

Planning Committee Report

Report of	STRATEGIC MANAGER FOR PLANNING AND INFRASTRUCTURE DELIVERY
Date	5 March 2024
Application Reference	<u>23/01430/FUL</u>
Application type	Full
Application Description	Hybrid Application: Full planning permission for proposed Suitable Alternative Natural Greenspace (SANG) and means of access/community car park; Outline application for residential development and its means of access
Site address	Land served off Cordelia Gardens, Tuttons Hill and Cockleton Lane, Gurnard, Isle of Wight
Parish	Gurnard
Ward Councillor	Cllr Paul Fuller
Applicant	Jorden Valley Estates Ltd.
Planning Officer	Sarah Wilkinson

Reason for Planning Committee consideration	The application was the subject to a successful call-in request from the ward councillor, as it raised marginal and difficult policy issues
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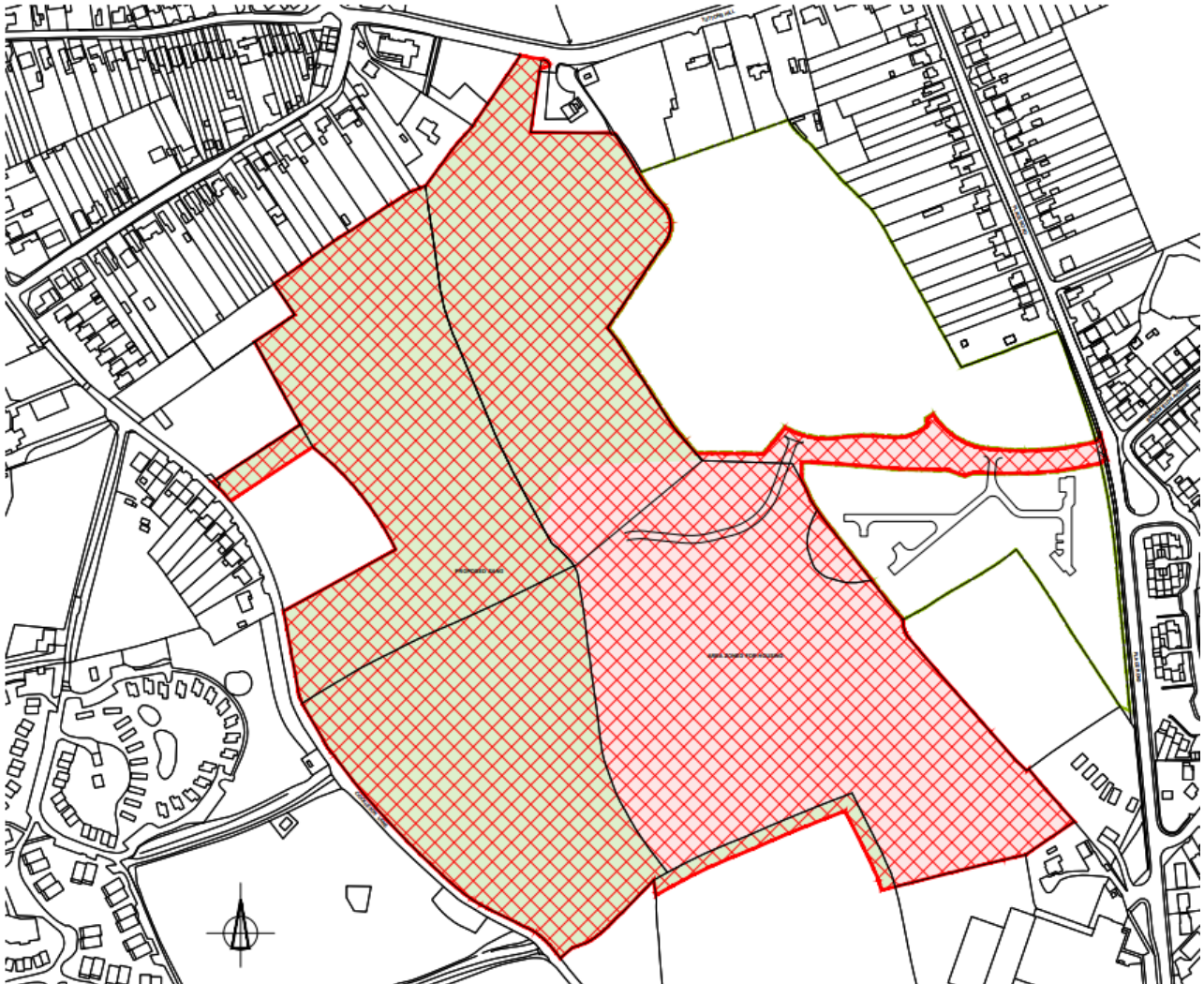
Recommendation	Conditional permission subject to Legal Agreement covering: <ul style="list-style-type: none">• Provision of 35% affordable housing• Habitat mitigation contribution• Delivery, maintenance and management of SANG, open space and surface water drainage infrastructure• Delivery of off-site highway works (Tuttons Hill)• Employment and skills plan
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OUTLINE PLANNING APPLICATION
FOR RESIDENTIAL DEVELOPMENT



FULL PLANNING APPLICATION FOR SANG



Main considerations

- Principle
- Impact on the character of the area
- Impact on neighbouring properties
- Highway considerations
- Trees and ecology
- Other matters

1. Recommendation

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

- Materials
- Highways and parking
- Construction Environment Management Plan
- Landscaping
- Drainage
- Ecological enhancements
- Archaeology

and a Section 106 Agreement covering the following head of terms:

- Provision of 35% affordable housing
- Habitat mitigation contribution
- Delivery, maintenance and management of SANG, open space and surface water drainage infrastructure
- Delivery of off-site highway works (Tuttons Hill)
- Employment and skills plan

2. Location and Site Characteristics

2.1 The application site is an area of approximately 17.9 hectares to the east of Cockleton Lane, south of Tuttons Hill and to the west of the development currently under construction off Place Road.

2.2 The area is predominantly residential in character with housing to the north and east. Gurnard Pines Holiday Village is located to the west (on the opposite side of Cockleton Lane). The Range sits to the land to the south, with a field to the rear of that complex of buildings.

2.3 The site itself is formed by a selection of fields which contain hedgerows along field boundaries and a number of protected trees. The site is also a Mineral Safeguarding Area.

3. Details of Application

3.1 The application is a hybrid, seeking Full consent for a Suitable Alternative Natural Greenspace (SANG), means of access and community car park and Outline consent for residential development and means of access. The outline element of the scheme would consider access with matters of layout, scale, design and landscaping being reserved for later consideration.

3.2 The proposed SANG would cover an area of 11.06 hectares of the 17.9 hectares within the red line site boundary. To provide the SANG 65 native and parkland standard trees would be planted together with 11,000m² of new native woodland and shrub areas. Grassland would be created and managed to form habitat for invertebrates, reptiles, birds and amphibians, to cover the area of approximately 10 football pitches. An area of nearly 5,000m² of wetland habitat

would also be created.

3.3 The proposal also includes an access road and a 20 space community car park for the SANG, to be accessed off Tuttons Hill.

3.4 The proposed residential element would cover an area of 6.82 hectares, albeit 2.56 hectares is already in existence via roads and pavements through the adjacent housing development. The development zones therefore equating to 4.28 hectares. Means of access is the only matter under consideration at this stage, which would be gained via a link to Cordelia Gardens and onward to Deauville Avenue and Place Road.

4. Relevant History

4.1 There is no planning history for the site itself but officers consider the following planning applications on adjacent land to be relevant:

4.2 22/01307/FUL: proposed development of 31 dwellings, garages with associated landscaping and formation of new access road at land fronting Place Road including land to the side and rear of 47-11A Place Road and to the rear of The Heritage to Shepards Hay, Tuttons Hill and access off Place Road, Cowes

4.3 P/00358/18: 21 dwellings, garages and associated landscaping with the formation of a new access road at land fronting Place Road including land to the side and rear of 47-11A Place Road and to the rear of The Heritage to Shepards Hay, Tuttons Hill and access off Place Road, Cowes

4.4 P/00183/18: 30 dwellings, garages and associated landscaping with formation of new access road at land fronting Place Road including land to the side and rear of 47-11A Place Road and to the rear of The Heritage to Shepards Hay, Tuttons Hill and access off Place Road, Cowes

4.5 P/01398/17: proposed construction of 30 dwellings, garages with associated landscaping; formation of new access road at land fronting Place Road including land to the side and rear of 47-11A Place Road and to the rear of The Heritage to Shepards Hay, Tuttons Hill and access off Place Road, Cowes

4.6 P/00462/16: construction of 12 dwellings with associated garages; formation of vehicular access and associated landscaping at land fronting Place Road including land to the side and rear of 47-11A Place Road and to the rear of The Heritage to Shepards Hay, Tuttons Hill and access off Place Road, Cowes

4.7 P/01307/13: outline for 86 dwellings; formation of vehicular access and associated works off Place Road at land fronting Place Road including land to the side and rear of 47-11A Place Road and to the rear of The Heritage to Shepards Hay, Tuttons Hill and access off Place Road, Cowes

4.8 23/01337/OUT: outline application considering access and layout for 31 dwellings (phase 2) at land to the north-west of 75 Place Road, Cowes

4.9 22/02229/OUT: Outline for 14 dwellings, alterations to access at land adjacent to 77 Place Road, Cowes

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 outside of the Medina Valley Key Regeneration Area settlement boundary, although it sits close to it, the boundary being Place Road and Hilton Road. The following policies are considered to be relevant to this application:

- SP1 - Spatial Strategy
- SP2 - Housing
- SP5 - Environment
- SP7 - Travel
- SP9 - Minerals
- DM2 - Design Quality for New Development
- DM3 - Balanced Mix of Housing
- DM4 - Locally Affordable Housing
- DM5 - Housing for Older People
- 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 The Gurnard Neighbourhood Plan policies:

- H1 – New Housing Development
- LE2 – Provision of Visitor Facilities
- T1 – Private Parking
- T2 – Public Parking
- T3 – Footpaths and Cycle ways
- CS1 – New Community Facilities
- E1 – Landscape Protection and Green Gaps
- E2 – Protect and Enhance Biodiversity

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 Cowes, Northwood and Gurnard Local Cycling Walking Infrastructure Plan June 2022

6. Consultee and Third Party Comments

Internal Consultees

6.1 The Planning Tree Officer has commented that the impact on trees from the SANG would be limited and where paths bisect root protection areas of certain trees, this would need to be managed with non-dig methodology, which is suggested in the submitted arboreal information. He recommends that the removal of any hedgerows to create access is considered using the same methodology as a hedgerow removal notice. Comments highlight the potential impact on trees on neighbouring land, off Tuttons Hill and raises concerns in respect of the accuracy of the submitted details in relation to the proposed access point off Cordelia Gardens.

6.2 The Archaeology Officer originally raised concerns that no consideration had been given to the potential impact on the historic environment, heritage assets or below ground archaeological deposits. On the receipt of a desk-based assessment updated comments were provided raising no objection and suggesting conditions if approved.

- 6.3** The Planning Ecology Officer has identified that the proposed SANG would result in significant biodiversity net gain, but initially requested some additional information on the proposed dog proof fencing, which was later submitted, and subject to conditions was considered to be acceptable.
- 6.4** Public Rights of Way Service have commented that Gurnard and the surrounding parishes have very few public rights of way. Accordingly, the Service (in principle) supports the provision of additional paths which will be available for public use. However, consideration would be to need to be given to future management and maintenance of the routes. In respect of the shared surface route, they have suggested that planning should not be granted without ensuring compliance with Local Transport Note 1/20 and that these paths are adopted.
- 6.5** Island Roads have objected to the application on the grounds of highway safety due to visibility splays at the junction between the proposed access and Cordelia Avenue and Tuttons Hill would be outside of the red line boundary. They have made detailed comments on all other highway aspects of the scheme, which are set out in more detail in the relevant section of this report.

External Consultees

- 6.6** NEOS Networks have provided a plan showing their network records. [officer comment: The plans do not show any high or low voltage cables going across the site].
- 6.7** Scottish and Southern have provided a plan showing their network records. [officer comment: The plans do not show any high or low voltage cables going across the site].
- 6.8** SGN have identified that a gas main runs through the site and highlighting that there may be restrictions on work being undertaken to ensure safety on site and the protection of the gas pipes. It would be necessary for the developer to consult them before works on site are due to start.

Parish/Town Council Comments

- 6.9** Gurnard Parish Council have objected to the application on the following grounds:
- Inclusion of a car park as part of the SANG. If this really is necessary, it should be closer to the current housing development and accessed from Cordelia Gardens rather than Tuttons Hill
 - The loss of wild, natural green space to be replaced by a developed cultivated area.
 - Concerns over the loss of agricultural land in relation to the housing development.
 - Loss of green field site.
 - The application is contrary to the Gurnard Neighbourhood plan section E1 that states that any built development will be resisted in the Jordan Valley to maintain the openness of this green gap and prevent coalescence with Cowes.

- The application is contrary to the Gurnard Neighbourhood plan section H1 that states that residential development would be acceptable if it is located within the settlement boundary (which this isn't) and will not be permitted on any other sites.
- Concerns regarding overcapacity to the existing highway infrastructure.
- Concerns regarding overcapacity of sewerage.
- The development needs better infrastructure for sustainable transport and connectivity (to support LCWIP)
- Concerns regarding loss of hedges and trees.
- Concerns regarding the impact that this development will have on the current lack of healthcare availability.
- Residents in Hilton Road are concerned over crime and disorder implications of boundaries.
- Brownfield sites should be considered before green field sites for housing development as a principle.

6.10 Northwood Parish Council have objected to the application and support the comments of the MP, as the site is outside of the settlement boundary. They raise concerns over settlement coalescence and consider the this together with other new developments that have been permitted and large applications in the pipeline would impact directly on Northwood as, all access roads would have to go through Northwood and would put extra pressure on the Northwood Garage junction. They also raise concerns over the capacity of the medical centre and the sewage system.

6.11 Cowes Town Council object to the application on the grounds of the unnecessary use of a greenfield site, the loss of agricultural land, the lack of infrastructure, sewage capacity is over 100% at present and it is contrary to the Gurnard Neighbourhood Plan. They therefore conclude that the proposal fails to enhance the built or rural environment and fails DM2 of the Island Plan

Third Party Representations

6.12 57 letters of objection have been received from local residents. The content of which can be summarised as follows:

- Site part of Gurnard Neighbourhood Plan green space
- SANG unnecessary as land is agricultural
- Access to Tuttons Hill is inappropriate and would be dangerous
- Why is a football pitch being proposed, it is not needed
- Insufficient social and drainage infrastructure (doctors, dentists, hospital)
- Unnecessary development of a greenfield site
- Well kept and well used green spaces are in walking distance of the site so another is unneeded
- SANG would not be an enhancement
- Road access point raises safety issues
- Why is the car park needed if the SANG is for the local community, they can walk there
- Contrary to Gurnard Neighbourhood Plan
- Fails to enhance the built and rural environment

- Access from Cockleton Lane will increase traffic flows and congestion on an already dangerous road (Officer note: this access onto Cockleton Lane is for the multi-user route only)
- Housing will attract retirees from the mainland, it will not generally be housing suitable for families and young couples
- Large number of housing are proposed
- Gurnard is full of Air BnBs and empty second homes
- Settlement coalescence
- Use of Cordelia Avenue and Deauville Avenue
- Already difficult to turn right onto Place Road
- Surface water run off plans and on going maintenance of the balancing ponds and SUDS so that southern water network does not get overwhelmed
- Sufficient brownfield site around the Island
- Have already experienced disruption from construction works and consenting this would extend that
- Good agricultural land on which hay is still being cut
- Fields have high pressure systems crossing them as they come ashore at Gurnard
- No increase to natural flow rates of surface water should be tolerated
- Not clear where catchments ponds would drain to
- Safety concerns and congestion at Roundhouse roundabout
- Newport – Cowes road congested already. This would increase the congestion
- Greenfield site
- Who will maintain the SANG
- Road and car park would increase pollution and congestion
- Impact on wildlife and flora
- Increase litter, crime and anti-social behaviour
- Traffic count not done at a 'normal' time of year but last week of the school term
- Section of Deauville Avenue leading to Cordelia Gardens has hidden driveways and is a one lane road
- Should be another access off Place Road to share the traffic volumes
- Contrary to policies SP1, SP2, DM2 and DM12 of the Core Strategy, E1 and H1 of the Gurnard Neighbourhood Plan and NPPF chapters 12 and 15
- Fails to conserve and enhance
- Failure to establish a local need
- Overlooking, disruption from noise and loss of privacy to 77 Place Road
- Partly in Jordan Valley
- Mineral Safeguarding Area
- Affordability due to service charge
- Needs better infrastructure for sustainable transport
- Loss of hedgerow and trees
- Density is too high
- Not sustainable development
- Only jobs would be in construction where demand already exceeds supply

- Does not provide for elderly households or those in ill health as required by the Gurnard Neighbourhood Plan
- Numerous empty properties in town centres
- Social housing element will be unaffordable to local people
- Car park has an overly long drive and is over engineered
- Disturbance to local residents from car park and access drive
- Car park should be accessed from new housing area or should be placed directly off public road
- Impact of fumes on biodiversity and nature conservation
- Remote car park will encourage anti-social behaviour
- Proposal exceeds the 19 units identified as needed by the Neighbourhood Plan
- Does not contribute towards Childrens Services Facilities, as required by the SPD
- Contrary to the SPG – Residential Layouts (2004) [Officer note: This SPG was not carried forward to an SPD in the new planning system in 2012]
- Proposal does not offer clear and lasting benefits for the community
- Site is not in the IPS and this should be given due weight
- Jobs on site would be construction so short term and likely to be outsourced to mainland contractors
- Proposal should be treated as isolated

6.13 One letter of support has been received outlining strong support for the SANG, as they consider Gurnard and the adjoining area of Cowes desperately needs this resource, given the lack of accessible circular walks on public footpaths for residents. If further development off Place Road is the only way to secure this resource, it is preferable to piecemeal development. Despite the support the access of Tuttons Hill is questioned. Cannot see football pitch on landscaping plans, but this is considered to be unnecessary.

6.14 A letter from a resident of Cordelia Gardens, although objecting to the application includes positive comments in respect of the quality of the housing within Cordelia Gardens and acknowledge a shortage of new build properties to this level of detail within Cowes and other areas of the Island. They also identify that many of their neighbours are local people that moved from would be affordable that may be needed in the area.

6.15 Cycle Wight have highlighted that there appears to be no reference to Local Transport Note 1/20. It is considered essential that the guidance contained within this document is adhered to. They highlight that within the development the design features should be that the default speed for motor vehicles is 20 mph to ensure the safety of all residents and visitors. Parking on the road should be discouraged by design and Road Traffic Orders. The major Shared Surface Route through the development does not appear to be a direct route to Tuttons Hill and may well discourage use because of its lack of utility. They consider that this should be re-designed. To encourage more active travel the introduction of an advisory cycle lane in both directions and on both sides of Tuttons Hill would be a welcome feature to encourage Active Travel to local schools, shops and other amenities. The increasing use of e bikes make this a viable choice.

- 6.16** Bob Seely MP has objected to the application on the grounds that the site is outside of the settlement boundary, would encourage the coalescence of Cowes and Gurnard, insufficient infrastructure contributions and the that the proposal would cause unnecessary loss of agricultural land.

7. Evaluation

Principle

- 7.1** The proposed access point into the development is located immediately adjacent to the settlement boundary (being Place Road). However, it is recognised by officers that the proportion of the site is outside of and not immediately adjacent to the settlement boundary and would fall within the wider rural area.
- 7.2** The outline/housing element of the proposal would represent an extension to a previously approved housing development and would be accessed from the new entrance off Place Road created by this adjacent development.
- 7.3** The adjacent development does not move the settlement boundary line so only the access is adjacent to the settlement boundary. However, the settlement boundaries are indicators of sustainable locations, where development should be focused. Therefore, although the majority of the site is outside of the settlement boundary, the site is in a sustainable location, close to existing residential units, services and a regular bus service. Officers therefore consider that the site is highly sustainable.
- 7.4** Policy SP1 requires that developments of this nature demonstrate that they would meet an identified local need. For the purposes of this policy officers consider local to be the Island, to reflect the changes in the assessment within the 2022 Housing Needs Assessment, which is an overall Island mix and not separated into sub-markets.
- 7.5** The supporting information submitted with the application considers the content of the Housing Needs Assessment (HNS), May 2022 and the previous version from 2018 and the need identified within the sub-market area.
- 7.6** The 2018 HNS identified an open market housing mix requirement for the sub-market area including 7% 1-bed; 33% 2-bed; 44% 3-bed; 16% 4-bed and an affordable housing ownership and affordable rental emphasised 2 and 3 bedrooms.
- 7.7** As outlined above the 2022 HNS did not divide the housing mix into sub-areas but set out an overall Island mix. This identified an open market need for: 1-bedroom: 5%; 2-bedrooms: 35%; 3-bedrooms: 40%; 4+-bedrooms: 20%. Social/affordable rented housing: 1-bedroom: 40%; 2-bedrooms: 30%; 3-bedrooms: 25%; 4+-bedrooms: 5%. Affordable Home Ownership: 1-bedroom: 20%; 2-bedrooms: 40%; 3-bedrooms: 30%; 4+- bedrooms: 10%.
- 7.8** The housing element of the application is for outline with access only, so the housing mix has not been set out in the supporting documents. However, the submitted documentation does confirm that, if approved any reserved matter

application would provide a range of house sizes and types to meet the need and appropriate mix.

- 7.9** The application documentation also acknowledges the adopted Gurnard Neighbourhood Plan. The Plan sets out the need for housing in this area, stating that “The Isle of Wight Council decided not to redraw the settlement boundary and stated it would oppose any approach through a neighbourhood plan to do so. This was because the 2014 Strategic Housing Market Assessment (SHMA) identified a significant historic under-provision of housing in the Cowes market area, which includes Gurnard and Northwood. The Isle of Wight Council is of the opinion that if the Cowes settlement boundary were to be redrawn to exclude Gurnard village, the opportunity for new development on the edge of Cowes (in line with Policy SP1 of the Island Plan) would greatly reduce, making it harder to meet the housing requirement for the Cowes market area. The neighbourhood plan has therefore been prepared on the basis that the adopted settlement boundary of Cowes continues to incorporate Gurnard village”.
- 7.10** Third party comments have suggested that the application is contrary to the Neighbourhood Plan policy H1.1, as it would not be a site identified within this policy. However, this policy does not allocate land. It identifies sites in the settlement boundary and those listed should be prioritised, but it allows for development in other areas by setting out that “on sites in the Wider Rural Area residential development will only be supported where a local need can be demonstrated”. The listed sites are considered to be those which have the lowest landscape sensitivity, and they include a site off Cockleton Lane, which has permission for 6 units, and Gurnard Pines Holiday Village.
- 7.11** As discussed above, the housing element of this application is outline and does not set out the number of units being sought. Third party comments have raised concerns that 117 units would be excessive and overdevelopment. This number has been identified by objectors as it is the figure that the highway assessment has used as a potential maximum in respect of traffic generation. The application is not however seeking permission for this specific number. The layout and number of units would be established at the reserved matters stage should permission be granted. This application is therefore seeking permission for the principle of residential development in this location, with access off Cordelia Avenue.
- 7.12** The number of units has not been specified, but the scheme would be expected to provide a policy compliant 35% affordable housing, which would have a local connection criteria in line with the policy H1.3 of the Gurnard Neighbourhood Plan.
- 7.13** Comments have been received stating that the application would result in the loss of a greenfield site and agricultural land, and that brownfield sites are available and should be delivered first. The supporting information states that there is little Previously Developed Land (PDL) available. Officers concur with this statement. It is also acknowledged within the documentation submitted and by officers that the largest PDL site within the Medina Valley is a flatted scheme, which is likely to be on the margins of viability and the housing land supply trajectory would see it coming forward to the back end of the plan period. As such, it will be necessary for non PDL (greenfield) site which are deliverable to come forward earlier.

- 7.14** Concerns have been raised by third parties that the application would result in the loss of agricultural land, which comments suggest is currently used for hay. The Agricultural Land Classification of the site is Grade 3 and is therefore not considered to be the Best Most Versatile (BMV) land. In light of this officers would raise no objection to the loss, as there would be no policy basis to prevent it. Furthermore, as outlined within the ecology and trees section below, the enhancements as part of the creation of the SANG would, if approved, involve the enhancement and creation of a variety of habitats resulting in a biodiversity net gain of 20.38% for area units, and 10.73% for hedgerow units, despite not being required to provide net gain due to the time when it was submitted. There would also be further opportunities for ecological enhancements within the residential development area of the site. This opportunity for ecological enhancement should be balanced against the loss of agricultural land in this location.
- 7.15** When considering the information submitted with the application together with the Council's own housing needs data officers are satisfied that the proposed development would be within a sustainable location and would contribute to meeting a local need. This matter is therefore given substantial weight and the principle of residential development is considered to be acceptable.
- 7.16** The housing element of the application is only in outline while the proposed SANG is full. As set out above this would see an area of the 17.9 hectares within the red line site boundary. To provide the SANG 65 native and parkland standard trees would be planted together with 11,000m² of new native woodland and shrub areas. Grassland would be created and managed to form habitat for invertebrates, reptiles, birds and amphibians, to cover the area of approximately 10 football pitches. An area of nearly 5,000m² of wetland habitat would also be created.
- 7.17** Third party comments have stated that the greenspace is not required, that it would result in the loss of agricultural land and that a football pitch is not needed. The loss of agricultural land is discussed above. In respect of whether or not the space is 'required' or not, policy DM13 of the Core Strategy sets out that the council will support proposals that protect, enhance and manage a diverse network of multi-functional Green Infrastructure (GI) assets across the Island. As outlined by the Public Rights of Way Service, there are very few public rights of way in this area. The proposal would therefore provide a significant enhancement to network and an area of recreation for residents and the local community.
- 7.18** Policy T3 of the Gurnard Neighbourhood Plan states that development proposals will be supported where they:
- a) Improve the existing cycleway and footpath network
 - b) Provide connections between the village and the school
 - c) Provide connections between the wider countryside and the coastal path.

Officers consider that the provision of footpaths through the site would contribute to providing such improvements and enhancements.

- 7.19** Comments also suggest that the land is currently used by dog walkers, so the application would not change this. However, any use of the current site would be

entirely informal, as it is private land and includes no public rights of way. This could be stopped at any time by the landowner.

- 7.20** The provision of a football pitch is simply an annotation of the possible use of a plateau with the SANG on the originally submitted landscaping plan, although this reference has been removed from later versions. This has not been proposed as a formal laid out pitch but a space of informal recreation.
- 7.21** Concerns have been raised by third parties with regards to the provision of a car park for the SANG, as it is supposed to be for the local community, who comments suggest could walk. However, in terms of accessibility, guidance suggests that unless a SANG is to be provided only for the use of a local population living within a 400-metre catchment around the site, then the availability of adequate car parking at sites larger than 4 ha is essential. The amount and nature of parking provision should reflect the anticipated use of the site by visitors and the catchment size of the SANG. The provision of a small car park on site would therefore potentially stop visitors trying to park on the local highway network. Policy T2 of the Gurnard Neighbourhood Plan sets out that additional public car parking will be supported in locations which will improve access to retail, community and leisure facilities. Although not an existing facility, the proposed SANG would be both a community and leisure facility and officers therefore consider weight can be given to this policy. Officers are therefore satisfied that the principle of a car park is acceptable.
- 7.22** Officers consider that the provision of publicly assessable open space would also be a positive, improving access to the outdoors and assisting with mental health and wellbeing. The principle of the SANG is therefore supported and given substantial weight.
- 7.23** Having regard to the above the principle of the provision of a SANG and additional housing, which officers consider would serve to meet a local and would provide policy compliant affordable housing is acceptable in principle.

Impact on the character of the area

- 7.24** The application site is not located within any designated landscapes. The closest part of the National Landscape (formerly known as the AONB) is 0.9km to the west and approximately 2.8km to the east at its nearest point. Nonetheless, the submitted landscape and visual appraisal has considered the impact on the National Landscape, as the submitted Zones of Theoretical Visibility has indicated that there would be some potential for intervisibility from the western parts of the designation to the proposed development.
- 7.25** The area surrounding the site is principally residential in character. The site itself is pasture, with large areas of open grassland, mature hedgerows and small linear woodland belts. The central and southern parts of the site are generally enclosed, with mature hedgerows and trees. The western part of the site is a large open area of grassland with mature hedgerows to its boundaries within the centre and at its westernmost edge with Cockleton Lane. The eastern boundary of the site, adjacent to the development under construction off Place Road, is more enclosed with an established tree and hedgerow belt.

- 7.26** The SANG element of the application would result in an area of grass land being allocated for publicly accessible open space with significant landscaping. These works are considered by officers to result in an enhancement to the character of the area.
- 7.27** Third parties have raised concerns that the application would result in settlement coalescence. However, the provision of a SANG, between the housing and Cockleton Lane would ensure that this area could never be developed and protect against settlement coalescence.
- 7.28** Comments from third parties have raised concerns that the application site forms part of the Jordan Valley as identified in the landscape character areas within the Gurnard Neighbourhood Plan. Although a small strip of the site is within the Jordan Valley, the majority of the site forms part of the Gurnard Plateau. Policy E1 of the Gurnard Neighbourhood Plan sets out that built development will be resisted within the Jordan Valley and that part of East Gurnard Cliff and Woods falling within Gurnard Parish in order to maintain the openness of the 'green gap' and prevent coalescence with Cowes.
- 7.29** There is no mention within this policy of the Gurnard Plateau being essential to protect settlement coalescence. Furthermore, it is noted that in an appeal decision for six dwelling off Baring Road, which were located within the Jordan Valley, the Inspector commented that "Whilst the new houses would occupy greenfield land which contributes to the open backdrop over the Jordan Valley, the modest scale and sympathetic siting of the proposed new dwellings would limit their impact in terms of the open landscape to the west. Indeed, when viewed from Tuttons Hill, which offers one of the key views over Jordan Valley, the new dwellings would be read within the context of the existing development at the southern end of Baring Road (on both sides), which means they would not unduly interrupt the views in this direction. Whilst the impact would be felt more keenly from the southern end of Baring Road, there would still be a substantial gap between the northern-most dwelling comprised in the proposal and the Dottens Farm development further north, which means the open backdrop of the Jordan Valley would be substantively preserved and could still be readily appreciated from this location."
- 7.30** As the majority of the Jordan Valley within the site forms the SANG. Policy E1 of the Neighbourhood Plan outlines that the provision of appropriate facilities for outdoor sport or outdoor recreation is supported, as long as it preserves the openness and landscape character of the local gap. Officers therefore consider the small proportion of the built form which would be located in the furthest extent of the Jordan Valley would not impact on the openness of the character of the valley policies seek to preserve.
- 7.31** The proposed housing element of the scheme would sit adjacent to the existing housing under construction off Place Road. This housing would screen the majority of the development when looking from the west.
- 7.32** The landscape and visual appraisal submitted with the application as examined eight viewpoints:
- 1) Place Road (to the south south-east of the application site)

- 2) Place Road (to the east of the application site)
- 3) Tuttons Hill
- 4) Cockleton Lane (looking through the field access gate to the northwest corner of the application site)
- 5) Cockleton Lane (to the immediate west of the application site)
- 6) Public Right of Way CS20
- 7) Rew Street
- 8) Public Right of Way CS16/17 (Coastal Path)

7.33 The site would not be discernible from CS20 (view 6) or Rew Street (view 7), due to distance and the existing level of vegetative screening, so these have not been discussed in any greater detail. Considering each of the remaining views in turn. The submitted appraisal identifies that from viewpoint 1: Place Road, the proposed development would add to the overall built form within this part of the local landscape. It outlines that any possible glimpsed views on high ground would be in winter months only. The appraisal concludes that in winter at year one, as a result of these possible glimpsing views the proposed development would result in negligible magnitude of impact and negligible adverse significance of effect, with any views to small parts of the development being seen in the context of the existing residential development in this location. However, in summer year fifteen with intervening vegetation in full leaf, it is anticipated that no part of the development would be discernible, and the proposed development would therefore have no effect. Officers concur with these conclusions.

7.34 View 2: Place Road would be obscured by phase 3 of the previously approved development off Place Road (yet to be completed). The appraisal considers that some small parts of the development, its rooftops, may be discernible. At winter year one and summer year fifteen fleeting views to a small part of the development would be seen in the context of the existing housing, which would result in a residual negligible magnitude of impact and negligible adverse significance of effect. Officers agree with these conclusions and consider that from Place Road the proposed development would not result in any impacts on the character of the area.

7.35 View 3: Tuttons Hill would, due to intervening topography and vegetation planting, be screened, even in winter months. The appraisal acknowledges that the proposed entrance of Tuttons Hill to the SANG car park, would have an effect on the view. It continues to identify that views along the newly created access road to a small part of the SANG area and the tops of the proposed housing itself may be available in glimpsed transient views for passing road users. While a fleeting view, this would be an addition to the overall composition of this section of Tuttons Hill. Adding to the overall urban built form, although not entirely uncharacteristic, within the local area approaching Gurnard. Due to limited opportunities to screen the access, the impact at year one is likely to remain similar at year fifteen. This impact being considered within the appraisal as a small magnitude of impact and a minor adverse significance of effect overall. This due to the glimpsed views along the access and the access itself, which although noticeable, would not be entirely uncharacteristic addition to the street scene. Officers again consider that this appraisal is fair, and the impact would be minimal to the character of the area.

- 7.36** View 4: Cockleton Lane would again, due to intervening topography, screen much of the proposed housing. The appraisal considers that the roof line of properties within the highest part of the application site, towards the centre, would be discernible and in the foreground the SANG would be the prominent feature. The appraisal considers that the proposed newly created footpath entrance to the SANG at this location would create the potential for glimpses to the uppermost parts of some of the new finished residential properties on the ridgeline, although much of the landscaping within the SANG would not be established at winter year one and therefore would not have a beneficial effect on this view. The impact at this stage would therefore be of a negligible magnitude of impact and would result in a negligible adverse significance of effect. At summer year fifteen the established landscaping elements of the SANG would change this effect to minor beneficial. Officers concur with this appraisal and the conclusion of effect.
- 7.37** View 5: Cockleton Lane would be substantially screened by the extensive roadside hedgerow along the road itself. View 5 is taken from one of the potential glimpsed views. Retained hedgerows and trees within the centre of the site would screen possible view to the residential element of the proposed development with very small parts of it possibly visible above or between retained trees. The appraisal considers that this would not be dissimilar to the baseline. At winter year one, the landscape elements within the SANG would provide an increased level of screening. The appraisal therefore concludes that, glimpsed views to a very small part of the residential development would result in a negligible magnitude of impact which would result in a negligible adverse significance of effect. By summer year fifteen, it is anticipated that all the possible views to the residential element would be screened by the newly established landscape elements within the SANG. The appraisal concludes that the established new landscape element of the SANG would result in a small magnitude of impact and minor beneficial significance of effect and summer year fifteen, with longer term beneficial effects for the local community and this part of the local landscape. Officers agree with the conclusions of this appraisal of the impact from this view.
- 7.38** View 8: Public Right of Way CS16/17 (Coastal Path) is within the National Landscape (AONB) and is vegetated along much of its length, restricting views to glimpses. Where views open out, expansive panoramic views towards the site are available. The majority of the proposed development would be screened due to intervening vegetation and topographical variation. However, a small part of the proposed development on higher ground may be discernible. The appraisal considers that glimpsed views to a small part of the proposed development would not have a substantial effect upon the overall composition and character of views available and would be similar to glimpsed views available to the existing development. The appraisal concludes that at winter year one and summer year fifteen, glimpsed views to a small part of it from this sensitive receptor would result in a negligible magnitude of impact and negligible adverse significance of effect, with glimpses to a small part of the proposed development possibly going unnoticed entirely by PRoW users. Having regard to distance of the site from this view and the existing vegetation screening, officers agree with these conclusions.

- 7.39** The landscape and visual appraisal concludes that as the proposed development would be adjacent to existing development, the limited views of it from the surrounding area would not be uncharacteristic of the existing situation. The greatest impact from change would be experienced immediately surrounding the site, as has been assessed within viewpoints 2, 3, 4 and 5. The significance of visual effect, has been considered to be no greater than minor adverse during winter months, with there being some minor beneficial effects at summer Year fifteen (long term effects) from viewpoint 4, with the establishment of the SANG area.
- 7.40** The proposed development would result in a visual change to the site, which is currently open fields. In considering the impact of this visual change on the character of the area officers have had due regard to the landscape and visual appraisal submitted with the application and the appeal decision for the substantive site to the east, off Place Road. As part of this appeal the Inspector commented on the requirement of policy SP1 for development on non-previously developed land to enhance the character of the area stating: *“the second implication in Policy SP1 is that all development on none previously developed land should demonstrate how it would enhance the character and context of the local area. However, whether or not enhancement will take place it should be viewed against the aim of the policy which is generally encouraging development on the periphery of certain towns. To resist development failing to enhance simply because it would be on Greenfield land would be self-defeating.”* The simple change from open space to development is not therefore considered in itself harm.
- 7.41** The proposed SANG would provide an area of publicly accessible open space, allowing for significant biodiversity enhancements and would not only maintain a transition buffer area between built form and the open countryside, but it would also provide protected land to ensure it remained open space and could not be built on, ensuring against settlement coalescence. The provision of the SANG is given moderate positive weight.
- 7.42** Having regard to the potential limited visual impacts on the development as assessed in the landscape and visual appraisal discussed above, together with the longer-term enhancement that would be provided by the SANG, officers consider that the proposals would not result in significant harm to the character of the area, but as it would result in a degree of change this has been given minor negative weight.

Impact on neighbouring properties

- 7.43** The proposed housing is separated into potential zones A – G. Zones A – C would border other parcels within the proposed development area and the country park. As such the units within these zones would have no impact on neighbouring properties outside the site. The units fronting Cockleton Lane sit to the west of this area, but these are separated by the SANG and the road itself, which would be a distance of over 150 metres. Officers are therefore satisfied this, couple with the natural vegetation in these areas, would ensure that there would be no impact on these properties from the proposed residential development.

- 7.44** To the east of the boundary of zones D, E and part of F is land which has outline consent for 14 dwellings and a current application pending consideration for a further 31. The boundary with these sites is heavily treed and as both applications are in outline and the indicative layouts of the adjacent sites show long gardens, officers are therefore satisfied that the proposed development would not have an impact on these properties.
- 7.45** To the south of zone D is 77 Place Road and the commercial building of the Range and Self Store. The shared boundary at this point is again heavily treed and officers are satisfied that, having regard to the distance the units would need to be to protect the trees together with the screen they provide, that the layout could be designed to ensure that there would not be any unacceptable impact on the amenities of 77 Place Road.
- 7.46** Zones F and G are shown to be adjacent to the newly constructed units off Place Road. There is again quite a significant amount of natural screening from the trees and hedgerows on site, which would protect the amenities of the already built units. Furthermore, officers are satisfied that the layout of the proposed development, which would be considered at the reserved matters stage, could be designed to ensure that there would be no unacceptable impacts.
- 7.47** To the north-west and west of the site are properties which front Hilton Road and Cockleton Lane. The distance between these existing residential properties and the proposed housing is such that there would be no impact from the proposed development.
- 7.48** The proposed SANG would sit closer to residential properties on Cockleton Lane and would adjoin the boundary with properties which front Hilton Road and Tuttons Hill. Although there would potential be a level of disruption from the use of this land as public open space, officers do not consider that this would be significant and would be concentrated in daytime.
- 7.49** The proposed access of Tuttons Hill would serve the proposed car park for the SANG. The access, the access road and the car park area could have some impact on properties in Hilton Road. However, officers are satisfied that, the distance between the proposed access road and car park and the existing and proposed planting, would be sufficient to ensure that any impact would be minimal and would not result in harm to the amenities of the neighbouring properties.
- 7.50** Resident's concerns in respect of the car park have included the possible impact on air pollution from the car park itself. Noting the size of the proposed car park, it is considered by officers that the impact is likely to be negligible. In reaching this conclusion officers have given weight to the guidance EPUK & IAQM Land-Use Planning & Development Control: Planning for Air Quality, which outlines situations where an impact assessment should be undertaken, these being an increase of 100 HGVs or 500 cars on a road. The proposed car parking is for 20 spaces.
- 7.51** A resident of the recently constructed housing off Cordelia Gardens has raised concerns about the impact of traffic generation on their amenities, from the

proposed housing being accessed from the point. Officers do not consider that the level of additional traffic generation from the development would have a significant impact on the amenities of the existing residents of the newly constructed housing.

- 7.52** Larger development sites can give rise to a temporary loss of amenity as a result of construction activities and concerns have been made by third parties that they have lived with the disruption from the Place Road development for many years and would have further disruption should this be approved. Development does have the potential to cause some temporary disruption to residents. However, it is a standard approach to impose a planning condition to control associated impacts, allowing the Planning Authority to control delivery and working times, the location of site compounds, measures taken to suppress noise and dust and to secure phasing of the development. These controls would limit impacts to an acceptable level. Therefore, an appropriate condition has been recommended.
- 7.53** Having regard to the application being outline only, and therefore the layout is yet to be determined and the existing vegetated boundaries, officers are satisfied that there would be no unacceptable impacts on neighbouring properties and this matter is given neutral weight.

Highway considerations

- 7.54** The proposed development includes two vehicular access points. One from Tuttons Hill, which would solely serve the car park for the SANG and one from Place Road, which would run through the recently constructed Deauville Avenue and Cordelia Gardens, into the proposed development site. There would be not link between the two access points. There are also shown to be a number of pedestrian links from the SANG to Deauville Avenue and Tuttons Hill together with a multi-user route linking Place Road, Tuttons Hill and Cockleton Lane
- 7.55** In respect of the outline and the potential impact of the proposed houses on the surrounding highway network, the submitted transport assessment has considered the scheme could accommodate 117 units. Island Roads have confirmed that they agree with the Transport Assessment submitted with the application; that there are no current highway safety issues at the existing junction onto Place Road. They have also accepted that access to public transport is good and access to local facilities and services by foot and cycle is convenient and safe.
- 7.56** An Automatic Traffic Count (ATC) was undertaken on Place Road, just north of Deauville Avenue, which considered weekday peak hour flows and vehicle speeds. The average speed being 31mph. Counts were also undertaken on four junctions in the vicinity of the site. These were:
- Baring Road / Tuttons Hill
 - Place Road / Park Road (Roundhouse Junction)
 - Place Road / Three Gates Road
 - Nodes Road / Newport Road (Northwood Signals)
- 7.57** A local donor site has been used to derive trip rates for the proposed development which has been supported by Island Roads. This data source

indicates that 60 two-way trips (arrivals and departures) would be generated by the proposed development during the AM peak period (8:00am to 9:00am) and 68 two-way trips (arrivals and departures) during the PM peak period (5:00pm to 6:00pm). When taking into account the committed development of 86 dwellings on the Meadow View Park site (Place Road development), the additional number of traffic movements on the network are:

- 104 two-way vehicle trips in the morning peak hour (0800-0900); and
- 119 two-way vehicle trips in the evening peak hour (1700-1800).

- 7.58** The assignment of the traffic has been based on existing turning proportions of 40% north and 60% south. Island Roads have checked publicly available data from NOMIS and this would indicate (based on the 2011 census) that around 36% of residents in this area worked Cowes and 64% elsewhere. The Highway Engineer has therefore confirmed that this assignment is acceptable.
- 7.59** Island Roads have identified that TEMpro 7.2c has been used to determine background growth rates. The current version of TEMpro is 8.0 and the growth factor between 2022 and 2028 is 1.0482 during the am peak period and 1.0472 during the PM Peak Period so the TA has over-estimated growth by around 1.6%. Officers are satisfied that this is still a robust assessment and over-estimating flows is better than under-estimating.
- 7.60** When undertaking the assessment of the submitted information Island Roads has confirmed that as a rule of thumb (Figure 38.1 of the IHT's / DoT's Roads and Traffic in Urban Areas document dated 1987) a priority junction can operate within capacity where the major road flows are below 40,000 a day and the side road flows below 2,000 a day. The daily traffic from the Deauville Avenue is calculated to be around 1200. They are therefore confident that this junction would operate with significant spare capacity well past the design year of 2028.
- 7.61** Baring Road / Tuttons Hill
- During the existing AM peak period, the submitted junction modelling indicates that the junction operates with around 58% spare capacity, a maximum queue of 0.8 and a maximum delay of 8.92 second. During the current PM peak, the junction operates with 74% spare capacity, a maximum queue of 0.4 and a maximum delay of 8.16 seconds.
- 7.62** In 2028 AM without development, the spare capacity would reduce to 54%, with the maximum queue increasing to 0.9 and the maximum delay increasing to 9.18 seconds. During the PM peak in 2028 without development, the spare capacity would reduce to 73%, the maximum queue increasing to 0.4 and the maximum delay increasing to 8.27 seconds.
- 7.63** With development traffic added, the 2028 AM is modelled to be spare capacity at 53%, with the maximum queue increasing to 1.0 and the maximum delay increasing to 9.40 seconds. During the PM peak in 2028 with development, the spare capacity would reduce to 72%, the maximum queue increasing to 0.5 and the maximum delay decreasing to 8.06 seconds.

7.64 Island Roads raised a concern that there was a difference between the recorded traffic generation and the modelled data. However, they have also confirmed that they consider that given the low number of additional vehicles being generated by the proposed development at this location, the development is unlikely to have a significant impact in terms of impact on capacity and congestion at this junction (paragraph 114 d of the NPPF) and mitigation would not be justifiable.

7.65 Place Road / Park Road (Roundabout Junction)

During the existing AM peak period, the submitted junction modelling indicates that the junction operates with around 24% spare capacity, a maximum queue of 3.2 and a maximum delay of 22.88 second. During the current PM peak, the junction operates with 37% spare capacity, a maximum queue of 1.7 and a maximum delay of 14.39 seconds.

7.66 In 2028 AM without development, the spare capacity would reduce to 18%, with the maximum queue increasing to 4.4 and the maximum delay increasing to 29.32 seconds. During the PM peak in 2028 without development, the spare capacity would reduce to 33%, the maximum queue increasing to 2.0 and the maximum delay increasing to 16.26 seconds.

7.67 With development traffic added, the 2028 AM is modelled to be spare capacity at 15%, with the maximum queue increasing to 5.3 and the maximum delay increasing to 34.65 seconds. During the PM peak in 2028 with development, the spare capacity would reduce to 31%, the maximum queue increasing to 2.2 and the maximum delay decreasing to 17.09 seconds.

7.68 Additional information was submitted in regard to actual traffic counts at this junction which showed differing queue lengths to the predicted, resulting in concerns being raised by Island Roads. A Transport Technical note was submitted by the applicant to confirm that the numbers involved are small (peak hour average observed queue lengths are 2 – 4 cars length) and plenty of reserved capacity exists therefore this is not a severe impact. The development impact on this junction would be 27 (vehicle) AM and 32 (vehicles) PM, therefore one additional vehicle every two minutes, equating to 2% and 4% respectively.

7.69 Island Roads have confirmed that given the low number of additional vehicles being generated by the proposed development at this location, the development is unlikely to have a significant impact in terms of impact on capacity and congestion at this junction (paragraph 114 d of the NPPF) and mitigation would not be justifiable.

7.70 Place Road / Three Gates Road Junction

During the existing AM peak period, the submitted junction modelling indicates that the junction operates with around 62% spare capacity, a maximum queue of 0.8 and a maximum delay of 12.99 second. During the current PM peak, the junction operates with 63% spare capacity, a maximum queue of 0.6 and a maximum delay of 11.41 seconds.

- 7.71** In 2028 AM without development, the spare capacity would reduce to 58%, with the maximum queue increasing to 0.9 and the maximum delay increasing to 14.3 seconds. During the PM peak in 2028 without development, the spare capacity would reduce to 59%, the maximum queue increasing to 0.7 and the maximum delay increasing to 12.15 seconds.
- 7.72** With development traffic added, the 2028 AM is modelled to be spare capacity at 57%, with the maximum queue increasing to 1.0 and the maximum delay increasing to 15.4 seconds. During the PM peak in 2028 with development, the spare capacity would reduce to 58%, the maximum queue increasing to 0.7 and the maximum delay decreasing to 12.87 seconds.
- 7.73** Island Roads raised a concern that there was a difference between the recorded traffic generation and the modelled data. However, they have confirmed that they consider that given the low number of additional vehicles being generated by the proposed development at this location, the development is unlikely to have a significant impact in terms impact on capacity and congestion at this junction (paragraph 114 d of the NPPF) and mitigation would not be justifiable.
- 7.74** Nodes Road / Newport Road (Northwood Signals)
- Island Roads raised a concern in respect of this junction, as they considered that the base flows needed to be validated. Additional clarification been provided that the 2018 base flows were submitted for information only and that the 2022 base applicants Traffic Engineer's flows should be used to determine the current operation of the junction which were derived from 2022 turning counts.
- 7.75** The submitted information suggests that a peak hour impact of 77 AM (4%) and 87 PM (5%), which would equate to just over one extra vehicle per minute. This would mean that the Practical Reserve Capacity (PRC) for the junction would be 27.2% AM peak 2028 plus development and 47.9% PM peak 2028 plus development.
- 7.76** Island Roads consider that this impact is underestimated, and it is likely to be closer to 9%. However, this figure remains under the 10% which would equate to significant harm, which would trigger the need for mitigation work. Therefore, Island Roads have again confirmed that given the low number of additional vehicles being generated by the proposed development at this location, the development is unlikely to have a significant impact in terms of impact on capacity and congestion at this junction (paragraph 114 d of the NPPF) and mitigation would not be justifiable.
- 7.77** As part of the submitted transport assessment and the Island Roads comments accident data has been reviewed. There have been four recorded incidents within the last three years in the vicinity of the site. Three of these accidents were slight and one serious. The accidents were all related to driver error and not due to the construction of the road.
- 7.78** Having regard to the above officers are satisfied that the access off Place Road and the junctions in the immediate area would have sufficient capacity to accommodate the proposed development, without having a significant impact on the highway network.

- 7.79** The access off Place Road leads into Deauville Avenue and then onto Cordelia Gardens. The access into the housing element of the proposed development would be off Cordelia Gardens.
- 7.80** Third party comments have been received objecting to the use of Cordelia Gardens and the additional traffic generation through the junction. Although officers acknowledge that the additional traffic associated with the proposed units might result in an increase in waiting times to exit onto Place Road, as discussed above, this junction has a design capacity that could accommodate the additional vehicle movements.
- 7.81** Island Roads have raised concerns that there would be insufficient visibility in one direction, as the visibility splays would cross third party land, this being the front garden of one of the units within Deauville Avenue. The splays would slightly 'clip' the corner of this plot/property, however, this area is the driveway of the property and officers are therefore satisfied that the splays would be protected, as although not in the red line boundary, the owner is not likely to construct something to block their own access or splays. Officers therefore consider that the splays are achievable and appropriate visibility would be available, despite part of the splay falling outside of the red line boundary of the application.
- 7.82** As the housing element of the application is only in outline a plan showing any internal road layout has not been provided, rather an indicative access point and the start of the route, which would pass through an existing gap in trees has been identified. Island Roads have raised concerns that there is an area of the proposed access road where a 0.5m clearance cannot be maintained between a service vehicle and a car. Localised widening on the internal radius would be required. However, the Highway Engineer has confirmed that the standard could be achieved through a suitably worded condition.
- 7.83** Having regard to the above, the outline element of the application is considered to be acceptable in terms of highway safety and would comply with policies SP17 and DM2.
- 7.84** The full element of the application is for the SANG. This includes for an access off Tuttons Hill to serve a car park of 20 spaces, for visitors to the SANG. A number of third-party objections have raised that this car park is not necessary and that they consider it would result in an unsafe access and additional traffic generation.
- 7.85** Officers consider the traffic generate associated with the SANG would be modest. It is also unlikely that visitors would coincide with peak time and it is therefore unlikely that the small increase in traffic associated with this proposed 20 spaces would be harmful to the capacity of the surrounding network. Not least because it has been concluded above that should the housing element of the scheme deliver 117 spaces this would not result in an unacceptable impact on the network from traffic generation.
- 7.86** Island Roads have raised concerns that the proposed access could not achieve complaint visibility due to it crossing third party land outside the red line boundary of the application site. However, additional land registry

documentation has been provided to show that there is a protected right of access, including the area of the visibility splays. As such, officers are satisfied that the splays are achievable.

- 7.87** The Highway Engineer has confirmed that the access onto the highway is in compliance with the required standards.
- 7.88** The application details propose to install a pedestrian refuge on Tuttons Hill to assist with crossing the road to access the SANG. Island Roads have raised concerns that there is currently no demand for crossing at this location and no evidence has been provided as to the additional demand that would be generated by the proposed use. Insufficient information has been provided to determine whether a pedestrian refuge is required, or the reasons why such a facility should be provided. Island Roads have referenced the need for an options assessment which would include a site survey, pedestrian survey, traffic survey, an assessment of the difficulty in crossing, an understanding of the speed of crossing and a review of collision data. The Option Assessment would determine the most appropriate form of crossing from a dropped kerb to signal control. However, they have recommended that this could be dealt with via an appropriately worded condition, which required the details of the access arrangement onto Tuttons Hill to be submitted and approved in writing.
- 7.89** Island Roads have confirmed that all the bays shown within the proposed car park are in compliance with design standards.
- 7.90** The proposed access road varies in width between 5.0m at the proposed site access to 3.7m. Manual for Street would suggest that the minimum width to two cars to pass is 4.1m. Forward visibility is sufficient between the proposed car park and the proposed passing place and again between the passing place and the area where the access road runs parallel with the proposed 3.0m wide footpath. However, Island Roads recommended an additional passing bay is incorporated in the area of the footpath (which would simply see the footpath slight realigned). Subject to this passing bay, which could be conditioned the engineer has confirmed that the access road is in compliance with this standard.
- 7.91** As well as the proposed new vehicular accesses the application includes for a number of walking and multi-user routes through the SANG and linking to the proposed residential development and adjacent housing site. These would link Cockleton Lane, Tuttons Hill and Place Road.
- 7.92** The Cowes, Northwood and Gurnard Local Cycling and Walking Infrastructure Plan (LCWIP) includes three routes which could potential be supported by the planning application. CW1 (Gurnard Loop), CW7 (Place Road) and CW8 (Cockleton Lane to Place Road/Tuttons Hill).
- 7.93** CW1 links the main trip attractors in the Gurnard area: primary school, beach, main village street, pubs, shops, sailing club and village hall. The works along this route include for raised tables across the entrance to Baring Road and Church Street as well as the relocation of some lighting columns and some new or modified crossings. The proposed development does not seek any improvements to assist with this route but the entrance off Tuttons Hill to the multi-user routes of the SANG would link to this route, which would connect this to Cockleton Lane and Place Road.

- 7.94** CW7 is a short spur route, without the inclusion of which there would be a gap in the overall walking network. It is also designed to serve substantial areas of new housing currently being constructed on the west side of Place Road, where bus stops for the main Newport – Cowes route are located. The improvements to this route include raised table crossings, replacement signage, footpaths, benches and the widening of footways.
- 7.95** The LCWIP outlines that CW8 is designed to remedy a lack of permeability in the new housing development on Place Road, pedestrian connectivity between Gurnard and Cowes, and to respond to feedback from the consultation that highlighted Cockleton Lane as a problematic walking route for those accessing the Cowes-Newport bus. Its implementation would create pedestrian access between Gurnard Pines and Place Road (where there are bus stops for the Cowes-Newport bus) and the wider LCWIP walking network; would remedy the poor pedestrian provision between the entrance to Gurnard Pines and Hilton Road/housing in Gurnard; and create a pedestrian link into Gurnard from the new housing development Place Road where currently only a very long and indirect walking route exists. Through the SANG and the associated footpath network the development proposal would provide the link between Cockleton Lane and Place Road and therefore achieve a significant improvement identified by the LCWIP.
- 7.96** The LCWIP identifies that such a link would cost £210,000. Given that the link is being provided by the proposed development officers do not consider it reasonable to seek any further contribution (either financial or physical) with regards to sustainable transport links.
- 7.97** Having regard to the above officers are satisfied that the proposed development would not have any unacceptable or significant impacts on the highway network and the application is therefore considered to be acceptable in this regard. As the scheme would result in significant enhancements to sustainable transport links, minor positive weight is given to the highway elements of the proposed development.

Trees and ecology

- 7.98** The Planning Tree Officer has confirmed that the impact to trees by the SANG is limited across this site. There are considerations where the proposed paths bisect the root protection area (RPA) of certain trees and could cause damage if not managed correctly. The arboreal information submitted with the application identifies this issue and whilst generalising in its solution, it proposes a non-dig methodology as a solution. It is assumed this would be a form of cellular confinement system with a porous surface installed using a non-dig methodology. Such a requirement could be conditioned to ensure that there would be no unacceptable impact on trees.
- 7.99** To facilitate access points and paths through the site certain sections of hedge would need to be removed. These 'cuts' have mainly been proposed in areas where there are current breaks to minimise the amount lost. As discussed in more detail below, the application would include a significant amount of planting and ecological enhancements, and as such this loss is considered to be appropriately mitigated.

- 7.100** To facilitate the access road from Tuttons Hill two trees (both common hawthorns) and section of hedge would be removed. These are C grade trees and no objection is raised to their loss. The proposed access would also potentially impact on two goat willow trees located on an adjacent property. The road is to be placed over their RPA and in doing so could impact on their health. Whilst it is recognised these are “C” grade trees and in general they should not be thought of as a material consideration, it is noted that they are outside the curtilage of the property and as such any impact on their health from the development may not be consented to by the owner of the trees. As a result, it is recommended by the tree officers that precautions are taken to ensure this does not occur. This would be to through the use a cellular confinement system installed in a non-dig methodology etc. which could all be conditioned.
- 7.101** Concerns have been raised by the planning Tree Officer that the proposed access road into the site from the existing housing (off Cordelia Gardens) has not been accurately assessed by the arboreal report. However, the route of this road is already there, having been built to service the construction of an electrical substation, so there would be no further loss as a result of the proposed access.
- 7.102** The Tree Officer has also identified that the pavement of this road is shown to be under the canopy of the trees. However, the indicative site plan shows the pavement on the northern side of the road. It has been confirmed by the agent that the pavement would be designed to the north, so as not to impact on the trees. It is considered that this could suitably be conditioned but, would also be dealt with at the reserved matters stage when layout would be considered.
- 7.103** Having regard to the above officers are satisfied that the proposed development would not result in an unacceptable impact on trees and would therefore comply with policies DM2 and DM12 in this regard.
- 7.104** The application has been supported by an updated Preliminary Ecological Appraisal (Eagle Eye, 3 August 2023), Ecological Impact Assessment EclA (e3s, 3 August 2023) and Protected Species Surveys report (e3s, 12 April 2023). If approved, the proposal would involve the enhancement and creation of a variety of habitats within a SANG, resulting in a biodiversity net gain of 20.38% for area units, and 10.73% for hedgerow units. There would also be further opportunities for ecological enhancements within the residential development area of the site, which could be explored and secured under reserved matters by way of a condition, to ensure that the whole site is beneficial to wildlife.
- 7.105** Whilst the national requirement for biodiversity net gain (BNG) of a minimum of 10% for major development was introduced on 12 February 2024, this application was submitted before this date so is not required to provide BNG.
- 7.106** The SANG Masterplan (RPS, Jan 2023) shows several large gaps in hedgerow and woodland planting along the boundary of the SANG, along with the removal of sections for paths across the site. Evidence of dormice has been found on the site, therefore the Ecology Officers recommends that the arboreal connectivity of hedgerows and linear tree features within the site, and to surrounding area, should be preserved and enhanced as much as practically possible. As the route of these paths is not fixed officers considered that this can be controlled via a suitably worded condition.

- 7.107** Mammal pathways were identified on the proposal site, and it is recommended in the EclA that any fencing should be designed to allow the free movement of wildlife across the site in the operational phase of development. The Ecology Officer raised concerns that the SANG landscape masterplan shows a “dog proof post and wire fence” around majority of the site, which would restrict movement of badgers and hedgehogs. Further details have been received in relation to the dog-proof post and wire fence to confirm that where the perimeter fencing is adjacent to other solid boundary treatments, it should be set in from the boundary to create a corridor to allow the free movement of larger mammals around the perimeter. This is considered to be particularly important along the northern boundary along the back of the properties on Hilton Road, here a corridor (ideally 5m wide) is recommended to retain access for wildlife between School House Meadow and Tuttons Hill. The aperture at the base of the fence (at ground level) would need to be 15cm x 15cm to allow hedgehogs to pass through, this is particularly important at points where the fence intersects any hedgerow. This matter can again be conditioned.
- 7.108** Table 2 in the EclA provides a comprehensive list of avoidance, mitigation, compensation and enhancement measures for construction and operational phases of the development. These measures would need to be secured in full in the form of a CEMP and Biodiversity Management and Monitoring Plan (MMP).
- 7.109** The bat transect survey indicated that most bat foraging and commuting activity took place in the north section of the site, where a car park is proposed. There is currently no suggestion that lighting would be used in the car park, or otherwise on the SANG, however if it is decided that lighting is required then it would need to be suitably designed so that it does not negatively impact nocturnal wildlife. A suitable lighting for the rest of the development would need to be secured under reserved matters. Officers consider that a condition could agree and control lighting across the site.
- 7.110** The site is within the Solent Special Protection Area (SPA) Buffer Zone where proposals that would result in a net increase in overnight residential accommodation are expected to contribute towards the Solent Recreation Mitigation Strategy (SRMS), to mitigate for potential increased recreational pressure on protected species of birds with the SPA as a result of the development and other residential development within the buffer zone. The applicant has agreed to enter into a planning obligation to secure this contribution in accordance with the SRMS, thus mitigating impacts. The proposed SANG can be used to offset some of this contribution, as it would be providing a suitable alternative to visiting to coast for recreational purposes. The amount to which the contribution can be reduced (if at all) will be agreed with Natural England.
- 7.111** Natural England has published standing advice relating to issues of high levels of nutrients within the Solent water environment, which have resulted in dense mats of green algae in coastal areas. The Solent and Southampton Water Special Protection Area (SPA) is an important habitat for protected species of birds, which use the coast for feeding. Natural England’s concern is that the nutrients levels have resulted in algae in coastal areas, which prevent protected species from feeding. Natural England’s standing advice is that these issues are caused by wastewater from housing and agriculture.

- 7.112** Natural England's current advice is that development should not add to existing nutrient burdens on Solent European Sites (Solent & Southampton Water SPA/Ramsar, Solent & Dorset Coast SPA, and Solent Maritime SAC) and thus, achieve nutrient neutrality. As set out within the Council's Position Statement: Nitrates, in respect of the Island, this can either be achieved through directing wastewater to the Wastewater Treatment Works (WwTW) at Sandown or other works on the south of the Island (which discharge away from the Solent) or for the developer to demonstrate nutrient neutrality. In this instance the site would discharge to Sandown.
- 7.113** Having regard to the above officers are satisfied that the proposed development would not have any unacceptable impact on trees or ecology and would result in significant biodiversity enhancements and could present opportunities to be beneficial to wildlife. This matter is therefore given minor positive weight.

Other matters

- 7.114** Comments have been received from third parties that the local drainage system, both surface and foul, does not have sufficient capacity to accommodate the proposed development. In respect of surface water, the development would have to ensure that rates of discharge were comparative to greenfield run off rates plus 40% allowance for climate change. The flow rate would be achieved through the use of Sustainable Drainage Systems (SUDs), such as balance ponds with flow control. The ponds would be within the SANG and would provide landscape and ecological features as well as drainage infrastructure. Officers are satisfied that the proposed surface water drainage system would mean that surface water discharge was appropriately managed on site to ensure the proposed development would not result in flooding.
- 7.115** In respect of foul discharge, this would be a matter for the developer and Southern Water to ensure that sufficient capacity to available and agreements in place. However, a condition is recommended to ensure that details of the foul discharge are provided prior to work commencing, to ensure that they are acceptable. This would normally be expected to include a Section 106 Agreement from Southern Water, to show permission to connect.
- 7.116** The Council's Archaeology Officer originally commented on the application raising concerns that the proposed SANG covers 11.06 hectares and including extensive areas of landscaping including: earthen mounds to create recreation areas and a viewpoint; the creation of wetlands, wildlife and attenuation ponds covering an area of up to 5000m², and extensive areas of tree and shrub planting. The outline proposal for 4.28ha of residential housing and associated access and drainage would also require extensive groundworks. However, no historical environment or archaeological desk-based assessment was submitted.
- 7.117** Following these comments, a desk-based assessment (DBA) has been submitted and the Archaeology Officer has confirmed that they are broadly in agreement with the assessment of the potential for below ground archaeology. The assessment considers that there is moderate potential for later prehistoric activity and low potential for Roman, medieval and post medieval remains. There is no evidence to suggest any archaeological remains within the site are likely to be of National significance.

- 7.118** The Archaeology Officer agrees with the recommendations in the report regarding the need for conditions relating to a programme of archaeological work to include a pre-commencement trial trench evaluation. The DBA has recommended a geophysical survey as well, which has been welcomed, and as always, the results of the geophysics would need ground truthing with a trial trench evaluation.
- 7.119** While comments have been made by the Archaeology Officer on the adequacy of the report, no objection is raised, subject to conditions. It has been observed that the DBA has not considered the historic landscape, which is noted as disappointing as the proposal for the SANG incorporates a lot of landscaping. However, officers are satisfied that the majority of the field and hedgerow boundaries would remain in situ and the current field patterns would remain discernible.
- 7.120** The application site is within a designated Mineral Safeguarding Area. However, this does not preclude development. Policy DM20 (Minerals) seeks to protect Minerals Safeguarding Areas (MSA) unless it can be shown that the deposit is no longer of any value, the minerals could be extracted prior to the development taking place, or there is an overriding need for the development. The larger proportion of the site is remaining as open space and therefore could still be extracted at a later date if seen to be necessary. However, the site falls within close proximity to residential properties, even if being a proven deposit, industry standards require a suitable 'standoff' to protect residential amenities, this can be upward of 300m. The MSA (within the site) falls within proximity to residential boundaries. Therefore, the environmental impacts arising from extraction would be likely to be unacceptable.
- 7.121** Third party comments have raised concerns that the proposed development would result in an increase in, anti-social behaviour, crime and disorder and litter as a result of the SANG and the associated car park. No evidence has been presented as to which this would be the case. Nonetheless, officers note that as part of the ecological works and suggested conditions, a buffer area would be provided of a minimum of five metres from the boundaries with the properties on Hilton Road, which would set the boundary of the accessible land away from the neighbouring properties. A gate would also be provided at the entrance of the SANG, which would be closed at night, so that the car parking could not be used in these times. These measures should minimise the potential for anti-social behaviour associated with the SANG. The management plan for the SANG would deal with litter.
- 7.122** 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.
- 7.123** The Council are currently consulting on an SPD on Health care contributions, but this has not yet been adopted and is therefore given no weight in relation to the consideration of this application. However, officers would highlight that in this

instance an email has been received from the Hampshire, Southampton and Isle of Wight Integrated Care Board (ICB) who have confirmed that the application has been reviewed in accordance with the methodology set out in the consultation version of the SPD and the GP surgeries within the catchment area of this application, have been assessed by the ICB as currently having sufficient infrastructure capacity to absorb the population increase that this potential development would generate.

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 it is noted by officers (but not given weight) that the scheme would also result in wider 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 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 a SANG and housing, which would include a policy compliant 35% affordable housing units, in a sustainable location. Together with the houses themselves the proposed development would also provide a SANG, which would be accessible to existing residents and a number of sustainable transport network links. 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 position of the development zones 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. However, it is considered that there is adequate capacity to accommodate the additional levels of traffic without having an impact on highway safety.
- 8.9** The proposed development would provide a SANG and 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 positive weight.

Conclusion

- 8.11** The proposed development would provide housing within an area of land with existing residential development in a sustainable location.
- 8.12** The SANG would provide public open space for the local community and further afield. This space would also provide a designated area which would ensure against any further settlement coalescence and provide significant biodiversity net gain, which could be further enhanced within the housing element of the scheme.
- 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

FULL ELEMENT (SANG):

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 SANG hereby permitted shall be set out in accordance with the principle of the details shown on the submitted plans, numbered below:

100 Rev. G
0275 613 A
0275 614 A
0275 616 A

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

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

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

4. Development shall not begin until details of the junction between the proposed car park access road and the highway have been approved in writing by the Local Planning Authority; and the SANG shall not be brought into use until that junction has been constructed in accordance with the approved details.

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

5. Prior to work commencing on the proposed access off Tuttons Hill details of the design, construction, surfacing and drainage of the access road and car park shall be submitted to and agreed in writing with the Local Planning Authority. The design shall include an additional passing bay, to provide a total number of two passing bays, along the access road.

Reason: In the interests of highway safety and to ensure that the impact on trees is minimised in accordance with policies DM2 (Design Quality for New Development) and DM12 (Landscape, Seascape, Biodiversity and Geodiversity) of the Island Plan Core Strategy.

6. The SANG shall not be brought into use until sight lines have been provided in accordance with the visibility splays shown on drawing number 30 Rev P2. Nothing that may cause an obstruction to visibility when taken at a height of 1.0m above the adjacent carriageway / public highway shall at any time be placed or be permitted to remain within that visibility splay.

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

7. 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

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.

8. The development shall be undertaken in accordance with the recommendations set out within the Ecological Impact Assessment and the Preliminary Ecological Appraisal.

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) of the Island Plan Core Strategy.

9. The dog-proof post and wire fencing around the SANG shall be set a minimum of 5 metres off the northern boundary (along the back of the properties on Hilton Road) and the aperture at the base of the fence (at ground level) shall be 15cm x 15cm.

Reason: To ensure that the fencing on site does not interrupt the free movement of mammals, including hedgehogs in accordance with policy DM12 (Landscape, Seascape, Biodiversity and Geodiversity) of the Island Plan Core Strategy.

10. No development shall take place until the results of a pre-commencement archaeological trial trench evaluation have been submitted. The evaluation will be carried out in accordance with a Written Scheme of Investigation which has been agreed in writing by the County Archaeology and Historic Environment Service and approved by the planning authority.

Reason: To ensure that an appropriate scheme can be implemented to mitigate the effect of the works associated with the development upon any heritage assets in accordance with Policy DM11 (Historic and Built Environment) of the Isle of Wight Council Island Plan Core Strategy

11. No development shall take place until:

a) the applicant or their agent has secured the implementation of an appropriate programme of archaeological works in accordance with a Written Scheme of Investigation which has been agreed in writing by the County Archaeology and Historic Environment Service and approved by the planning authority. The development shall be carried out in accordance with the agreed details. OR

b) the County Archaeology and Historic Environment Service has agreed that no further archaeological mitigation is required.

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.

12. Prior to the installation of any lighting details shall be submitted to and approved in writing with the Local Planning Authority.

Reason: To ensure that the proposed development would not have impact on protected species or the amenities of the area in accordance with Policy DM12 (Landscape, Seascape, Biodiversity and Geodiversity) of the Island Plan Core Strategy.

13. Notwithstanding that shown on the submitted plans, details of the access arrangement onto Tuttons Hill to be submitted and approved in writing by the Local Planning Authority.

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

14. Prior to the installation of any of the sustainable transport route through the SANG details of the width route, material finish and construction shall be submitted to and agreed in writing with the Local Planning Authority. The agreed details shall be implemented prior to the SANG being brought into use.

OUTLINE ELEMENT:

1. Application for approval of the reserved matters shall be made to the Local Planning Authority before the expiration of 3 years from the date of this planning permission. The development hereby permitted shall be begun before the expiration of 2 years from the date of approval of the final approval of the reserved matters or, in the case of approval on different dates, the final approval of the last such matter to be approved.

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

2. Approval of the details of the access and layout of the site (hereinafter called "the reserved matters") shall be obtained from the Local Planning Authority in writing before any development is commenced.

Reason: In order to secure a satisfactory development and be in accordance with Policies SP5 (Environment), DM2 (Design Quality for New Development), SP7 (Travel) and DM17 (Sustainable Travel) of the Island Plan Core Strategy

3. The development hereby permitted shall be carried out in accordance with the zonal areas shown on the submitted plans, numbered 0275 601 B and 0275 602 B

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.

4. Prior to the installation of any boundary treatments details of the positions, design, materials and type of boundary treatment to be erected shall be submitted to and approved in writing with the Local Planning Authority. The boundary treatments 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. Prior to the construction of any unit above damp proof course details of the external materials shall be submitted to and approved in writing by the Local Planning Authority. The approved details shall thereafter be implemented on site.

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.

6. No development shall take place until there has been submitted to and approved in writing by the Local Planning Authority a scheme of soft landscaping. 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 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.

7. 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. Foul drainage shall only discharge to the Sandown Waste Water Treatment Works (WWTW). 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

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 the trees will be minimised during construction works, including details of protective tree fencing to be installed for the duration of construction works. The agreed method statement will then be adhered to throughout the development of the site.

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

9. 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

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.

10. 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.

11. No development shall take place until the results of a pre-commencement archaeological trial trench evaluation have been submitted. The evaluation will be carried out in accordance with a Written Scheme of Investigation which has been agreed in writing by the County Archaeology and Historic Environment Service and approved by the planning authority.

Reason: To ensure that an appropriate scheme can be implemented to mitigate the effect of the works associated with the development upon any heritage assets in accordance with Policy DM11 (Historic and Built Environment) of the Isle of Wight Council Island Plan Core Strategy

12. No development shall take place until:

a) the applicant or their agent has secured the implementation of an appropriate programme of archaeological works in accordance with a Written Scheme of Investigation which has been agreed in writing by the County Archaeology and

Historic Environment Service and approved by the planning authority. The development shall be carried out in accordance with the agreed details. OR

b) the County Archaeology and Historic Environment Service has agreed that no further archaeological mitigation is required.

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.

13. Prior to the installation of any lighting details shall be submitted to and approved in writing with the Local Planning Authority.

Reason: To ensure that the proposed development would not have impact on protected species or the amenities of the area in accordance with Policy DM12 (Landscape, Seascape, Biodiversity and Geodiversity) of the Island Plan Core Strategy.

14. Prior to the construction of any new roads details of the design, surfacing and construction shall be submitted to and approved in writing with the Local Planning Authority. The agreed details shall thereafter be implemented on site and shall be completed prior to the occupation of any units to which the road serves.

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

15. Prior to the access off Cordelia Gardens is bought into use details of the visibility splays about the access shall be submitted to and agreed in writing with the Local Planning Authority. The splays shall be available prior to the occupation of any unit and shall be kept free of obstructions thereafter.

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