

01 Reference Number: 20/02026/FUL

Description of application: Proposed 6 detached dwellings, formation of vehicular access, parking and landscaping (revised scheme)

Site Address: Land Adjacent Greenacres 211, Baring Road, Cowes Isle of Wight

Applicant: Mr Roy Churchill

This application is recommended for: Conditional Approval

REASON FOR COMMITTEE CONSIDERATION

The Local Ward Member has requested a committee decision for the following reasons:

- Assessment of the landscape character of the Jordan Valley.
- The dwellinghouses proposed and the local need
- This area has been identified by Gurnard Parish Council as a green gap
- Settlement coalescence between Cowes and Gurnard.

It is considered that these matters raise policies issues that would warrant the consideration of the Planning Committee.

MAIN CONSIDERATIONS

- Principle of the development
- Impact upon the character of the street scene and surrounding area
- Impact upon the amenity of nearby residential occupiers
- Highways considerations
- Ecology and trees
- Archaeology
- Drainage, surface and foul water
- Affordable Housing
- SPA mitigation

1. Location and Site Characteristics

- 1.1 The proposed development would be located on the western side of Baring Road, on a parcel of land that sits adjacent to an existing dwellinghouse, 211 Baring Road. The characteristics of the site are semi-rural with the verdant and open backdrop to the development plot, with views over the Jordan Valley.
- 1.2 The proposal would sit within a predominately residential locality, which is characterised largely by bungalows and dormer bungalows with generous curtilages and attractive frontages. There are also two storey houses adjacent to the site, that date from the post war period.

- 1.3 The development would be located approximately 500.00 metres from the centre of Gurnard when considering the position of amenities along Worsley Road and approximately 1km from the centre of Cowes, although services offered within in the wider periphery of Cowes would be in a closer proximity, including the Community Centre and local convenience shops.

2 Details of Application

- 2.1 The proposed development would be formed of six detached residential units. The six units would comprise of three different types of dwellinghouse. The proposed units would consist of two bungalows with two bedrooms, two dormer bungalows containing three bedrooms each, and two detached, two storey properties, both consisting of four bedrooms.
- 2.2 The smaller scale developments of the two bungalows would make up Plots 1 and 6 and thus sit on the edge of the development site.
- 2.3 The properties would be finished with a degree of contemporary nature, with modern glazing and fenestration detailing. The design of the buildings would allow for some individuality between the units, the mass and scale would be variable across the site. The units would be predominately finished in brick, with the addition of modest sections of cladding and render to the elevations. There are a mix of styles, with some of the proposed units including garages integral to the development.
- 2.4 The units would be positioned on land adjacent to 211 Baring Road and would follow the prevailing pattern of development, which is a linear format along the small section of housing on the western side of Baring Road and the established linear formation opposite, on the eastern side of the highway.
- 2.5 Each unit would be set back from the highway between 13.00 metres and 20.00 metres. Given the curvature of Baring Road, while varying in measured set back, the properties would appear largely consistent with one another and present a linear formation comparable with existing development.
- 2.6 Each of the proposed units would be served by individual access points off of Baring Road which would lead onto an individual turning space and the provision of private off-street parking. The proposed space within the area of hardstanding would provide sufficient off-street parking within each of the plots.
- 2.7 The proposed development would be finished with soft landscaping between each of the units, as well as the retention of the remainder of the hedging not required for access located to the front of the properties. Additional landscaping would be reflected on the eastern boundary and within a Wildlife Corridor proposed to the rear of the site.

3 Relevant History

- 3.1 20/00188/FUL: Proposed construction of 4 detached houses with garages; formation of vehicular accesses (revised scheme) Refused March 2020.

- 3.2 19/01578/FUL: Proposed construction of 6 detached houses; formation of vehicular accesses; garages. Refused February 2020.
- 3.3 P/00162/19: Proposed construction of 4 detached houses with garages; formation of vehicular accesses. Withdrawn April 2019.

4 Development Plan Policy

National Planning Policy Framework

- 4.1 The NPPF explains that the purpose of the planning system is to contribute to the achievement of sustainable development. It refers to three interdependent social, environmental and economic objectives, which need to be pursued in mutually supportive ways, so that opportunities can be taken to secure net gains across all of these different objectives.
- 4.2 Paragraphs 10 and 11 of the NPPF set out a presumption in favour of sustainable development, so that this is pursued in a positive way. Paragraph 11 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 the 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 Paragraph 12 of the NPPF confirms that the presumption in favour of sustainable development does not change the statutory status of the development plan as the starting point for decision making. It adds that where an application conflicts with an up-to-date development plan, permission should not usually be granted, unless material considerations indicate otherwise.

Local Planning Policy

SP1 Spatial Strategy

SP3 - Economy

SP5 - Environment

SP7 - Travel

DM2 - Design Quality for New Development

DM3 - Balanced Mix of Housing

DM4 - Locally Affordable Housing

DM8 - Economic Development

DM11 - Historic and Built Environment

DM12 - Landscape, Seascape, Biodiversity and Geodiversity

DM17 - Sustainable Travel

Neighbourhood Plans

4.4 Gurnard Neighbourhood Development Plan (2016)

4.5 *Policy E1 Landscape protection and green gaps*

New development within Gurnard's settlement setting which could have a detrimental impact on the character and landscape of Gurnard Village and Gurnard Pines will not be supported. In addition, any built development will be resisted within the Jordan Valley (LCA 7) and that part of East Gurnard Cliff and Woods (LCA 8) falling within Gurnard Parish in order to maintain the openness of this 'green gap' and prevent coalescence with Cowes.

4.6 *Policy H1 New housing development*

H1.2 Proposals should demonstrate how they provide the housing types, design and tenures that where appropriate meet local housing need especially the most recent housing needs survey for Gurnard, in particular the need for housing suited to the needs of older people.

4.7 **H1.3** Development approved as meeting a local need, whether for market or affordable housing will be subject to planning conditions and/or planning obligations to require the first occupants to be existing residents of the Isle of Wight with a Gurnard connection meeting a minimum of one of the following categories:

- (a) A person who currently lives in the parish as their main residence and wishes to occupy another property within the parish;
- (b) A person who is seeking suitable housing in the parish because of long term illness or disability or to receive care and support provided by a professional provider or a friend or relative based in the parish;
- (c) A person resident in the parish for five or more years up to the age of 16;
- (d) A person who has for five years prior to such acquisition or occupation been in continuous full or part-time employment (excluding seasonal employment) in the parish or has accepted an offer of employment in the parish.

Supplementary Planning Documents

4.8 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. It is noted that a proposed revised Affordable Housing SPD sets out the Council's updated proposed approach towards the collection of financial contributions for affordable housing through the planning process.

4.9 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 12 January 2017 and came into force on 23 January 2017.

- 4.10 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
- 4.11 The Bird Aware Solent Strategy sets out the mitigation for impacts on the Solent Special Protection Area as a result of increased recreational pressure from certain types of residential development that are located within 5.6km of the designated Solent Special Protection Areas.

5 Consultee and Third-Party Comments

Internal Consultees

- 5.1 Island Roads originally raised concern on assessment of the proposed plans, whereby the turning areas for three of the six plots were considered to be substandard. On the submission of an additional drawings, the consultee is now satisfied with the scheme of works, and subject to two planning conditions the development can be supported.
- 5.2 The Ecology Officer is satisfied with the Ecological Appraisal submitted and the demonstration of the 2.00 metre buffer zone allowing a wildlife corridor to the rear of the development to provide mitigation for the development in this instance.
- 5.3 The Tree Officer has stated that there is one area of trees which are of a high amenity and importance to the character of the wider area and these are a line of oak trees adjacent to the northern boundary. It is considered that only one of the trees could be impacted upon and a T.P.O could be placed if permission was granted to secure the future management of the tree.

Nonetheless, subject to a pre-commencement condition relating to a method statement being applied to any consent minded to be granted, allowing for the protection of the trees during the construction phase, the Officer is supportive of the development in this location.

- 5.4 The Archaeology Officer confirms that the trial trench carried out in March 2020 is sufficient to demonstrate that no archaeological features of significance were encountered and no further archaeological works will be required and support for the development can be offered.

External Consultees

- 5.5 Natural England have asked the LPA to consider the impact of the development on designated sites within the Solent, as a result of new development involving overnight accommodation. Nonetheless, this only applies to developments which discharge waste water into such a designation.

On confirmation that the scheme can be connected to the Mains Sewerage, the discharge will be taken to Sandown Waste Water Works and therefore can be screened out through a Habitats Regulation Assessment.

Natural England also raise the need for Recreational Disturbances mitigation in terms of the Solent Protection Area. In this respect the applicant has entered into a Legal Agreement to secure a financial contribution based on the number of bedrooms for each of the six units proposed.

- 5.6 Southern Water confirm that a connection to the Mains is required. Nonetheless, the agent for the development has provided information which clarifies that the site is located in a position which can be connected sufficiently to the Mains in order for waste water to be taken to the Sandown Waste Water Treatment Works.

Parish/Town Council Comments

- 5.7 Gurnard Parish Council object to the proposed development for the following reasons:

- Development would have an adverse impact upon the landscape characteristics of the Jordan Valley from Worsley Road
- Contrary to 4.30 (i) and E1 of Gurnard's Neighbourhood Plan (NP) which has been adopted by the IWC
- Feedback on the new housing allocations within the Island Planning Strategy has yet to be determined
- Local IW Councillor and Gurnard Parish Council raised concerns on 3 fields adjacent to Tuttons Hill
- This proposal is part of the largest of these. Contrary to 4.30 and 4.34 and Policy E1 of Gurnards NP
- Close the gap between Cowes and Gurnard, thus coalescing both communities
- Cumulative impact upon the Jordan Valley. Contrary to 4.30(i); E1 and Gurnard's NP Landscape Assessment.
- Gurnard Neighbourhood Plan identifies several sites elsewhere in the Parish. If more housing is needed these sites have a much lesser impact upon on the remaining Jordan Valley
- The applicant gives no evidence to support that this proposal will meet the local housing needs and is contrary to H1.2 and H1.3 of Gurnard's NP
- Development is outside the settlement boundary and lies on a green field site which is currently used as agricultural land and regularly cropped
- More trees are needed to reduce our carbon footprint and create a greener Island, parts of this field could be utilised to grow quality trees like Oak.
- The residents feel this area should be safeguarded 4.30 (i) and (vi)

Third party representations

- 5.8 Eight comments have been received from local residents, who have objected raising comments that can be summarised as follows:

- The Gurnard Village plan has clearly indicated that there is no requirement for these types of properties.
- There is no affordable housing- does not meet the Housing Needs identified in the Gurnard Village Plan

- It is further encroachment into the green gap separating Cowes from Gurnard.
- It will increase traffic pressure in an already busy road.
- There are not many key greenfield sites left in the area.
- It is a habitat for much wildlife including protected species. This is a vital area for them since the recent developments at The Dottens and Place Road have squeezed them into a yet smaller space
- The Gurnard Development Plan was approved by the council. Has this been forgotten?
- Only a matter of time before a serious accident occurs
- With fewer parking spaces due to more driveways and more cars on the highway
- Should remain as farmland
- The view over and through the Jordan Valley is an uplifting and significant aspect of the area and building on this land would be a loss of amenity
- Over development of area; Place Road and The Dottens, Baring Road developments
- The construction of housing on agricultural land should not take place unless it will have a significant positive affect on the local area and improve amenities- this is not the case
- There is no identified need for such a large number of homes in Cowes / Gurnard and certainly not at the size / price level of those currently proposed
- This type of offering will not solve a problem or fulfil any pressing need for homes in uncertain times
- Local services are already overwhelmed
- These new homes will not suit local people and may well be purchased as second homes or by people relocating from the mainland putting even more pressure on an overstretched health service
- The ecological surveys have implied that the land in question is not particularly rich in flora or fauna. As a local resident this is not the case
- The mature hedgerow along the front of the proposed site is a roosting (and nesting) site
- Already noticed a reduction in wildlife caused by the noise and disruption at Dottens development
- The buffer zone is much too small
- Planned garden space much too large, in excess of other properties in the vicinity
- The drainage survey is in adequate
- Foul surface water a concern
- Direct contravention of the adopted Gurnard Neighbourhood Plan policy E1 in particular the Jordan valley LCA7
- This is a crucial part of the settlement separation between Cowes and Gurnard
- Jordan Valley as seen from both Baring Road and Tuttons Hill is a fundamental part of the village character
- Not enough landscaping to overcome refusals
- While the IWC has put forward this land as a potential housing site under SHLAA has not been adopted and therefore cannot be used as justification

- Dottens development predates the Neighbourhood Plan and so does not set a precedent for further development in the Jordan Valley
- Housing Needs Assessment (HNA) and its much-criticised algorithm recently imposed on the IWC has been withdrawn by Government
- The Island MP has already put forward the case for the Island to be treated as outside such central dictation by Government
- The proposal bears no relation to the needs established by the Parish Council
- The NPPF and the Island Core Strategy are both now outdated.

6 Evaluation

Principle of the proposed development

- 6.1 Policy SP1 of the Island Plan outlines that unless a specific local need is identified, development proposals outside of, or not immediately adjacent to the Key Regeneration Areas, Smaller Regeneration Areas or Rural Service Centres will not be supported. In addition, the Gurnard Neighbourhood Development Plan states that new residential development within the Medina Valley KRA should be prioritised to be within the settlement boundary or specific sites allocated by the plan. However, this policy position 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."
- 6.2 Further to this, the Housing Delivery Test (published 19 January 2021) shows that 54% of the housing need (when using the Government's Standard Method Calculation)) has been delivered on the Isle of Wight over the three-year period to 31 March 2020.
- 6.3 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:
- 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
 - 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."
- 6.4 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.”

- 6.5 The Council’s annual monitoring reports and the Housing Delivery Test demonstrate that delivery over the last three years has been in the region of 54% and we therefore fall within both categories. In light of this it is considered that it is not necessary for the applicant to demonstrate a need, as policy SP1 is considered out of date. In addition, to this, the strategic housing policies within the Gurnard Neighbourhood Development Plan area also out of date due to this level of under-delivery.
- 6.6 Nonetheless, 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 and to promote sustainable development in rural areas, housing should be located where it will enhance or maintain the vitality of rural communities. It adds that where there are groups of smaller settlements, development in one village may support services in a village nearby.
- 6.7 As per the previously refused scheme for six dwellings, the broad principle of development in this location could be supported on the basis that the positioning of the site is relatively sustainable. The proposed units would be served by a lit pavement and be within in a close walking distance to the ‘Round House’ which offers the No.1 bus service to Newport and Cowes, as well as other bus services which operate within the immediate area, including the No. 32. Additionally, the scheme would be in good proximity to facilities in the area, including a Church, Community Centre, shops and Gurnard Primary School, as well as other facilities which could be utilised by further households.
- 6.8 In terms of the mix of housing, it is apparent that forecasted demand for new homes across Gurnard should be focused on two or three bedroomed properties, with Section 3.20 of the HNA referring to 75% of respondents requiring this type of development in the locality. Furthermore, the Gurnard Neighbourhood Plan highlights the need for properties which are suitable for older people, in which bungalows in this instance can be considered to assist with this need, as per a proportion of the mix of housing provided in this development.
- 6.9 The Parish Council has undertaken its own Housing Needs Survey, and this should be taken into account. However, having been completed in 2013, it is now 8 years old and therefore should be considered alongside the Council’s Housing Needs Assessment (HNA) undertaken in 2018. This identifies the site as being within the Medina Valley West sub-market area, where there is a need for the following mix of open market housing:

1-bedroom – 5%
2 bedroom – 40%
3-bedroom – 42%
4-bedroom – 14%

It should be noted that this is an advised mix and that some sites may deliver a different mix of housing depending on the character of the area.

6.10 The previous planning application (19/01578/FUL), for six residential dwellings, which was subsequently refused could not be fully supported in principle on the basis of the housing mix previously presented was unreflective of the needs of the area, failing to offer a balanced housing stock for this location, contrary to the aims of Policy DM3 of the Island Plan Core Strategy.

6.11 The previous scheme offered six, four bedroomed units of a large and executive style, failing to meet the needs of the 'Medina Valley West'. The need for housing scale and size as those presented previously would only meet a 14% requirement within this sub area, which is noted within paragraph 6.70 of the HNA as being a reduced amount in comparison to the Isle of Wight wide figure, extenuating the need for not only a delivery of an assortment of property sizes, but a scheme which is too reflective of the local needs.

6.12 This current revised scheme has been amended, and is now reflective of the following mix:

2 x two bedroomed units
2 x three bedroomed units
2 x four bedroomed units

The properties would be arranged as bungalows, dormer bungalows and two-storey properties in the case of the four bedroomed units. Therefore, the mix of housing is now more reflective of the wider needs (two and three bedroomed units) and largely representative of the style of properties within the locality.

6.13 Whilst concern has been raised from the Parish and third parties that this type of development is neither suitable for the needs of the area or constitute affordable housing, in this instance the revised scheme is a relatively small-scale development and a third of the units would be two bedroomed single-storey bungalows and considered to meet this aim of the HNA and the shortfall in housing across the Island.

6.14 Furthermore, these units would, to a degree, help to assist housing delivery which is required for the vicinity, alongside a mix of units which are required across the Island. The development due to the total number of units, is not required by Planning Policy to ensure that on site affordable housing is provided on site in this instance. Nonetheless, the applicant has entered into a Legal Agreement to ensure an Affordable Housing Contribution would be made on commencement of any works on site, meeting the aims of Policy DM4 of the Island Plan Core Strategy.

6.15 It is noted that policy H1.3 of the Neighbourhood Plan states that development approved as meeting a local need, whether for market or affordable housing will be subject to planning conditions and/ or planning obligations to require the first occupants to be existing residents of the Isle of Wight with a Gurnard connection. However, the development is not identified to meet a local need, given the presumption in favour of sustainable development outlined above. Instead, the proposals are considered to be acceptable in principle due to the overriding need for

housing across the Island and therefore the local connection criteria is not required.

- 6.16 On balance, the location and mix of housing is considered to be a sustainable form of development and on this basis the principle of this development can be supported. Nonetheless, this support would be subject to the development meeting all the other aims of the Island Plan Core Strategy and the NPPF.

Impact on the character and appearance of the surrounding area

- 6.17 The prevailing character of the area along Baring Road is generally typical of bungalows, dormer bungalows, with the scattering of two storey properties which are well landscaped and positioned adjacent to the highway, predominately finished in red brick and largely of a modest, high quality and pleasant appearance.
- 6.18 The proposed development would comprise six detached properties which would be positioned adjacent to the existing three residential units which are located on this section of Baring Road, which is the western side of the highway, opposite the general pattern of linear development to the east.
- 6.19 Officers previously raised concern in respect of how the six units under planning reference 19/01578/FUL would impact upon the character and appearance of the area for a number of reasons. One aspect was the proposed massing, and the positioning of Unit One of the proposals, which would be located adjacent to the existing dwellinghouse currently known as 211 (Greenacres) Baring Road.
- 6.20 The relationship previously between proposed Plot One and 211 Baring Road was considered to be out of keeping within the streetscene. The variation in positioning in relation to the highway was considered to be jarring when assessing the proposed streetscene relationship and contrary to the aims of Policy DM2 of the Island Plan Core Strategy.
- 6.21 Given the positioning of Plot 1 previously, and the extended set back from the highway, when assessing the relationship with the neighbouring property, it was considered that the development would appear as an extension to the existing property. This would be especially notable when viewed from the South and West, from vantage points along Tuttons Hill. The side elevation appearing elongated, conflicting with the existing property and thus contrary to the aims of Policy DM2 of the Island Plan Core Strategy.
- 6.22 In this scheme, Plot One would now consist of a bungalow, providing two bedrooms and of a comparable set back to the existing properties within the streetscene, including 211 Baring Road. The side elevation has been reduced in size from a depth of 17.50 metres to 11.50 metres. Furthermore, the set back from the highway has been reconsidered, ensuring that the development would follow the prevailing pattern of development within this existing pleasant streetscene.
- 6.23 The presence of the property would be reduced when viewed from Tutton Hill and thus go some way in protecting the verdant backdrop to the site and heightening the consideration to the 'green gap' promoted by the Jordan Valley of the locality.

- 6.24 The overall mass and scale of these units have been significantly reduced to protect visual amenity, design and appearance, heightened in order to promote the visual amenity of the locality and the landscape character which surrounds the parcel of land are demonstrable in this revision.
- 6.25 In this respect, the units have been revised and now make up a noticeably more mixed scheme of residential units, of a generally more modest and suitable design that would respect the area. In respect of Plots 2-5, these units are now formed of two dormer bungalows and detached two storey properties.
- 6.26 The overall design of these units have too been improved, with the materials and fenestration detailing across each of the units now positively reflecting not only each dwelling's scale and mass, but also the prevailing character of the area which is largely consistent of bungalows and dormer bungalows. As a result, the design is consistent throughout the plots and considered to be acceptable within the surrounding area, as is the scale and mass of the properties.
- 6.27 The previous refusals presented a jarring formation, with some complex and overly dominant sections, as well as bland and disproportionate principle elevations in terms of fenestration detailing and massing meaning that the proposals were unacceptable. In this respect, the level of glazing is sympathetic and has too been reduced in scale, this in combination with the number of terraces proposed across the rear elevations of the units have been reduced. As such now only two properties, Plots 3 and 5 would benefit from first level terracing.
- 6.28 As such, this revised design, in combination with the proposed curtilages have been also amended to be brought in line with the current rear curtilages of the existing properties. As such, the projection of residential curtilage has been reduced and is now of a modest nature, whereby domestic paraphernalia would not now protrude the existing residential pattern of development in this locality.

Jordan Valley and Implications on the Gurnard Neighbourhood Plan

- 6.29 Previously, due to the combination of the setback of the proposed units, and the extensive depths of the units, the development was assessed as appearing overly dominant in combination when approaching the site from the north of Baring Road, which currently offers an open vista of the site.
- 6.30 Although Officers consider that the built form introduced would nonetheless alter the openness of the western side of Baring Road, the amendments and negotiations between previous schemes have meant that the proposals are now reflective of a high-quality development, offering a sympathetic design and a suitable mix of housing which would be of reflective of a scale and mass of existing housing.
- 6.31 There would be an impact to an extent on the Jordan Valley, but the key vantage points from the public realm are from Tuttons Hill, which is considered to be a fundamental section of the area when viewing the Valley. Given its location alongside existing housing, the development would not significantly alter the way in which the landscape is read from this position. The proposed units are now relatively modest in design, and offer a mixed approach, which do not appear to over dominate their

setting or cause landscape harm to the Jordan Valley.

- 6.32 When seen from Baring Road, the development would to a limited degree, enclose the current open vistas towards the valley. It is noted that Dottens Farm, north of the site, has been permitted for housing development that is under development. But nonetheless, the gap that would remain would still allow views over the fields to the west.
- 6.33 In terms of perceived and actual coalition between settlements of Gurnard and Cowes which have been raised by third parties and members of the Parish Council, whilst it is appreciated that development would take place on a greenfield site, this is already seen in the context of the housing that occupies the east and western sides of Baring Road. Baring Road is itself a predominantly developed location and the development would not draw development any closer to Gurnard than is already present, allowing the wide gap formed by the Jordan Valley to remain and preventing coalescence.
- 6.34 A In conclusion, it is considered that the appearance of the proposed units has been designed to positively correlate with the surrounding properties and landscape and it is considered that the development would not materially or harmfully reduce the green gap to a harmful level that would be contrary to the aims of Policies DM2 and DM12 of the Island Plan Core Strategy, or the policy guidance contained within the Neighbourhood Plan.

Impact on the amenity of adjoining residential properties

- 6.35 There is an existing presence of units along the western side of Baring Road and the general principle of additional units in a linear format would have a comparable impact to the existing situation between properties located opposite. Therefore, there would not be a harmful impact on amenity in terms of overbearing effect, loss of privacy or light in this regard.
- 6.36 Therefore, based on the existing and proposed pattern of development, combined with the separation of the highway, suitable set back of the existing and proposed units, the design of the development preserves amenity in accordance with the aims of Policy DM2 of the Island Plan Core Strategy.
- 6.37 In terms of relationship with the existing neighbouring unit, No. 211 Baring Road (Greenacres), due to the positioning of Unit 1, it is considered that the development would not result in a loss of residential amenity. This is on the basis that the proposed development would be modest in nature, being a single storey bungalow and allow suitable space to prevent loss of light or outlook to this property and its garden.
- 6.38 There would be two side elevation windows on the southern boundary, and thus facing the adjacent dwellinghouse and these would serve a utility room and a kitchen. On assessment of this relationship, given the single storey nature and intervening boundary treatments, it is considered that these windows would not cause a loss of privacy.

- 6.39 The plans show that there would be suitable separation distances between each of the dwellinghouses, which would be laid out in a comparable manner to the existing built form within Baring Road. Therefore, the proposal is in keeping with neighbouring units and thus the protection of future residential amenity would be adhered to.
- 6.40 On review of future amenity for the occupiers of each of the units, on the basis that the plots are subordinate to one another and although of a mix of scales and forms, the units would complement one another. Therefore, the proposals would not generate overbearing concerns between each of the new units, or existing properties that adjoin the site. The development is therefore in accordance with the aims of Policy DM2 of the Island Plan and the NPPF alike.

Highway Considerations

- 6.41 The proposed development seeks to provide individual access points for each of the six units, with parking and hardstanding to be located to the front of each of the proposed units.
- 6.42 Island Roads have assessed the planning application and confirm that Baring Road is a 'C' classified road and is subject to a 30mph speed limit. Therefore, any new access arrangement would need to provide minimum visibility splays of 43.00 metres in both directions, when considered with a setback of 2.00 metres. As such, on review of drawing no. 1807(AP)00.04, the consultee confirms that the visibility splays that would be required are achievable, and that this can be achieved within land which is currently under the applicant's control and within the limits of the public highway.
- 6.43 This site falls within Zone 2 as defined within the Guidelines for Parking Provision as Part of New Developments SPD January 2017 forming part of the Island Plan. As such, the parking demand for this proposal would be one space for each of the two bedroomed properties, and two spaces for the remaining units. Island Roads confirm that driveways and associated parking spaces, plus garages which are integral to plots 2, 3 and 4, would provide a level of parking that would meet the aims of the aforementioned SPD.
- 6.44 Policy T1 (Private parking) of the Gurnard Neighbourhood Development Plan outlines that new development must make adequate provision for off-street parking, taking into consideration the type of development and the accessibility of the location. Policy T1 outlines that for residential development, a minimum of one-off road parking space will be required for new dwellings that have one to two bedrooms and two off street parking spaces should be provided for new dwellings that have three or more bedrooms. Therefore, based on the above comments, the development would be in accordance with Policy T1 of the Gurnard Neighbourhood Development Plan.
- 6.45 In terms of parking and the ability to manoeuvre safely within each of the curtilages Island Roads have confirmed that vehicles would be able to enter, park, turn and exit safely in forward gear. Therefore, all plots are deemed to be sufficient in relation to highway safety and meet the aims of the transport policies of the Island Plan Core Strategy.

- 6.46 It is noted that the previous reports stated that the existing footway would be widened to 2.0m as that is the distance shown on the plans, it has now been confirmed that the footway would not physically be widened, but the hedging and soil migration that has accumulated over the back of the footway would be cleared over the length of the site frontage bringing the footway back to its original width.
- 6.47 Island Roads have considered the proposal to be acceptable and whilst third party comments have raised concern over the access points and the associated pedestrian safety due to the proximity of the nearby primary school, and the generation of increased traffic movements within this locality, the proposal in this form is considered to be suitable in relation to the transport policies of the Island Plan.
- 6.48 Third parties have raised concerns that the development will increase parking pressures in Baring Road. However, as outlined above the scheme would comply with the parking SPD and the GNP. It would therefore be entirely unreasonable to object on the issue of insufficient parking provision. The proposal would result in the loss of some off-street parking, due to the increase frontage, however there would be the trade-off with the addition of extra on-site parking provided.
- 6.49 Comments have also suggested that the application would result in extra vehicles in the village, which already suffers from congestion. However, Island Roads have confirmed that they consider the traffic generation associated with this proposal would not have a negative impact on the capacity of the highway network and Officers consider this proposal of six units, located away from Gurnard village centre, to be a relatively modest scheme of works that would not be detrimental in this instance.
- 6.50 In summary, it is considered that the proposed development would not compromise highway safety and include suitable on-site parking and turning facilities in accordance with the aims of the Island Plan Core Strategy.

Ecology and Trees

- 6.51 Third parties have raised concerns that the proposal would result in an adverse impact on wildlife, with particular reference to the loss of hedgerow to the frontage of the site as well as open space which supports wildlife.
- 6.52 One of the previous reasons for refusal within planning application, 20/00188/FUL. related to the insufficient information surrounding the need for an up to date Ecology Report. This has been provided as part of this proposal and assessed by the Ecology Officer and whilst it does not contain results of a Local Records Search, which is good practice to provide, the information does confirm that there is minimal ecological activity on site. On the basis that the site would include a suitable wildlife corridor, the Ecology Officer is satisfied with the contents of the report. The proposed development has been designed to allow for an ecological buffer zone in order to provide mitigation for the development in relation to Policies SP5 and DM12 of the Island Plan Core Strategy.
- 6.53 Initially concern was raised over the management of the area, which was proposed to be contained within the rear curtilages and could therefore be damaged or

destroyed, with plots managed inconsistently to one another. The buffer zone and landscape mitigation measure has since been shown to be located on land which is outside of residential curtilages, which can therefore be controlled by planning conditions to be managed to protect and enhance the character of the area and the wildlife which surrounds the site in accordance with the aims of Policies SP5 and DM12 of the Island Plan Core Strategy.

- 6.54 The Tree Officer has considered the planning application and concludes that although there are a series of six Oak Trees located on the northern boundary of the application site, of these trees, one of the trees has been noted to be at risk as a result of the development taking place. However, the Officer confirms that the tree in question is in a poor condition. As such, the loss of this tree would not compromise the appearance of the site or surrounding area.
- 6.55 The remaining five trees would be located closest to Plot 6, but given the layout of the development, the trees would not be directly impacted upon by the positioning of Plot 6. Collectively the trees are considered to have a minimal impact on shading over the proposed properties. However, given the residential use of the land proposed, the need for pruning the trees could become heightened. As a result, the Officer has confirmed that for future protection, a Tree Preservation Order could be applied if the scheme is approved.
- 6.56 The Officer concludes that whilst direct impact from the development could be avoided, it is possible for the trees on site to be potentially damaged during construction and therefore a Method Statement (with timetable) condition is recommended to be applied to any consent minded to be granted, and this would be a pre-commencement condition in order to meet the aims of Policies SP5 and DM12 of the Island Plan Core Strategy.

Archaeology

- 6.57 As part of this application, an archaeological trial trench evaluation has been carried out in accordance with the Archaeologist's previous advice for applications P/00162/19, 19/01578/FUL and 20/00188/FUL.
- 6.58 The trial trench evaluation was undertaken during March 2020. The evaluation was carried under an agreed written scheme of investigation and as a result, has provided a sufficient assessment of the site, along with additional rapid fieldwalking and following a geophysical survey. The evaluation concludes that the trial trench encountered no archaeological features of significance and demonstrated that anomalies identified by the geophysical survey were due to variations in superficial and bedrock geological deposits and not historical features. Therefore, the Archaeology Officer has confirmed that no further archaeological work would be required, and that support can be offered to the development in this instance.

Drainage and surface water run-off

- 6.59 No details of surface water drainage have been provided in respect of these proposals. However, the site is not within an area at high risk of flooding and given the relatively small-scale nature of the development, it is considered that a suitable

on-site solution could be agreed via conditions.

- 6.60 Third party concerns have been raised with regards to drainage within the area and the capacity of the existing sewerage system within the area. Officers are satisfied that the scale of the development is such that the proposed development would not result in a significant impact on the existing sewerage system and it has been confirmed by Southern water that a connection to the Main Waste Water System can be achieved in this location.

Affordable Housing

- 6.61 Policy DM4 (Locally Affordable Housing) of the Island Plan requires financial contributions towards the delivery of affordable housing for minor developments. The Council's Affordable Housing Contributions SPD sets out the level of contribution required for new housing development. The applicant has provided confirmation that they are willing to enter into a planning obligation under Section 106 of the Town and Country Planning Act 1990 (as amended) to secure the required contribution. In this instance the applicant has entered into the Legal Agreement and therefore fulfils the requirements of meeting the aims of Policy DM4 of the Island Plan Core Strategy in this instance

Solent Special Protection Area

- 6.62 The application site is located within the identified Solent Special Protection Area buffer zone. As such, a mitigation payment towards the Solent Special Protection Area Project would be required in relation to the development to mitigate the impact of the development on the Solent Special Protection Area in line with the requirements set out in the Bird Aware Solent Recreation Mitigation Strategy. In this instance, the applicant for the scheme has entered into the Legal Agreement which would secure payments on commencement of the development and therefore meets the needs of the Protection Area, offering suitable mitigation in this instance.

Conclusion

- 6.63 The proposed development by virtue of the mix housing would assist in meeting the housing needs of the Island in a sustainable location with good access to services and facilities as well as public transport. It is considered that the proposed houses would be a suitable size, scale and design in relation to the surrounding area while not degrading the wider landscape character of the Jordan Valley. The proposed development would not compromise the amenity of nearby properties. The site would be served by suitable means of access and parking areas and not harm ecology or trees on site. Therefore, having given due weight and regard to all material considerations, for the reasons set out above, the proposal, subject to the recommended conditions, is considered to comply with the requirements of the policies listed within this justification.

7 Recommendation

- 7.1 Conditional permission subject to the signing of a legal agreement.

8 Statement of Proactive Working

8.1 ARTICLE 31 - WORKING WITH THE APPLICANT

In accordance with paragraphs 186 and 187 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 way:

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

In this instance the application generated some amendments to the proposal, whereby mitigation in respect to ecology matters were raised and as such the boundary of the site was reduced in scale and was designed to reflect a Wildlife Corridor which would fall outside of the curtilages of the properties. The Ecology Officer has supported these proposals and therefore, the scheme is considered to be a sustainable form of development.

Conditions

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

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

2. The development hereby permitted shall only be carried out in complete accordance with the details shown on the submitted plans, numbered:

- Site/plan cross section- Plot 3 indicative Drawing No. 1807(AP)P2-50.01 Rev C.
- Site Layout/string elevation-showing survey and contours/swept path analysis Drawing No. 1807 (AP) 00.01 Rev C
- Site Layout- Drainage, Drawing No. 1807 (AP) 00.0x Rev C
- Block Plan and Site Location 1807 (AP) 00.02 and 03 Rev A/1
- Plots 1 and 6, Drawing No. 1807 (P) 10.01
- Plots 3 and 5 Drawing No. 1807 (P) 10.02
- Plot 4 Drawing No. 1807 (AP) 10.04
- Plot 2 Drawing No. 1807 (AP) 10.03

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 exterior work to construct the dwellinghouses, or exterior paths hereby permitted shall take place until samples of materials including mortar colour relating to the external surfaces and the roof materials are provided, alongside details relating to rainwater goods to be used in the construction of the development hereby permitted, have been submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.

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

4. No development shall take place until details have been submitted to and approved in writing by the Local Planning Authority of the positions, design, materials and type of boundary treatment to be erected. The boundary treatment shall be completed before the dwellings hereby permitted are occupied in accordance with a timetable agreed in writing with the Local Planning Authority. Development shall be carried out in accordance with the approved details

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

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

Reason: In the interests of visual amenity of the area and to comply with policy DM12 (Landscape, Seascape, Biodiversity and Geodiversity) of the Island Plan Core Strategy.

6. 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 trees 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.

7. No dwelling hereby permitted shall be occupied until space has been laid out within the site in accordance with drawing no 1807(P)00.01 make sure you check this is the correct drawing number and drained and surfaced in accordance with details that have been submitted to and approved by the Local Planning Authority in writing for a minimum of ten conventional vehicles to be parked and for vehicles to turn so that they may enter and leave the site in forward gear. The space shall not thereafter be used for any purpose other than that approved in accordance with this condition.

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

8. No development shall take place until details have been submitted to and approved in writing by the Local Planning Authority in respect of steps to prevent material being deposited on the highway as a result of any operations on the site in connection with the approved development. Such steps shall include the installation and use of wheel cleaning facilities for vehicles connected to the construction of the development. The agreed facilities shall be installed prior to the commencement of development and shall be retained in accordance with the approved details during the construction phase of the development. Any deposit of material from the site on the highway shall be removed as soon as practicable by the site operator.

Reason: In the interests of highway safety and to prevent mud and dust from getting on the highway and to comply with policy DM2 Design Quality for New Development of the Island Plan Core Strategy.

9. Prior to work commencing on site details of the proposed means of surface water drainage based upon sustainable drainage principles shall be submitted to the Local Planning Authority for agreement in writing. Such details shall include calculations, detailed designs, measures relating to the design and maintenance of any on-site SUDS facilities, a phasing plan and timetable for the delivery of any required infrastructure. The agreed details shall be installed during the development of the site in accordance with agreed phasing plan for the drainage infrastructure, unless otherwise agreed in writing by the Local Planning Authority. No dwelling hereby permitted shall be occupied until the means of foul and surface water drainage for that dwelling has been installed.

Reason: To ensure a satisfactory means for the disposal of surface water from the development, and to minimise the risk of flooding. In accordance with Policy DM14 (Flood Risk) of the Island Plan Core Strategy and Government advice contained within the National Planning Policy Framework 11.

10. The units hereby permitted shall not be occupied until details of drainage associated with the junction between the proposed service road / access and the highway have been approved in writing by the Local Planning Authority; and the apartments shall not be occupied until that drainage has been constructed in accordance with the approved details.

Reason: In the interests of highway safety to ensure surface water from the site is not discharge out onto the public highway and to comply with policy DM2 (Design Quality for New Development) of the Island Plan Core Strategy.

11. Prior to the first beneficial use of the first-floor roof terrace hereby approved, the terraces of Plots 3 and 5 shall be finished in accordance with: Drawing No. 1807(P)10.02 (Plot 3 and 5) demonstrating a 1.50 meter obscure glazed privacy screen with a glass panel which has been rendered obscure as part of its manufacturing process to Pilkington glass classification 5 (or equivalent of glass supplied by an alternative manufacturer), shall be erected on the South and North elevations of the exterior terrace. A 1.70 meter obscure glazed privacy screen with a glass panel which has been rendered obscure as part of its manufacturing process to Pilkington glass classification 5 (or equivalent of glass supplied by an alternative manufacturer), shall be erected on the South rear elevation of Plot 3 and the North elevation of Plot 5, and these shall be retained in perpetuity thereafter.

Reason: In the interests of the amenity of the area, to protect the privacy of nearby properties and to comply with the requirements of policy DM2 (Design Quality for New Development) of the Island Plan Core Strategy.

12. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any Order revoking and re-enacting that Order, with or without modification), no windows/dormer windows (other than those expressly authorised by this permission) shall be constructed.

Reason: To protect visual and residential amenity in accordance with the aims of Policy DM2 (Design Quality for New Developments) of the Island Plan Core Strategy.

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

Reason: To protect visual and residential amenity in accordance with the aims of Policy DM2 (Design Quality for New Developments) of the Island Plan Core Strategy.

14. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any Order revoking and re-enacting that Order with or without modification) no fencing, wall or other means of enclosure (other than that expressly authorised by this permission) shall be erected, unless otherwise approved in writing by the Local Planning Authority.

Reason: In the interests of the amenities of the area and to protect sight lines for the parking spaces hereby permitted in accordance with the aims of policy DM2 (Design Quality for New Development) of the Island Plan Core Strategy.