



Purpose: For Decision

Planning Committee Report

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

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

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

3. Details of Application

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

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

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

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

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

4. Relevant History

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

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

5. Development Plan Policy

National Planning Policy

- 5.1 The National Planning Policy Framework (NPPF). At the heart of the NPPF is a presumption in favour of sustainable development. For decision-taking this means approving development proposals that accord with an up-to-date development plan without delay; or where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:
 - i. The application of policies in the NPPF that protect areas or assets of particular importance provide a clear reason for refusing the development proposed; or
 - ii. Any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against policies in the NPPF taken as a whole.
- 5.2 The following sections of the NPPF are considered to be directly relevant to this planning application:

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

Local Planning Policy

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

- SP1 - Spatial Strategy
- SP2 - Housing
- SP3 - Economy
- SP3A - Horsebridge Hill
- SP5 - Environment
- SP7 - Travel
- SP9 - Minerals
- DM2 - Design Quality for New Development
- DM3 - Balanced Mix of Housing
- DM4 - Locally Affordable Housing
- DM5 - Housing for Older People
- DM8 - Economic Development
- DM11 - Historic and Built Environment
- DM12 - Landscape, Seascape, Biodiversity and Geodiversity
- DM13 - Green Infrastructure
- DM14 - Flood Risk
- DM17 - Sustainable Travel

Neighbourhood Planning Policy

5.4 None relevant to this area.

Relevant Supplementary Planning Documents (SPDs) and other planning guidance

5.5 The Affordable Housing Contributions Supplementary Planning Document.

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

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

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

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

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

6. Consultee and Third Party Comments

Internal Consultees

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

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

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

Parish/Town Council Comments

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

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

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

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

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

Third Party Representations

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

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

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

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

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

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

7. Evaluation

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

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

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

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

Impact on the character of the area

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

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

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

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

Impact on neighbouring properties

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

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

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

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

Highway considerations

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

Proposed access and off-site works

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

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

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

Impact on the local highway network, including junction capacity.

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

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

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

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

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

Sustainable travel

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

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

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

alternative to the private car for resultant residents.

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

On-site highway network

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

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

Parking

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

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

Conclusion of highways

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

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

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

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

Ecology and trees

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

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

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

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

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

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

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

Drainage and flood risk

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

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

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

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

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

8. Planning balance and conclusions

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

Economic

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

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

Social

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

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

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

Environmental

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

Conclusion

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

9. Statement of Proactive Working

9.1 ARTICLE 31 - WORKING WITH THE APPLICANT

In accordance with paragraph 38 of the NPPF, the Isle of Wight Council takes a positive approach to development proposals focused on solutions to secure sustainable developments that improve the economic, social, and environmental conditions of the area. Where development proposals are considered to be sustainable, the Council aims to work proactively with applicants in the following ways:

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

In this instance the applicant was provided with pre-application advice and the application has been subject to negotiations. Additional information has been submitted through the course of the application which have overcome officer's concerns.

10. Conditions/Reasons

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

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

- 2** The development hereby permitted shall be carried out in complete accordance with the details shown on the submitted plans numbered below:

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

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

HBHI-DWC-HB08-02-DR-A-0050
HBHI-DWC-HB08-04-DR-A-0050
HBHI-DWC-HB09-01-DR-A-0050
HBHI-DWC-HB01-02-DR-A-0050
HBHI-DWC-HB02-01-DR-A-0050
HBHI-DWC-HB02-03-DR-A-0050
HBHI-DWC-HB04-01-DR-A-0050
HBHI-DWC-HB05-01-DR-A-0050
HBHI-DWC-HB05-03-DR-A-0050
HBHI-DWC-HB05-05-DR-A-0050
HBHI-DWC-HB05-07-DR-A-0050
HBHI-DWC-HB05-09-DR-A-0050
HBHI-DWC-HB05-11-DR-A-0050
HBHI-DWC-HB05-13-DR-A-0050

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

- 3** No works associated with the commencement of the above ground construction of the dwellings shall take place until details of materials to be used in the construction of the external surfaces of the development in that phase hereby permitted have been submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.

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

- 4** Prior to the erection of any boundary treatments to individual properties, public open spaces or site boundaries details of the positions, design, materials and type of boundary treatment to be erected shall be submitted to and approved in writing by the Local Planning Authority. The boundary treatments shall be completed in accordance with the approved details prior to the building/area to which it relates being occupied/bought into use.

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

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

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

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

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

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

- 7** No above ground construction of the dwellings hereby approved shall take place until full details of a soft landscape scheme for the site has been submitted to and approved in writing by the Local Planning Authority. These details shall include a schedule of plants, noting species, plant sizes and proposed numbers/densities, planting methodology and an implementation programme. Planting shall be carried out in accordance with the agreed details and shall be regularly maintained. Any trees or plants that die, are removed become seriously damaged or diseased within 5 years of planting are to be replaced in the following planting season with specimens of a like size or species) unless the Local Planning Authority gives written consent to any variation for a period for five years from the date of the approved scheme was completed.

Reason: To ensure appropriate soft landscaping is provided for the development, in the interests of visual amenity and to comply with policy DM12 (Landscape, Seascape, Biodiversity and Geodiversity) of the Island Plan Core Strategy.

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

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

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

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

- 10** No dwelling hereby permitted shall be occupied until space has been laid out within the site and drained and surfaced in accordance with details that have been submitted to and approved by the Local Planning Authority in writing for cars to be parked in accordance with the associated parking area / driveway layouts attributable to each plot as detailed on drawing number HBHI – DWC – SP02 – 01 – DR – A – 0010 – B. Development shall be carried out in accordance with the agreed details and the spaces shall not thereafter be used for any purpose other than that approved in accordance with this condition.

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

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

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

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

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

- 13** No development shall take place until the applicant or their agents has secured the implementation of an archaeological survey (systematic metal detecting survey) in accordance with a Written Scheme of Investigation which has been agreed in writing by the County Archaeology and Historic Environment Service and approved by the planning authority. The development shall be carried out in accordance with the agreed details.

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

- 14** To facilitate monitoring of the on-site archaeological works, notification of the start date and appointed archaeological contractor should be given in writing to the address below not less than 14 days before the commencement of any works:- Isle of Wight County Archaeology and Historic Environment Service, Westridge Centre, Brading Road, Ryde Isle of Wight PO33 1QS.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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