

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

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

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

**Applicant:** Mrs Connie Bentley

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

**REASON FOR COMMITTEE CONSIDERATION**

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

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

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

**MAIN CONSIDERATIONS**

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

**1 Location and Site Characteristics**

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

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

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

## **2 Details of Application**

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

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

2.4 The proposed dwellings would have the following dimensions:

Plot 1 (3-bed bungalow)

Roof ridge: 4.2m

Eaves: 2.6m

Width: 11m

Depth: 18m (14m deep walls staggered)

Plots 2 & 3 (2-bed bungalows)

Roof ridge: 5.9m

Eaves: 3m

Width: 9.6m

Depth: 13.5m

Plots 4 & 7 (3-bed houses)

Roof ridge: 7.7m

Eaves: 4.5m

Width: 10.8m

Depth: 7.7m

Plots 5 & 6 (2-bed houses)

Roof ridge: 7.1m

Eaves: 4.2m

Width: 11.8m

Depth: 9.5m

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

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

### **3 Relevant History**

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

### **4 Development Plan Policy**

#### National Planning Policy

- 4.1 The National Planning Policy Framework (NPPF) advises that the purpose of the planning system is to contribute to the achievement of sustainable development. The NPPF confirms that in the context of sustainable development the planning system has three overarching objectives, which are economic, social and environmental objectives, which are interdependent.
- 4.2 The NPPF states that there is a presumption in favour of sustainable development and at paragraph 11 it explains that for decision-taking this means:
- Approving development proposals that accord with an up-to-date development plan without delay; or
  - Where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:
    - i. the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or
    - ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.
- 4.3 In relation to rural housing, paragraphs 77 and 78 of the NPPF explain that planning policies and decisions should be responsive to local circumstances and support housing developments that reflect local needs. To promote sustainable development in rural areas, housing should be located where it will enhance or maintain the vitality of rural communities. Planning policies should identify opportunities for villages to grow and thrive, especially where this will support local services. Where there are groups of smaller settlements, development in one village may support services in a village nearby.
- 4.4 Paragraph 109 of the NPPF states that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be

severe.

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

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

#### Local Planning Policy

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

SP1 Spatial Strategy  
SP2 Housing  
SP5 Environment  
SP7 Travel  
SP9 Minerals

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

#### Supplementary Planning Documents

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

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

Other relevant guidance

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

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

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

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

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

### Internal Consultees

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

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

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

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

#### External Consultees

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

#### Parish/Town Council Comments

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

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

#### Third Party Representations

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

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

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

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

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

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

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

## **6 Evaluation**

### Principle

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

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

- 6.2 The application site is located outside of any defined settlement boundary within the Wider Rural Area. Whilst the existing dwellinghouse and its curtilage could be considered partially previously developed land, its garden and the paddock constitute non-previously developed (greenfield) land.
- 6.3 Regarding proposed housing the policy position set out within policy SP1 should be taken in the context of the most recent housing needs assessment, Strategic Housing Land Availability Assessment (SHLAA) and the Council's Five-Year Land Supply Update 2018. The latter of these documents outlines at paragraph 7.18 that "the Isle of Wight Council considers that it cannot demonstrate a five-year land supply as at 1 April 2018." This remains the case.
- 6.4 Paragraph 11 of the NPPF outlines that plans and decisions should apply a presumption in favour of sustainable development which for decision-taking means:
- "(c) approving development proposals that accord with an up-to-date development plan without delay; or
- (d) where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:
- i. the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or
  - ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole."
- 6.5 The importance of the above paragraph relates to the footnote attributed to 'out-of-date' associated with section (d) which states: "This includes, for applications involving the provision of housing, situations where the local planning authority cannot demonstrate a five year supply of deliverable housing sites (with the appropriate buffer, as set out in paragraph 73); or where the Housing Delivery Test indicates that the delivery of housing was substantially below (less than 75% of) the housing requirement over the previous three years."
- 6.6 The Council's annual monitoring reports demonstrate that delivery over the last three years has been in the region of 70% and we therefore fall within both categories. In light of this it is considered that it is not necessary for an applicant to demonstrate a need for housing development, as policy SP1 could be considered out-of-date in relation to residential development.

### *Housing need*

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

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

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

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

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

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

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

### *Sustainability and conclusion on principle*

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

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

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

### Impact on the character of the area

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

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

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

#### Impact on neighbouring properties

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

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

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

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

*Ventnor Road properties, including No. 29*

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

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

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

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

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

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

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

#### Impact on trees and ecology

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

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

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

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

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

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

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

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

### Highway considerations

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

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

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

#### Affordable Housing

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

#### Flood risk and drainage

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

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

#### Minerals Safeguarding

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

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

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

#### Other matters

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

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

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

## **7 Conclusion and Planning Balance**

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

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

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

## **8 Recommendation**

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

## **9 Statement of Proactive Working**

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

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

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

In this instance:

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

### **Conditions/Reasons**

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

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

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

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

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

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

3. No development shall take place until an Arboreal Method Statement has been submitted to and agreed in writing by the Local Planning Authority detailing how the potential impact to trees will be minimised during construction works. The submitted details shall include those referred to within the submitted Arboricultural Report, including a tree protection plan, details of protective fencing and ground protection, and cross sections to show how the road design will deal with ground levels without impacting on the root protection areas of existing trees as discussed with 3.2.4 of the Arboricultural Report. Development shall be carried out in accordance with the approved method statement which shall be adhered to throughout the development of the site.

**Reason:** To ensure that the high amenity trees to be retained would be adequately protected from damage to health and stability throughout the construction period in the interests of amenity and to comply with policies DM2 (Design Quality for New Development) and DM12 (Landscape, Seascape, Biodiversity and Geodiversity) of the Island Plan Core Strategy. This is a pre-commencement condition due to the requirement to protect trees at all stages of site works.

4. No development shall take place until a scheme for the drainage and disposal of surface and foul water from the development hereby permitted has been submitted to and approved in writing by the Local Planning Authority, based on the principles of the submitted Drainage Strategy. The submitted scheme shall include calculations to demonstrate that the run-off rates to the ditch/watercourse post-development shall not exceed the pre-development run-off rates, as well as details of any on-site attenuation and headwall to the ditch/watercourse. Development shall be carried out in accordance with the approved scheme, which shall be completed prior to the occupation of the houses.

**Reason:** To ensure that the site is suitably drained, to protect ground water and watercourses from pollution, and to ensure flood risk would not be increased in accordance with the aims of policies SP5 (Environment), DM2 (Design Quality for New Development), DM12 (Landscape, Seascape, Biodiversity and Geodiversity) and DM14 (Flood Risk) of the Island Plan Core Strategy. This is a pre-commencement condition due to the early stage at which the drainage system would need to be installed.

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

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

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

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

**Reason:** To prevent annoyance and disturbance to nearby properties from the development, in the interests of highway safety and to comply with the requirements of policy DM2 (Design Quality for New Development) of the Island Plan Core Strategy. This is a pre-commencement condition because the aim of the condition is to ensure that the demolition and construction phases would be managed in a suitable manner.

6. Notwithstanding the submitted plans, construction of the dwellings and garages hereby permitted shall not proceed above foundation level until details of the materials to be used in the construction of the external surfaces of the dwellings and garages have been submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.

**Reason:** In the interests of the amenities of the area and to ensure a high-quality appearance for the dwellings in accordance with the aims of policy DM2 (Design Quality for New Development) of the Island Plan Core Strategy.

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

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

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

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

**Reason:** To ensure a good level of amenity for occupiers of the existing dwellinghouse and in the interests of the amenities of the area and to comply with the aims of policy DM2 (Design Quality for New Development) of the Island Plan Core Strategy.

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

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

10. No dwelling hereby permitted shall be occupied and the access hereby permitted shall not be brought into use until a timetable for the carrying out and completion of the landscaping works, as well as for installation of the bird boxes and bat tubes detailed on drawing AS/CB/0820 LLP, has been submitted to and approved in writing by the Local Planning Authority. Landscaping works and bird box/bat tube installations shall be carried out and completed in accordance with the approved plans and at the agreed times. Any trees or plants comprised in the approved details of landscaping which within a period of 5 years from the commencement of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species, unless the Local Planning Authority gives written consent to any variation.

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

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

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

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

12. Notwithstanding the submitted plans, the access to the site from Ventnor Road and access to the parking area/garage of 31 Ventnor Road from the internal site access road hereby permitted shall not be brought into use until the sightlines for these accesses have been provided in accordance with details that have been submitted to and approved in writing by the Local Planning Authority. Thereafter, nothing that may cause an obstruction to visibility when taken at a height of 1.0m above the adjacent carriageway / public highway shall at any time be placed or be permitted to remain within those sightlines.

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

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

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

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

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

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

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

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

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

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

### **Informative(s)**

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