

# Public Document Pack



Monitoring Officer  
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## Agenda

Name of meeting	<b>PLANNING COMMITTEE</b>
Date	<b>TUESDAY 8 DECEMBER 2020</b>
Time	<b>4.00 PM</b>
Venue	<b>VIRTUAL (MS TEAMS)</b>
Members of the Committee	Cllrs C Quirk (Chairman), M Price (Vice-Chairman), M Beston, G Brodie, G Cameron, P Fuller, S Hastings, R Hollis, J Howe, J Jones-Evans, J Kilpatrick and B Tyndall
	Cabinet Member for Planning and Housing: Cllr B Abraham (non voting)
	Democratic Services Officer: Marie Bartlett democratic.services@iow.gov.uk

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1. **Minutes** (Pages 3 - 6)

To confirm as a true record the Minutes of the meeting held on 3 November 2020.

2. **Declarations of Interest**

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



To observe the meeting as a member of the public/press please use the link provided . This link will be made available 24 hours prior to start of the meeting. Please ensure you access the meeting in good time. Guidance on how to access the public meeting can be found [HERE](#). Committee members and pre-arranged attendees will be contacted by Democratic Services to supply the appropriate link to participate in the meeting.

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.

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

Questions are restricted to matters not on the agenda. Questions must be delivered in writing or by electronic mail, to Democratic Services at [democratic.services@iow.gov.uk](mailto:democratic.services@iow.gov.uk) no later than 4.00pm on Friday, 4 December 2020. Each question must give the name and address of the questioner.

4. **Report of the Strategic Manager for Planning and Infrastructure** (Pages 7 - 90)

Planning applications and related matters.

5. **Members' Question Time**

A question must be submitted in writing or by electronic mail to democratic Services no later than 4.00pm on Friday, 4 December 2020.

CHRISTOPHER POTTER  
Monitoring Officer  
Monday, 30 November 2020



## Minutes

Name of meeting	<b>PLANNING COMMITTEE</b>
Date and Time	<b>TUESDAY 3 NOVEMBER 2020 COMMENCING AT 4.00 PM</b>
Venue	<b>VIRTUAL (MS TEAMS)</b>
Present	Cllrs C Quirk (Chairman), M Price (Vice-Chairman), M Beston, G Brodie, G Cameron, P Fuller, S Hastings, R Hollis, J Howe, J Jones-Evans, J Kilpatrick and B Tyndall
Also Present (Non voting)	Cllr P Brading
Officers Present	M Bartlett, O Boulter, R Chick, B Gard, A White (on behalf of Island Roads)

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### 15. **Minutes**

#### RESOLVED:

THAT the Minutes of the meeting held on 22 September 2020 be confirmed.

### 16. **Declarations of Interest**

Councillor George Cameron declared an interest in minute number ?? as he was the Chairman of the management Committee of the early years provider on the site.

Councillor Brian Tyndall declared an interest in minute number ?? as he was the Cabinet Member for resources.

### 17. **Public Question Time - 15 Minutes Maximum**

There were no questions received.

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

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

#### RESOLVED:

THAT the applications be determined as detailed below :

The reasons for the resolutions made in accordance with Officer recommendation were given in the Planning report. Where resolutions are made contrary to Officer recommendation the reasons for doing so are contained in the minutes.

A schedule of additional representations received after the printing of the report were submitted at the beginning of the meeting and were drawn to the attention of Members when considering the application. A note is made to that effect in the minutes.

**Application:**

Freshwater.

**Details:**

Demolition of existing school building; proposed new single storey primary school, associated hard and soft play areas and car parking

All Saints Church of England Primary School, School Green Road

**Comment:**

The Chairman had agreed to allow the Cabinet Member for Children's Services, Education and Skills to speak to the Committee on this item.

Concern was raised regarding the new pedestrian route, which was through the car park, Officers advised that the car park would be used by staff only and it was expected they would arrive before the school opened. The Committee were informed that an amendment to a condition could be made to include a raised crossing point in the car park.

The Committee questioned if a school travel plan was in place, they were advised that the school was required to have a travel plan and a condition could be included to agree and implement prior to the use of the school.

There was no drop off point within the school this was to discourage parents driving to the school, they would be able to use the West Wight Sports Centre for drop off and collection as was currently in place.

**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 approved subject to the following:

THAT an additional condition be included to request a School travel plan

THAT an amendment to include a raised crossing point in condition 10

As per report (Item 1)

19.

19. **Members' Question Time**

There were no members questions raised.

CHAIRMAN

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## ISLE OF WIGHT COUNCIL PLANNING COMMITTEE - TUESDAY, 8 DECEMBER 2020

### 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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## INDEX

1	20/01160/FUL	Parish: Newchurch	
	Branstone Farm Studies Centre, Branstone, Newchurch.	Ward: Arreton And Newchurch	<b>Conditional Permission</b>
	Demolition of farm buildings; proposed residential development of 42 dwellings (affordable houses) & garages, new rural business units, reading shelter, allotments, Biodiversity Park, new vehicle/pedestrian access onto Hale Common, closure of existing access that serves Branstone Farm Studies Centre, internal access roads and parking areas - revised plans showing repositioned vehicle and pedestrian access and junction works within A3056; new footpath link to Watery Lane and revised blue line plan; confirmation of the demolition and rebuilding of building S1 (readvertised application)		
2	20/01535/FUL	Parish: Newchurch	
	31 And Land Rear of 21-31 Ventnor Road, Apse Heath, Sandown.	Ward: Arreton And Newchurch	<b>Conditional Permission</b>
	Demolition of attached garage and construction of garage (no. 31); formation of new vehicular access; construction of 7 dwellings with garaging, parking and associated landscaping (revised scheme)		

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**01 Reference Number: 20/01160/FUL**

**Description of application:** Demolition of farm buildings; proposed residential development of 42 dwellings (affordable houses) & garages, new rural business units, reading shelter, allotments, Biodiversity Park, new vehicle/pedestrian access onto Hale Common, closure of existing access that serves Branstone Farm Studies Centre, internal access roads and parking areas - revised plans showing repositioned vehicle and pedestrian access and junction works within A3056; new footpath link to Watery Lane and revised blue line plan; confirmation of the demolition and rebuilding of building S1.

**Site Address:** Branstone Farm Studies Centre, Branstone, Newchurch, Isle of Wight, PO36 0LT

**Applicant:** Mr M. Pearl, Vectis Housing

**This application is recommended for condition planning permission, subject to the prior execution of a legal agreement.**

**REASON FOR COMMITTEE CONSIDERATION**

The application relates to land which is owned by Isle of Wight Council. In line with the Council's Constitution, this application has been referred for committee consideration.

**MAIN CONSIDERATIONS**

- Principle
- Development of agricultural land
- The impact of the development on the character of the surrounding area
- Impact on nearby properties and uses
- Impact on trees and ecology
- Means of access/ highway safety
- Cultural heritage
- Flood risk and drainage
- Other matters

**1. Location and Site Characteristics**

- 1.1 The application site is located approximately 400m south east of Hale Common crossroads and 1.9km south of Arreton. The site forms a

collection of fields that are located on the eastern side of the public highway (Hale Common), forming part of the wider Branstone Farm Studies Centre, extending to an area of 5.2 hectares.

- 1.2 The southern section of the site is occupied by the main farm buildings, which include a collection of moderately size brick-built barns that are arranged around two narrow yards, in a slightly staggered alignment. The buildings generally include painted brick elevations and clad roofs, with typical Crittal agricultural style windows or are open fronted. The site also includes a small open fronted Dutch barn that contains gated animal pens, slightly separate to the main farm group. Further east is the former Studies Centre, a 1970s era brick building designed in a classroom style while north of that is a mobile classroom.
- 1.3 The site is currently accessed via a concrete apron that opens onto the northern side of Hale Common. This passes between the farm buildings and Branstone House, leading to the farmyards and the parking area that is to the east and close to the Studies Centre. The car park overlooks the rear boundaries of houses to the south, which are formed by hedge plants and trees. The farmyard is surrounded by pasture and there is a small copse to the north west and various hedgerow trees.
- 1.4 The surrounding area is generally rural in nature, being characterised by large agricultural fields that are enclosed by hedgerows and small areas of copse. The site and surrounding area are generally level, forming the floor of the Arreton Valley. There are views of downs in the distance to the north and south. While the area is predominately rural, there are numerous large-scale nurseries and greenhouses in the area, particularly those approximately 400m to the north and north west, which are notable structures within the valley floor.
- 1.5 In terms of nearby properties and uses, the site is immediately north of three dwellings known as Branstone House, Holliers and Stockman's House, all located adjacent to the public highway and close to the existing access to the site. Headley House is located further east of Stockman's House. A pair of semi-detached houses adjoin the western corner of the application site, known as Wayside and Lindfield. To the south west and on the opposite side of the highway is Holliers Farm and two houses, known as Holliers House and Purbeck House. To the east of the site are various properties that align Winford Road but closest and adjoining the boundary of the site is Springbank Nursery, which is now closed.

## **2. Details of Application**

2.1 The planning application seeks full planning permission for the redevelopment of the former Studies Centre and farmland, to provide a rural business park and affordable housing. The business park would occupy the southern section of the site while 42 houses would be provided to the north, with allotments between. A small informal parking area comprising 8 parking spaces would serve the allotment, which would also include a store. The existing site access would be closed, and a new vehicle access created to the west. A further parking area would be provided close to the new vehicle access.

2.2 The existing farm buildings would be demolished and replaced with the business park. This would comprise a central courtyard that would provide on-site parking, surrounded by three groups of office buildings that would comprise 18 office units. The entrance to the business park would be from the west and either side of the access would be two-storey office blocks, joined to the remainder of the single storey blocks that would form a courtyard. All buildings would be designed to appear as converted barns. The existing Studies Centre building and mobile classroom on the eastern side of the site would be retained and continue to be occupied by the AONB Partnership.

2.3 The housing would be located in the northern section of the site. The housing would include the following mix of units:

- 14 x 2 bed (4 person) semi-detached and detached houses
- 3 x 2 bed (4 person) bungalows
- 23 x 3 bed (5 person) terraced, semi-detached and detached houses
- 2 x 4 bed (6/7 person) terraced houses

All housing would be allocated for affordable housing. It would be arranged in two sections, divided by a wildlife garden, that would include soft fruit and wildflowers and act as a green corridor. In a similar manner to the business park, the housing would be laid out in a series of central courtyards, with housing arranged around them in clusters. The northern section of housing would comprise 16 houses with the remainder of the houses provided within the larger southern section. Houses would be designed as two-storey rural cottages arranged as pairs, short terraces or detached houses, along with three bungalows.

2.4 The plans show that each house would comprise a front and rear garden. The amenity areas would be delineated by fencing. The perimeter of the site would be enclosed by existing hedgerows, which would be repaired and reinforced. The majority of the parking for the

housing would be contained within low, open fronted barn style sheds, located between the various houses. However, for some of the units parking would be provided between or in front of the houses.

- 2.5 Two fields to the west of the housing and business park would be retained to form an area of open space with balancing ponds which would be open for public use (the northern field) and a future biodiversity park (the southern field). A small orchard would be planted east of Wayside and Lindfield. It should be noted that the biodiversity park is simply shown to form open space via these proposals and would not include any buildings associated with future uses. Thus, as shown currently, the southern field would be retained as green space. The existing woodland between these fields would be retained and enlarged.
- 2.6 The plans also show an area of the site to the north, which would potentially form a solar park. Officers have sought clarification on this element of the scheme, and it has been confirmed that it forms no part of the current proposals.
- 2.7 A new vehicular and pedestrian access would be formed to the west of the existing farm group. This would form a priority junction on the northern side of the highway with an associated right turn lane formed within the highway (Hale Common). The junction would lead to an access road that would measure 8m wide for the first 10m from the junction, reducing to 5.5m in width. The plans show that 2m wide pavements would be provided on one side of the access road, between Hale Common and the southern section of the housing. This would terminate at the point of the pollinator garden and change to a shared surface environment within the northern section. Various pedestrian crossings and pinch-points would be provided within the site.
- 2.8 Revised plans have been received, which show that a continuous pedestrian link would be provided between the site and bus stops within Watery Lane, west of the site. This would run alongside the northern carriageway of Hale Common and then the southern side of Watery Lane.
- 2.9 The development would be the subject of a legal agreement, that would secure affordable housing.

### **3. Relevant History**

- 3.1 Although not within the application boundary the following planning history on adjacent sites is considered to be relevant:

- 3.2. 20/01501/RVC - Variation of condition 3 and removal of condition 4 on planning application TCP/2281/D to remove reference to Branstone Farm Studies Centre – Approved 4<sup>th</sup> November 2020. This application related to Stockman’s House, a property that had formed accommodation for the farm manager for the Studies Centre. The recent approval retains the house for agricultural workers but removed the requirement for the house to be tied to the Studies Centre, given its closure.
- 3.3 19/00634/FUL - Proposed brewery & bottling facility with associated office, retail, storage & visitors experience; formation of vehicular access (revised plans) showing changes to roof lines, fenestration detailing and additional forklift access on north elevation (additional information) landscape and visual impact assessment – Approved 18<sup>th</sup> June 2020

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

##### National Planning Policy

- 4.1. The National Planning Policy Framework (NPPF) advises that the purpose of the planning system is to contribute to the achievement of sustainable development. The NPPF confirms that in the context of sustainable development the planning system has three overarching objectives, which are economic, social and environmental objectives, which are interdependent. The NPPF states that there is a presumption in favour of sustainable development.
- 4.2 Section 6 (Building a strong, competitive economy) of the NPPF states that planning policies and decisions should help create conditions in which business can invest, expand and adapt. The NPPF goes on to advise that significant weight should be placed on the need to support economic growth and productivity taking into account both local business needs and wider opportunities for development.
- 4.3 Section 8 of the NPPF states that planning policies and decisions should promote social interaction, including opportunities for meetings between people who might not otherwise come into contact with each other – for example through mixed-use developments, strong neighbourhood centres, street layouts that allow for easy pedestrian and cycle connections within and between neighbourhoods, and active street frontages. The NPPF also advocates access to a network or high-quality open spaces and opportunities for sport and physical activity in order to promote health and well-being.
- 4.4 Section 12 (Achieving well-design places) of the NPPF states that planning decisions should ensure that developments:

- a) Will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;
- b) Are visually attractive with good architecture, efficient site layout and appropriate and effective landscaping;
- c) Are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change;
- d) Establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit; and
- e) Optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development.

#### Local Planning Policy

4.5 The Island Plan Core Strategy defines the application site as being within the Wider Rural Area. No other designations apply. The following policies are 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
- DM7 Social and Community Infrastructure
- DM8 Economic Development
- DM10 Rural Service Centres and the Wider Rural Area
- DM11 Historic and Built Environment
- DM12 Landscape, Seascape, Biodiversity and Geodiversity
- DM13 Green Infrastructure
- DM14 Flood Risk
- DM17 Sustainable Travel
- DM22 Developer Contributions

#### Supplementary Planning Documents

4.6 The Guidelines for Parking Provision as Part of New Developments Supplementary Planning Document (SPD) was adopted by the Isle of Wight Council at its Executive meeting on Thursday 12 January 2017 and came into force on 23 January 2017. The document sets out the expected parking provision for motor vehicles and the minimum number

of cycle parking spaces required for all use-classes as part of new development, as well as the infrastructure requirements for electric vehicles.

- 4.7 The Guidelines for Recycling and Refuse Storage in New Developments Supplementary Planning Document (SPD) was adopted by the Isle of Wight Council at its Executive meeting on 12 January 2017 and came into force on 23 January 2017. The document seeks to ensure that new developments include suitable provision for the storage of recycling and waste containers and ease of access to collection points as well as adequate access for refuse collection vehicles.

Other relevant guidance

- 4.8 Solent Recreation Mitigation Partnership Financial Contribution (Bird Aware). The application site is located outside of the identified Solent Special Protection Area (SPA) buffer zone. Therefore, no contributions are required on this issue.
- 4.9 Advice on Achieving Nutrient Neutrality for New Development in the Solent Region, version 5 (June 2020)

This document sets out Natural England's approach to assessing and mitigating the impacts of new developments on designated sites in relation to nutrients. The document advises that new development should achieve nutrient neutrality to ensure that it does not add to existing nutrient burdens and provides certainty that the whole of the scheme is deliverable in line with the requirements of the Conservation of Habitats and Species Regulations 2017 (as amended).

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

### Internal Consultees

- 5.1 The Council's Environmental Health Officer raised no objections or adverse comments in respect of noise, odour, fumes, air quality or lighting.
- 5.2 The Council's Ecology Officer raised no objection to the development and recommended conditions to control mitigation, landscaping and lighting.
- 5.3 The Council's Tree Officer raised no objection to the development, advising that it would not compromise the arboreal character of the landscape. The Officer advised conditions to protect trees during the

construction phase of the development.

- 5.4 The Council's Strategic Development Officer confirmed that no contributions would be required in respect of educational provision within the area.
- 5.5 Island Roads Highway Engineer objected to the proposals. While the Highway Engineer confirmed that on-site access, parking and turning arrangements would be acceptable, concerns were raised in respect of a lack of visibility related to the proposed priority junction and right turn lane within Hale Common. The Highway Engineer recommended that if approved, additional pavements and the detailed design of crossing points should be secured by condition.
- 5.6 The Council's Rights of Way Manager confirmed support for the scheme, based on revised plans and information and the agreement for a financial contribution towards rights of way improvements. The Rights of Way Manager advised that pedestrian crossings should be provided within the site for rights of way.
- 5.7 The Council's Archaeology Officer has raised no objection to the scheme, advising that building recording of the existing barns has been undertaken. The Officer has advised that no further information relating to below ground archaeology is required in respect of the business park, but that a programme of ground investigations would be required for the residential and allotment areas. The Officer has recommended conditions to control these issues.

#### External Consultees

- 5.8 Natural England advised that the impact of the development on designated sites as a result of nitrates should be considered in combination with other nutrient inputs and advised that further information should be provided on this issue.

Natural England commented that the site is within or close to the AONB and that this matter should be addressed with consultation from the AONB Partnership. **Officer comment** – the site is not within the AONB and a substantial distance from it.

- 5.9 Southern Water raised no objection to the proposals and confirmed that connection could be provided to the public sewer for foul water, with consultation with them. Southern Water also noted the proposed use of sustainable drainage techniques for surface water and advised that details should be agreed with the Planning Authority.

### Parish/Town Council Comments

5.10 Newchurch Parish Council has commented twice on the proposals (following the revised plans) and acknowledged the need for low cost housing for Island residents and had no principle objection to the mixed-use development. However, the Parish Council outlined the following comments and concerns with the development:

- The houses should be for rent/ occupation by Islanders only with a local connection or preferably a local person. When for sale in future, the house should be sold back to Vectis Housing
- The junction to serve the site should be a roundabout with a raised centre and there should be space for large vehicle to pass – **Officer comment** – The application must be assessed on the basis of the current plans and it should be noted that a development of the scale proposed would not warrant a roundabout
- The highway should be reduced to 40mph
- A purpose built and illuminated walkway should be provided to the Fighting Cocks Crossroad
- Parking numbers for the houses should be increased
- All elements of the Island Roads comments should be addressed

### Third Party Representations

5.11 The Planning Authority has received eight letters of objection to the proposed development, the content of which can be summarised as follows:

- Unsustainable and isolated site
- The area is not designated for residential development
- Is there a need for the proposed industrial units?
- No need for the housing
- Any affordable housing should be for local people and retained for them in future
- The housing should be within existing villages
- The site was previously used for education of youngsters
- The business park would impact on residents
- An EIA assessment should be undertaken
- There are previously developed sites widely available
- The area is rural and should remain so
- Impact on the surrounding countryside
- Impact on nearby properties
- Impact of noise, pollution and traffic
- The road would sever rights of way

- Surfaces for rights of way and cycle routes should be improved
- Existing pedestrian routes alongside the road should be improved and connect to bus stops
- It would be too far for people to walk to bus stops
- Lack of infrastructure
- The site is within the SPA – **Officer comment** – The site is not within the SPA
- Local footpaths could not be used to access local bus stops
- Changing bus routes would impact on existing residents
- Traffic congestion and hazards
- Speed limits should be reduced
- The site access would not include sufficient visibility and should include a right turn lane for traffic leaving the site
- There would not be enough parking on site
- Accidents would be inevitable
- Loss of farmland

5.12 The Isle of Wight Ramblers Association objected to the development due to impacts on public rights of way and in doing so made the following comments:

- The solar park would necessitate a diversion of a public right of way – **Officer comment** - the applicant has confirmed that the solar park is not part of these proposals
- Any crossing between the site access and right of way would require suitable signage, road markings, kerbs etc
- Hedges at the site may obscure pedestrian visibility
- Use of the rights of way for access to transport links could impact on their surface
- Hard surfacing of rights of way has the potential for an urbanising impact
- Provision of green areas within the site would be advantageous and noteworthy for other developments
- If approved, the rights of way should remain open during construction and be controlled by condition

5.13 The Planning Authority has received one neutral comment, which queried how the affordable housing would be split in terms of tenure and how it would be secured.

## 6. Evaluation

Principle

- 6.1 Policy SP1 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. Policy SP2 of the Island Plan states that 980 dwellings will be delivered through smaller scale development at the Rural Service Centres and wider rural area. Policy SP3 states that economic growth on the Island over the plan period will be focussed upon employment, retail and high-quality tourism, with a target of creating around 7,550 new jobs. Economic development will primarily be located in the Key and Smaller Regeneration Areas, with locally sustainable employment opportunities being supported elsewhere.
- 6.2 Branstone Farm is located within the wider rural area as defined by the Island Plan and is therefore neither within nor immediately adjacent to any settlement boundary. Part of the site is considered to be previously developed, with the remainder of the site being non-previously developed farmland.

*Residential development*

- 6.3 Regarding proposed housing the policy position set out within policy SP1 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 2018. The latter of these documents outlines at paragraph 7.18 that "the Isle of Wight Council considers that it cannot demonstrate a five-year land supply as at 1 April 2018." This remains the case.
- 6.4 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."

- 6.5 The importance of the above paragraph relates to the footnote attributed to 'out-of-date' associated with section (d) which states: "This includes, for applications involving the provision of housing, situations where the local planning authority cannot demonstrate a five year supply of deliverable housing sites (with the appropriate buffer, as set out in paragraph 73); or where the Housing Delivery Test indicates that the delivery of housing was substantially below (less than 75% of) the housing requirement over the previous three years."
- 6.6 The Council's annual monitoring reports demonstrate that delivery over the last three years has been in the region of 70% and we therefore fall within both categories. In light of this it is considered that it is not necessary for an applicant to demonstrate a need for housing development, as policy SP1 could be considered out of date in relation to residential development. Having due regard to the above, the general principle of the use of the site for residential development is considered to be acceptable. It should be noted that despite the principle issues outlined above, any housing development proposals should still represent a sustainable form of development, as guided by the NPPF and comply with the remaining relevant policies within the Island Plan.
- 6.7 Section 5 of the NPPF advises that in rural areas, planning policies and decisions should be responsive to local circumstances and support housing developments that reflect local needs. It states that local planning authorities should support opportunities to bring forward rural exception sites that will provide affordable housing to meet identified local needs. Members will be aware that exceptions sites are those sites where the majority of the development is affordable housing.
- 6.8 The Council's 2018 Housing Need Assessment (HNA) shows that the cost of an average detached house (in 2017) was £230,000 or £150,000 for all types of dwelling. Average rental prices for The Bay stood at £475 per month or for example, £695 for a 3-bedroom family home. Compared to the mean income per household in The Bay area (around £35,500 per year) these house prices are high. The HNA evidences that for the whole Island there is a need for 222 new affordable houses each year. For the Bay Area housing sub-market area (within which the site is located) there is an annual requirement of 48 new affordable homes per year. The Council's Annual Monitoring Report (AMR) confirms that in the last 3 years delivery of affordable housing for the whole Island has been exceptionally low, with 32 homes delivered in 2017, 18 in 2018 and none in 2019. This lack of delivery not only results in significant under-provision of housing year on year, but also impacts on the Island's community by not providing the housing needed for local people which is further impounded by the relatively high cost of buying or renting housing, particularly at entry level.

6.9 The proposed development would assist in delivering a significant increase in affordable housing delivery not only for the housing sub-market but the whole Island. It is noted that there is an established housing provider involved in the proposals for the site. Linked to this, would be the provision of employment uses (discussed below) through the conversion of the existing buildings at the farm, which would provide potential for linked jobs close to the housing. Moreover, the site is located close to nearby large-scale rural businesses, providing further potential for the development to deliver future housing at an affordable rate for existing workers within the area. It is considered that the delivery of affordable housing weighs significantly in favour of this development, complying with the requirements of policy DM4 of the Island Plan.

6.10 In terms of the mix of housing, policy DM3 states that proposals will be expected to reflect the most up-to-date Strategic Housing Market Assessment, contribute to meeting the identified housing need for the local area and contribute to meeting specialist housing requirements. The mix of housing sizes and tenures identified by the Council's 2018 Housing Needs Assessment (HNA) for affordable housing, are as follows:

- 1 Bedrooms – 16%
- 2 Bedrooms – 42%
- 3 Bedrooms – 35%
- 4+ Bedrooms – 7%

The submitted information confirms that the site would comprise the following mix of housing:

- 14 x 2-bedroom houses – 33%
- 3 x 2-bedroom bungalows 7%
- 23 x 3-bedroom houses – 54%
- 2 x 4-bedroom houses 5%

While no 1-bedroom dwellings would be provided, it is likely that these could be provided by other more central developments within The Bay area. The remaining housing would generally meet the mix of dwelling sizes set out within the HNA and therefore, meet the requirements of policy DM3.

6.11 Members of the public and the Parish Council have queried how the affordable housing would be retained for local people and the tenure of the properties. Policy DM4 of the Island Plan outlines that development proposals should deliver a target mix of 70% affordable rent and 30% for intermediate tenures (such as shared ownership). It is normal practice

for this tenure split to be agreed by Officers when negotiating the legal agreement, so that local circumstances can be taken into account. The legal agreement would include local connection criteria, whereby housing would be marketed to persons within the parish for a fixed period, then expanded to persons within the parish and adjoining parishes and finally, of any houses that remained after those periods, for the whole Island. However, even then, persons on Isle of Wight 'Homefinder' would still take precedence.

*The proposed business park*

6.12 Section 6 of the NPPF (Supporting a prosperous rural economy) states that planning policies and decisions should enable (amongst other things):

- a) the sustainable growth and expansion of all types of business in rural areas, both through conversion of existing buildings and well-designed new buildings;
- b) the development and diversification of agricultural and other land-based rural businesses.

In this case, the policy guidance contained within DM8 of the Island Plan is important because it states that the Council will support proposals for rural economic development opportunities and farm diversification schemes that contribute to the sustainability of the wider countryside. In particular, the policy supports the sustainable growth in the rural economy.

6.13 It should be noted that the Council's Employment Land Demand Study 2015 identifies a need for between 5.0 ha up to 25.3 ha of employment land. While the Study identifies Newport and Ryde as being the principal locations for new economic development, it advises that the Council should nonetheless take a flexible approach to delivery and consider a range of ways in meeting demand, such as the use of redundant or under-used sites. The proposed business park would result in the redevelopment of the now disused farm buildings, which are no longer required for the purposes of agriculture. The plans show that the development would deliver 18 business units on a brownfield site, located on the principal route between Newport and The Bay and in an area that supports existing rural industry.

6.14 Officers consider that the proposed office accommodation would provide an opportunity for the creation of skilled jobs within a rural area and thus support the existing rural economy through providing services to the numerous rural businesses that are located within the central area of the Island. The employment development would be complimented alongside

the housing now proposed, providing a link between jobs and housing. Moreover, the approach laid out within the submitted information would be for the site to be established as a hub for rural companies, which would link with the potential for a biosphere centre and the existing use of the site by the AONB Partnership. As a result, the proposed office accommodation is considered to be in accordance with the requirements of policies SP1, SP3 and DM8 of the Island Plan.

*Sustainability and conclusion on principle*

- 6.15 In terms of sustainability, at paragraph 78, the NPPF advises 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. Where there are groups of smaller settlements, development in one village may support services in a village nearby. Finally, paragraph 103 of the NPPF states that significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes.
- 6.16 In this case, the site is located in an area with few immediate local facilities. There are services within nearby Newchurch, Arreton and Apse Heath, but these are limited and are considered not to be in walkable distance. Thus, the site would be reliant on car travel without mitigation. However, it should be noted that negotiations carried out by Officers have secured a safe link between the site and bus stops at nearby Watery Lane. The plans show that the link would run west, aligning the northern side of Hale Common, turning north into Watery Lane where there is a bus shelter. This link would allow pedestrians to safely access the hourly bus services within Watery Lane, or if wished, the bus shelters further west close to the Fighting Cocks public house.
- 6.17 In addition, the link would join to the cycle route that passes through Watery Lane, giving access to the Newport to Sandown cycle path which passes through Newchurch and the cycle route via Bathingbourne Lane that connects to Godshill, Shanklin and Wroxall. It is considered that these factors would go some distance in reducing car travel, not only for the housing but also the proposed business park and in doing so, provide residents and workers at the site with a choice of transport options.
- 6.18 Moreover, the provision of affordable family homes would assist in supporting existing local services in nearby villages. Both Arreton and Newchurch comprise a local primary school, pubs, Churches and in the case of Arreton and Apse Heath, a range of shops. In the context of the NPPF, the proposed houses would assist in maintaining these local

services through increased footfall. This would assist the Council's policy aim as set out within policy DM10 of the Island Plan, which states that the Council will support proposals that contribute to the vitality and viability of rural service centres and the wider rural area.

6.19 It is noted that the site is somewhat divorced from other settlements in the area, such as Winford, Newchurch and Arreton. However, the Council's HNA shows the need for affordable housing, not only in established urban areas, but also throughout the wider rural area and rural service centres. Recent housing delivery as set out within the Council's Annual Monitoring Reports has shown that delivery has been well below the identified need for affordable housing. The fact that this site could deliver 42 units of affordable housing with links to existing places of work and those that would redevelop the brownfield parts of the site carries significant weight, that on balance would justify the proposed housing in the context of the housing and sustainability advice contained within the NPPF.

6.20 Moreover, the proposed business park would regenerate an existing collection of under-used buildings. The provision of smaller and medium sized units would allow existing and evolving companies to occupy the units, on a site that would benefit from access to both Newport and The Bay, as well as being close to several existing employment uses within the Arreton Valley and beyond. Collectively, the site has the potential to operate as a sustainable live-work development, benefitting from the mix of housing, employment units and the supporting open spaces, allotments and potential future uses connected to the Island's status as a biosphere. It is therefore apparent that there is a potentially novel set of circumstances to justify the proposed development of this site. Therefore, on balance, the principle of the proposed housing and business park is considered to be acceptable and in compliance with the housing and economic advice contained within the NPPF and the requirements of policies SP1, SP2, SP3, DM10 and DM8 of the Island Plan. Moreover, the provision of affordable housing and the mix of unit types would be in compliance with policies DM3 and DM4 of the Island Plan.

#### Development of agricultural land

6.21 Paragraph 170 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. Natural England's Technical Guidance Note (Agricultural Land

Classification: protecting the best and most versatile agricultural land) recognises that agricultural land is an important natural resource that is vital to sustainable development and that as a result, the best and most versatile of productive land should be safeguarded. To guide decision making, agricultural land is classified into five grades, which are as follows:

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

According to Natural England and the glossary to the NPPF (2018) 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 non-food uses.

6.22 The maps provided by Natural England show that the land proposed to be developed includes both grades 2 and 4 farmland. Natural England guidance states that this is the land which is most flexible, productive and efficient in response to inputs and which can best deliver future crops for food and non-food uses such as biomass, fibres and pharmaceuticals. Current estimates are that Grades 1 and 2 together form about 21% of all farmland in England.

6.23 The proposals would result in development of sections of potentially high-grade agricultural land, but the loss of farmland would amount to circa 1.8 hectares, which would be replaced by the proposed housing. Members will note that the business park would occupy previously developed land. Thus, the amount of land lost to housing would be relatively minor and it is noted that the fields have historically been used for pasture rather than production of crops, potentially showing that it is not highly productive. Therefore, it is considered that the loss of high-grade farmland would be minor and that it would not outweigh the benefits of the scheme highlighted above. As a result, there is no objection to the proposed development in relation to agricultural land classification.

The impact of the development on the character of the surrounding area

6.24 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.

- 6.25 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, be appropriately landscaped and compliment the character of the surrounding area.
- 6.26 The application site is located within a rural area, but is in an area of lowland within the Arreton Valley basin that comprises significant areas of development related to the production of tomatoes. The areas of land close to the site include significant large-scale greenhouses and garden centres. The application site is located adjacent to the Newport to Sandown highway (Hale Common) and is therefore readily apparent.

#### *Landscape impacts*

- 6.27 The East Wight Landscape Character Assessment (LCA) defines the site as being within the Changed Countryside landscape character type. While the site does not form part of the specific character areas for this landscape type, the nearby landscape Character Area is CC2 (Business). CC2 includes large sites now used for business purposes outside of the main urban and settlement areas and all within the Hale Common area. The LCA refers to the presence of various large buildings such as aircraft hangars, garden centres and nurseries within the area.
- 6.28 The site is located adjacent to Hale Common in an area that forms a small cluster of development. Immediately adjacent to the highway are the cottages that adjoin the application site, while further west is Wayside and Lindfield Cottages. On the southern side of the road is Holliers Farm, which comprises various medium sized barns close to the highway, that are used for commercial purposes with two houses located south of the main holding. Branstone Farm is directly north east of Holliers Farm and this forms a similar group of farm buildings. Thus, the immediate area is typical of the landscape character type, where the landscape has been changed by development.

- 6.29 It is readily apparent from the LCA that the landscape character surrounding the site has changed significantly over the past century. The area benefits from high quality soils and over the past Century the land has been used for growing high value crops, with previous market gardens evolving to include the large-scale greenhouses that straddle the A3056 and that are readily visible from a range of locations. Officer's opinion is that this area is of local importance, rather than national or regional importance, given its own character, its distance from the AONB and the level of acknowledged landscape change and development within the area. It is considered that the landscape is not highly sensitive to change or of high landscape value and that as a result, some level of change arising from development could be accommodated, subject to scale and potential mitigation.
- 6.30 The application site is relatively level and forms an area of lowland pasture, within the surrounding valley. The site is not noticeably prominent and is largely screened from the east by the ridge of land that rises towards Princelett Shute and the thick line of evergreen hedges and trees that align the northern side of Hale Common. The land that runs alongside Winford Road (east of the site) has been planted with woodland and this has established to screen the landscape to the west, including the application site, which lies at a lower level.
- 6.31 The site contains significant tree lined boundaries to the north and east and these effectively enclose the northern section of the site and result in only dappled views from the adjoining landscape to the north and north east. As a result, from the northern end of Winford Road and Watery Lane to the north, the site is not prominent and views towards it are heavily shielded by hedgerows and significant trees. Thus, Officers consider that from these locations, even when developed and subject to additional landscaping that could be secured by conditions, the site would not be prominent from medium and long-distance viewpoints to the north and east. Instead, the key viewpoints would be from the more open landscape to the south and west.
- 6.32 The submitted plans show that the front of the site, currently occupied by a collection of single storey barns and sheds, would be redeveloped to provide the business park. The plans show that the replacement buildings would be largely single storey and reflect the scale of the existing barns and sheds at the site. The entrance to the business park would be flanked by two storey units, but these would reflect the scale of the existing Dutch barn at the site and the adjoining units would have the effect of reducing their scale.
- 6.33 While the business park would extend slightly further north than the current farm group, it would very much replicate the form and scale of

the current farm. As discussed in the design section below, the business park would reflect the agricultural character of the site and Holliers Farm to the south, forming a courtyard of farm style buildings surrounding a central yard. From the west (when seen from Hale Common) the western range of buildings would be readily visible, albeit at an angle. However, the plans show that additional landscaping would be provided, and this would assist in screening but also complimenting the design character of this section of the development. When considering the existence of groups of buildings in this area, the proposed business park would not result in significant change to the landscape or result in harm.

6.34 The proposed residential development would result in landscape and visual change when viewed from Hale Common and the landscape to the west. This area is currently farmland and therefore, the introduction of two storey houses and the associated vehicle access, boundary treatments and domestic curtilage would change the character of the immediate area from farmland to a more urban appearance. Without mitigation, this would cause not only change but material harm to the character of the area.

6.35 However, there are mitigating factors. Firstly, the site is seen in the context of existing development within the area. This includes the two farm holdings either side of the road, the various cottages that are close to the site and the more distant greenhouses and garden centres to the west. Thus, as identified by the LCA, the area is seen in the context of past change to the landscape. In addition, the site is low lying and the significant lines of trees and hedgerows between the site and Watery Lane to the west, provide natural barriers that would screen the housing from most distant landscape, roads and footpaths to the west. When approaching the site from the highway to the north west, it is not visible due to the greenhouses and significant tree screens on the northern side of the highway.

6.36 In terms of closer vantage points, there is a public footpath that crosses the western side of the site, which then leads west to Watery Lane, allowing access to the various fields south west of the site. From here, the fields around it and from the gardens and windows of Wayside and Lindfield Cottages there would be open views of the housing, which would appear obvious and cause significant change. To an extent, the copse to the south west of the housing would offer screening, as would the existing hedge that would align the western boundary of the houses. The plans show that the hedge would be reinforced and thus, screen lower sections of the houses. Moreover, the proposed cherry orchard (to be located alongside Lindfield) would provide screening. Nevertheless, from these discrete locations there would be close views of the houses, which would result in a line of development from north to south and

cause material harm from these areas due to the change from farmland to a residential development.

- 6.37 The landscape to the south is separated by the public highway and there are various rights of way and lanes that unhindered, would allow views towards the site. However, from areas of Bathingbourne Lane (to the south and south west) and the countryside that surrounds it the application site is not readily visible. This is due to the hedgerows that align the highway but also the line of trees that align a shallow valley north east of the lane, that act as a visual barrier, along with the presence of the large buildings at Holliers Farm, in foreground views. Thus, from landscape to the south, the development would not be readily visible and where seen, would be heavily screened.
- 6.38 The site would be partially visible from long range viewpoints on the downs to the north and to the south (Arreton Down and St Martin's Down). St Martin's Down includes various rights of way that allow wide views across the Arreton Valley while the downs north of Arreton include rights of way, open access land and a highway. From these locations, the views of drivers and walkers are very much directed towards the valley basin due to the presence of downland behind, which acts as a hard screen. The valley basin includes the existing greenhouse developments close to the site and these form large blocks of dominant development that readily draw the eye. Nevertheless, views are so wide that the countryside beyond remains the chief characteristic of the valley. The officer site visit showed that the application site is not prominent from these areas, forming a relatively small section of land within extensive and complex vistas. Thus, the impact of the development from these areas would be minor.
- 6.39 Members will note the planning permission has recently been granted for a brewery and visitors centre, on land west of the application site. If built, this development would be set well back from the highway and therefore, the buildings would not result in any form of screening. However, the development would have the potential to result in combined impacts, where the new brewery would be seen in views of the housing and business park. These two developments would together, change the character of the site itself, but in wider sense, would reflect the changed character of the valley basin. The areas of open space between the developments would provide some mitigation, preventing a continuous line of development alongside the highway. Moreover, the landscaping secured for the brewery (along its eastern boundary) would assist in visually separating the developments.
- 6.40 In addition, Officers consider that comprehensive landscape planting could be undertaken as part of the proposed housing and business park,

to further mitigated the impact of the proposals. The plans currently show a relatively sparse planting scheme alongside the proposed housing, business park and access road but this could be enhanced through a mix of native shrub and woodland planting to reflect the character of the area but also soften the appearance of the development. Officers also consider that agricultural style fencing could be used to align the access road, to give sense of place and reflect the agricultural style of the area. These measures could be secured by condition. It is considered that the mix of space between the two developments, along with planting and the changed nature of the character area would provide meaningful mitigation that would reduce the landscape impact of the development overall, to moderately adverse impacts that would result in some harm from a relatively small number of viewpoints.

#### *Design and external appearance*

- 6.41 As outlined above, the area surrounding the site is largely agricultural, but interspersed by various clusters of development such as farmsteads, cottages and the larger industrial nurseries to the west. The majority of the farmsteads in the area have historic roots and this is evidenced by more historic barns and cottages, that sit alongside larger modern farm buildings. Both Branstone Farm and Holliers Farm are testament to this, with their mix of Dutch barns and older brick sheds and parlours. The majority of buildings in the area range between single and two storey with residential buildings and older farm buildings being mainly of brick, stone and tiled roofs. Gabled roofs are a defining characteristic of many of these buildings alongside simply, balanced fenestration. More modern farm buildings are typically finished with cladding.
- 6.42 The submitted plans show that the business park would be laid out as a modern farmyard, with ranges of single storey buildings arranged in an off-set quadrangle around a central courtyard. The arrangement of the buildings would enclose the proposed parking areas and this would generally prevent impacts on the adjoining fields to the west. In addition, the plans show that the office buildings would be a high standard of design and reflect the agricultural character of the site. The form and elevations of the buildings would be simple and low scale, with shallow gabled roofs and timber clad elevations above brick plinths. The number of openings on elevations facing out of the site has been kept to a minimum, with the majority facing into the courtyard.
- 6.43 To give visual interest and context, the units either side of the main entrance have been designed as two storey threshing barns. These would comprise larger central openings to mimic barn doors and as in the case of the remaining buildings, contain long slender windows to

reflect the slot windows found within historic barns. While larger buildings, these would adjoin the remaining single storey office units, which would have the effect of reducing their scale. Overall, the arrangement of the buildings along with the design of openings, roofs and cladding would give the impression of a farm group and therefore, reflect the character of the area.

- 6.44 The houses would have a simple rectangular form, with gabled roofs. To give visual interest, there would be a mix of terraced, semi-detached and detached properties. The fenestration for the houses would be arranged in a simple and balanced manner, with the use of casement windows and more modern openings giving a modern cottage style appearance. The plans show that the houses would be finished with a mix of timber cladding, stone, brick and slate to combine with the proposed design and scale of houses to bring about a high-quality design approach.
- 6.45 Regarding layout, the access road has been designed to form a gradual curve and this would result in an interesting street scene, with properties arranged to form vista points and allow good views of the countryside beyond. The housing has been arranged in a series of courtyards, again to reflect the character of farmsteads in the area. In addition, the site would include areas of landscaping and greenspaces to reflect its rural context. In particular, the proposed pollinator garden and allotment areas would break up the development and provide wide areas of open space, that would link to the fields west of the site. Moreover, within the site, gaps between properties would be enclosed by brick walls, while front gardens would be aligned by low hedgerows. Parking areas would generally be housed within small stable style sheds and this would assist in completing the farmstead style of courtyards while removing cars from the open areas of the site.
- 6.46 The peripheral areas of the development would be retained as a mix of open fields, public open space and an allotment. Two small scale shelters would be provided, one in the allotment and another south west of the housing to provide a 'reading shelter' These structures would be in keeping with the style of the development and due to their scale, would have little landscape impact. The plans also show that a small additional parking area would be provided west of the business park and close to the site entrance. This would be screened by trees and benefit from the screening effect of the current roadside hedge.
- 6.47 While the proposed access road would introduce a further urban feature to the landscape, it is considered that landscaping and the use of agricultural fencing would assist in giving this the appearance of a rural lane, thus reducing its impact. In addition, it is considered that external

lighting, such as bollards and streetlights could be controlled by conditions, in order to prevent light spillage.

- 6.48 Overall, the design approach for the development would be high quality, reflective of the current built environment and the rural character of the area. The most prominent sections of the development would be set in the background of retained fields and the proposed landscaping, which as stated above could be enhanced, would allow the development to assimilate into the surrounding tree belts and hedgerows that are defining elements of the landscape. Therefore, it is considered that the design, scale and layout of the development would be in accordance with the design advice contained within policies DM2, DM11 and DM12 of the Island Plan.

### *Conclusion*

- 6.49 The assessment above has identified that there would be a moderate adverse impact as a result of the proposed development. However, the harm identified can be balanced with the design quality of the development, the context of the area and the material weight given to the delivery of affordable housing. Officers consider that the harm would be experienced from a discrete number of locations but that views would be of a high-quality development that has been designed to sit well in its context. Further to this, the development would be located in an area where landscape change has been significant over many years, whereby the countryside includes a range of large-scale buildings associated with farming and horticulture.
- 6.50 Owing to the recent lack of delivery of affordable housing and the need for this not only across the Island but also within the Wider Rural area, Officers consider that substantial weight must be attached to the delivery of 42 rural affordable houses, connected to areas of open space and employment uses. It is considered by officers that these social and economic benefits would outweigh the harm identified in the context of sustainable development. Therefore, on balance, the development is considered to comply with the requirements of policies SP5 and DM12 of the Island Plan.

### Impact on nearby properties and uses

- 6.51 While in a rural location, the application site is adjacent to several residential properties. Located adjacent to the south western boundary of the site is a pair of cottages (Wayside and Linfield) and to the south of the farm buildings are Branstone House, Holliers and Stockman's House, all located adjacent to the public highway and close to the existing access to the site. Headley House is located further east of

Stockman's House. There are two houses east of Holliers Farm.

- 6.52 The Council's Environmental Health Officer has raised no objection to the scheme. While the proposed business park would be located within close proximity to the houses south of the site, it would replace an existing farm holding, which itself would have resulted in the general noises and odours associated with such a use. The information confirms that the replacement buildings would be used for business purposes and thus, reflect the current use of the site by the AONB Partnership. Therefore, the proposed use would have little impact on nearby properties, subject to conditions controlling operating times.
- 6.53 In addition, the proposed replacement buildings would be situated slightly further away from the properties to the south. The closest of the new office buildings to Branstone House, Holliers and Stockman's House would turn their back on these properties and continue to be single storey structures and therefore, not result in a loss of outlook, light or privacy for these properties. In addition, the closure of the existing vehicle access (directly adjacent to Branstone House) and its relocation further west would reduce potential disturbance associated with traffic. Remaining properties in the area would be located further away from the business park and therefore, would not be affected by its redevelopment.
- 6.54 The proposed housing would be set well back into the site, with the proposed business park, open spaces and allotments situated between them and the existing properties within the area. The significant separation distances between the proposed housing and existing properties would prevent any loss of amenity. The proposed access road would move traffic closer to the houses west of the site, Wayside and Linfield. Nevertheless, the intervening greenspace and cherry orchard along with the likely low level of traffic would prevent harm to these properties, which are already located adjacent to Hale Common.
- 6.55 In terms of the site itself, the plans show that the proposed houses would be laid out suitably, with acceptable space between units to allow generous garden areas and provide adequate levels of privacy, outlook and daylight. In addition, the proposed business park would effectively turn its back on the housing, with the allotments between. When considering controls for opening times, it is considered that the proposed housing would share a suitable relationship with the business park.
- 6.56 In terms of the construction phase, it is considered that disturbance could be suitably controlled by a Construction Management Plan, secured by condition. This would allow the Planning Authority to control

hours of working for all stages of the construction project in order to protect residential amenity, particularly during evenings and weekends and to secure suitable working practices for the site that would protect the amenity of nearby properties and uses. Therefore, it is considered that the proposed development would not compromise the amenity of nearby existing properties or uses, as a result of the layout and scale of the development or the proposed mix of uses. Therefore, the proposed development is considered to comply with the requirements of policy DM2 of the Island Plan.

#### Impact on trees and ecology

- 6.57 The application site does not contain protected trees nor is it the subject of ecological designations. Nonetheless, the site is greenfield and the surrounding trees and hedgerows contribute significantly to the character of the area. They also support a range of species.
- 6.58 The planning application has been supported by an ecological appraisal along with bat and dormice surveys. The bat surveys showed no evidence of bats within they surveyed buildings onsite. Site transects and logger surveys revealed that the site is considered to be locally important for a diverse range of species. It is proposed that all ecological features supporting bats are retained permanently and protected during construction phases. Supplementary planting and green corridors where lighting is considered on the perimeters are proposed through the development. The Council's Ecology Officer has confirmed agreement with these findings.
- 6.59 Results of dormouse surveys have been provided and these evidence dormouse activity within the perimeter hedgerows at the site. The Ecology Officer has advised that mitigation would need to be secured and development activity would be subject to protected species licensing (issued by Natural England). The Officer has advised that a site wide ecological mitigation plan is submitted prior to development that details measures to protect and enhance habitat for dormice. The Officer has recommended that this should include any mitigation for impacts to the roadside hedgerow as well as inclusion of the measures recommended within the submitted information.
- 6.60 The applicant's Ecological Appraisal provides a summary of survey results and assesses potential for ecological impact as a result of the proposals. The assessment is based on site survey observations and the likelihood for impact. Measures have been designed to avoid impacts and the submitted report sets out recommendations for new habitat features, long term management and landscaping prescriptions. The Ecology Officer has advised that the measures prescribed would

ensure that impacts associated with new residential and commercial development are mitigated and that protected species and habitats remain conserved. The suite of measures would include:

- Ecologically sensitive clearance as outlined in section 9 'Construction Method'
- Creation of a public parkland to be managed and monitored in the long term.
- Retention of boundary hedgerows with supplementary planting, to include a 3m buffer in areas of built development.
- Pond and wetland creation.
- Tree planting.
- Creation of reptile refugia and a wildlife tunnel for road crossing.
- Green infrastructure components to be completed in the first phase of development.

6.61 The Council's Ecology Officer has recommended that these measures should be secured by condition, along with a landscaping plan that details planting specifications and a sensitive lighting plan. Subject to this mitigation, it is considered that the development would not compromise on-site ecology but instead provide the potential for increase in habitat in accordance with the requirements of policies SP5 and DM12 of the Island Plan.

6.62 The Council's Tree Officer has advised that in general the impact to the trees at the site would be limited, due to the positioning of the properties and the proposed retention of hedgerows and trees. That said the development would result in the loss of roadside poplar trees and the management of the size of those to be retained. However, the Tree Officer has advised that this would be acceptable given that poplars are not a suitable roadside tree due to their propensity to shed limbs in high winds. As such the loss and management of the trees could be considered to be acceptable even without the development of the site. However, it is considered that their loss should be mitigated as part of the landscaping of the development, due to their visual amenity.

6.63 The submitted information shows that three internal trees would be lost on the area of the current educational centre. These are oaks and birch. The Tree Officer has advised that because all three of these trees are internal to the site, they have little public amenity value. The Officer has also noted that they are not fully mature and advised their loss could also be mitigated as part of the landscaping of the site.

6.64 The Tree Officer has concluded that the development would have a minimal impact on the arboreal character of the landscape, subject to landscaping and conditions to protect the root protection areas of trees

and hedgerows. As a result, it is considered that the development would comply with the requirements of policy DM12 of the Island Plan in respect of arboriculture.

#### *Nitrates*

- 6.65 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.
- 6.66 Natural England's current advice is that development should not add to existing nutrient burdens on designated sites and thus, achieve nutrient neutrality. In respect of the Island, this can either be achieved through draining development to the Waste Water Treatment Works (WWTW) at Sandown (which discharge away from the Solent) or to impose conditions that require the developer to demonstrate nutrient neutrality.
- 6.67 In this case, Natural England have commented that additional information should be requested if the development would result in the discharge of effluent into protected sites. However, as outlined in detail in the drainage section, foul water for this development would be discharged to the public sewer, which would be served by the Sandown WWTW. As a result, the Council's Ecology Officer has confirmed that no further mitigation would be required. Therefore, Officers consider that a Grampian style condition should be imposed to secure the proposed sewer connection.

#### Means of access/ highway safety

- 6.68 The submitted plans show that the site would be accessed via a new priority junction that would adjoin the northern side of Hale Common. This would lead to an internal access road that would serve the residential and business elements of the scheme. A right-hand turn lane would also be provided within Hale Common along with a new footpath connection to Watery Lane. It should be noted that Stockman's Cottage is currently accessed via Branstone Farm, and this would continue to be the case, with access via the new junction. The proposals raise matters related to highway safety, on-site parking, connections to sustainable forms of transport and rights of way. These will be discussed below.

### *Highway safety*

- 6.70 Hale Common forms the principal highway between Newport and The Bay. The most recent data for the highway (provided in relation to the nearby brewery application) showed that the traffic flows amount to 13,777 two-way traffic movements per day. The proposed development (based on predicted flows) would result in 60 vehicle movements during peak hours, or 1 vehicle per minute. The Island Roads Highway Engineer has confirmed that this would result in a 4.2% net increase to the highway, which is below the 5% threshold for capacity. As a result, the Highway Engineer has advised that the traffic associated with the proposals would not have a negative impact on the capacity of the highway network. Members will note that a right turn lane has been proposed, and this would mean that westbound traffic waiting to turn into the site would not obstruct traffic flows.
- 6.71 Hale Common is restricted to 50mph at the point of the proposed access and therefore, visibility splays measuring 147m would be required for the proposed junction, at a point set 2.4m back from the highway. This level of visibility would also be required for traffic approaching the site, particularly westbound traffic approaching the rear of the proposed right turn lane. The applicant has undertaken traffic surveys in relation to these proposals, which have demonstrated that average traffic speeds are below the posted speed limit, at 45.6mph for eastbound traffic and 45.8mph for westbound traffic. As a result, the Island Roads Highway Engineer has confirmed that visibility requirements can be reduced, to reflect vehicle speeds. Thus, the visibility required for the access can be reduced to 130m.
- 6.72 To take account of previous comments, the applicants have revised the design of the proposed access, moving it further west. The Highway Engineer has advised that based on the revised drawings, visibility to the east of the access would be 133m and thus above the required level of visibility, but 122m to the west, so 8m below the required 130m. In addition, visibility for westbound traffic approaching the right turn lane would be 91m.
- 6.73 Officers note that the visibility splays related to the priority junction would be just below the required 130m, at 122m when looking west. However, the average speeds shown by the survey show that traffic speeds are not excessive in this area. In this area of the network, there are several junctions that drivers are aware of, such as the Fighting Cocks crossroads (between Hale Common, Watery Lane and Bathingbourne Lane), the various entrances to Wight Salads, Jubilee Garden Centre, Holliers Farm as well as the junction east of the site, at Princelett Shute. This awareness of various junctions and access points

may well be a contributory factor to the lower speeds shown by the applicant's speed survey and highlight driver awareness of these factors when driving. Thus, Officers consider that the minor deficiency related to the western visibility splay would not pose a highway safety risk.

- 6.74 The right turn lane would be situated to the east of the proposed junction and relate to westbound traffic approaching from Apse Heath. The visibility requirements for this stand at 130m for traffic approaching the rear of traffic within the turn lane. At 91m, visibility for stationary cars at the rear of the lane would be 29m below design requirements, as adjusted for speed data. However, it should be noted that this level of visibility would only occur if the lane was being used at capacity, with a queue of 9 vehicles.
- 6.75 The predicted vehicles movements for the site, based on the 42 houses and 18 employment units, would stand at 60 vehicle movements per hour during the AM peak hour. This would equate to 1 vehicle per minute entering the site. Officers consider that this level of movements would be unlikely to result in the lane being used at capacity. Therefore, for example, should 3 cars be queued within the turn lane, available visibility for westbound traffic would be 110m, increasing to 114m for two vehicles and 118m for a single vehicle waiting to turn into the site. Given that the road markings for the junction would be set further back, this would increase driver awareness. Based on 3 queuing vehicles, the visibility associated with the lane would be 20m below required design standards. While this would clearly result in a deficiency, when considering the highway environment (as discussed above) it is considered that this level of deficiency would not result in highway safety risks, particularly when considering that in the last 3 years, there have been no recorded incidents within the vicinity of the site.
- 6.76 Regarding nearby properties, the Highway Engineer has advised that the proposed junction arrangements would not impede their access arrangements. Instead, the proposals would improve the visibility available to Holliers while retaining the current level at adjoining Branstone House. The Highway Engineer has advised that uncontrolled pedestrian crossings would be required at the point of the site access and it is considered that these could be secured by condition, in the event of approval.
- 6.77 In terms of on-site highway facilities, the Island Roads Highway Engineer has raised no objection. The Engineer has advised that the on-site roads would be reflective of a 30mph environment and that this should be secured via a Traffic Regulation Order, required by condition in the event of approval. Moreover, the Engineer has advised that the layout of on-site access roads/ parking and turning areas would allow for

private and service vehicles to pass, circulate and turn within the confines of the site. However, the Engineer has confirmed that this would be dependent on the provision of all detailed turning areas being free from obstruction and concluded that should the development be phased in respect to buildout, provision be made for a fully accessible turning within each phase for use by private and service vehicle.

- 6.78 In addition, the Highway Engineer has advised that the visibility splays and detailed design of on-site pedestrian crossings should be secured by condition. Currently, the plans show a crossing slightly east of the main access and a further crossing prior to the residential phase of the development. A pavement would align the western side of the onsite access road. The Highway Engineer has advised that the pavement would need to be extended on the eastern side of the access road within the southern section of the housing site but confirmed that this could be secured by condition.
- 6.79 The Council's Rights of Way Manger has advised that the northern pedestrian crossing would require relocation in order to allow the public right of way that runs north to south through the site to safely cross the access road. Currently the crossing is west of the right of way. The Rights of Way Manager has confirmed that this could be secured by condition.
- 6.80 In conclusion, it is considered that on-site access, parking and turning arrangements would fully comply with highway safety requirements, subject to conditions. Officers note that the proposed junction arrangements within the public highway would be slightly deficient in relation to visibility. However, as outlined above, Officers consider that there are mitigating factors relating to these minor deficiencies. Importantly, Officers consider that the significant social and economic benefits associated with the delivery of affordable housing and employment units would outweigh the highway related concerns. Therefore, on balance the proposals would comply with the requirements of policy DM2 in respect of highway design.

#### *On-site parking*

- 6.81 The application site falls within Zone 2 as defined within the Guidelines for Parking Provision as Part of New Developments SPD. In accordance with the guidance set out within Table 1 and Table 3, a development of this nature should typically provide 67 spaces for the residential and 60 spaces for the business element giving a total 127 spaces. The submitted plans show that the site would include 144 spaces and therefore provides a slight over-provision of parking. However, this would include a parking area close to the main site access, which would

allow overspill parking and visitors to use the public open space, which is considered to be sensible in the context of this location.

- 6.82 The Highway Engineer has advised that there are concerns in respect of the accessibility of the parking bays serving residential plot 21 and an electric charging bay located outside of no. 10 of the rural business park. Nevertheless, the Engineer has concluded that these issues are seen to pose more of an inconvenience for site users as opposed to grounds to sustain a highways reason for refusal. Therefore, it is considered that the proposed parking arrangements for the site would comply with the requirements of the SPD.

*Sustainability and rights of way*

- 6.83 As outlined within the principle section of this report, the site is in a less sustainable location for housing and currently lacks good access to alternative means of transport to the car. However, following negotiations, revised plans have been provided detailing a 1.5m wide footway within the highway verge on the northern side of the A3056 from the proposed site access (priority junction) through to the junction with Watery Lane. The route is then detailed to continue along Watery Lane to the existing bus stops outside of Thompsons Garden Centre / Amazon World. The Highway Engineer has advised that this route would provide a direct and safe means of pedestrian access to the local bus network (Route No.8) for site users and would also give the option (should pedestrian wish to walk further along the verge on the northern western side of the Watery Lane junction) to access the bus stop at APS produce (Wight Salads).
- 6.84 This route would allow occupants of the housing and employees at the business park to access the site by bus. Moreover, the path would connect to the Island's cycle route, via Watery Lane and Bathingbourne Lane. Therefore, it is considered that the development would allow a choice of transport options and thus, not be reliant on car travel.
- 6.85 Members should note that the provision of the footway would be reliant on third party land, alongside the north east corner of the junction of Watery Lane and Hale Common. However, the applicant has engaged in positive discussions with the landowner to secure this parcel of land. On this basis, in the event of approval a Grampian style condition would be imposed to require the provision of the footpath link prior to the commencement of development. Subject to the provision of the link, it is considered that the development would comply with policy DM17 of the Island Plan.

- 6.86 Public footpaths NC24 and NC26 both begin on the southern boundary of the application site, east of the current farm buildings. Footpath NC26 passes diagonally across the fields at the front of the site towards Watery Lane, while NC24 passes in a northerly direction. These are currently informal paths. The Council's Rights of Way Manager has raised no objection to the proposals but advised that the footpaths should be upgraded and that adequate crossing points should be provided in relation to the proposed access road.
- 6.87 The applicant has agreed to provide a £15,000 contribution towards rights of way improvements and the Rights of Way Manager has confirmed that this would be acceptable. In addition, the Manager has agreed that crossing points could be controlled by condition. Therefore, it is considered that the proposed development would not compromise the local rights of way network.

#### Cultural heritage

- 6.88 There are no listed buildings or other above ground heritage assets within close proximity to the site. However, the Council's Archaeology Officer has advised that the applicant's archaeological assessment has indicated medium potential for Palaeolithic remains within the development site, due to data from previous investigations. The assessment has also concluded that there is medium potential for archaeological deposits of Saxon, Medieval and Post Medieval date to survive within the site.
- 6.89 The Archaeology Officer has undertaken a photographic survey of the existing farm buildings and therefore confirmed that no further recording or mitigation is required for these buildings. In addition, the Officer has advised that geotechnical pits within the area of the business park has been undertaken and no archaeological features or artefacts were identified during the ground investigation. As a result, no further trial trench evaluation is required within this area. However, due to the limited extent of these ground investigations, the Officer has recommended that any approval should be the subject of a condition to secure a watching brief.
- 6.90 Regarding the residential development and allotment area, the Officer has advised that the applicant's data does not provide sufficient information to predict the presence of the deposits within this section of the site, and if present, their potential for Palaeolithic artefacts, palaeoenvironmental remains or potential datable deposits. The Officer has advised that more information from any geotechnical investigations would be a good starting point for further investigation in order to assess the impact of the development on any significant deposits. The Officer

has advised that this could be provided prior to development, following on-site investigations. The Officer has recommended conditions to control the issue and raised no objection to the development.

- 6.91 As a result, it is considered that the development would not result in harm to the heritage assets and that the proposals would comply with policy DM11 of the Island Plan.

#### Flood risk and drainage

- 6.92 The application site is located within the Arreton valley basin, effectively a wide flood plain that surrounds the Medina and Eastern Yar rivers and the various contributing streams that run through the valley. Nevertheless, the site occupies a higher land level than the functional flood zone to the southwest (370m away), an area of marsh related to the Eastern Yar. The site is therefore within flood zone 1, so at the lower risk of flooding during a storm event. Due to this, the site is not at risk of flooding but given the size of the development and the amount of proposed hard standing and buildings, the site itself could result in localised flooding due to increased surface water run-off.
- 6.93 Currently, the site is not developed and therefore, the subject of greenfield run off rates for surface water. The geology within the Arreton Valley is made up off terraces of sandy gravels and loamy acidic soils and therefore, the ground is highly permeable and freely draining, as noted by the submitted flood risk and drainage strategy, which advises that surface water could be treated by infiltration. It is considered that a detailed surface water drainage scheme could be secured by condition, but that based on the Flood Risk Assessment infiltration would be a suitable solution.
- 6.94 However, because permeability testing has not been undertaken, the drainage strategy has proposed a surface water scheme based on zero permeability but recognised that infiltration could in reality be an option. The current plans show that the site would utilise attenuation ponds to serve the development with new two ditches, which would allow further storage and some infiltration. A Hydrobrake or similar flow control device would restrict the outgoing flow rates to allow water to collect in the ponds before being slowly released. Officers consider that this scheme would prevent surface water flooding and the sustainable management of surface water. On this basis, it is considered that a suitable drainage strategy could be secured by condition.
- 6.95 Regarding foul drainage, as noted within the ecology section of this report, the drainage strategy confirms that the site would connect to mains drainage. Southern Water have confirmed that connection could

be achieved and therefore, it is considered that the proposals would comply with the requirements of policy DM14 of the Island Plan.

### Other matters

- 6.96 A member of the public has commented that the application should be assessed via the Environmental Impact Regulations. Officers have carried out a full screening opinion in accordance with the Environmental Impact Assessment Regulations and concluded that the development would not result in significant impacts on the environment and that therefore, an Environmental Statement would not be required.
- 6.97 Members of the public have referred to proposals for bus routes to be redirected to the site. The submitted information refers to potential for a Southern Vectis bus route to be changed to take account of the site and that a mini-bus service could be provided. However, Officers are not aware of any advanced discussions on these issues, which would be a matter for the service provider and not the council and therefore, have given no weight to them in assessing the planning application.

## **7. Conclusion and planning balance**

- 7.1 The National Planning Policy Framework states that the planning system is plan-led 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*

- 7.2 Paragraph 80 of the NPPF states that planning policies and decisions should help create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development. The policies within the development plan are in accordance with the NPPF and policy SP3 supports the sustainable growth in the rural economy.

7.3 The proposals would regenerate a collection of disused farm buildings, no longer required for the purposes of agriculture, while retaining facilities currently used by the AONB Partnership. The proposed development would provide modern and attractive business premises in an area that already comprises rural businesses. The proposals outline future wishes for the site to become a hub for the Island's UNESCO Biosphere. It is considered that the re-use of the previously development part of the site for employment purposes would comply with the economic guidance with the Island Plan and should be given material weight.

#### *Social*

7.4 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. The Planning Authority has assessed the impact of the development on residential amenity. Based on officer site visits and the comments of the Environmental Health Officer, it is considered that the development would not compromise the amenity of nearby properties.

7.5 The proposed development would deliver social benefit through the provision of 42 affordable houses. Members will note that delivery of housing on the Island in recent years has been below required levels and that more specifically, very limited numbers of affordable housing has been constructed. This site would deliver a significant number of affordable houses, which would benefit the Island's community by providing much needed housing, at an affordable level of rent or purchase. The final tenure for housing would be agreed via the legal agreement. Officers consider that the delivery of affordable housing in combination with employment units and onsite open space carries significant weight in the planning balance for this development.

7.6 In addition, the development would not impact on cultural heritage and given the provision of safe access arrangements and a new formalised footway to nearby bus stops, the development would enhance connectivity. The provision of a moderate number of further jobs in a rural location would be likely to result in social improvements.

#### *Environmental*

7.7 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.

- 7.8 The development would not harm the built or historic environment, and indeed, the design and layout of both the housing and business units would be high quality and include significant areas of greenspace and landscaping. However, as established within this report, the development would result in material harm to the landscape, from the landscape to the west of the site. However, these impacts would be to an extent mitigated. Owing to the landscape baseline, it is considered that these impacts would result in material, but not substantial harm. When considering existing development in the area, it is considered that the development would not appear out of keeping. Officers are satisfied that the development would not harm protected species of flora or fauna.

### *Conclusion*

- 7.9 It is considered that the economic and social benefits outlined above would be substantial, given the re-use of the farmstead for employment purposes and the provision of affordable housing. Thus, the site would not only provide rural jobs and high-quality space for existing and new companies but also high-quality affordable homes within an attractive environment. It is noted that the site is rural and lacks the links to services and facilities that would generally be encouraged when seeking sustainable development proposals. However, the proposals would enhance the sustainability of the site with the introduction of links to bus services and the cycle track.
- 7.10 Furthermore, the lack of housing delivery in recent years is evidence that there is a need to not only unlock urban sites or those within rural service centres, but also to release rural sites for housing where impacts are not excessively harmful and sustainable transport choices can be provided. Officers consider that this site would be sustainable, given the link between the proposed employment units and housing.
- 7.11 While the proposals would result in change to the rural character of the landscape, which from some locations would cause harm, the level of harm would be reduced by landscaping and design of the development. The site is relatively contained, given its lowland position the screening effects of existing tree lines and hedgerows. It is also seen in the context of an existing cluster of development.
- 7.12 While concerns have been raised in respect of highway safety, it is considered that these along with the issues raised above would be materially outweighed by the significant benefits of the proposed affordable housing and employment uses. As a result, it is considered

that the planning application is in compliance with the strategic advice contained within the NPPF and the requirements of the Island Plan Core Strategy.

## **8. Recommendation**

- 8.1 Conditional planning permission subject to the prior execution of a planning obligation to secure a financial contribution of £15,000 for rights of way improvements in the Parish of Newchurch or within 1 mile of the site and to secure onsite affordable housing. Due to rules relating to funding from the Homes and Communities Agency (HCA) for affordable housing, the legal agreement cannot stipulate that 100% of the units are be allocated for affordable housing. Therefore, the legal agreement would secure 35% of the units for affordable housing, in accordance with the development plan. However, the applicant has confirmed that any housing funded by an HCA grant must be retained for affordable housing. In addition, the agreement would require all of the units to be marketed via the local connection criteria set out within the principle section of this report.

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

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

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

In this instance the application was deficient in information relating to highway safety, sustainable transport options and ecology. Further information was provided during the course of the application that overcame the Council's concerns.

## Conditions/Reasons

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

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

2. Except for the requirements of the conditions on this decision notice, the development hereby permitted shall only be carried out in complete accordance with the details shown on the submitted plans, numbered below:

0001  
0025  
0027  
0028 Rev A  
24175/01 PR01

### Business Park Plans

0002  
0003  
0004 Rev A  
0005 Rev A  
0006  
0007

### Housing plans

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0023  
0024

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 part of the buildings hereby approved shall be constructed above foundation level until details of the materials and finishes including the colour of cladding, roofing materials and other external finishes to be used in the construction of the external surfaces of the development hereby permitted have been submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.

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

4. No boundary treatments 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 and bin stores to be erected. The boundary treatments 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.

5. No external hard surfaces for the development hereby approved shall be constructed above foundation level until details of the materials to be used for external hard surfaces 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.

6. No building hereby permitted shall be occupied 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, prevent glare and impacts on protected species. The details shall confirm the operating times for external lighting. Development

shall be carried and maintained out 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 protected species 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.

7. Notwithstanding the details shown on the approved plans, the buildings hereby permitted shall not be occupied until there has been submitted to and approved in writing by the Local Planning Authority a scheme of soft landscaping in accordance with the principles shown on the approved plans and supporting information. 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 plants shall be native species. 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.

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

Reason: 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 in compliance with policy DM12 (Landscape, Seascape, Biodiversity and Geodiversity) of the Island Plan Core Strategy. This is a pre-commencement condition due to the requirement to protect trees at all stages of site works.

9. No development shall take place until a site wide 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 and to provide ecological enhancements (including mitigation for impacts to the roadside hedgerow), based on the principles of the Ecological Appraisal, Bat Survey and Dormice Survey. The EMP shall include the following additional information:

- Ecologically sensitive clearance as outlined in section 9 of the Ecological Appraisal 'Construction Method'.
- Creation of a public parkland to be managed and monitored in the long term.
- Retention of boundary hedgerows with supplementary planting.
- Retention of boundary hedgerows, to include a 3m buffer in areas of built development.
- Pond and wetland creation.
- Tree planting.
- Creation of reptile refugia and a wildlife tunnel for road crossing.
- Green infrastructure components to be completed in the first phase of development.

If during any stage of development of the site protected species are identified, an ecologist should be contacted to ensure compliance with wildlife regulations, including periods when works should cease due to nesting and hibernation seasons.

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.

10. No development shall take place 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, based on the principles of the submitted Flood Risk Assessment and Drainage Strategy. The details shall confirm the Waste Water Treatment Works (WWTW) that will treat foul drainage from the development. Should the development be served by a WWTW other than the Southern Water facility at Sandown and discharge drainage into the Solent, details of a nutrient budget to prevent harmful impacts on the integrity of the Solent and Southampton Water Special Protection Area (SPA) shall be provided. 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 due to the early stage at which the drainage system would need to be installed.

11. Prior to the occupation of the buildings hereby permitted, a Management Plan including the management responsibilities and maintenance schedules in respect the areas of open space and communal areas has been submitted to and approved in writing by the Local Planning Authority. The approved management plan shall be adhered to thereafter in accordance with the agreed details.

Reason: To protect the visual amenity of the site and to comply with policy DM2 (Design Quality for New Development) of the Island Plan Core Strategy.

12. No development shall take place until a Construction Management Plan has been submitted to and approved in writing by the Local Planning Authority. The Construction Management Plan shall include but no be limited to the following issues:

- o A map or plan showing the location of the contractors compound
- o The means of access/egress for construction traffic throughout the build process
- o The loading and unloading of plant and materials throughout the build process
- o How operative and construction traffic parking would be provided and managed throughout the build process
- o Locations for the storage and handling of plant, materials, fuels, chemicals and wastes
- o Measures to control the emission of dust, noise and dirt resulting from the site preparation, groundwork and construction phases of the development
- o Wheel cleaning facilities through-out the build process
- o Demolition/ construction/ loading and unloading and working hours

Once approved, the Construction Management Plan shall be adhered to at all times during the construction phase.

Reason: To prevent annoyance and disturbance to nearby properties from the development and to comply with the requirements of policy DM2 (Design Quality for New Development) of the Island Plan Core Strategy. This is a pre-

commencement condition because the aim of the condition is to ensure that the construction phase is managed in a suitable manner.

13. No development shall take place until the applicant or their agents has secured the implementation of a programme of archaeological works in accordance with a Written Scheme of Investigation which has been agreed in writing by the County Archaeology and Historic Environment Service and approved by the Local 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 is a pre-commencement condition because impacts on archaeology are associated with the groundworks stage of the development.

14. The developer shall afford access at all reasonable times to the staff of the County Archaeology and Historic Environment Service, and shall enable them to observe groundwork and to record features of archaeological significance.

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

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

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

15. No development shall take place until details of the design, surfacing, and construction together with details of the means of disposal of surface water drainage of a public footway (providing for a minimum clear usable width of 1.5m) to connect the application site from its junction with the A3056 through to the existing bus stops located opposite and adjacent to the vehicle access serving Thompson Garden Centre in Watery Lane (and as referenced on drawing no. 0027 dated 10.13.2020) and including for the upgrading of the

existing bus stop facilities 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 no dwellings or buildings hereby approved shall be occupied / brought into operation until the footway link is constructed.\*

Reason: In the interests of highway safety, to provide safe access to the public transport network 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 due to the need for third party land in order to deliver the public transport link.

\*The information provided as part of this condition shall confirm the securing of third party land required to form the footpath link.

16. No operations shall be carried out until the site access onto the A3056 (inclusive of associated right hand turn lane), onsite access road and pedestrian accesses have been constructed based on the principles as shown on drawing no. 24175/01 PR01 dated 25.09.2020 and in accordance with details to be submitted to and approved in writing by the Local Planning Authority. Nothing that may cause an obstruction to visibility shall be placed at any time in the visibility splays as detailed on drawing no. 24175/01 PR01 dated 25.09.2020. No other vehicular access to or egress from the site shall be used at any time and all other vehicular accesses to the site shall be stopped up in accordance with details to be submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure the access road is constructed with due regard to highway safety and the local environment and to comply with policies DM2 (Design Quality for New Development) and SP9 (Minerals) of the Island Plan Core Strategy.

17. Development shall not begin until details of the design, surfacing, drainage and construction of any new roads, service vehicle turning heads, footways, accesses and car parking areas based on the principles as shown on drawings 24175/01 PR01 dated 25.09.2020 and 0028 Rev A dated 13.10.2020 have been submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details prior to occupation.

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 at which the form the access to the site would be required.

18. Development shall not begin until details of the design, surfacing and

construction of the priority junction and associated right hand turn lane serving the site from the A3054 Hale Common along with the associated footway links based on the principles as shown on drawings no. 24175/01 PR01 dated 25.09.2020 (these details shall include but not be restricted to , long sections, cross sections, General Arrangement, Site Clearance, Drainage and Signing and Lining, together with details of the means of disposal of surface water drainage) have been submitted to and approved in writing by the Local Planning Authority. Development shall subsequently be carried out in accordance with the approved details with the junction and all associated works being constructed prior to occupation of any building or use approved via the planning application for this site.

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 given the stage at which the works would be required.

19. No dwelling or business unit shall be occupied until details of the sight lines to be provided at the junctions between the onsite distributor road and the vehicle accesses and access roads serving the proposed dwellings, car parks and rural business park 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.

20. No dwelling or business unit hereby permitted shall be occupied until space has been laid out within the site for parking attributable to it reflective of the Local Authority Parking Guidelines in accordance with the layout as detailed on drawing number 0028 Rev A dated 13.10.2020 and drained and surfaced in accordance with details that have been submitted to and approved by the Local Planning Authority in writing for cars/service vehicles / bicycles to be parked and for vehicles to be loaded and unloaded and for vehicles to turn so that they may enter and leave the site in forward gear. The space shall not thereafter be used for any purpose other than that approved in accordance with this condition.

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

21. Notwithstanding the details shown on the approved plans, no business unit or

dwelling hereby permitted shall be occupied until the means of access thereto for pedestrians has been constructed in accordance with details to be submitted to and approved in writing by the Local Planning Authority based on the principals of the layouts as detailed on drawings no. 24175/01 PR01 dated 25.09.,2020 and 0028 Rev A dated 13.10.2020. Details shall include the provision of suitable crossing points between the onsite access roads and public rights of way through the site (including suitable visibility splays) as well as additional on-site pavements to provide safe means of pedestrian access within the southern section of housing. The improvements shall be carried out in accordance with the agreed details prior to the first use of any dwelling/ business unit and shall be retained thereafter.

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.

22. No dwelling or business unit shall be occupied until the applicant/ developer has secured the necessary Traffic Regulation Order to limit on-site speeds to 30mph and to secure on-site parking restrictions to allow service vehicles to turn within the confines of the site.

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

23. No later than one month after the day on which the buildings hereby permitted are first occupied/the use hereby permitted commences or the new access hereby permitted is first used (whichever is the earlier) the existing access to the site from the A3056 Hale Common shall be permanently closed in accordance with details which have been submitted to and approved in writing by the Local Planning Authority.

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

24. Prior to the use of the business units hereby permitted, details of opening/ operational times shall be submitted to and agreed in writing by the Local Planning Authority. The development shall be operated in accordance with the agreed details at all times.

Reason: To prevent the site from becoming a source of nuisance to nearby properties and uses and to comply with policy DM2 (Design Quality for New Development) of the Island Plan Core Strategy.

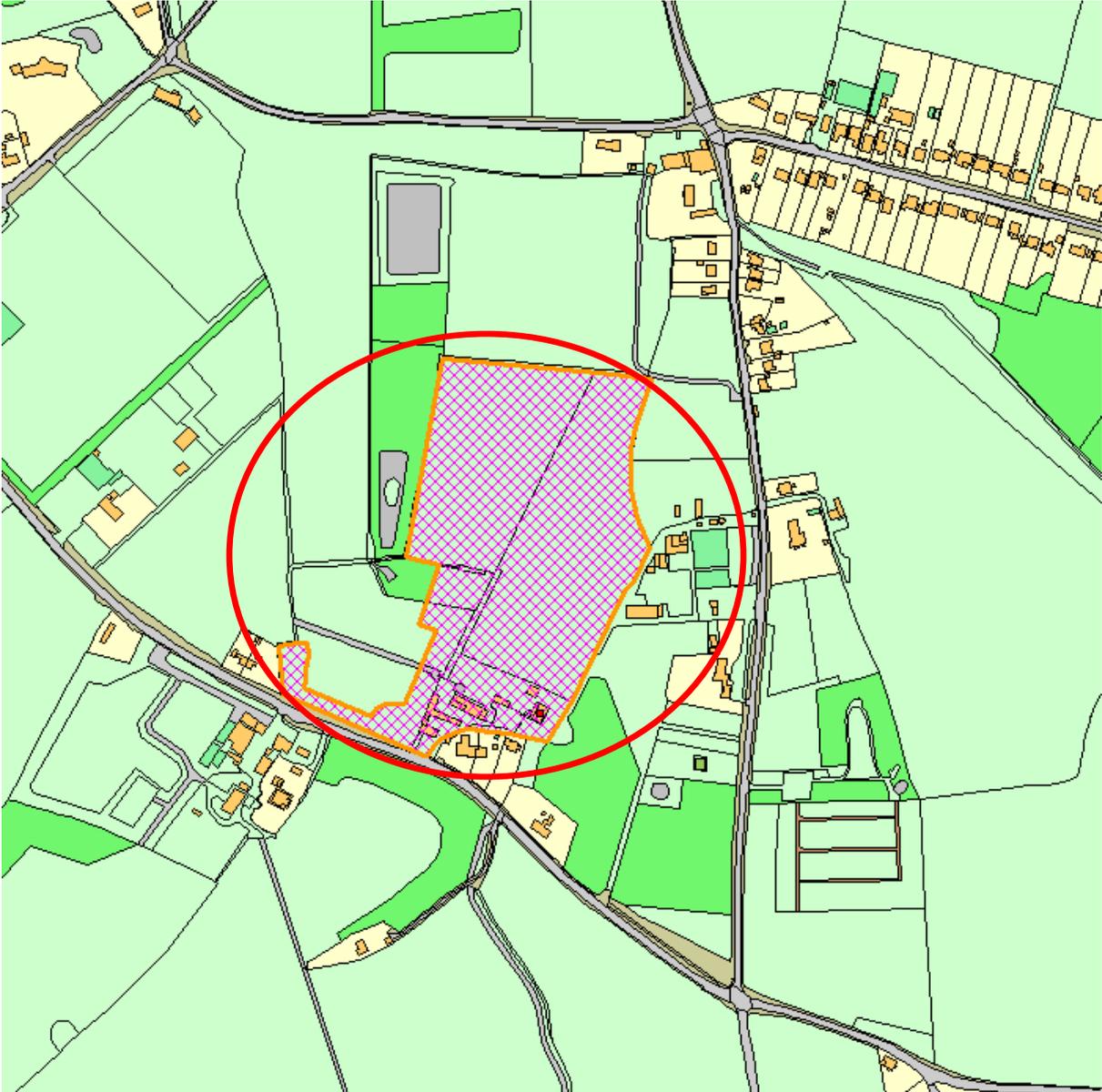
25. The buildings within the business park shall be used for purposes falling within class E (g) (i) & (ii) and for no other purpose (including any other purpose in Class E of the Schedule of the Town and Country Planning (Use

Classes) Order 1987, or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification.

Reason: To prevent any alternative use being made of the premises which could be a source of nuisance or disturbance to occupants of neighbouring properties, to allow any future alternative uses to be assessed in respect of the sustainability of the site and to comply with policies SP1 (Spatial Strategy) and 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 Classes A to F of Part 1 and Class A of Part 2 of Schedule 2 to that Order shall be carried out other than that expressly authorised by this permission.

Reason: To retain a reasonable rear garden for each of the approved dwellings, to regulate design in relation to the development, to protect the appearance of the site and surrounding area, to prevent excessive surface run-off from hard standings and to comply with the aims of policies SP5 (Environment), DM2 (Design Quality for New Development) and DM11 (Historic and Built Environment) of the Island Plan Core Strategy.



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**02 Reference Number: 20/01535/FUL**

**Description of application:** Demolition of attached garage and construction of garage (no. 31); formation of new vehicular access; construction of 7 dwellings with garaging, parking and associated landscaping (revised scheme)

**Site Address:** 31 and land rear of 21-31 Ventnor Road, Apse Heath, Sandown, Isle of Wight, PO36 0JT

**Applicant:** Mrs Connie Bentley

**This application is recommended for: Conditional Permission**

**REASON FOR COMMITTEE CONSIDERATION**

The Local Ward Member requested that the application was considered by the committee for the following reasons:

- Greenfield site
- No on-site affordable housing provision
- Would not benefit area

The Local Ward Member has also referred to residents' concerns, particularly those expressed in the objection by local resident C Howlett. These concerns/objections are summarised in section 5, paragraph 5.10 of the report.

**MAIN CONSIDERATIONS**

- Principle
- Impact on the character of the surrounding area
- Impact on neighbouring properties
- Impact on the existing dwelling (No. 31)
- Impact on trees and ecology
- Highways considerations
- Affordable Housing
- Flood risk and drainage
- Minerals safeguarding
- Other matters

**1 Location and Site Characteristics**

- 1.1 The application relates to a site of approximately 0.76 hectare in area, comprising an existing dwellinghouse (31 Ventnor Road) and its residential curtilage, as well as a paddock to the rear of Nos. 21-31 Ventnor Road. The dwelling, its curtilage and the paddock are in the ownership of the applicant. Within the paddock, there

is an existing stable block close to the western boundary shared with Nos. 27 & 29 Ventnor Road. There are also several existing outbuildings within the residential curtilage of No. 31. No. 31 is the last but one dwellinghouse within a built-up residential frontage along the eastern side of Ventnor Road, with No. 31 located approximately 160m from the Apse Heath crossroads to the north.

- 1.2 The area is generally characterised by residential ribbon development along Ventnor Road, Newport Road and Alverstone Road and surrounding countryside, which in the main comprises a patchwork of open fields bounded by trees and hedgerows, but there is a small residential cul-de-sac (The Brambles) located to the south and west of the site. No. 31 is bounded by existing residential properties to the north and south, with the paddock adjoined by residential properties to the west, north and east and agricultural land to the south. Site boundaries are enclosed by hedgerow, scrub and mature trees.
- 1.3 There is an existing single width vehicle access from Ventnor Road that serves the existing dwellinghouse (No. 31) and provides access to the paddock and stables. Public footpaths NC28 and NC29 run to the south and east of the site linking Ventnor Road and Newport Road.
- 1.4 Existing site topography means there is an overall 10m fall in level west to east across the site from Ventnor Road to the eastern paddock boundary. There is also a crossfall northwest to southeast of almost 5m. However, the paddock topography is undulating with a bank at its western end where the existing stable block is located on higher ground and a dip within the central area of the site near the eastern boundary, in the area where plots 5 & 6 would be located. Neighbouring residential properties to the west and north are situated at an elevated level, particularly those on Newport Road to the north.

## **2 Details of Application**

- 2.1 The application proposes to alter the existing dwellinghouse (No. 31) by removing its attached garage at the front (NW) end and restoring the front garden and NW gable end by reinstating brickwork and inserting two ground floor windows to serve the front lounge. To the rear a new permeable block paved driveway and detached garage would be provided for No. 31. The garage for No. 31 would be 2.8m to roof ridge, 2.6m to eaves and it would be 3.5m in width and 6m in depth. The submitted plans show the garage would have an open front, brick plinth, horizontal cladding and oak posts and cill under a natural slate pitched roof.
- 2.2 A new bellmouth junction, vehicle overrun and section of 1.8m pavement would be formed at the entrance to the site from Ventnor Road. This new junction arrangement would facilitate access to the rear paddock via a new access road that would vary in width from 3.8m, to 5/5.1m, with two passing bays and a turning head provided at its eastern end. The curtilage of No. 31 would be realigned with the southern end of this access road and the plans indicate that this curtilage would be enclosed by hedging.
- 2.3 Around the new access road, within the paddock area 7 dwellings would be constructed, with 3 bungalows located to the north of the access road and two

detached and a pair of semi-detached two storey houses located at the eastern end of the paddock. These dwellings would be set back behind landscaped frontages with rear gardens ranging from 13m (Plots 5 and 6) to 22m (Plot 1) in depth. All dwellings would be for open market housing.

2.4 The proposed dwellings would have the following dimensions:

Plot 1 (3-bed bungalow)

Roof ridge: 4.2m

Eaves: 2.6m

Width: 11m

Depth: 18m (14m deep walls staggered)

Plots 2 & 3 (2-bed bungalows)

Roof ridge: 5.9m

Eaves: 3m

Width: 9.6m

Depth: 13.5m

Plots 4 & 7 (3-bed houses)

Roof ridge: 7.7m

Eaves: 4.5m

Width: 10.8m

Depth: 7.7m

Plots 5 & 6 (2-bed houses)

Roof ridge: 7.1m

Eaves: 4.2m

Width: 11.8m

Depth: 9.5m

2.5 The proposed dwellings would have natural slate roofs, a mix of brick, stone and horizontal cladding for walls, grey painted timber windows and fascias and black UPVC for rainwater goods. The houses would also have concrete stone faced cills and lintols. Garages for corner plots 4 & 7 would be 3.8m to ridge, 2.5m to eaves and 3.5m width by 6.5m depth. Exterior materials would reflect those used in the construction of the dwellings, natural slate, brick and horizontal cladding.

2.6 The submitted Soft Landscaping and Ecological Enhancement Scheme details that perimeter trees will be retained, site boundaries enhanced with new native planting to create an ecological buffer and enhance connectivity around the site, and that front gardens as well as an area of open space south of the access road would provide space for wildflower meadow and additional tree planting within the site.

### **3 Relevant History**

- 3.1 19/01090/FUL: Demolition of attached garage; creation of garage (no. 31); formation of new vehicular access; construction of 9 dwellings with garaging, parking and associated landscaping (revised address) (revised plans): withdrawn 19/12/19.
- 3.2 P/01038/06: Alterations & single storey extension to form garage (revised scheme): granted 23/06/06.
- 3.3 P/00796/05: Stable block comprising 2 stables & hay store/tackroom; use of land as paddock area for keeping of horses: granted 17/06/05.

### **4 Development Plan Policy**

#### National Planning Policy

- 4.1 The National Planning Policy Framework (NPPF) advises that the purpose of the planning system is to contribute to the achievement of sustainable development. The NPPF confirms that in the context of sustainable development the planning system has three overarching objectives, which are economic, social and environmental objectives, which are interdependent.
- 4.2 The NPPF states that there is a presumption in favour of sustainable development and at paragraph 11 it explains that 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 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.
- 4.3 In relation to rural housing, paragraphs 77 and 78 of the NPPF explain that planning policies and decisions should be responsive to local circumstances and support housing developments that reflect local needs. 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. Where there are groups of smaller settlements, development in one village may support services in a village nearby.
- 4.4 Paragraph 109 of the NPPF 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.

4.5 Section 12 (Achieving well-design places) of the NPPF states that planning decisions should ensure that developments:

- a) Will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;
- b) Are visually attractive with good architecture, efficient site layout and appropriate and effective landscaping;
- c) Are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change;
- d) Establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit; and
- e) Optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development.

#### Local Planning Policy

4.6 The Island Plan Core Strategy (CS) defines the application site as being within the Wider Rural Area. The site is also within a Minerals Safeguarding Area. The following policies are relevant to this application:

SP1 Spatial Strategy  
SP2 Housing  
SP5 Environment  
SP7 Travel  
SP9 Minerals

DM2 Design Quality for New Development  
DM3 Balanced Mix of Housing  
DM4 Locally Affordable Housing  
DM12 Landscape, Seascape, Biodiversity and Geodiversity  
DM14 Flood Risk  
DM17 Sustainable Travel  
DM20 Minerals  
DM22 Developer Contributions

#### Supplementary Planning Documents

4.7 The Guidelines for Parking Provision as Part of New Developments Supplementary Planning Document (SPD) was adopted by the Isle of Wight Council at its Executive meeting on Thursday 12 January 2017 and came into force on 23 January 2017. The document sets out the expected parking provision for motor vehicles and the minimum number of cycle parking spaces required for all use-classes as part of new development, as well as the infrastructure requirements for electric vehicles.

- 4.8 The Guidelines for Recycling and Refuse Storage in New Developments Supplementary Planning Document (SPD) was adopted by the Isle of Wight Council at its Executive meeting on 12 January 2017 and came into force on 23 January 2017. The document seeks to ensure that new developments include suitable provision for the storage of recycling and waste containers and ease of access to collection points as well as adequate access for refuse collection vehicles.
- 4.9 The Affordable Housing Contributions Supplementary Planning Document (SPD) was adopted by the Isle of Wight Council at its Executive meeting on 15 September 2015 and came into force on 24 September 2015 with a revised Affordable Housing SPD setting out the LPA's updated proposed approach towards the collection of financial contributions for affordable housing through the planning process adopted in March 2017.

Other relevant guidance

- 4.10 Solent Recreation Mitigation Partnership Financial Contribution (Bird Aware)

The application site is located outside of the identified Solent Special Protection Area (SPA) buffer zone. Therefore, no contributions are required on this issue.

- 4.11 Advice on Achieving Nutrient Neutrality for New Development in the Solent Region, version 5 (June 2020)

This document sets out Natural England's approach to assessing and mitigating the impacts of new developments on designated sites in relation to nutrients. The document advises that new development should achieve nutrient neutrality to ensure that it does not add to existing nutrient burdens and provides certainty that the whole of the scheme is deliverable in line with the requirements of the Conservation of Habitats and Species Regulations 2017 (as amended).

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

### Internal Consultees

- 5.1 The Archaeology Officer has advised that there are currently no known archaeological implications.
- 5.2 The Ecology Officer has advised that the submitted ecological report demonstrates that impacts from the proposed development can be mitigated and that the recommendations and measures set out within the report and the submitted Soft Landscaping and Ecological Enhancement Scheme should be secured by planning conditions to ensure impacts would be avoided/mitigated and a biodiversity net gain would be achieved.
- 5.3 Island Roads, commenting on behalf of the Local Highway Authority, has recommended refusal on the basis the proposal would encourage private car use and increase the potential for conflict between pedestrians and motorists due to

the less sustainable and accessible nature of the location and the absence of any suitable direct links to the local public footway network and public transport links. Conditions have also been recommended should planning permission be granted to secure provision of the access road, junction/access sight lines, and on-site parking and turning space, as well as measures to protect the condition of the public highway during development of the site.

5.4 The Rights of Way Manager has commented that public rights of way in the area will be impacted and therefore a contribution from the development should be secured towards improvement of rights of way in the area, particularly NC28 to the south.

5.5 The Tree Officer has raised no objections but has recommended a condition to ensure a bespoke method statement is secured to ensure tree impacts would be limited to an acceptable level and existing trees retained long-term.

#### External Consultees

5.6 Southern Water has raised no objections but has recommended a condition to ensure the means of foul and surface water sewerage disposal are approved in writing by the Local Planning Authority.

#### Parish/Town Council Comments

5.7 Newchurch Parish Council has objected to the development for the following reasons:

- Unsustainable 'backland' development on greenfield land outside of settlement boundary;
- Out of character with neighbouring property and the area;
- Significant adverse impacts outweigh any benefits;
- Not evidence development would meet a local need;
- Highways safety and traffic generation;
- Exacerbate existing problems with highway drainage;
- Increase demand on limited local infrastructure, including primary schools;
- Set a precedent for open market housing schemes in the Wider Rural Area.

#### Third Party Representations

5.8 The Island's MP has objected for the following reasons:

- Issues with vehicular access to the site;
- Development would be car-dependent;
- Greenfield site, need to build in sustainable locations;
- Need to build sensitively, in a clear local style.

5.9 CPRE IW has objected on the basis this is a greenfield site outside of the settlement boundary and that the development would encourage private car use

and deter travel by more sustainable modes of transport. It states previously developed land should be used as a first preference, there are concerns with pedestrian access, and that adverse impacts would outweigh the benefits of the development and therefore the application should be refused under paragraph 11 of the NPPF. It supports the concerns raised by Island Roads.

5.10 The Planning Authority has received 36 letters of objection to the proposed development, the content of which can be summarised as follows:

- Building on greenfield land;
- Development not needed and unsustainable;
- Not affordable housing;
- Would not benefit the community;
- Detrimental impact to neighbourhood and quality of life;
- Impacts to biodiversity, wildlife, trees and hedgerows;
- Damage landscape and adversely affect character and visual amenity of the area;
- Cramped development;
- Not in keeping with properties in Ventnor Road;
- Scale of proposed housing;
- Impacts to neighbouring properties in terms of privacy/overlooking, light, outlook, noise and disturbance, and pollution;
- Impact to No. 31;
- Inadequate access;
- Traffic generation and highway safety;
- Accessibility and car reliance;
- Inadequate parking;
- Inadequate infrastructure;
- Drainage and flooding;
- Equality/inclusiveness of the development;
- Lack of disabled parking and footways;
- Minerals safeguarding;
- Clarification on whether bungalows are proposed for plots 2 & 3 and whether or not these would have any upper floor windows;
- Site assessed in 2013 as 'not currently developable';
- plans not consistent in terms of NE side elevation of dwelling on plot 4.

5.11 1 comment of support has been received from an Island Resident who has commented on the idyllic location and considers the style of the proposed housing would blend with the landscape.

## **6 Evaluation**

### Principle

6.1 Policy SP1 of the CS explains that the Council will not support development where it is outside of, and not immediately adjacent, defined settlement boundaries of the Island's Key Regeneration Areas, Smaller Regeneration Areas and Rural Service Centres, unless a specific local need for the development is

identified. Policy SP2 adds that 980 dwellings are expected to be delivered through smaller scale development within Rural Service Centres and the Wider Rural Area over the plan period 2011-2036.

6.2 The application site is located outside of any defined settlement boundary within the Wider Rural Area. Whilst the existing dwellinghouse and its curtilage could be considered partially previously developed land, its garden and the paddock constitute non-previously developed (greenfield) land.

6.3 Regarding proposed housing the policy position set out within policy SP1 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 2018. The latter of these documents outlines at paragraph 7.18 that "the Isle of Wight Council considers that it cannot demonstrate a five-year land supply as at 1 April 2018." This remains the case.

6.4 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."

6.5 The importance of the above paragraph relates to the footnote attributed to 'out-of-date' associated with section (d) which states: "This includes, for applications involving the provision of housing, situations where the local planning authority cannot demonstrate a five year supply of deliverable housing sites (with the appropriate buffer, as set out in paragraph 73); or where the Housing Delivery Test indicates that the delivery of housing was substantially below (less than 75% of) the housing requirement over the previous three years."

6.6 The Council's annual monitoring reports demonstrate that delivery over the last three years has been in the region of 70% and we therefore fall within both categories. In light of this it is considered that it is not necessary for an applicant to demonstrate a need for housing development, as policy SP1 could be considered out-of-date in relation to residential development.

### *Housing need*

- 6.7 Section 5 of the NPPF advises that in rural areas, planning policies and decisions should be responsive to local circumstances and support housing developments that reflect local needs. Policy DM3 of the CS also requires proposals to provide a balanced mix of housing to reflect local needs.

The estimated size mix of dwellings (market housing) required for the Bay sub-area set out within the Council's 2018 Housing Needs Assessment (HNA) is:

1-bedroom – 4%  
2-bedrooms – 36%  
3-bedrooms – 46%  
4+-bedrooms – 14%

Paragraph 6.70 of the HNA states that The Bay area should seek a slightly reduced number of 1-bedroom and 4+-bedroom properties than the rest of the Island.

- 6.8 The proposed development would provide the following mix of market housing:

4x 2-bed (57%)  
3x 3-bed (43%)

Given the small scale of development proposed and the current housing delivery shortfall, it is considered that the proposal would make a positive contribution to the delivery of 2-bed and 3-bed homes, which makes up the largest proportion of identified housing needs for market housing on the Island and within The Bay area. It should be noted that the split within the HNA applies to all developments and should be used as a guide rather than an exact housing mix for each site.

### *Sustainability and conclusion on principle*

- 6.9 In terms of sustainability, at paragraph 78, the NPPF advises 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. Where there are groups of smaller settlements, development in one village may support services in a village nearby. Finally, paragraph 103 of the NPPF states that significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes.
- 6.10 In this case, the site is located in an area with few immediate local facilities, but there is a local shop and bus stops within Newport Road less than a 5-minute walk away from the site. Southern Vectis Route 8 provides an hourly bus service linking Apse Heath to Newport, Arreton, Lake, Sandown and Ryde, including existing supermarkets and areas of employment. Apse Heath to Lake Morrison's is approximately a 5-minute bus trip. In addition, the site is close to the existing rights of way network, with public footpaths NC28 and NC29 and public bridleway

NC41 located to the south and east of the site providing alternative routes for pedestrians/cyclists to Newport Road, as well as Shanklin.

- 6.11 Whilst concerns have been raised that the existing pedestrian route along the eastern side of Ventnor Road and public rights of way in the area do not promote inclusiveness and equality, having regard to the Council's general duty under the Equality Act 2010, it is not possible given the prevailing topography and constraints of Ventnor Road to provide pedestrian or dedicated cycling routes suitable for all, or a widened pavement along Ventnor Road, to improve links from this site to the local shop, bus stops and public bridleway. Notwithstanding this, a £5000 contribution from this development would be made prior to occupation of the proposed dwellings, which would be used towards improvements to the surface of public footpath NC28. This is considered to be a proportionate contribution given the scale of the proposed development to mitigate for potential increased use of the rights of way network as a result of the proposed development. Although such improvements would not result in a fully inclusive public footpath, they would contribute to enhancement of the existing public right of way network within the vicinity of the site.
- 6.12 Given the nature of existing public rights of way and pedestrian routes in the vicinity and surrounding area, as well as frequency of the local bus service, it is considered that the majority of trips made by Apse Heath residents and future residents of the proposed development would be made by car. However, for some, these alternate routes and local facilities would provide an alternative option to car travel, may reduce the extent and frequency of car travel, and also reduce the need to travel for some convenience goods. The existing rights of way network could also be utilised by future residents for exercise and recreation. It is therefore considered that while many trips are likely to be made by car, future residents would not be car reliant. Concerns have been raised in relation to pedestrian/highway safety and these concerns are discussed in the highways section of this report.
- 6.13 The provision of family homes within Apse Heath would assist in supporting not only the existing local shop and bus service, but also existing local services in nearby villages. Both Arreton and Newchurch benefit from local primary schools, pubs, and Churches, as well as other facilities. In the context of the NPPF, the proposed houses would assist in maintaining these local services through increased footfall. This would assist the Council's policy aim as set out within policy DM10 of the Island Plan, which states that the Council will support proposals that contribute to the vitality and viability of rural service centres and the wider rural area.
- 6.14 Taking all of the above into consideration, it is considered that the proposal can be supported in principle in accordance with the aims of policies SP2, DM3 and DM10 of the CS and the NPPF, which seek to deliver rural housing to meet local needs and development that would sustain the vitality and viability of rural communities and the wider rural area, and policy DM17, which seeks to promote more sustainable modes of travel, including enhancement of the existing rights of way network.

### Impact on the character of the area

- 6.15 The proposed development would result in a small spur of housing development off Ventnor Road in a similar vein to that seen at The Brambles, which is an existing residential cul-de-sac located further south, and on the opposite (western) side of Ventnor Road. Like The Brambles, access would be provided between two existing residential properties Nos. 29 and 31 Ventnor Road.
- 6.16 The reconfiguration of No. 31 would revert the property back to a similar appearance before the front attached garage was added within its front garden. Although this dwelling's garden would be reduced to facilitate the development, particularly the access road, the resultant layout and appearance of this property would continue to complement the character and appearance of other ribbon development along Ventnor Road. The proposed garage would be modest and subordinate in scale and located to the rear where it would be an innocuous feature.
- 6.17 The proposed housing would be laid out within the existing paddock to form a cul-de-sac arrangement around the access road and its turning head. Good sized front and rear gardens, as well provision of open space between the access road and southern site boundary, in conjunction with the retention of existing trees and reinforcement and enhancement of boundary vegetation would ensure that the development would have a spacious yet contained appearance. The comparison plan provided by the applicant demonstrates that in terms of density, the development would not appear more compact than The Brambles development to the west.
- 6.18 The proposed dwellings, a mixture of bungalows and two-storey houses, would be a combination of traditional and more modern building styling, but this varied appearance would add interest, whilst ensuring a sense of cohesiveness throughout the development. In terms of scale and form, the proposed dwellings would be comparable and reflective of surrounding housing and the overall building designs would add positively to the quality of housing locally. Use of quality materials for the exterior building elevations could be secured by planning condition.
- 6.19 Given the topography of the site and surrounding land, the proposal would require land re-profiling to allow for the stepping of plots across the site and rear gardens, as well as a gentler continuous slope profile for the access road, which would generally fall with the contours of the site. Rear gardens for the dwellings would generally rise to higher neighbouring land at the site boundaries. It is considered that additional details are required in the form of cross sections for the access road, as well as details of boundary treatments/retaining walls, but these could be secured by planning conditions to ensure appropriate landscaping of the site and treatment of site boundaries with neighbouring properties. Notwithstanding these details, it is considered that the submitted plans, including sections, show that the dwellings would sit suitably within the contours of the site and surrounding area.
- 6.20 In terms of the wider landscape/surrounding area, the site is relatively discreet, given its lower elevation and enclosure by existing trees to the south and east,

and buildings fronting Ventnor Road and Newport Road to the west and north. From the west and north, there are glimpses over and toward the site between buildings, but these are limited and given the elevated nature of these roads in relation to the site, screening afforded by buildings and trees and the positioning and lower level of the proposed dwellings, the visual impact of the development from these roads would not be harmful. Views of the site from the countryside to the east and at a distance from the south are well screened by existing tree cover.

- 6.21 There would be dappled views of the dwellings and development through the southern tree line from the countryside to the south, as well as from public footpath NC28. However, retention of the southern trees, reinforcement and enhancement of the scrub and vegetation along this boundary, and establishment of new tree planting and wildflower grassland as proposed within the submitted landscaping scheme would ensure that over time the visual impact of the development from the south and this public footpath would diminish and soften. Given this and the setback, position and orientation of the dwellings, it is considered that the visual impact of the development when viewed from the south and this public footpath would be mitigated and reduced to an acceptable level following establishment of the proposed soft landscaping.
- 6.22 The development would change the character and appearance of this site, particularly when viewed from surrounding residential properties. However, change of itself is not necessarily harmful and all development will unavoidably result in change, particularly when development is proposed on non-previously developed (greenfield) land. Policies SP1 and DM2 of the CS require development to be high-quality and to complement and enhance local character and context. In this case, the proposed housing would be located close to the existing built-up residential area and be readily seen from and in relation to existing housing development. The proposal would result in contained small scale housing development that would complement and positively add to housing locally and which would be situated at lower level, at distance from neighbouring dwellings, and screened so that it would not be visually prominent or harmful when viewed from surrounding properties, surrounding roads or the wider countryside.
- 6.23 Therefore, whilst the development would result in change to the character and appearance of this site, it would positively add to and complement the character of the existing residential built-up area of Apse Heath, enhance the site and its boundaries, and would not adversely impact on the wider area/landscape. Considering the above, it is concluded that this development would complement, positively add to and enhance the character of the surrounding area and would protect the character of the wider rural landscape in accordance with the aims of policies DM2 and DM12 of the CS.

#### Impact on neighbouring properties

##### *Newport Road properties, including Heather House*

- 6.24 Neighbouring residential properties along Newport Road to the north are situated at a significantly higher level to the application site. Because of the elevated

position, some of these properties do benefit from extensive views southwards towards and over the site and wider rural landscape. These properties also benefit from lengthy rear gardens which slope down to the northern and alongside the eastern site boundaries.

- 6.25 The proposed dwellings would be situated between 9m (Plot 4) and almost 18m (Plot 1) from the northern site boundary and between 13m and 15m from the eastern site boundary. Submitted plans show that the rear of Heather House is about 85m from the nearest NE corner of the dwelling on Plot 4. Taking into consideration these separation distances, the elevated nature of existing dwellings and residential gardens to the north in comparison to the application site, and having regard to the scale and lower land levels of the proposed dwellings, as well the indicated retention and enhancement of boundary vegetation, it is considered that the proposed development would not result in any significant or harmful impacts on these neighbouring properties in terms of privacy, light or outlook.

*Ventnor Road properties, including No. 29*

- 6.26 The dwelling on plot 1 would be about 6.7m away from the western site boundary with the rear gardens of properties along Ventnor Road at its closest point. Due to the length of these neighbouring gardens, the rear elevations of existing dwellings would be more than 57m away from the western flank wall of the dwelling on Plot 1. Given the dwellings on plots 1-3 would be single storey bungalows in scale and would not have any upper floor windows, taking into consideration the primary south-north orientation of these proposed dwellings, that existing trees along this site boundary would be retained and this shared boundary would be enhanced with new hedge planting, it is considered that the proposed development would not adversely impact these neighbouring properties in terms of loss of privacy, light or outlook.
- 6.27 Concerns have been raised in terms of noise and disturbance as a result of use of the proposed access road, which would run alongside the northern side boundary with No. 29. This neighbouring property has a ground floor window and conservatory and two upper floor windows to its southern side. The proposed access road would come within 0.6m of the shared boundary and 5.5m with this neighbouring property. Whilst this access road would come in close proximity to the flank and rear of this neighbouring dwelling, given the NW-SE orientation of this dwelling, that the existing driveway for No. 31 runs between these dwellings, and that it is not uncommon in this area for residential access roads to run to the side and rear and between residential properties (The Brambles), it is considered that although the development would be likely to result in increased activity and traffic to the side and rear of this neighbouring dwelling, this impact could be mitigated to an acceptable level by the provision of a robust boundary treatment along the length of the shared boundary. This can be secured by planning condition.
- 6.28 Currently the shared southern boundary between the rear gardens of No. 31 and Easton to the south is partially open, save for existing low post and rail fencing. However, due to the positioning and separation distance of the proposed access

road from this shared boundary, about 11.5m at its closest point, and given the proposed soft landscaping to the south side of the access road, it is considered that use of this access road would not adversely impact the amenities of occupiers of this neighbouring property. Furthermore, given the distance of the proposed garage for No. 31 from this shared boundary, about 5m, and the size, design and form of this garage, it is that this proposed outbuilding would not result in harmful impacts to this neighbouring property.

- 6.29 In terms of noise and disturbance impacts on other residential properties along Newport Road and Ventnor Road, whilst the development would result in an intensified use of the site, the proposed residential use of this land would be complementary of surrounding residential uses and the length of back gardens and separation distances of residential properties from the existing paddock area, as well as the retention and reinforcement of site boundaries would mitigate for any increased activity and noise within this part of the site so that such impacts would not be harmful for neighbouring residents.
- 6.30 In relation to concerns regarding air and light pollution, given the proximity of the site and surrounding residential properties and gardens to the existing road network and taking into consideration the scale of development proposed and level of daily traffic associated with that, it is considered the development would be unlikely to result in a significant adverse effect in terms of local air quality. Furthermore, given the separation distances of the proposed dwellings from neighbouring properties, that enhancement and reinforcement of boundary landscaping, external lighting and additional roof glazing can be controlled through planning conditions, it is considered that light emanating from the proposed development could be limited to an acceptable level so that in terms of light pollution, the proposed development would not result in unacceptable impacts on the amenities of neighbouring residents.
- 6.31 Having regard to the above, it is concluded that subject to conditions to secure appropriate landscaping and boundary treatments, the development would not adversely impact neighbouring properties and would afford a good level of amenity for neighbouring property occupiers in accordance with the aims of policy DM2 of the CS and the NPPF.

#### Impact on the existing dwelling (No. 31)

- 6.32 The proposal would see the existing attached garage at the front of No. 31 removed and a parking area and new detached garage provided to the rear of the dwelling. This would provide adequate parking space for this existing dwelling whilst also allowing for a westerly aspect to be reintroduced for this property at its western end. Furthermore, good-sized front and rear gardens would be provided for the dwelling commensurate to its size. Therefore, whilst some of the rear garden and paddock area would be lost to accommodate the proposed development, it is considered that adequate garden and parking space would be maintained for No. 31.
- 6.33 Like No. 29, the proposed access road would run along the north side and to the rear of No. 31 and its garden. However, given a dual aspect would be provided for

No. 31's front lounge, that the north side of No. 31 contains the main entrance, kitchen window and upper floor bedroom windows, and that the habitable spaces within No. 31 do and would look out directly over its own parking area, access, front and rear gardens, it is considered that whilst undoubtedly the development will effect and impact the immediate environs of No. 31, this changed context and any increased activity, noise and disturbance would not be harmful to occupiers of this existing dwelling. Again, a planning condition can be used to secure appropriate and robust boundary treatments for the rear garden which would ensure impacts would be mitigated to an acceptable level.

- 6.34 It is therefore concluded that the development would maintain a good level of amenity for occupiers of No. 31 in accordance with policy DM2 of the CS and the NPPF.

#### Impact on trees and ecology

- 6.35 Existing trees around the site boundaries are protected by Tree Preservation Order 20/00005/TPO. These trees make a significant positive contribution to the site setting and character of the surrounding area, afford privacy and screening to neighbouring boundaries, enclose the site from the wider countryside to the south and east and provide habitat for wildlife.
- 6.36 The submitted Arboricultural Report (AR) explains that no existing trees within or near the site would need to be removed to facilitate the development and in terms of tree works only deadwood removal from the larger trees along the southern boundary and an inspection of T4 (Ash) due to the presence of fungal decay infection and recent limb failures is recommended. The AR states that works associated with the proposed development would be clear of the root protection areas of retained trees, but that adequate tree protection would need to be provided during development to protect trees from damage during construction. It is also recommended within the AR that a tree protection plan and method statement is conditioned to inform contractors of the necessary protective measures before any works commence and that the method statement include cross sections in proximity of trees T1-4 to show how the road design would deal with ground levels without impacting tree roots.
- 6.37 In terms of shading/dominance, the AR states that the layout would afford ample clearance from existing trees to ensure there would be no significant shade or dominance issues, with the more constrained southern area of the site set aside as open space. It concludes that the layout would meet BS5837 recommendations for gardens having direct sunlight for at least part of the day, ensuring no significant impact or use and enjoyment of these gardens.
- 6.38 The Council's Tree Officer has considered the application and advised that due to the proximity of works to root protection areas a method statement should be conditioned to ensure impacts to trees would be limited to an acceptable level and also the long-term retention of these trees. Subject to a planning condition securing a bespoke method statement and tree protection plan, it is considered that development would have appropriate regard and avoid adverse impacts to existing trees around the perimeter of the site.

6.39 Concerns have been raised that improvement works to public footpath NC28 may result in impacts to protected trees. These works would not be undertaken as part of this proposed development, but the development would financially contribute towards the costs of future works to this right of way which would be overseen by the Council, primarily via its Public Rights of Way Service. Therefore, potential impacts to these trees from such works would be no different than any other works carried out to existing public rights of way in the vicinity of trees, protected or not.

6.40 The submitted Ecological Report (ER) concludes that the site is of limited ecological value being predominantly of open mown appearance with little in the way of structural vegetation, with (as discussed above) all notable tree cover unlikely to be impacted by any development. The ER does however make a series of recommendations to ensure possible impacts would be avoided and the site enhanced, which include:

- retention and enhancement of boundary vegetation;
- provision of permeable rear garden boundaries;
- creation of wildflower grassland and fruit tree planting within the site;
- incorporation of bird boxes and bat tubes within the development;
- minimisation of exterior lighting, which should be directed away from site boundaries.

The application is accompanied by an ecological landscaping plan, which provides details of proposed planting and ecological mitigation, incorporating the recommendations from the ER to ensure biodiversity net gain would be achieved across the site.

6.41 The Council's Ecology Officer has advised that the suite of ecological avoidance, mitigation and enhancement measures recommended in the ER should be secured by planning conditions to ensure ecological impacts would be avoided and mitigated, the site enhanced, and biodiversity net gain achieved.

6.42 Southern Water has confirmed that the wastewater from this development would go to Sandown Wastewater Treatment Works and so potential adverse impacts to the Solent Catchment in terms of the addition of nitrates into this water body from wastewater would be avoided.

6.43 Subject to conditions to secure tree protection and ecological avoidance, mitigation and enhancement measures as recommended within the ER, it is considered that the proposal would have appropriate regard to existing trees surrounding the site and would protect, conserve and enhance ecology and biodiversity interests in accordance with the aims of policies DM2 and DM12 of the CS.

### Highway considerations

- 6.44 The existing access to No. 31 from Ventnor Road would be reconfigured to form a bell mouthed junction with vehicle overrun and 1.8m pavement link to the north of this junction. The proposed on-site access road would extend from this into the site at varying widths ranging from 3.8m to 5.1m, and a couple of passing bays would also be provided as well as a turning head at its eastern end. Island Roads has confirmed that the proposed layout would provide adequate junction stacking and vehicle passing points whilst at the same time it would control vehicle speeds to provide an on-site shared use environment. There would also be adequate space within the site for vehicles to turn so they could enter and leave the site in forward gear.
- 6.45 In terms of required junction visibility, Island Roads has confirmed that this can be achieved and has recommended conditions to ensure this would be provided for the site junction with Ventnor Road as well as the access to be provided to No.31's parking area and garage. Provided these conditions are imposed adequate junction sightlines would be provided.
- 6.46 Within the site parking would be provided at a level of at least two spaces per dwelling as well as parking space and a garage for No. 31. The dwellings within the corner plots 4 and 7 would also benefit from garages. This level of on-site parking provision would meet the Council's Parking Guidelines SPD requirements.
- 6.47 Given the above and Island Roads' comments, which also advise that the development would not negatively impact on the capacity of the highway network, it is considered that in terms of vehicular access and on-site parking the development would not negatively impact the highway network and would make adequate provision for car parking within the site.
- 6.48 Concerns have however been raised that pedestrian connectivity from the site along Ventnor Road, to the local shop and to existing bus stops is inadequate and that this, in conjunction with the less accessible and sustainable nature of the location, would potentially result in increased car use and conflict between vehicles and pedestrians.
- 6.49 Island Roads has advised that for much of the length of Ventnor Road from the application site northwards to its junction with Newport Road there is no public dedicated footway. The majority of the length of Ventnor Road is deemed public carriageway. However, there is a narrow hard surfaced strip running continuously from the application site to the Newport Road junction which is used by pedestrians to walk along Ventnor Road. Whilst this strip would not be compliant with footway design standards (as advised by Island Roads) and would not be suitable for all, it does provide refuge for some pedestrians walking along Ventnor Road. In addition, on-street parking along the eastern side of Ventnor Road also affords additional protection from vehicular traffic for pedestrians using this route. Given this informal 'footway' is limited in width, as well as the fragmented nature of dedicated pedestrian routes locally, there will be times when pedestrians will have to step into the carriageway, including to cross

Ventnor Road and Newport Road, to reach public rights of way, the local shop and bus service. As such whilst some pedestrians may choose to use this route, and do, the majority of trips are likely to be made by car.

- 6.50 Paragraph 109 of the NPPF 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.
- 6.51 As discussed earlier in the principle/sustainability section of this report, there is no opportunity within the public highway or land in the control of the applicant to provide an improved pedestrian route to Newport Road. Whilst the lack of adequate dedicated and inclusive pedestrian routes in the locality is a negative aspect against the proposal, this must be viewed in the context of the immediate locality which is a built-up residential area. Although the proposal may increase the potential for conflict between pedestrians and motorists, would not promote inclusive pedestrian connectivity, and would be likely to encourage private car use, given the amount of housing already in the vicinity, as well as the small scale of the proposed development, it is considered that the proposal would be unlikely to result in unacceptable impacts in terms of highway safety or severe impacts on the highway network.
- 6.52 Therefore, given the above, it is considered that whilst the lack of adequately-sized/designed, continuous and dedicated pedestrian routes to the local shop and public bus stops would be likely to promote car use and may result in some increased potential for conflict between pedestrians and motorists, contrary to the aims of policy DM17 of the CS, the development would provide safe access, adequate on-site passing, parking and turning space to serve the development, and given the scale of the development and amount of housing within the vicinity of this built-up residential area, it is considered the development would not result in unacceptable highway safety impacts or serve impacts to the highway network. Therefore, the NPPF indicates development should not be prevented or refused on highways grounds.

#### Affordable Housing

- 6.53 The proposed development falls under the threshold for on-site delivery of affordable housing (10+ dwellings) set out in policy DM4 of the CS. Notwithstanding this, a financial contribution from the development towards off-site affordable housing provision has been secured by planning obligation in accordance with the requirements of policy DM4 and the Council's Affordable Housing Contributions SPD. The proposal would therefore be compliant with local planning policy in terms of affordable housing.

#### Flood risk and drainage

- 6.54 The site is within Flood Zone 1 and therefore is located in an area at lower risk of flooding. The proposal would therefore be consistent with the sequential approach set out within policy DM14 of the CS and the NPPF, which seeks to ensure that development is located in areas at lower flood risk.

- 6.55 In terms of surface water drainage, the submitted Drainage Strategy (DS) explains that surface water run-off from the dwellings and access road would be directed and then discharged (controlled) to the existing ditch running just outside of the southern site boundary. Given the current greenfield nature of the site, the DS explains that the development would increase the rate of surface water run-off and so it is proposed to control the surface water flow rate to the ditch/watercourse by installing cellular storage crates to form a below ground attenuation tank and a hydro brake to ensure that post-development this flow rate would be reduced compared to the current greenfield rate. The tank and hydro brake are indicated on the submitted plans to be sited south of the access road within the open space.
- 6.56 The DS states that whilst SuDS options were considered (soakaways and a pond), these have been discounted following the results from soakage trial pits within the site and taking account of site constraints, including size and topography. The DS explains that surface water run-off post-development would not increase flood risk as the drainage design would ensure the ditch/watercourse could accommodate flows from the development. Whilst concerns have been raised regarding the ditch and flooding, responsibility for maintaining this existing ditch rests with the landowner(s). Details of who would be responsible for future maintenance of the on-site surface water drainage system can be secured by planning condition, although within the site this is likely to be passed to the future property owners.
- 6.57 For foul drainage, the DS states connection would be made to the existing public foul sewer. Approval to connect to this sewer would need to be obtained from Southern Water. Southern Water has confirmed this to be an option.
- 6.58 Final details of surface water and foul drainage to be provided to serve this development can be secured by a pre-commencement planning condition. The submitted DS has demonstrated that adequate means of drainage could be provided to accommodate the development without increasing flood risk in accordance with the aims of policy DM14 of the CS.

#### Minerals Safeguarding

- 6.59 The site is located within a Minerals Safeguarding Area. Policy SP9 of the CS explains that MSAs are identified to protect mineral related assets from unnecessary sterilisation by development. Policy DM20 adds that planning permission will not be granted for any form of development within an MSA that is incompatible with safeguarding the mineral unless:
- a. the applicant can demonstrate to the satisfaction of the Council that the mineral concerned is no longer of any value or potential value; or
  - b. the mineral can be extracted satisfactorily prior to the incompatible development taking place; or
  - c. the incompatible development is of a temporary nature and can be completed and the site restored to a condition that does not inhibit extraction within the timescale that the mineral is likely to be needed; or
  - d. there is an overriding need for the incompatible development.

Paragraph 206 of the NPPF states that local planning authorities should not normally permit other development proposals in MSAs if it might constrain potential future use for mineral working.

- 6.60 The Council's guide to the application of MSAs to non-mineral related development (June 2012) states that the Council considers certain categories of development to be exempt from the policy requirements set out in DM20, as not all development within or close to an MSA represents a risk to future minerals extraction, for example, householder and infill development. It explains that the main risks come from proposals with significant increases or creation of new footprint in the open countryside.
- 6.61 In this case, the proposal seeks to utilise space between existing dwellings to access an existing paddock area to the rear of existing housing to deliver a few dwellings. This paddock is enclosed by protected trees and more readily relates to the existing built-up area of Apse Heath and existing housing and residential gardens than it does to the surrounding open countryside. The application site only amounts to a very small proportion of the overall MSA, it is located at the periphery of that area and the site is divorced from open countryside by trees, including protected trees, and public rights of way, as well as being located in close proximity to existing housing. Given the scale of development, its location and site constraints, it is considered that proposed development would not pose a risk to future minerals extraction and can be excluded from the requirements of policy DM20 as the proposal is tantamount to 'infill development' having regard to the character and context of the site and the surrounding area.
- 6.62 In addition to the above, the proposal would meet current housing needs, which are currently not being met, and although due to the scale of the development proposed this would not be considered an 'overriding need', this adds further justification as to why in this location (where development is unlikely to pose a risk to future minerals extraction) housing development would not be inappropriate in the context of minerals safeguarding.
- 6.63 Having regard to the aims of policies SP9 and DM20 and the NPPF and taking account of the Council's guidance in respect of the application of MSAs to non-mineral related development, it is considered that the proposal would not cause any significant conflict with the aims of planning policy in terms of minerals safeguarding.

#### Other matters

- 6.64 Although concerns have been raised that there is not the infrastructure locally to support the proposed housing, it is considered that the development proposed would help sustain existing services, including the local shop and public bus service, as well as other service and facilities in neighbouring villages. Given the small scale of the development, it would not have a significant adverse impact on existing infrastructure and may help increase demand for improvements in infrastructure locally.

6.65 In terms of setting a precedent, this application must be treated on its own merits. There would be limited, if any, opportunities in the surrounding area to replicate this development. Therefore, it is considered that the development would not set a precedent and it would not make it more difficult for the Council to resist future inappropriate development within the Wider Rural Area.

6.65 Concerns have also been raised regarding the NE side elevation of the dwelling on plot 4 being shown differently on the submitted section drawings to the proposed elevations submitted for this dwelling. This issue can be addressed by planning condition to ensure the elevations for this dwelling would be constructed in accordance with the submitted proposed elevations drawing for this plot.

## **7 Conclusion and Planning Balance**

7.1 It is considered that the development proposed would meet social and economic objectives of the planning system through the delivery of new high-quality housing to meet local needs, it would contribute towards off-site affordable housing delivery, it would promote the vitality and vibrancy of rural communities and the wider rural area and it would help stimulate the economy through the development process itself. Environmentally, the development would complement and enhance the character of the surrounding area and biodiversity, whilst ensuring existing trees would be protected and a good level of neighbouring amenity would be maintained. The development would not conflict with minerals safeguarding and it would not increase local flood risks. Furthermore, it would provide safe access, comply with the Council's Parking Guidelines, and contribute to improvement of local rights of way.

7.2 Whilst the site is located within a less accessible rural location, it is connected to other towns and villages via the existing public rights of way network and existing local bus service. The site is also well related to the road network. Although pedestrian connectivity is limited and not suitable for all users, and future residents are likely to make most trips by car, it is considered that these deficiencies, taking into consideration the scale of development proposed, would not in isolation warrant refusal of the planning application.

7.3 For the above reasons, it is therefore concluded that in this case, the economic, social and environmental benefits of the proposed development would outweigh any harm that would be caused to those objectives as a result of it.

## **8 Recommendation**

8.1 Conditional planning permission subject to the prior execution of a planning obligation to secure financial contributions for off-site affordable housing provision and £5,000 for rights of way improvements.

## **9 Statement of Proactive Working**

9.1 In accordance with paragraphs 186 and 187 of the NPPF, the Isle of Wight Local Planning Authority takes a positive approach to development proposals focused on solutions to secure sustainable developments that improve the economic,

social and environmental conditions of the area. Where development proposals are considered to be sustainable, the Council aims to work proactively with applicants in the following way:

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

In this instance:

- The applicant sought pre-application advice;
- The application was considered acceptable as submitted and no further discussions were required.

### **Conditions/Reasons**

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

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

2. Except for the requirements of the conditions on this decision notice, the development hereby permitted shall only be carried out in complete accordance with the recommendations set out in 4.2 of the submitted Ecological Report and the details shown on the submitted plans, numbered below:

1902(AP)00.01  
1902(AP)G – 10.01  
1902(AP) Ex 40.01  
1902(AP)3b-B 10.01  
1902(AP)2/3b-B 10.01  
1902(AP)3b-H 40.01  
1902(AP)3b-H 10.01  
1902(AP)2b-H 40.01  
1902(AP)2b-H 10.01  
1902(AP)R00.05  
1902(AP)R00.06  
1902(AP)00.06  
1902(AP)S00.04  
1902(AP)S00.05  
1902(AP)S40.03  
AS/CB/0820 LLP

Drawings 1902(AP)S00.05 and 1902(AP)S40.03 show the incorrect northeast side elevation for the dwelling on plot 4. Notwithstanding this discrepancy, the dwelling on plot 4 shall be constructed in accordance with the details shown on drawing 1902(AP)3b-H 40.01.

**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 development shall take place until an Arboreal Method Statement has been submitted to and agreed in writing by the Local Planning Authority detailing how the potential impact to trees will be minimised during construction works. The submitted details shall include those referred to within the submitted Arboricultural Report, including a tree protection plan, details of protective fencing and ground protection, and cross sections to show how the road design will deal with ground levels without impacting on the root protection areas of existing trees as discussed with 3.2.4 of the Arboricultural Report. Development shall be carried out in accordance with the approved method statement which shall be adhered to throughout the development of the site.

**Reason:** To ensure that the high amenity trees to be retained would be adequately protected from damage to health and stability throughout the construction period in the interests of amenity 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 due to the requirement to protect trees at all stages of site works.

4. No development shall take place 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, based on the principles of the submitted Drainage Strategy. The submitted scheme shall include calculations to demonstrate that the run-off rates to the ditch/watercourse post-development shall not exceed the pre-development run-off rates, as well as details of any on-site attenuation and headwall to the ditch/watercourse. Development shall be carried out in accordance with the approved scheme, which shall be completed prior to the occupation of the houses.

**Reason:** To ensure that the site is suitably drained, to protect ground water and watercourses from pollution, and to ensure flood risk would not be increased in accordance with the aims of 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 due to the early stage at which the drainage system would need to be installed.

5. No development shall take place until a Construction Management Plan has been submitted to and approved in writing by the Local Planning Authority. The Construction Management Plan shall include but not be limited to the following issues:

- A map or plan showing the location of any contractors compound;

- The loading and unloading of plant and materials throughout the build process;
- How operative and construction traffic parking would be provided and managed throughout the build process;
- Locations for the storage and handling of plant, materials, fuels, chemicals and wastes;
- Measures to control the emission of dust, noise and dirt resulting from the site preparation, groundwork and construction phases of the development;
- Wheel cleaning facilities through-out the build process;
- Hours of working, deliveries, loading and unloading.

Once approved, the Construction Management Plan shall be adhered to at all times for the duration of the development. Any material deposited on the public highway as a result of site traffic/operations shall be removed as soon as reasonably practicable by the site operator.

**Reason:** To prevent annoyance and disturbance to nearby properties from the development, 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. This is a pre-commencement condition because the aim of the condition is to ensure that the demolition and construction phases would be managed in a suitable manner.

6. Notwithstanding the submitted plans, construction of the dwellings and garages hereby permitted shall not proceed above foundation level until details of the materials to be used in the construction of the external surfaces of the dwellings and garages 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 ensure a high-quality appearance for the dwellings in accordance with the aims of policy DM2 (Design Quality for New Development) of the Island Plan Core Strategy.

7. Notwithstanding the submitted plans, no landscaping works or construction of the access road shall begin until details of hard landscaping works, including hard surfacing, any hard boundary treatments and retaining walls/structures, the boundary treatment to be provided between the access road and the shared northern site boundary with 29 Ventnor Road and finished levels, to include cross sections of the access road to demonstrate how land will be graded to accommodate this, have been submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details. Thereafter, the agreed boundary treatment for the shared boundary with 29 Ventnor Road shall be maintained and retained in accordance with the approved details.

**Reason:** To ensure the development would be appropriately landscaped in the interests of the amenities and character of the area and to ensure a

good level of amenity for future occupiers of the development and neighbouring property occupiers in accordance with the aims of policy DM2 (Design Quality for New Development) of the Island Plan Core Strategy.

8. No dwelling hereby permitted shall be occupied until the alterations to 31 Ventnor Road detailed on drawing 1902(AP) Ex 40.01 has been carried out and completed. The materials used in the construction of the external surfaces of these works shall match those used in the construction of the exterior of the existing dwellinghouse.

**Reason:** To ensure a good level of amenity for occupiers of the existing dwellinghouse and 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.

9. No dwelling hereby permitted shall be occupied until the access and parking area for 31 Ventnor Road has been provided in accordance with the approved plans and details.

**Reason:** To ensure adequate on-site parking would be provided to serve this existing dwelling in accordance with the aims of policy DM17 (Sustainable Travel) of the Island Plan Core Strategy and the Council's Guidelines for Parking Provision as Part of New Development Supplementary Planning Document.

10. No dwelling hereby permitted shall be occupied and the access hereby permitted shall not be brought into use until a timetable for the carrying out and completion of the landscaping works, as well as for installation of the bird boxes and bat tubes detailed on drawing AS/CB/0820 LLP, has been submitted to and approved in writing by the Local Planning Authority. Landscaping works and bird box/bat tube installations shall be carried out and completed in accordance with the approved plans and at the agreed times. Any trees or plants comprised in the approved details of landscaping 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.

11. No dwelling hereby permitted shall be occupied until a management plan for the open space and communal areas of the site, as well as for any on-site surface water drainage infrastructure, has been submitted to and approved in writing by the Local Planning Authority. The submitted management plan shall include details of management responsibilities and how these areas of the site and this infrastructure would be maintained in perpetuity. The

approved management plan shall be adhered to thereafter in accordance with the agreed details.

**Reason:** To protect the visual amenity of the site, in the interests of biodiversity and to minimise flood risks in accordance with the aims of policies DM2 (Design Quality for New Development), DM12 (Landscape, Seascape, Biodiversity and Geodiversity) of the Island Plan Core Strategy.

12. Notwithstanding the submitted plans, the access to the site from Ventnor Road and access to the parking area/garage of 31 Ventnor Road from the internal site access road hereby permitted shall not be brought into use until the sightlines for these accesses have been provided 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 when taken at a height of 1.0m above the adjacent carriageway / public highway shall at any time be placed or be permitted to remain within those sightlines.

**Reason:** In the interests of highway safety and to comply with the aims of policies SP7 (Travel) and DM2 (Design Quality for New Development) of the Island Plan Core Strategy.

13. No dwelling hereby permitted shall be occupied until the parts of the service roads which provide access to it and the service vehicle turning head have been constructed surfaced and drained in accordance with submitted drawings numbered 1902(AP)00.01 (dated September 2020), 1902(AP)00.02 (dated September 2020), 1902(AP)R00.05, 1902(AP)R00.06 (dated August 2020), and 1902(AP)00.06 (dated September 2020) and those details approved in accordance with conditions 4 and 7.

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

14. No dwelling hereby permitted shall be occupied until space has been laid out within the site and drained and surfaced in accordance with drawing no. 1902(AP)00.01 (dated September 2020), 1902(AP)00.02 (dated September 2020), 1902(AP)R00.05, 1902(AP)R00.06 (dated August 2020), and 1902(AP)00.06 (dated September 2020) for cars to be parked in association with that dwelling and for private and service vehicles to turn so that they may enter and leave the public highway/Ventnor Road in forward gear. The space(s) shall not thereafter be used for any purpose other than that approved in accordance with this condition.

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

15. Prior to the installation of any exterior lighting within the site as part of the development hereby permitted, details of that lighting shall be submitted to and approved in writing by the Local Planning Authority. Details shall include

measures to minimise light pollution, prevent glare and avoid impacts to protected species and their habitats. External lighting shall be installed and thereafter maintained in accordance with the approved details.

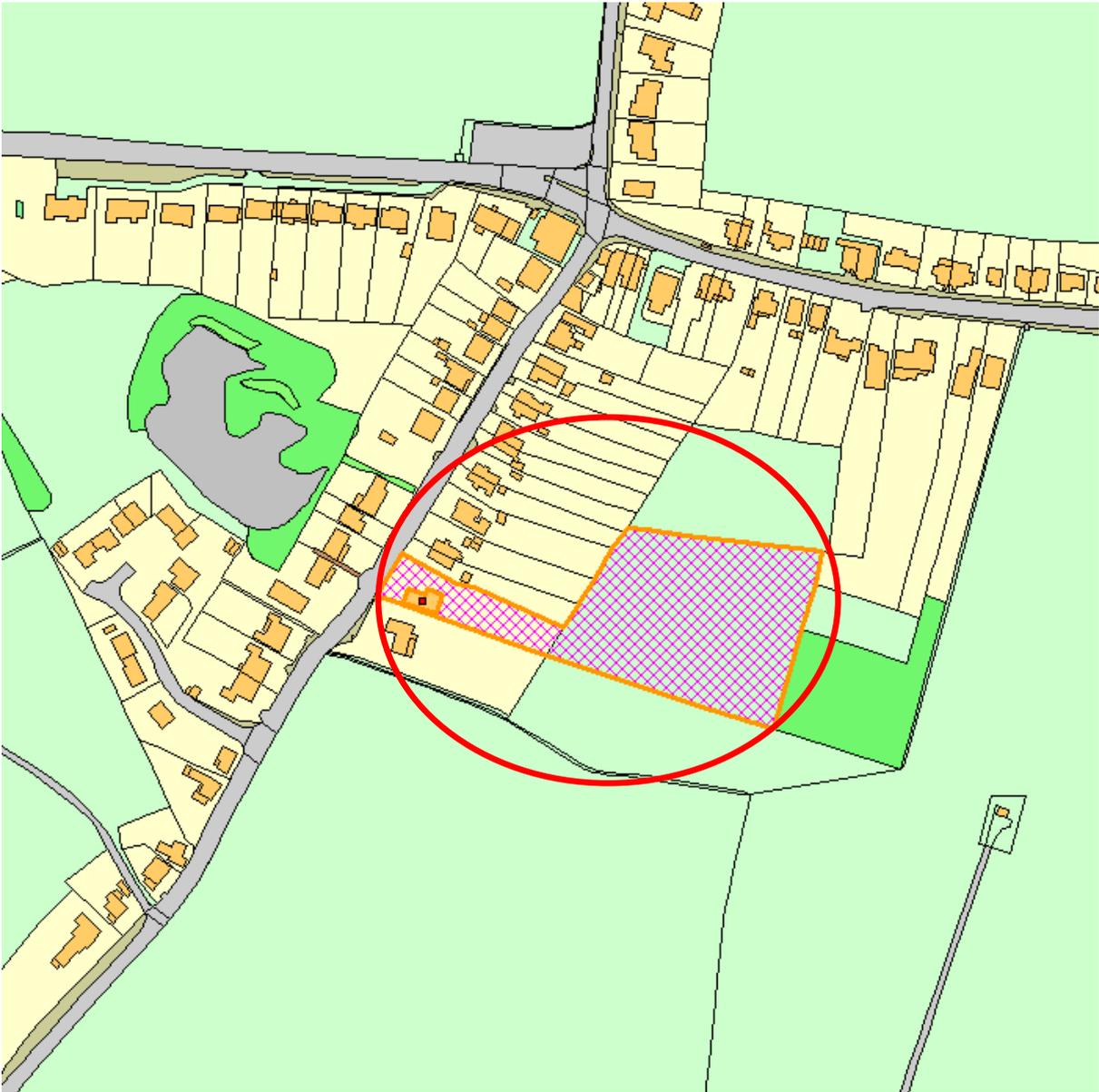
**Reason:** To protect the amenities of nearby residential properties and to prevent light pollution from harming the character of the surrounding area and protected species in accordance with the aims of policies DM2 (Design Quality for New Development) and DM12 (Landscape, Seascape, Biodiversity and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

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

**Reason:** In the interests of the amenities and character of the site and surrounding area and to protect the amenities of future occupiers of the development as well as neighbouring residents and the biodiversity and ecological interests and value of the site in accordance with the aims of policies SP5 (Environment), DM2 (Design Quality for New Development) and DM12 (Landscape, Seascape, Biodiversity and Geodiversity) of the Island Plan Core Strategy.

### **Informative(s)**

1. This permission is subject to a planning obligation which requires financial contributions to be made towards affordable housing provision and improvements to public rights of way. A copy of this planning obligation can be viewed with the application documents on the Council's website [www.iow.gov.uk/planning](http://www.iow.gov.uk/planning)
2. A formal application will need to be made to Southern Water to connect to the public foul sewer. To make an application visit [developerservices.southernwater.co.uk](http://developerservices.southernwater.co.uk) and please read its New Connections Services Charging Arrangements documents which are available on its website via the following link: [southernwater.co.uk/developing-building/connection-charging-arrangements](http://southernwater.co.uk/developing-building/connection-charging-arrangements)



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