predominately pitched roofs, with flat roof side wings to the block containing plots 37 – 60, which would provide roof terraces. The blocks would contain articulation to the footprints to help reduce the massing of the buildings, while differing materials are shown to the elevations, to assist further. Projecting balconies are proposed on some blocks with Juliet balconies on others, adding some visual differentiation. The five storey blocks would be four storeys from the rear, using the land levels to provide an additional storey from the front.

- 7.18** The flats would be large, and officers acknowledge that, despite being located on the lower ground within the site as much as possible and set away from Horsebridge Hill, they would be visible and would be larger than other buildings in the immediate location. However, this impact is balanced against the nature of accommodation being provided by these units, together with the need for smaller units and the highly sustainable nature of the site. To build flatted blocks of 4/5 storeys would ensure best use of land within an edge of settlement and sustainable location. In officer's opinion these benefits would outweigh the impact on the height of the proposed flats.
- 7.19** The density of the proposed development would be 41.5 units per hectare. This being partly due to the six apartment blocks proposed. When looking at the houses in isolation the layout is spacious, with properties having good sized private gardens and parking. Large areas of open space are also proposed around the existing trees on site, which would help to provide a feeling of space within the site and embed the built form into the site, helping to create a sense of place.
- 7.20** The proposed development would result in a degree of urbanisation, with an extension of the existing built form. However, due to the relatively enclosed nature of the site, and its set back position from the main road, Horsebridge Hill, and Dodnor Lane, officers are satisfied that the degree of change would not be harmful to the wider area.
- 7.21** In regard to cumulative impacts with other allocations, there would be a greater level of development potentially constructed to the south, between the site and the hospital, and to the east at Camp Hill. Considering these sites are either within or linking to existing settlements and built-up areas, officers are again satisfied that, although this would result in change, it would not result in significant harm to the character of the area as a whole.
- 7.22** Third party comments have raised concerns with regards to light pollution from the proposed development. However, this is not an area of dark skies or protected by any designations, such as the National Landscape (AONB) and therefore there is no policy protection in respect of lighting. Furthermore, having regard to the level of street lighting and the lighting from the prison and hospital, within the vicinity of the site, officers consider it would be unreasonable to place restrictions on the site in this regard.
- 7.23** Having regard to the location of the site set off the road and well screened but the scale of the development proposed minimal negative weight is given to this matter.

Impact on neighbouring properties

- 7.24** The main properties that could be directly impacted by the proposed development are those located to the south of the site, including 2 Horsebridge Hill, 19a – 28 Prior Crescent and 1 – 4 Prior Mews.
- 7.25** The proposed layout and housing itself are unlikely to have any significant impacts on 2 Horsebridge Hill. Proposed units would be sited near to the rear boundary of this property but, having regard to the length of the garden and the

existing landscaping, there is unlikely to be any impact from overlooking or overdominance. The proposed access would have the greatest potential impact on the amenities of this property, as it would run along the length of its northern boundary and would consist of a new two-way road with traffic lights. This would result in cars idling when waiting to turn out of the site. Although the existing access to the site is in a similar position, this results in significantly less traffic.

- 7.26** To seek to mitigate from this impact the layout has incorporated a 10m – 15.5m landscaped strip, which would set the vehicles, pedestrians and cyclists off the boundary. Planting is also shown within this area to provide a greater screen to the proposed road. Having regard to this area of land and the space that would be available for meaningful planting, officers are satisfied that the proposed development would not have an unacceptable impact on the amenities of this property.
- 7.27** Existing properties in Prior Crescent are set at a lower level to the proposed housing. There is also limited existing boundary treatment within this area of the site. This would therefore result in the potential for impacts. However, the layout has set the closest buildings to the boundary where existing buildings are set further back. These units would also be side on to the boundary, minimising the potential for overlooking, with only bathroom and obscure glazed windows in these elevations.
- 7.28** Proposed units 194 and 195 would back on to the existing properties in Prior Crescent, with rows of windows overlooking the boundary. However, the back-to-back distance of over 40 meters would be considerable and ensure that there would be no unacceptable overlooking or over-dominance. There is already a level of intervisibility between the properties in Prior Crescent into the back gardens of others. The proposed layout would not result in a significantly greater additional impact over and above this, despite the change in levels.
- 7.29** 1 – 4 Prior Mews are situated very close to the boundary of the site, at a lower level. These are therefore likely to be the most impacted upon as a result of the proposed dwellings. The units within this part of the site would be positioned approximately 17.8 metres away and would be positioned back-to-back. This distance is considered to be sufficient to ensure that there would be no over-dominance on these existing units as a result of the proposed development. Due to the land levels, there would be the potential for some overlooking, however, the positioning of boundary treatment at the rear of the residential plots and the proposed 6 metre buffer between this and the shared boundary, any impact would be minimised to a level which would not be unacceptable in what is a dense residential setting.
- 7.30** The proposed development also has the potential to cause indirect impact on local residents due to the proposed changes to the highway network and the likely traffic generation. A number of third-party comments have raised concerns with regards to the current difficulties exiting from Nicholson Street and local streets. The capacity of the local network will be discussed within the highway section below but, in respect of the potential impact from traffic congestion on residents, an air quality assessment has been submitted following comments from the council's Environmental Health Practitioner. Having assessed the report together with the updated transport note on traffic generation and Island Roads comments on this matter, Environmental Health raise no objection.

- 7.31** Environmental Health have confirmed that the assessment determines the difference in impact on air quality with or without the scheme as a percentage against the Air Quality Action Levels (AQAL). The current air quality in that area is considered to be less than 75% of the AQAL. The predicted difference between the scheme occurring or not occurring was found to be 1% or less, and therefore the impact of this development on air quality is considered negligible.
- 7.32** Having regard to the proposed layout and the mitigation in place to reduce the impact on neighbouring properties officers considered that the proposed development would not result in any unacceptable impact on neighbouring properties and give this issue neutral to minimum weight.

Highway considerations

- 7.33** The proposed development would create a new means of access into the site, just north of the existing access point. This would be signal controlled with pedestrian crossing phases on Horsebridge Hill.
- 7.34** Island Roads originally raised a number of concerns with regards to the proposed on and off-site highway works. Further information has been submitted in the form of technical notes and revised plans to seek to address the concerns. Island Roads continue to object to the application but now solely on the grounds of the routing of the multi-user path. They state that “The proposed routing of the multi-use path will not give priority to pedestrians and cyclists and will increase conflict between pedestrians, cyclists and vehicles and be contrary to paragraph 116 of the National Planning Policy Framework and Policy SP7 (Travel) of the Isle of Wight Core Strategy.”
- 7.35** Officers note that paragraph 115 states that “Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe”. The route of the multi-user path is not considered to result in an unacceptable impact on highway safety or cumulative impacts which would be severe.

Proposed access and off-site works

- 7.36** As set out above the proposed development would be served off a single signal-controlled junction. Based on the scale of the proposed development, this is considered to be an appropriate approach to access the site. The junction would provide an advanced stop line for cyclist, a right turn lane and two pedestrian crossings to link the development with existing footways on Horsebridge Hill.
- 7.37** A right turn lane would be provided on the northbound approach on Horsebridge, which has been designed to accommodate an anticipated maximum queue of 3 vehicles (17.8m).
- 7.38** Island Roads have raised concerns that the submitted details do not demonstrate that the proposed access could serve further development, should the site be extended to the north or east. However, officers consider it would be for an applicant for development on this adjacent land to demonstrate that they could use the proposed access, not for this application to provide this or for the

access to be over engineered to serve land which might never be developed. The indication of access points onto adjacent land within the submitted plans simply serves to demonstrate that this land would not be landlocked by the development.

- 7.39** To the north of the site access the proposals include for the widening of Noke Common to create a flare for those turning left, with keep clear markings on Horsebridge Hill to allow for turning movements out of Noke Common and the widening of Horsebridge Hill near the junction with Nicholson Street to allow a vehicle to pass a car waiting to turn right.
- 7.40** To the south of the site access, it is proposed to install keep clear markings the improve the performance of the Horsebridge Hill/ Partridge Road/ Lonsdale Close staggered crossroads.
- 7.41** It is also proposed to reduce the speed limit along this section of the road to 30mph.

Impact on the local highway network, including junction capacity.

- 7.42** To ensure that the proposed development would not result in any unacceptable impacts on the local highway network, now and in the future, the submitted Transport Assessment and associated addendums have included a 2028 Future Year Scenario, to ensure that consideration is given to the potential traffic generation from the development itself, in conjunction with additional traffic growth on the network and other approved developments in the vicinity.
- 7.43** Baseline traffic counts for the surrounding road network were undertaken in 2022. Growth rates to have been added to these, generated by a mix of using the TEMPRO database and traffic flow data that has been obtained from the consented planning applications at Somerton Reservoir, Medina Yard and Somerton Farm. These flows were added to the 2028 flows to generate the 2028 Future Year Scenario flows and an assessment of the impact of the development proposals has been undertaken. Island Roads have accepted this approach to predicting growth.
- 7.44** The TRICS database has been used to identify potential trip rates from the development. TRICS is an industry standard method for assessment of trip rates and is used for most housing developments on the Island.
- 7.45** Island Roads originally objected to the use of TRICS, as they did not consider that the sites selected as comparable to the application site. To overcome the objection the applicant has compared the TRICS data with surveyed data that was undertaken in March 2023 at the junction of Partridge Road with Cowes Road as a local donor site. Trip rate calculations included properties located on Partridge Road, Prior Crescent, Johnson Road, Harris Road, Cookworthy Road, Woolcombe Road and Hewitt Crescent, equality to approximately 155 properties.
- 7.46** The comparison showed that the TRICS rates were slightly lower than those from the survey data. The difference being between around 4 in the AM peak and 20 in the PM peak. However, it should be noted that the proposed

development seeks a mix of houses and flats, while the existing site used is all houses. This would result in slightly differing levels of traffic generation, which may in part explain the difference.

- 7.47** Island Roads have confirmed that the impact on development traffic based on the difference between surveyed data and that obtained from TRICS is unlikely to have a significant impact on the surrounding highway network.
- 7.48** Officers would also note that a proportion of the development would provide key worker accommodation in association with the hospital, which is within walking distance from the site or accessible by bus. It is therefore likely that traffic accessing/egressing the site at peak hours would be less than a traditional housing site of private market units. A link (by way of a separate application) is also proposed to the Cowes – Newport cycle track. This would assist further in making a realistic alternative to the private car for short trips.
- 7.49** The submitted Transport Assessment has taken the predicted trip generation and modelled the following junctions based on existing highway conditions:
- Junction A – Parkhurst Road/ Partridge Road/ Lonsdale Avenue
Junction B – Horsebridge Hill/ Nicholson Street
Junction C – Horsebridge Hill/ Noke Common
Junction D – Horsebridge Hill/ Stag Lane
Junction E – Newport Road/ Medham Farm Lane/ Cowes Road. Nodes Road
- 7.50** The junction assessments have been undertaken using industry standard software. They have investigated the ability for the junctions to accommodate the predicted traffic associated with the development proposals in addition to background traffic growth.
- 7.51** The junction modelling assessments for the 2023 baseline year have indicated that all junctions are currently operating with spare capacity. However, Junction B Horsebridge Hill/ Nicholson Street and Junction C Horsebridge Hill/ Noke Common have long delays on the minor arms of the junctions.
- 7.52** The modelling assessments for the 2028 baseline year, indicate that junctions A, D and E would operate with spare capacity, and do not cause detrimental impact to the performance of the highway network. However, Junction B Horsebridge Hill/ Nicholson Street and Junction C Horsebridge Hill/ Noke Common would operate above capacity.
- 7.53** Junctions B and C have proposed improvement measures that seek to mitigate the impact of the proposed development and as such would mean that each junction would operate comparably to if the development was not brought forward. The proposed development is not required to overcome any identified delays to the minor arms of these junctions but ensure that these are not exacerbated.
- 7.54** Island Roads have confirmed that the proposed off site highway improvements would be acceptable and should be secured by a suitably worded condition.
- 7.55** When adding the development generated flows to the existing flows an increase of 5.8% in flows would result in the AM peak period and 5.4% in the PM peak

period. It is considered that this percentage would not be considered a significant increase on the existing highway network.

- 7.56** It is therefore considered that the modelling assessment confirms that the local highway network with the proposed improvement schemes would be able to facilitate the potential development of 203 units, without having a significant impact.
- 7.57** The application also proposes the implementation of a Travel Plan. This would seek to promote sustainable travel modes and reduce the need to travel by car for many local journeys. The internal layout of the site has been designed to encourage local journeys to be made by foot or cycle.

Sustainable travel

- 7.58** Island Roads have confirmed that the proposed street hierarchy would be in accordance with the National Design Guide and the National Model Design Code. The Guidance Notes for Design Codes recommends that to encourage Active Travel 'All new streets other than local and tertiary streets should include separate cycle lanes'. Although this is not achieved in all areas of the site, given the proposed provision of a separate Shared Multi-Use Path and the provision of on carriageway cycle lanes, it is not considered necessary to ensure compliance.
- 7.59** The Guidance also recommends that all local and secondary streets should 'have pavements of at least 2m unobstructed width for pedestrians with crossings as necessary'. Island Roads outline that whilst reference is made on the submitted plans to the provision of 'Pedestrian Links/walk-through' they have recommended this should be conditioned as 2 metre wide surfaced footways.
- 7.60** They continue to raise concerns that the proposed multiuser route running north/south through the site would remain 'significantly more tortuous than the proposed footpath to the east'. Although the route would require users to cross the estate road, officers do not consider that it would be tortuous or that its route would deter people from using it or from cycling to and from the site.
- 7.61** The route would run from the north-eastern boundary of the site, off an existing access track, to the site entrance within the south-west corner. As such it is acknowledged that it would not form an entirely straight route. However, officers consider it would be impractical to provide this route directly, with no changes in direction and no crossings, while also managing to provide a layout which would be viable for the housing itself.
- 7.62** Island Roads have suggested that the layout should be amended to relocate the entrance point of the multi users route from the north, so that the paths were adjacent to each other without right hand bends. When having regard to the position of trees and the likely level of use of this section of the path, officers are satisfied that the route would be acceptable as currently designed.
- 7.63** Further to the above Island Roads have also suggested that the proposed 3 metre wide multi user route through the site should be increased in width to 4.5 metres, as Local Transport Note 1/20 Cycling Infrastructure Design (LTN 1/20)

states that wherever 'possible, and where pedestrian flows are higher, greater widths should be used to reduce conflict'.

- 7.64** LTN 1/20 provides guidance to local authorities on delivering high quality cycle infrastructure. This recommends that, to minimise conflict, cyclists and pedestrians should be separated (where space allows). The scheme has included such segregated provision and officers are therefore satisfied that the guidance has been appropriately adhered to and to increase the width to 4.5 metres would be an over engineered solution and would remove space required for swales to manage surface water on the site. Furthermore, 4.5 metres would be wider than any of the route of the Newport – Cowes cycle track where footfall is significantly greater than the internal site route.
- 7.65** Island Roads have also raised concern that the proposed signalised junction would not include a pedestrian priority, albeit a pedestrian refuge is proposed. The phasing for the lights would be something agreed as part of the Highway Agreement process. However, it is necessary to balance the likelihood of someone waiting to cross the road, at the same time as the signals are triggered, while also ensuring that vehicles aren't being held within Horsebridge Hill for longer than necessary. The lights would only be triggered at the access point when a car would be waiting to enter or leave the site. Officers do not consider it would be necessary to include a pedestrian cycle into the phasing having consideration to the above factors and the provision of the pedestrian refuge.
- 7.66** The Newport and Ryde LCWIP identifies NW/NC7 (Parkhurst – Newport Town Centre) near to the site. These routes run along the main road through the industrial estate, along Medina Way and Horsebridge Hill. Although the application does not propose to provide this route or contribute towards it, the proposed on-site cycle/walking routes and link to Dodnor Lane and onward to the Newport – Cowes cycle track would provide a similar link between the town centre and Parkhurst, but off road, rather than alongside the existing busy vehicular network.
- 7.67** Having originally requested that the bus service be diverted into the site Island Roads have now accepted that Southern Vectis would be unwilling to divert the existing service. The applicant has confirmed that a Travel Plan would be included within a Travel Pack to all new residents which would include information regarding the location of the nearest bus stops and the timetable of the bus service. This Travel Plan would be conditioned, if the application is approved.
- 7.68** Notwithstanding the above, a new bus stop is proposed on Horsebridge Hill to the south of the proposed access junction. This would be located within 400m walk of the majority of the site, the only exception being the north-eastern corner, which would be up to 450m from the stop by foot. This equates to approximately a six-minute walk. The current service is one of the most frequent on the Island and operates six buses per hour in both directions. Officers do not consider that the additional 50 metres walk would deter resultant residents from using the bus.
- 7.69** Officers consider that the site provides a high-quality environment for walking and cycling and these, along with the bus provision, would provide a meaningful

alternative to the private car for resultant residents.

- 7.70** The submitted Transport Assessment has also considered accident data for the local road network. Between the years 2017 – 2021 18 incidents have been recorded. 12 of these deemed slight and 6 serious. Whilst some of these accidents happened in proximity to the site, it is considered that these incidents occurred due to driver error rather than any underlying issues with the existing highway network. Therefore, it is not considered that any development proposals would significantly affect road safety conditions on the surrounding road network.

On-site highway network

- 7.71** The proposed internal site roads have been designed to ensure speeds of 20mph. Pavements have been provided either side of the main access road into the site, with lesser roads having them on one side or courtyards providing shared spaces. This would see the widths of roads through the site reduce to help the legibility of the road hierarchy. As well as pavements alongside the main road, a segregated multiuser route and footpath have been proposed, running north to south, to increase choice and improvement safety for users.

- 7.72** Island Roads have raised some concerns with regards to some internal visibility splays due to the positioning of indicative landscaping but have recommended conditions to overcome these concerns. Subject to conditions the only other concerns they raised with regards to the internal layout relate to the multi-user route as discussed above.

Parking

- 7.73** The proposed layout would see parking provided for the proposed housing on plot and within parking courtyards for the proposed flats. A total of 283 parking spaces would be provided for the 203 units, which is greater than the minimum number of spaces expected in the Parking Guidelines SPD.

- 7.74** Island Roads have confirmed that they are satisfied that this number would be appropriate, and officers concur.

Conclusion of highways

- 7.75** The proposed development would create a new access onto Horsebridge Hill, which the submitted information has demonstrated could be constructed without having an unacceptable impact on the wider highway network. The proposed development is not required to mitigate the impacts of potential future development sites in the locality and officers consider it would be unreasonable to require it to do so.

- 7.76** The on-site layout and parking is considered to be acceptable and appropriate and officers have had regard to the concerns of Island Roads in respect of the multi-user route but, consider that this would provide a reasonable alternative for uses to the private car, in a safe manner.

7.77 Third party comments have suggested that the application would be contrary to the objectives of the Island Transport Plan 2011 – 2038. Having examined the six objectives listed within the Plan, officers are satisfied that the scheme would comply with them, to the extent that they are relevant to the development, by providing a safe development which would reduce the need to travel and provide access to meaningful alternatives to the private car, while proposing enhancements to maintain journey times.

7.78 The proposed development would not result in any significant impacts to highway safety and this issue is given neutral weight.

Ecology and trees

7.79 The proposed development would be located within a large field bisected by hedgerows. In these hedges are several early mature and semi mature trees these are predominantly oak with a mixture of other deciduous specimens typical of a rural landscape. Collectively all these trees are significance to the verdant setting and the character of the area.

7.80 The layout has been careful not to impeded on the trees' Root Protection Areas (RPA), with areas of open space around the most significant trees on site. There are a few exceptions to this, such as the route of the proposed cycle path, which would run through the RPA of T551 and oak tree to the south of the site. This has been recognised in the submitted documentation and a no dig methodology and arboreal sympathetic materials are advised. It is therefore possible to limit the potential impact to the trees as long as the guidance given in the report is followed. This can be required by way of a condition.

7.81 The proposed development would however result in the loss of sections of hedgerow and the council's tree officer recommends that this loss is assessed in a similar manner as would be expected in a hedgerow removal application. Officers are satisfied that the loss of the hedgerow can be balanced against the benefits of the scheme, as it does form part of the planning application. When having regard to this and the proposed indicative planting scheme and recommended conditions, officers are satisfied that the loss of a small section of hedge is justified.

7.82 The application has been submitted with indicative landscaping, but no detail has been submitted as to what the types, sizes and densities of any planting would be. A condition is therefore required to ensure that the proposed landscaping is acceptable, using appropriate native species and provides for a high-quality design and place making.

7.83 The site currently consists of arable farmland, modified grassland and hardstanding. The application has been supported by an Ecological Impact Assessment, EclA (e3s, 3 August 2023). This contains a Preliminary Ecological Appraisal (e3s, 1 August 2023) and Bat Activity Report (e3s, Sept 2021).

7.84 There would be many opportunities to improve habitats and achieve biodiversity net gain; these are detailed in "Figure 2: Summary of ecological receptors and mitigation hierarchy", within the EclA, which provides a comprehensive list of avoidance, mitigation, compensation and enhancement measures for the construction and operational phases of the development.

- 7.85** A Bat Transect Survey identified a low level of bat activity, and it was concluded that the development would have a negligible impact to foraging and roosting opportunities available to bats.
- 7.86** The council's ecology officer has recommended that should the application be approved, the measures detailed in Figure 2 within the EclA would need to be secured in full, in the form of a Construction Environmental Management Plan (CEMP) and Biodiversity Management Plan (BMP).
- 7.87** The ecology officer set out that the BMP would need to detail locations of wildlife enhancements recommended within the EclA (e.g. bat boxes, bird boxes, wildflower mix planting areas, grassland of different sward height, hedgerow creation/enhancement and tree planting) along with details of future landscape and habitat management techniques to ensure that these habitat features are retained in the long term. This would also be partly covered by the recommended landscaping condition.
- 7.88** The ecology officer is also of the view that the proposed balancing pond could allow for the creation of a wetland habitat which would further increase the site's biodiversity net gain, and therefore fully supports the proposal.
- 7.89** In the light of recent European Court of Justice decisions relating to Ecology, it is important to ensure that developments would not lead to harmful effects on the Southampton and Solent Waters Special Protection Area (SPA) as a result of nitrate enrichment. Recent advice from Natural England is that the SPA is currently in an unfavourable condition as a result of excessive levels of nitrogen and phosphate, which has led to a detrimental impact on the habitats and species of birds to which the designation relates. The application form states that foul sewage would be discharged via the mains sewer. The main sewer from this site would in turn discharge via Sandown Waste Water Treatment Works and as such would not result in any adverse impacts to the condition of the SPA.
- 7.90** The Bird Aware Solent Strategy has updated the mitigation for impacts on the Solent Special Protection Area, as a result of increased recreational pressure from certain types of residential development that are located within 5.6km of the designated Solent Special Protection Areas. The applicant has entered into a legal agreement, which would ensure that the developer would make the relevant monetary contribution to mitigate the impact of the development on the Solent Special Protection Area.
- 7.91** The proposed development would not result in any significant impacts to trees and would present the opportunity for significant biodiversity net gain and this issue is given medium positive weight.

Drainage and flood risk

- 7.92** The application site is located within flood zone 1. This is the lowest risk of flooding, based on likely possibility of a flood event. Therefore, the assessment for this application is to ensure that the proposals would not increase flood risk elsewhere and that the development itself is served by an appropriate drainage system. There have been known flooding incidents in the vicinity of the site,

including during the extensive period of rainfall which occurred in November of this year, and therefore greater weight has been given to this issue. The area within which the flooding has occurred focuses along the southern boundary of the site, where a stream is located.

- 7.93** In March 2022 a Land Drainage Act case file identified that there had been incidents of flooding to the rear gardens of 31 and 32 Prior Crescent. Several incidents had occurred since 2019/2020, resulting in the gardens of the above properties being flooded. The flooding was considered to be primarily due to persistent and heavy rainfall overwhelming the capacity of the watercourse. The watercourse has over time suffered restriction or infill, preventing its natural flow, following the extension of gardens over the original watercourse.
- 7.94** The case file states that “The reason that the two affected properties have experienced flooding to their gardens is because the other properties in Prior Crescent have extended their rear garden areas by an average increase of 2.2 metres in length and by the width of their gardens over and to the northern bank of the watercourse. It is unclear whether, or not a suitably sized pipe was used to maintain the watercourse, however at the nearest visible location of the watercourse the area is dry and therefore it is thought that the watercourse has been infilled and or impeded due to the extension of the gardens in Prior Crescent.”
- 7.95** The recommendations of the case file was for “the property owners who have extended their gardens over the watercourse to take responsibility for the watercourse and allow its free passage through their gardens by returning it to an open watercourse and to allow the natural progression of the watercourse away from the affected properties, receive the surface water runoff from the field, and therefore prevent further flooding issues.”
- 7.96** In order to address and assist with this issue the proposal includes for a new ditch to be constructed on the southern boundary of the site, within an area of landscaping buffer. This would divert the water into this ditch and link it to watercourse, to replace the section of the original ditch which has been infilled. It is anticipated that this would assist with the existing issues experienced within Prior Crescent.
- 7.97** In terms of the surface water from the site itself, it is intended to discharge into the existing watercourse to the south-east of the site. The site’s geology suggests that infiltration may not be appropriate, with infiltration tests revealing that water was held in the trial holes for longer than a 24 hour period, So soakaways would not be suitable.
- 7.98** Surface water drainage would therefore be achieved through a variety of sustainable drainage systems (SUDs), including ponds and swales, where water would be held and released into the watercourse at a rate comparative to the greenfield run off rate, plus a 40% allowance for climate change. A hydrobrake would be included, which would ensure a reduced flow rate at times when the stream was overwhelmed, reducing the risk of flooding. The SUDs would be designed to accommodate the surface water on site in these instances.

7.99 Officers are satisfied that the proposed indicative drainage scheme demonstrates that the approach to surface water drainage would be acceptable. A condition is recommended to agree the detailed design and to ensure that the size of the proposed attenuation is appropriate.

7.100 The proposed development would represent an opportunity to improve existing surface water drainage arrangement for surrounding existing properties, whilst also providing an approach to manage the surface water from the site itself in a sustainable manner and this issue is given minimal positive weight.

8. Planning balance and conclusions

8.1 The National Planning Policy Framework states that the planning system is planned and that the purpose of the planning system is to achieve sustainable development. In the same way, planning law requires that applications for planning permission must be determined in accordance with the development plan, unless material considerations indicate otherwise. The role of the planning system is to balance issues, particularly where they compete and compare the benefits of a proposed development with any identified harm. In this context, the NPPF advises that the planning system has three overarching objectives, these being economic, social and environmental objectives. These issues are balanced below:

Economic

8.2 The NPPF states that the economic objective is to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth.

8.3 The application is for residential development but would nonetheless result in the creation of a number of direct jobs through the construction process, but also indirectly through local suppliers. Together with the economic benefits associated with job creation the scheme would also result in benefits through council tax and new homes bonus. It is acknowledged that the application would result in the loss of some low-grade farmland and the undelivered employment allocation, and the economic and social benefits associated with these. However, the proposal is considered to result in greater benefit to outweigh this loss. It is considered economic benefits can be afforded moderate positive weight.

Social

8.4 The NPPF states that the social objective is to support strong, vibrant and healthy communities, referring to supporting the community's health, social and cultural well-being.

8.5 The proposed development would result in the delivery of 72 affordable housing units, including units for key workers, in close proximity to the hospital and the prison, in a highly sustainable location. Together with these the housing units on site are to be purchased by Sovereign Housing, an affordable housing provider. This is likely to result in a significantly greater number of affordable housing units being delivered. Together with the houses themselves the proposed

development would also provide for a Locally Equipped Area of Play (LEAP), which would be accessible to existing residents. Although a separate application, the proposed development would also facilitate the delivery of a multiuser link to the Newport – Cowes cycle track, which would be accessible to local residents in the vicinity of the site, reducing the distance current residents have to cycle on the main road. Overall, substantial positive weight is afforded to the social benefits.

Environmental

- 8.6** The NPPF states that the environmental objective is to contribute to protecting and enhancing our natural, built and historic environment; including making effective use of land, helping to improve biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.
- 8.7** The development of housing on a greenfield site would undoubtedly result in a visual change to the immediate character of the area, and when combined with the neighbouring developments, from some viewpoints would cumulatively result in a moderately negative impact on the landscape character but these impacts are not considered to be significant when having regard to the design of the development and proposed areas landscaping, which would reduce the impact.
- 8.8** The proposed development would result in additional traffic on the existing highway network, which would have the potential to increase congestion. However, it is considered that there is adequate capacity to accommodate the additional levels of traffic without having an impact on highway safety. The potential increase in traffic is not considered to have a significant impact on air quality or noise pollution.
- 8.9** The proposed development would provide the opportunity for significant biodiversity net gain on the site with the impacts on trees and hedgerows being appropriately mitigated.
- 8.10** Having regard to the potential for mitigation and the minor impacts associated with the additional traffic generation resulting from the development, together with the potential enhancements through biodiversity net gain identified the environmental impacts of the proposal are afforded minor negative weight.

Conclusion

- 8.11** The proposed development would provide much need housing within an area of land with existing residential development in a high sustainable location.
- 8.12** The scheme would result in increased traffic onto the local highway, but subject to appropriate mitigation, this is not considered to result in an unacceptable impact on highway safety.
- 8.13** Officers consider, on balance, that the proposed development would not have any unacceptable impact on the character of the area, amenities of neighbouring properties, ecology, trees, archaeology or result in additional flooding and would deliver both market and affordable housing, to contribute to the current need, within a sustainable location.

9. Statement of Proactive Working

9.1 ARTICLE 31 - WORKING WITH THE APPLICANT

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 ways:

- By offering a pre-application advice service; and
- Updating 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 has been subject to negotiations. Additional information has been submitted through the course of the application which have overcome officer's concerns.

10. 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 be carried out in complete accordance with the details shown on the submitted plans numbered below:

DWC-SP05-01-DR-A-0010 B	DWC-SP04-01-DR-A-0010 B
DWC-SP02-01-DR-A-0010 B	DWC-SP14-01-DR-A-0010 B
DWC-SP13-01-DR-A-0010 B	DWC-SP12-01-DR-A-0010 B
DWC-SP11-01-DR-A-0010 D	DWC-SP10-01-DR-A-0010 C
DWC-SP09-01-DR-A-0010 B	DWC-SP09-DR-A-0010 B
DWC-SP07-01-DR-A-0010 B	DWC-SP06-01-DR-A-0010 B
7037-SMA-XX-XX-DR-TP-0006 A	7037-SMA-XX-XX-DR-TP-0005 C
DWC-SP03-01-DR-A-0010 B	DWC-SP16-01-DR-A-0010 A
DWC-SP17-01-DR-A-0010 A	HBHI-DWC-AB01-02-DR-A-0050 A
HBHI-DWC-AB02-01-DR-A-0050 B	HBHI-DWC-AB03-01-DR-A-0050 C
HBHI-DWC-AB03-02-DR-A-0050 B	HBHI-DWC-AB04-02-DR-A-0050 A
HBHI-DWC-AN01-01-DR-A-0050 A	HBHI-DWC-AN03-01-DR-A-0050
HBHI-DWC-HB02-02-DR-A-0050	HBHI-DWC-HB03-01-DR-A-0050
HBHI-DWC-AB01-01-DR-A-0050 A	HBHI-DWC-AN02-01-DR-A-0050 A
HBHI-DWC-HB01-01-DR-A-0050	DWC-SP01-01-DR-A-0010 A
HBHI-DWC-HB06-01-DR-A-0050	HBHI-DWC-HB07-01-DR-A-0050
HBHI-DWC-HB07-02-DR-A-0050	HBHI-DWC-HB07-03-DR-A-0050
HBHI-DWC-HB07-04-DR-A-0050	HBHI-DWC-HB07-05-DR-A-0050
HBHI-DWC-HB07-06-DR-A-0050	HBHI-DWC-HB07-07-DR-A-0050
HBHI-DWC-HB07-08-DR-A-0050	HBHI-DWC-HB07-10-DR-A-0050

HBHI-DWC-HB08-01-DR-A-0050	HBHI-DWC-HB08-02-DR-A-0050
HBHI-DWC-HB08-03-DR-A-0050	HBHI-DWC-HB08-04-DR-A-0050
HBHI-DWC-HB08-05-DR-A-0050	HBHI-DWC-HB09-01-DR-A-0050
HBHI-DWC-HB10-01-DR-A-0050	HBHI-DWC-HB01-02-DR-A-0050
HBHI-DWC-HB01-03-DR-A-0050	HBHI-DWC-HB02-01-DR-A-0050
HBHI-DWC-HB02-02-DR-A-0050	HBHI-DWC-HB02-03-DR-A-0050
HBHI-DWC-HB03-01-DR-A-0050	HBHI-DWC-HB04-01-DR-A-0050
HBHI-DWC-HB04-02-DR-A-0050	HBHI-DWC-HB05-01-DR-A-0050
HBHI-DWC-HB05-02-DR-A-0050	HBHI-DWC-HB05-03-DR-A-0050
HBHI-DWC-HB05-04-DR-A-0050	HBHI-DWC-HB05-05-DR-A-0050
HBHI-DWC-HB05-06-DR-A-0050	HBHI-DWC-HB05-07-DR-A-0050
HBHI-DWC-HB05-08-DR-A-0050	HBHI-DWC-HB05-09-DR-A-0050
HBHI-DWC-HB05-10-DR-A-0050	HBHI-DWC-HB05-11-DR-A-0050
HBHI-DWC-HB05-12-DR-A-0050	HBHI-DWC-HB05-13-DR-A-0050
HBHI-DWC-HB05-14-DR-A-0050	

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** No works associated with the commencement of the above ground construction of the dwellings shall take place until details of materials to be used in the construction of the external surfaces of the development in that phase 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** Prior to the erection of any boundary treatments to individual properties, public open spaces or site boundaries details of the positions, design, materials and type of boundary treatment to be erected shall be submitted to and approved in writing by the Local Planning Authority. The boundary treatments shall be completed in accordance with the approved details prior to the building/area to which it relates being occupied/bought into use.

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

- 5** No development shall take place (with the exception of laying any construction access) until a scheme for the drainage and disposal of surface and foul water from the development hereby permitted, has been submitted to and approved in writing by the Local Planning Authority. The details shall confirm the Waste Water Treatment Works (WWTW) that will treat drainage from the development. Development shall be carried out in accordance with the approved scheme, which shall be completed prior to the occupation of the houses hereby permitted and be retained thereafter.

Reason: To ensure that the site is suitably drained, to protect ground water and watercourses from pollution, to prevent harmful impacts on the Solent and

Southampton Water SPA and to comply with policies SP5 (Environment), DM2 (Design Quality for New Development), DM12 (Landscape, Seascape, Biodiversity and Geodiversity) and DM14 (Flood Risk) of the Island Plan Core Strategy. This is a pre-commencement condition to reflect the stage at which these works would be required at construction.

- 6** No dwelling hereby permitted shall be occupied until a Management Plan including the management responsibilities and maintenance schedules in respect the areas of open space and the proposed wildlife corridor and wet grassland habitat has been submitted to and approved in writing by the Local Planning Authority. The approved management plan shall be adhered to thereafter.

Reason: To ensure that areas of open space and wildlife habitat are maintained in a suitable manner and to comply with policy DM2 (Design Quality for New Development) of the Island Plan Core Strategy.

- 7** No above ground construction of the dwellings hereby approved shall take place until full details of a soft landscape scheme for the site has been submitted to and approved in writing by the Local Planning Authority. These details shall include a schedule of plants, noting species, plant sizes and proposed numbers/densities, planting methodology and an implementation programme. Planting shall be carried out in accordance with the agreed details and 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) 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: To ensure appropriate soft landscaping is provided for the development, in the interests of visual amenity and to comply with policy DM12 (Landscape, Seascape, Biodiversity and Geodiversity) of the Island Plan Core Strategy.

- 8** The development hereby approved shall be carried out in full adherence with all details contained within the Tree Protection Plan ref WIT-22-34-005-TPP-A submitted as part of the planning application. The details within the agreed Arboricultural Protection Plan shall be adhered to throughout all relevant stages of development on the site from commencement to completion of the works approved by this planning permission.

Reason: This condition is 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.

- 9** No dwelling shall be occupied until the parts of the service roads and associated footway links to the wider highway network which provide access to it and including for attributable service vehicle turning heads have been constructed surfaced and drained in accordance with details which have been 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.

- 10** No dwelling hereby permitted shall be occupied until space has been laid out within the site and drained and surfaced in accordance with details that have been submitted to and approved by the Local Planning Authority in writing for cars to be parked in accordance with the associated parking area / driveway layouts attributable to each plot as detailed on drawing number HBHI – DWC – SP02 – 01 – DR – A – 0010 – B. Development shall be carried out in accordance with the agreed details and the spaces 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.

- 11** No development shall take place until a Construction Management Plan (CMP) has been submitted to and approved in writing by the Local Planning Authority. Works associated with the development hereby shall be carried out in accordance with the approved CMP. The CMP shall include consideration of but not limited to the following issues:
- The means of access for construction traffic;
 - The means of loading, unloading and turning of plant and materials within the confines of the site;
 - The storage of plant, material and the provision of operative parking within the confines of the site and associated / used in constructing the development;
 - Measures to control the emission of dust and dirt during construction;
 - Measures to prohibit the discharge of debris and surface water runoff from the site onto the public highway. Such steps shall include the installation and use of wheel cleaning facilities for vehicles connected to the construction of the development.
 - Hours of construction
 - Hours and frequency of deliveries
 - Parking on site for contractors and details of how this will be encouraged.

Reason: To ensure that the works are undertaken in an appropriate manner to minimise impact on the amenities of neighbouring uses and to ensure safe access into the site during the construction period in accordance with policy DM2 (Design Quality for New Development) of the Island Plan Core Strategy. This condition is a pre-commencement condition to reflect the stage at which these works would be required at construction.

- 12** No development shall take place until a Construction Environmental Management Plan (CEMP) and Biodiversity Management Plan (BMP) have been submitted to and approved in writing by the Local Planning Authority. The BMP should detail locations of wildlife enhancements recommended within the EclA (e.g. bat boxes, bird boxes, wildflower mix planting areas, grassland of different sward height, hedgerow creation/enhancement and tree planting) along with details of future landscape and habitat management techniques to ensure that these habitat features are retained in the long term. Development shall be carried out in accordance with the agreed details.

Reason: To ensure that the details of ecological mitigation are undertaken in accordance with policies SP5 (Environment), DM2 (Design Quality for New Development), DM12 (Landscape, Seascape, Biodiversity and Geodiversity). This condition is a pre-commencement condition to ensure that ecology is appropriately protected.

- 13** No development shall take place until the applicant or their agents has secured the implementation of an archaeological survey (systematic metal detecting survey) 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 Isle of Wight Council Island Plan Core Strategy. This condition is a pre-commencement condition to ensure that any archaeology is appropriately recorded/protected during the construction process.

- 14** 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 (Historic and Built Environment) of the Isle of Wight Council Island Plan Core Strategy.

- 15** Notwithstanding that shown on the submitted plans, prior to the implementation of any highway infrastructure (save any construction access) details of minimum 2.0m footways adjacent to both sides of all Secondary Streets as shown on submitted plan no. HBH1-DWC-SP09-DR-A-0010-B shall be submitted to and approved in writing by the Local Planning Authority. No dwelling shall be occupied until that section of footway between the dwelling and Horsebridge Hill (including street lighting, dropped kerbs and tactile paving) has been completed in its entirety in accordance with the agreed details and is thereafter kept free of all obstructions.

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

- 16** Notwithstanding that shown on the submitted plans, prior to the implementation of any highway infrastructure (save any construction access) details of the proposed multi use path crossings on all Secondary Streets as shown on submitted plan no. HBH1-DWC-SP09-DR-A-0010-B shall be submitted to and approved in writing by the Local Planning Authority. The multi use path and crossings shall be constructed and open to the public in accordance with a Phasing Plan to be submitted and agreed in writing by the Local Planning Authority and is thereafter

kept free of all obstructions. Development shall be carried out in accordance with the agreed details.

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

- 17** Prior to the implementation of any highway infrastructure (save any construction access) details of the junction between the proposed secondary street and the public highway (Horsebridge Hill) and the associated highway improvements as shown on submitted plan no. 7037-SMA-XX-XX-DR-TP-0005 Rev D shall be approved in writing by the Local Planning Authority and no dwelling shall be occupied until that junction has been constructed in their entirety 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.

- 18** Prior to the implementation of any highway infrastructure (save any construction access) details of the highway improvements as shown on submitted plan no. 7037-SMA-XX-XX-DR-TP-0006 rev P01 shall be approved in writing by the Local Planning Authority and no dwelling shall be occupied until the works have been constructed in their entirety 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.

- 19** Notwithstanding the indicative landscaping shown on the submitted plans, prior to commencement of any landscaping works or highway infrastructure details of the footway adjacent to plots 91 and 92 which fully encompasses a forward visibility splay of 20m shall be submitted to and approved in writing by the Local Planning Authority. Neither dwelling shall be occupied until that section of footway between the dwelling and Horsebridge Hill has been completed in its entirety and is thereafter kept free of all obstructions.

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

- 20** Notwithstanding that shown on the submitted plans, prior to commencement of any highway infrastructure (save any construction access) or the setting out of plots 8 – 16 details of the junction between the tertiary street and secondary street adjacent to plots 8 and 16 of sufficient width to accommodate cars entering and leaving the tertiary street at the same time shall be submitted to and approved in writing by the Local Planning Authority. These dwelling shall be occupied within that tertiary street until the junction so approved has been completed in its entirety.

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

21 Prior to the occupation of any unit a timetable for the delivery of the open space and details of the layout of the Local Equip Area of Play (LEAP), as shown on drawing number HBH1-DWC-SP02-01-DR-A-0010-B shall be submitted to and approved in writing with the Local Planning Authority. The agreed details/equipment shall be installed in accordance with the submitted timetable.

Reason: To ensure that adequate facilities are available for resultant residents in accordance with policy DM13 (Green Infrastructure) of the Island Plan Core Strategy.

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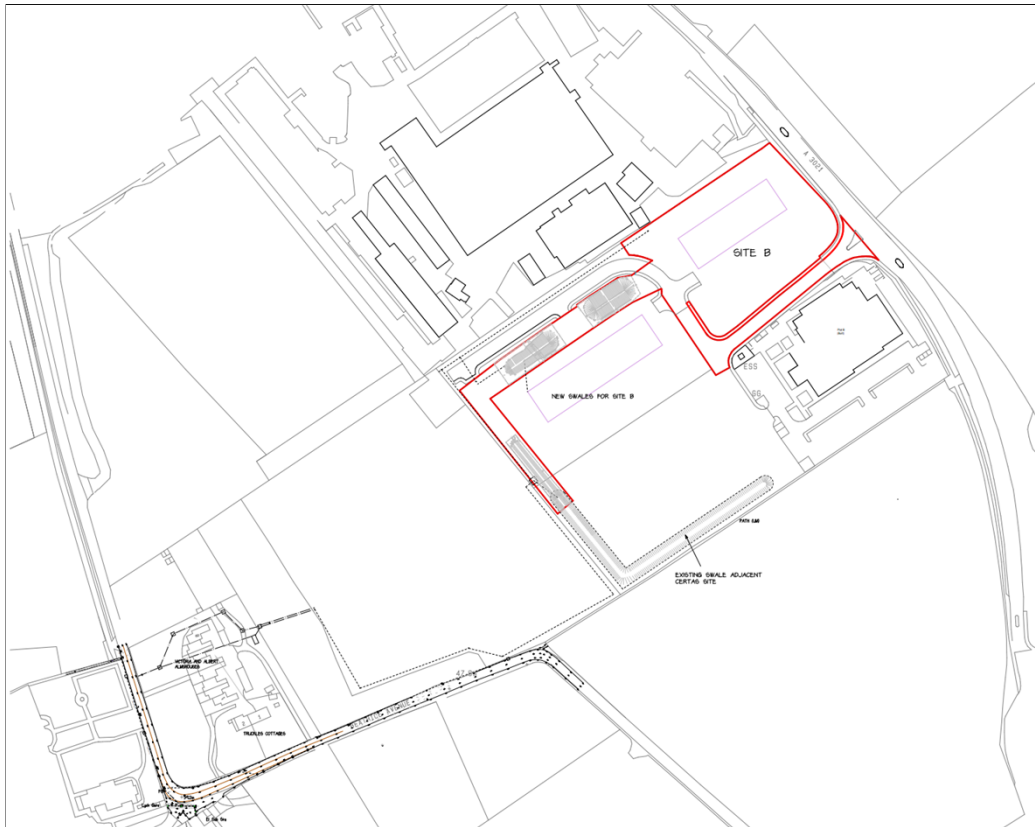
Purpose: For Decision

Planning Committee Report

Report of	STRATEGIC MANAGER FOR PLANNING AND INFRASTRUCTURE DELIVERY
Date	23 January 2024
Application Reference	22/02284/FUL
Application type	Full
Application Description	Proposed B8 distribution building and associated parking, landscaping and drainage.
Site address	Whippingham Technology Park, Whippingham Road, East Cowes, Isle of Wight, PO32 6FY
Parish	Whippingham
Ward Councillor	Cllr Matthew Price
Applicant	Chartwood Holdings Pension Scheme
Planning Officer	Mr Stuart Van-Cuylenburg

Reason for Planning Committee consideration	The application involves council owned land.
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Recommendation	Conditional permission.
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	<p><u>Main considerations</u></p>
	<ul style="list-style-type: none"> • Principle of the development • Highways considerations • Impact on the character of the surrounding area, including trees and heritage assets • Impact on neighbouring properties • Other matters

1. Recommendation

1.1 Conditional permission subject to planning conditions covering the following matters:

- Compliance with submitted plans
- Tree protection
- Construction Management Plan
- Drainage
- External materials for the building
- Landscaping, including boundary treatments
- Provision of access, junction visibility, and on-site parking
- Site Noise Management Plan
- External lighting
- B8 use restriction
- Outside storage

2. Location and Site Characteristics

- 2.1** The application site relates to part of a larger area of land to the southwest of the A3021 (Whippingham Road) and to the southeast of GKN's Osborne site, that was granted outline planning permission in March 2011 for B1/B2/B8 employment use (now known as Whippingham Technology Park - WTP). The south-eastern corner of the wider WTP site is now occupied by the IW College's Centre of Excellence for Composites, Advanced Manufacturing and Marine (CECAMM) site, and the southwestern corner is now operating as a fuel depot. The northern areas of the WTP site where the application site is located remain undeveloped, save for being serviced plots with vehicular and pedestrian access already provided to them via the WTP junction from Whippingham Road.
- 2.2** To the immediate southwest and southeast of the WTP site are open field parcels bounded by trees and hedgerows, with both eastern boundaries of these fields being quite open and bounded by post and chainlink fencing. Further afield on the eastern side of Whippingham Road are two small enclaves of housing located off Alverstone Road and Campfield Road. The locally listed Priory School and the Grade II listed Whippingham Rectory, Victoria and Albert Cottages, and Padmore House, as well as the Grade I listed St Mildred's Church, are located off Beatrice Avenue around 200-300 metres to the south and west of the WTP site.
- 2.3** The field to the immediate southwest (rear) of the WTP site has recently been granted permission for a ground mounted solar photovoltaic (pv) system for GKN.
- 2.4** The application site is currently a fairly level area of undeveloped predominantly grassland, with little other vegetation, save for some sporadic areas of scrub, and boundary vegetation (including some trees). The Whippingham Road boundary is also partly enclosed with low post and rail fencing, which has partially collapsed. The GKN site boundary with the application site is secured by approximately 2-2.5 metres high open mesh style security fencing.
- 2.5** There are a couple of existing service (electric) enclosures and concrete plinths located within the application site, however these enclosures appear currently to be empty.

3. Details of Application

- 3.1** The application seeks permission to develop the northern corner plot of the technology part site to provide a distribution building (planning use class B8). The proposed building would be of a rectangular shape and located slightly off centre within the corner plot, approximately 16 metres from the north-western site boundary with GKN's Osborne Works site. The building would extend to within approximately 15.5 metres to 19 metres of the north-eastern site boundary with the A3021 (Whippingham Road) and is shown to be located about 52 metres away from the existing CECAMM building to the southeast, also located within Whippingham Technology Park (WTP).
- 3.2** The distribution building proposed would have a footprint of approximately 21 metres by 61 metres. It would have a height of about 8.15 metres. The

building would have a low-pitched (grey coloured) roof hidden behind extended parapet walls, with the walls to be clad horizontally with composite panels. A series of roller shutter doors would extend across the northern and southern elevations, with the west entrance facing into the WTP site predominantly glazed. Windows and external doors are shown to be powder coated aluminium with blue frames and external colour. At first floor level on the west elevation, blue opaque panels, and a series of louvers are also shown.

- 3.3 At the western end of the building approximately 120 square metres of floorspace at ground and first floor level are shown to provide customer entrance, offices, and staff/customer welfare facilities.
- 3.4 The building and its curtilage would be accessed via the existing WTP access road and its junction with the A3021 (Whippingham Road).
- 3.5 The external areas of the plot/building curtilage would be largely hard surfaced and laid out to provide vehicle parking and circulation space. A total of 40 staff car parking spaces and three customer car parking spaces are shown to be provided. A 2 to 3 metres planting strip is shown to all boundaries aside from that shared with GKN, which is currently treed.
- 3.6 The application site area extends beyond the northern plot to include narrower strips of land running across part of the western plot and southwest boundary of the wider WTP site. This is to allow for a series of proposed drainage swales and extension of the existing swale within the WTP site. The application is supported by a Drainage Strategy.

4. **Relevant History**

Whippingham Technology Park

- 4.1 21/00279/FUL: Proposed fuel depot, including office building, cabinet and switch room, installation of fuel tanks and tank bund, external lighting columns, fencing and parking: Granted 24/06/21.
- 4.2 P/01310/16: Approval of reserved matters on P/01060/10 for appearance, layout, and scale: Granted 19/07/17.
- 4.3 P/00023/16: Variation of condition no's 2, 4 and 7 on P/00353/15 - TCP/29971/F to allow alterations to workshop buildings to include reduction in size and alterations to landscape proposal: Granted 09/03/16.
- 4.4 P/00353/15: Proposed building to provide Centre of Excellence for composites, manufacture, and marine technology; associated parking and landscaping: Granted 25/06/15.
- 4.5 P/01128/13: Alterations to approved access road: Granted 20/12/13.
- 4.6 P/01060/10: Outline for construction of 16,861m² of Class B1/B2/B8 employment floorspace; Full permission for new junction off Whippingham Road and estate access road: Granted 09/03/11.

Land to South of GKN and West of Whippingham Technology Park, off Beatrice Avenue

- 4.7 23/00630/FUL: Proposed ground mount photovoltaic system and ancillary infrastructure including security fence, access track and electric substation: Granted 19/10/23.

5. **Development Plan Policy**

National Planning Policy

- 5.1 The National Planning Policy Framework (NPPF). 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.

- 5.2 The following sections of the NPPF are considered to be directly relevant to this planning application:

Section 2 - Achieving sustainable development
Section 6 - Building a strong, competitive economy
Section 8 - Promoting healthy and safe communities
Section 9 - Promoting sustainable transport
Section 12 - Achieving well-designed and beautiful places
Section 14 - Meeting the challenge of climate change, flooding and coastal change
Section 15 - Conserving and enhancing the natural environment

Local Planning Policy

- 5.3 The Island Plan Core Strategy identifies the application site as being located within the Medina Valley Key Regeneration Area but outside of its defined settlement boundary. The following policies are considered to be relevant to this application:

- SP1 - Spatial Strategy
- SP3 - Economy
- SP5 - Environment
- SP7 - Travel
- SP9 - Minerals
- DM2 - Design Quality for New Development
- DM8 - Economic Development

- DM11 - Historic and Built Environment
- DM12 - Landscape, Seascape, Biodiversity and Geodiversity
- DM14 - Flood Risk
- DM17 - Sustainable Travel
- DM20 - Minerals

Neighbourhood Planning Policy

5.4 None relevant to this area.

Relevant Supplementary Planning Documents (SPDs) and other planning guidance

5.5 The Guidelines for Parking Provision as Part of New Developments Supplementary Planning Document.

5.6 The Guidelines for Recycling and Refuse Storage in New Developments Supplementary Planning Document.

5.7 The East Cowes and Whippingham Local Cycling and Walking Infrastructure Plan.

6. Consultee and Third Party Comments

Internal Consultees

6.1 The Council's Senior Environmental Health Practitioner has advised that there are some residential properties approximately 200 metres southeast and 120 metres to the north and some have line of sight to the proposed distribution centre site. They consider that issues are unlikely during the daytime as site noise would be masked by main road traffic noise. If operational hours were to include night-time hours, they have advised there may be potential for disturbance from certain activities (i.e. vehicle reversing alarms). Adoption by the site operator of a site noise management plan has been recommended. They have also agreed a condition for a lighting scheme for the site would be sensible to avoid inappropriately angled lighting being left on all night for 'security' purposes.

6.2 Hampshire & IW Fire & Rescue Service has advised that access and facilities for firefighting should be Building Regulations compliant. Further advice has been provided in respect of:

- Access for high-reach appliances
- Water supplies
- Fire protection
- Testing of fire safety alarms
- Firefighting and the environment

6.3 Island Roads, commenting on behalf of the Local Highway Authority, has no objections subject to conditions to secure:

- Construction Management Plan
- Access Visibility
- Parking Provision

6.4 The Planning Ecology Officer has advised that the site has limited ecological value and low direct connectivity to wider habitats. They have recommended:

- Removal of woody vegetation should take place outside bird nesting season, unless a watching brief is undertaken by a suitably qualified ecologist.
- An ecologist contacted for further advice should protected species be discovered during construction works.
- Any lighting should be sensitive to local nocturnal wildlife and avoid light spill onto site boundaries.
- Planting within the site landscaping and inclusion of a buffer zone along the northern side would mitigate the loss of grassland and any trees – native shrubs and trees that are native to pollinators should be included within the planting scheme to enhance the site's biodiversity value.

6.5 The Planning Tree Officer has commented the impact to trees would be minimised through provision of a buffer zone between the site and the GKN boundary trees. Conditions have been recommended to secure:

- Tree protection measures (including protective fencing)
- Soft landscaping scheme

External Consultees

6.6 Hampshire Constabulary's Designing Out Crime Officer has commented in respect of:

- Provision of a robust and visually permeable boundary treatment and gates at least 2.1 metres high.
- Provision of a secure cycle store with good natural surveillance from offices.
- Provision of lighting to external areas.

6.7 Southern Water has advised on the approximate position of existing water distribution mains and protection of this public asset, as well as the possibility of public sewers crossing the application site. It has been advised that a formal application to Southern Water would need to be made by the applicant/developer to connect to the public foul sewer. Further advice has also been provided in respect of Sustainable Drainage Systems (SuDS) and that the Council's technical staff/Building Control officers should be asked to comment on the adequacy of soakaways to dispose of surface water from the proposed development. A condition is proposed in respect of approval of the means of foul sewerage and surface water disposal in consultation with Southern Water prior to commencement of construction.

Parish/Town Council Comments

6.8 None received.

Third Party Representations

6.9 None received.

7. **Evaluation**

Principle of the development

7.1 The application site is located outside of a defined settlement boundary. However, it forms part of a wider industrial estate, which was granted outline consent and partly commenced. The principle has therefore been accepted, and at present the site appears unfinished.

7.2 The proposal would see the northern part of the WTP site developed for a B8 (distribution centre) use, which would reflect the mix of employment (B class) uses approved for WTP through the earlier outline permission. Reserved matters consent has previously been approved on the site and although not delivered was considered to be acceptable within the same policy framework. The supporting planning statement states that it would support the creation of 200 jobs across the Island to service the logistics industry.

7.3 Given the site has previously been allocated and granted permission for a B8 (employment) use, it is considered that the development proposed can be supported, in principle, in accordance with the economic growth and job creation aims of policies SP3 and DM8 of the Core Strategy.

7.4 Officers consider substantial positive weight can be afforded to the economic benefits of the proposal in the planning balance.

Highways considerations

7.5 The site would be accessed via the existing WTP junction with Whippingham Road and the existing WTP access road with an access already in place to serve the application site. The existing junctions and service road were designed to facilitate the envisaged mixed employment use of the WTP site, including the B8 use of the application plot, for which approval was given in 2017. More recently to facilitate the fuel depot use, double yellow lines have been introduced within the WTP service road to accommodate fuel tankers and larger articulated vehicles.

7.6 Island Roads (on behalf of the Local Highway Authority) has assessed the proposed access and on-site layout and has not raised highway safety concerns with this, commenting that "*the highway improvement works carried out are sufficient to safely accommodate the traffic likely to be generated by the proposed development*".

7.7 In respect of traffic generation, Island Roads has advised the type and density of traffic generated by the existing (constructed) land uses (CECMM and fuel depot) and the proposed B8 distribution use would generate less traffic than predicted previously in 2010 for the development envisaged by the outline planning permission for the WTP site.

- 7.8** Having considered the information provided by the applicant, including the recent traffic survey data, as well as the advice and comments of Island Roads, it can be concluded that the traffic generated by the existing uses within WTP, as well as that likely to be generated by the proposed use, would not exceed earlier traffic generation predictions for the WTP site on which the design of the WTP junction and access road were based. Therefore, the proposed use would not be likely negatively impact on the capacity of the highway network or highway safety in accordance with the aims of policies SP7 and DM2 of the Core Strategy.
- 7.9** In terms of on-site parking provision, forty staff plus three customer car parking spaces are proposed to be provided. This would be a similar level as that shown for the site in the previous reserved matters approval for the plot. This level of on-site parking would meet and exceed the 22 spaces required by the Council's Parking Guidelines SPD. Given this, it is considered the level of on-site parking provision would be compliant with the Council's guidelines and would meet the aims of policy DM17 in this respect.
- 7.10** Officers note from a site visit that there are existing service (electric) enclosures on concrete plinths within the site area, with one located near the western parking area at the front of the site. These enclosures appeared to be empty and are not shown on submitted plans. Therefore, it is not clear whether these are to be retained, removed, or relocated as part of the proposed development. Given the level of on-site parking is significantly above the level required by the Council's SPD, and there is space within the site to modify the parking layout, officers have recommended the Island Roads' suggested condition be modified to secure on-site parking provision, but to allow for an alternative layout should this be necessary to account for the existing enclosure or any other services that may need to be provided to support the proposed use.
- 7.11** Island Roads has recommended conditions be imposed to secure implementation of a Construction Management Plan, as well as provision of vehicular access, access visibility and parking and turning space within the site in accordance with submitted plans. Officers have recommended these conditions are proposed modified to allow some flexibility should the parking layout need to be amended as discussed above. Subject to these conditions, in terms of the highway network and highway safety, officers consider the proposal would be acceptable.
- 7.12** Officers consider minimal positive weight should be afforded this matter in the planning balance.

Impact on the character of the surrounding area, including trees and the setting of heritage assets

- 7.13** The development proposed would have a hard and functional appearance reflective of the employment use proposed, but this would be little different to the appearance of development previously accepted for other parts of WTP, including the CECAMM site opposite, and 2017 reserved matters approval (P/01310/16) for development of this plot. This latter approval authorised a large 8m high industrial warehouse building and extensive areas of concrete hard surfacing around this with a similar layout and building footprint and orientation.

The existing CECAMM and fuel depot sites within WTP also have extensive hard surfaced parking areas, with soft landscaping limited to these plots' external perimeters.

- 7.14** The previous outline approval envisaged 12-metre-high industrial buildings across the WTP site and the existing CECAMM building is approximately 10m in height. Given the proposed building would have a height of just over 8m (scale of two storeys) and would be of a similar and slightly reduced footprint to the building previously approved for this site, and would be in keeping with the scale and appearance of other adjacent buildings, as well as fall within the scale parameters previously considered acceptable for the WTP site, it is considered the proposed building would be of an acceptable scale, design and appearance.
- 7.15** Use of grey/white horizontal wall cladding, and a grey roofing material as indicated on the submitted plans would assist in providing a lighter and softened appearance for the proposed building, which would go some way to reducing the visual effect of its massing. Although proposed exterior materials are noted on the plans, the colour of the proposed wall cladding and how this would be applied to the building exterior is not clear and so to ensure a satisfactory building appearance, a planning condition is recommended to control the final material palette.
- 7.16** Like the nearby CECAMM, fuel depot and GKN sites, it is proposed to maintain/provide for planting buffers around the site perimeter. These generally two/three-metre-wide buffers would provide space for new and supplemental planting to soften the visual impact of the development, as well as enhance the site appearance and contribute to biodiversity enhancement at the site. Whilst areas of maintained and new planting have been indicated on the supplied plans, information provided is limited and therefore further detail would be required to ensure the site would be appropriately landscaped. A condition has been recommended to secure agreement and implementation of a landscaping scheme as part of the development to ensure a satisfactory and high-quality appearance and setting for the proposed development. Officers have also recommended a condition to ensure existing high amenity trees within the GKN site close to, and overhanging, the northern site boundary would be adequately protected during construction.
- 7.17** The Designing Out Crime Officer has commented in respect of provision of a 2.1-metre-high perimeter boundary treatment and access gates to secure the site. Such a means of enclosure would reflect security fencing erected around adjacent sites. The suggested landscaping condition would ensure such a boundary treatment and gates would be provided whilst ensuring its design and appearance would complement the surrounding area.
- 7.18** Whilst no details of any exterior lighting have been submitted with the application, given the nature of the proposed use it is likely some external lighting would be required to serve the development and to provide for a safe and secure environment, noting provision of lighting to external areas has been recommended by the Designing Out Crime Officer. Both the CECAMM and fuel depot uses have external lighting within and around these plots. The aforementioned landscaping scheme would be likely to partially reduce effects of external lighting within the site and given proximity to the highway and other

facilities, external lighting is not an unusual feature of the area. Therefore, it is recommended a condition is imposed to agree an external lighting scheme for the site to ensure any lighting proposed would be appropriate, would minimise light spillage beyond the site and skyward, and protect the amenity and appearance of the surrounding area.

- 7.19** In terms of potential impacts on the setting of heritage assets to the south and west of the site, in particular the listed buildings within Whippingham Conservation Area, it is considered that due to the secluded sylvan setting of these assets, which in the vicinity of the site are principally experienced from Beatrice Avenue, as well as separation distances of these assets from the site (approximately 290 metres), and taking into consideration the already accepted development of this site for industrial/business uses, the proposal would not adversely impact on the settings of these heritage assets. Although the tower and spire of St Mildred's Church is visible from across the application site, this feature is already partially obscured by existing tree planting along the southwestern WTP site boundary, and views of this building from the site are likely to further diminish as this tree planting matures. As discussed above, additional soft landscaping around the site perimeter would further reduce any visual impact of the development on the surrounding landscape and provide an additional visual buffer between the development and heritage assets further afield to the south and west.
- 7.20** The grade II listed Padmore House is located approximately just over 220 metres from WTP. Whilst there may be glimpses toward the WTP site from this listed building, these views would be at distance, out over Beatrice Avenue and intervening fields and would be tempered by the existing fuel depot and CECAMM buildings. Therefore, the immediate environs of this listed building and its wider predominantly rural/agricultural setting would not be harmed by the proposed development. Again, new planting undertaken within the WTP as part of the approved fuel depot development, and additional planting secured as part of the proposed development through the recommended condition would further reduce any impact on the setting of this heritage asset.
- 7.21** With regard the Osborne Registered Park and Garden to the north and east, this is segregated from the WTP site by Whippingham Road. Therefore, given this separation, that there is a significant tree screen on the opposite side of Whippingham Road to the application site, and having regard to the previous reserved matters approval and scale and industrial character of adjacent sites, it is considered that the proposal would not adversely impact the setting of the Osborne Registered Historic Park and Garden.
- 7.22** The proposal would have a positive effect on the character of the area by bringing this currently vacant and dormant serviced plot into active use in a manner consistent with adjacent uses and as originally envisaged through the grant of the earlier outline planning permission and subsequent reserved matters approval. This would have a positive impact on the vibrancy of the local area.
- 7.23** Having regard to the above, it is concluded that, subject to the recommended conditions with respect to materials, tree protection, and to secure the implementation of a landscaping scheme (to include new planting around the site perimeter), the proposal would complement the character and appearance

of the wider WTP site and the surrounding area, and would not adversely impact on the settings of the Whippingham Conservation Area or listed buildings within it, Padmore House and its setting or the Osborne Registered Park and Garden, which would be preserved, in accordance with the aims of policies DM2 and DM11 of the CS and the NPPF and the requirements of sections 66(1) and 72(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 (as amended).

- 7.24** Whilst the overall effect on heritage assets and setting of heritage assets would be neutral, given the current condition of the site, officers consider there would be benefits associated with bringing this site into active use, as well as securing enhanced landscaping of the site perimeter which would improve site appearance and security, and therefore moderate positive weight can be afforded to this matter in the planning balance.

Impact on neighbouring properties

- 7.25** The proposal would be unlikely to have any greater impact on neighbouring properties and residential amenity within the wider area than the scheme approved by the Council for this plot in 2017.
- 7.26** The Council's Senior Environmental Health Practitioner (SEHP) has advised that operations during the daytime are unlikely to cause any issues as road traffic noise on the main road is likely to mask any site noise at during the daytime. However, during night-time hours the SEHP has commented that there may be potential for disturbance to be caused from certain activities, for example vehicle reversing alarms could be audible at residential properties and cause a degree of disamenity. The SEHP has recommended a site noise management plan (SNMP) be adopted by the site operator, which should consider noise from the site and appropriate mitigation.
- 7.27** No hours of operation have been provided by the applicant. Whilst the potential for noise disturbance and adverse noise impacts on neighbouring amenity are not likely to be significant given the distance of neighbouring residential properties from the plot (within about 100-200 metres off Whippingham Road, 300 metres off Beatrice Avenue), noise from the main road, and proximity of other commercial/industrial uses, including the existing fuel depot, it is considered with implementation of a SNMP, the proposed use would not be likely to have any serious adverse impacts on neighbouring properties/uses in terms of noise. The SNMP can be secured by planning condition.
- 7.28** There is also the potential for any external lighting to adversely impact neighbouring amenity if not appropriately designed, particularly as some residential properties in the surrounding area would have line of sight of the application/WTP site. The condition recommended for an external lighting scheme to be agreed would ensure any external lighting within the site would be designed to be angled into the site, and where necessary shielded, to minimise light pollution and spillage beyond the site.
- 7.29** Subject to the recommended conditions discussed above, it is concluded that the proposal would mitigate for potential adverse impacts on neighbouring amenity in accordance with the aims of policy DM2 of the Core Strategy and the

NPPF, which require proposals to have regard to neighbouring property constraints and to maintain a high level of amenity for all existing and future occupiers of land and buildings.

Other matters

Drainage and flood risk

- 7.30** The application is supported by a Drainage Strategy (DS) which was originally submitted with the 2016 reserved matters application for this plot. The DS explains that foul flows would be connected into the existing foul drainage infrastructure within the WTP site and then pumped to the public sewer in Whippingham Road. Connection of the foul drainage to the existing public foul sewer would be a matter for Southern Water and the developer.
- 7.31** The site is located within Flood Zone 1 and therefore is at lower risk of flooding. However, policy DM14 of the Core Strategy does require new development to reduce local flood risk, ensure runoff from the site post development would not exceed the existing greenfield runoff rate, and protect water quality. The submitted plans and DS indicate that surface water runoff would be managed via on-plot and off-plot SuDS, which would remove urban runoff pollutants and attenuate flows so that runoff from the site (the application plot) would be restricted to 4 litres per second to comply with the requirements of the earlier Flood Risk Assessment for the WTP submitted with the 2010 outline planning application.
- 7.32** The DS states that SuDS would include swales, underground cellular storage tanks, permeable surfacing, and a petrol interceptor. Off plot swales (shown on the submitted plans) are intended to convey attenuated surface water discharge to the southwestern edge of the wider WTP site where groundwater levels have been identified as being lowest, with these swales enabling surface water to be infiltrated over a large area and at a shallow depth to maximise infiltration potential. The proposed new off plot swales would be connected to the existing swale within the southwest corner of the site to create a single swale system. A weir would be installed to allow surface water to escape the swale in the event the infiltration capacity of the swale is exceeded but limited to the greenfield runoff rate of the undeveloped site to mimic the pre-development drainage regime.
- 7.33** The proposed means of surface water and foul drainage to serve the proposed development would be similar to those already installed and operating at the site serving the other constructed plots. Subject to a planning condition to secure provision of a foul and surface water scheme to serve the development, and that this drainage would direct foul flows to the public sewer and limit surface water run-off from the site to the pre-development greenfield rate, with measures installed to protect water quality, it is concluded that the aims of policy DM14 would be met, and local flood risk reduced.
- 7.34** Because the proposal would provide for an on-site surface water drainage system that would provide for a level of on-site attenuation that currently does not exist at the site, limiting the runoff rate to the present day greenfield runoff rate, taking into account climate change over the design life of the proposed

development, officers consider due to this ‘future proofing’, minimal positive weight can be afforded to this matter in the planning balance.

Ecology and biodiversity

- 7.35** The 2010 outline planning application for the WTP site was supported by an Ecological Assessment which considered potential impacts to habitats and protected species, including bats, dormice and red squirrels, reptiles, and nesting birds. Protection of trees, replacement of the western boundary hedgerow, enhancement of species-poor hedgerow and reinforcement of gaps within the northern boundary tree line, as well as limiting and careful design of artificial lighting and timing of works, all comprised a series of mitigation measures recommended to ensure impacts to protected species would be avoided/mitigated.
- 7.36** The application site is currently of little value to wildlife/protected species, with little connectivity to the wider countryside/environment beyond the WTP site. There are limited features and vegetation, save for some pockets of scrub within the site and boundary trees, some of which were planted along the roadside frontage as part of development to facilitate WTP.
- 7.37** The proposal would see the site extensively covered by the proposed building and hardstanding, however there would be opportunity for new planting and reinforcement/supplemental planting within the proposed planting buffers around the site perimeter. High amenity trees within the GKN site would be protected as discussed above, and whilst it is likely one tree may have to be removed within the northern corner of the site, this loss could be mitigated by new tree planting within the application site as part of an agreed landscaping scheme.
- 7.38** Having regard to the similar development approved for this site previously, with recommended conditions, it is concluded the proposal would offer enhancement for site biodiversity and that the proposal would not result in significant harm in accordance with paragraph 186 of the NPPF, the aims of policies DM2 and DM12 of the Core Strategy.
- 7.39** Officers afford minimal positive weight to this matter in the planning balance.

Minerals safeguarding

- 7.40** The site is located within a Minerals Safeguarding Area (MSA). Whilst the proposed development would not be compatible with minerals safeguarding, it would only affect a small area of the overall MSA and would have no greater impact on the MSA than the development previously approved for the site, and therefore would not be a reason to withhold consent in this case given previous planning decisions and the minimal impact the development would have in terms of minerals safeguarding on the Island.
- 7.41** Officers afford this matter neutral weight in the planning balance having regard to past planning decisions for this site.

8. Planning balance and conclusions

8.1 The National Planning Policy Framework states that the planning system is planned and that the purpose of the planning system is to achieve sustainable development. In the same way, planning law requires that applications for planning permission must be determined in accordance with the development plan, unless material considerations indicate otherwise. The role of the planning system is to balance issues, particularly where they compete and compare the benefits of a proposed development with any identified harm. In this context, the NPPF advises that the planning system has three overarching objectives, these being economic, social and environmental objectives. These issues are balanced below:

Economic

8.2 The NPPF states that the economic objective is to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth.

8.3 The proposal would benefit the Island's economy through construction employment, progression of the delivery of the remainder of Whippingham Technology Park, support for the Island's logistics industry and through job creation and potential economic multiplier effects. It would provide premises for expansion of existing Island business(es) and/or inward investment.

8.4 Substantial positive weight is afforded the economic benefits of the proposal.

Social

8.5 The NPPF states that the social objective is to support strong, vibrant and healthy communities, referring to supporting the community's health, social and cultural well-being.

8.6 The proposal would support job creation locally and economic growth which is intrinsically linked to the health, wellbeing, and prosperity of the Island community. It would also support an industry that helps keep people connected and supplied, again benefitting health and wellbeing. Measures would be taken through the design and landscaping of the development to provide for a safe and secure site and built environment which would benefit the wider WTP site and adjacent businesses already operating nearby.

8.7 Substantial positive weight is afforded to the social benefits.

Environmental

8.8 The NPPF states that the environmental objective is to contribute to protecting and enhancing our natural, built and historic environment; including making effective use of land, helping to improve biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.

8.9 Environmentally, the development would be designed and landscaped to complement the character of the area, protect high amenity trees, preserve the setting of heritage assets, reduce local flood risk, protect water quality, and enhance biodiversity. It would not negatively impact the highway network. There would be some minor conflict with minerals safeguarding, however this impact has been accepted previously through earlier planning decisions. Potential for impact to neighbouring amenity can be mitigated as identified within the report and through implementation of the recommended planning conditions.

8.10 Overall, it is considered, on balance, moderate positive weight can be afforded to the environmental benefits of the proposal.

Conclusion

8.11 Having regard to the above, it is considered that overall, the economic, social, and environmental benefits of the proposal considerably outweigh any minor negative impacts identified within this report and therefore it is recommended planning should be granted, subject to the recommended conditions.

9. Statement of Proactive Working

9.1 ARTICLE 31 - WORKING WITH THE APPLICANT

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 ways:

- By offering a pre-application advice service; and
- Updating applicants/agents of any issues that may arise in the processing of their application and, where there is not a principle objection to the proposed development, suggest solutions where possible.

In this instance:

- The applicant was updated, advised of any issues, and given the opportunity to provide additional information.
- Following receipt of additional information, the application was considered acceptable, and no further discussions were required.

10. Conditions

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 County Planning Act 1990 (as amended).

2. Except where varied in accordance with other conditions of this permission, the development hereby permitted shall only be carried out in accordance

with the details shown on the submitted plans, numbered: 2196/L1 Revision B, 2196/P1 Revisions E and F, 2196/P3 Revision A and 2196/P4 Revision A.

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 permitted shall not begin until details of measures for the protection of existing trees to be retained have been submitted to and approved in writing by the Local Planning Authority. The submitted details shall accord with the BS5837:2012 standard and include a plan showing the location of existing trees to be retained and the positions of any protective fencing. Development shall be carried out in accordance with the approved details and any protective fencing shall be erected prior to work commencing on site and shall be maintained until all equipment, machinery and surplus materials related to the construction of the development have been removed from the site. Nothing shall be stored or placed in any fenced area in accordance with this condition and the ground levels within those areas shall not be altered, nor shall any excavation be made, unless otherwise authorised by this permission or approved in writing by the Local Planning Authority.

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 would be adequately protected from damage to health and stability throughout the construction period in the interests of the amenity and to comply with Policy DM12 (Landscape, Seascape, Biodiversity and Geodiversity) of the Island Plan Core Strategy.

4. No development shall take place until a Construction Management Plan has been submitted to and approved in writing by the Local Planning Authority in respect of;
 - a. Steps to prevent material being deposited on the highway as a result of any operations on the site in connection with the approved development. Such steps shall include the installation and use of wheel cleaning facilities for vehicles connected to the construction of the development.
 - b. The parking, loading, unloading, circulation and turning of all construction vehicles to include for operative vehicles within the confines of the site throughout the build process.

The agreed Construction Management Plan shall be implemented and adhered to for the duration of construction and the agreed facilities shall be installed prior to the commencement of development and shall be retained in accordance with the approved details during the construction phase of the development. Any deposit of material from the site on the highway shall be removed as soon as practicable by the site operator.

Reason: This is a pre-commencement condition as it is necessary to agree measures to be implemented during construction before development begins in the interests of highway safety and to prevent mud and dust from getting

on the highway and to comply with policies SP7 (Travel) and DM2 (Design Quality for New Development) of the Island Plan Core Strategy.

5. No development shall take place until the proposed means of foul and surface water sewerage disposal from the site has been submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details and the approved drainage works completed before the building and site is brought into use.

Reason: This is a pre-commencement condition due to building/site drainage requiring design/agreement at an early stage of the development process, to ensure high amenity trees would be adequately protected, to avoid potential for other construction and landscaping works to conflict with drainage design/layout, to ensure the site would be suitably drained and to reduce flood risk in accordance with the aims of policies DM2 (Design Quality for New Development) and DM14 (Flood Risk) of the Island Plan Core Strategy.

6. Construction of the building hereby permitted shall not proceed above foundation level until details of the materials (including colour) to be used in the construction of the external surfaces of the building 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 the aims of policy DM2 (Design Quality for New Development) of the Island Plan Core Strategy.

7. The development hereby permitted shall not be brought into use until details of hard and soft landscaping works and an implementation programme for those works have been submitted to and approved in writing by the Local Planning Authority. Submitted details shall include finished levels, hard surfacing materials, means of enclosure and boundary treatments, existing trees and planting to be retained, and new planting (to include a schedule of plants noting species, size, number/density of any new trees/plants, and planting methodology). The agreed landscaping works shall be carried out and completed in accordance with the approved details and implementation timetable. Any trees or plants that die, are removed, or become seriously damaged or diseased within 5 years of planting or completion of the development, whichever is the later, shall be replaced in the following planting season with specimens of a like size or species.

Reason: To ensure the site would be appropriately landscaped in the interests of the amenities of neighbouring property occupiers and the surrounding area, to provide for a safe and secure environment, and to ensure biodiversity would be promoted and enhanced in accordance with the aims of policies DM2 (Design Quality for New Development) and DM12 (Landscape, Seascape, Biodiversity and Geodiversity) of the Island Plan Core Strategy and the National Planning Policy Framework.

8. The use hereby permitted shall not begin until space has been laid out within the site in accordance with drawing number 2196/P1 Revision E, or details that have been submitted to and approved in writing by the Local Planning

Authority, for 43 cars to be parked and for vehicles to turn so that they may enter and leave the site in forward gear. This space shall not thereafter be used for any purpose other than for the parking, circulation and turning of vehicles as shown on the approved plans.

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.

9. The development hereby permitted shall not be brought into use until sight lines have been provided at the junction between its vehicular access shown on drawing 2196/P1 Revision E and the highway in accordance with details that have been submitted to and approved in writing by the Local Planning Authority. Thereafter, nothing that may cause an obstruction to visibility shall at any time be placed or be permitted to remain within the visibility splay shown in the approved sight lines.

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 building hereby permitted shall not be brought into use until the means of vehicular access thereto and the goods vehicle turning facilities has been constructed in accordance with the drawing number 2196/ P1 Revision E.

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

11. The use hereby permitted shall not begin until covered and secure cycle parking facilities have been provided within the site for a minimum of 6 cycles to be parked in accordance with details that have been submitted to and approved in writing by the Local Planning Authority. The agreed cycle parking facilities shall be maintained and retained thereafter in accordance with the approved details.

Reason: To encourage sustainable travel and reduce reliance on the private car in accordance with the aims of policy DM17 (Sustainable Travel) of the Island Plan Core Strategy.

12. The building hereby permitted, and land edged red on drawing 2196/P1 Revision E, shall not be brought into use until a Site Noise Management Plan (SNMP) has been submitted to and approved in writing by the Local Planning Authority. The submitted plan shall include (but not be limited to):

- Reversing alarm use
- Engine idling
- Open air working
- Delivery vehicle route into the site
- Loading/unloading of vehicles, particularly at night-time
- Opening/closing of delivery bay doors
- Site contact information
- Mechanisms for monitoring, review, and update of the plan

The agreed SNMP shall be implemented and adhered to thereafter.

Reason: To protect the amenities of the area and neighbouring property occupiers, and to prevent annoyance and disturbance, in particular sleep disturbance, from noise emissions from the premises and to comply with the aims of policy DM2 (Design Quality for New Development) and the National Planning Policy Framework.

13. Prior to the building hereby permitted and land edged red on drawing 2196/P1 Revision E being brought into use, external lighting shall be installed within the site in accordance with a scheme that have been submitted to and approved in writing by the Local Planning Authority. The submitted scheme shall detail the position, type, size, height, orientation and lighting level and temperature of any lighting units, any measures to minimise light spillage, and hours of operation/duration of any external lighting and how this would be controlled. No external lighting shall be installed or operated within the site except in accordance with the agreed scheme.

Reason: In the interests of the visual amenities of the site and surrounding area, to protect the amenity of neighbouring property occupiers and to comply with the aims of policies DM2 (Design Quality for New Development) and DM12 (Landscape, Seascape, Biodiversity and Geodiversity) of the Island Plan Core Strategy.

14. The building hereby permitted shall not be used at any time other than for a purpose falling within class B8 of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (as amended).

Reason: To enable the Local Planning Authority to reassess any proposal for an alternative use of these units to ensure that any subsequent use is appropriate, to protect the amenity of the area and the amenities of neighbouring buildings and land in accordance with the aims of policies SP3 (Economy), DM2 (Design Quality for New Development) and DM8 (Economic Development) of the Island Plan Core Strategy.

15. No equipment, raw materials, finished or unfinished products or parts, crates, packing materials, derelict vehicles, vehicle bodies or waste materials shall be stacked or stored within the site outside of the building hereby permitted.

Reason: In the interests of the visual appearance of the site and the amenities of neighbouring properties and the surrounding area and to comply with policy DM2 (Design Quality for New Development) of the Island Plan Core Strategy.

11. **Informatives**

1. The applicant/developer is advised that any vegetation clearance at the site should be undertaken outside of the birding nesting season (01 March to 31 August inclusive). If any vegetation clearance is to take place during the bird nesting season, or protected species are discovered within the site, the applicant/developer is advised to seek further advice from a suitably qualified ecologist before carrying out or continuing with any works.