



Purpose: For Decision

Planning Committee Report

Report of	STRATEGIC MANAGER FOR PLANNING AND INFRASTRUCTURE DELIVERY
Date	25 OCTOBER 2022
Application Reference	22/00631/FUL and 22/00629/OUT
Application type	Hybrid
Application Description	<p>Outline for residential development comprising 113 dwellings, access from Arthur Moody Drive and Ash Lane, roads, footways, landscaping, open space and upgrading of footpath N151 to allow shared pedestrian/cycle use (revised scheme)</p> <p>Full planning permission for proposed 2 detached house with garage; 17 pairs of semi-detached houses (36 Dwellings in total); with access from Forest Hills, Arthur Moody Drive and Ash Lane; associated roads, footways, landscaping, open space and 2 dry ponds (Phase 1) (revised scheme)</p>
Site address	Land West Of 40 - 48 & 37 To 47 Broadwood Lane 17 & 24 Forest Hills 2-20 & 28 – 36 Arthur Moody Drive, Carisbrooke Isle of Wight
Parish	Newport and Carisbrooke
Ward Councillor	Cllr Joe Lever
Applicant	Mr David Norville, DN Associates (Gunville) Ltd
Planning Officer	Sarah Wilkinson

Reason for Planning Committee consideration	The Strategic Manager has directed the application to the Planning Committee as it is considered that the application raises marginal and difficult policy issues
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Recommendation	Conditional permission, subject to a legal agreement
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Main considerations

- Principle
- Impacts on Solent Habitats Sites
- Highway considerations
- Impact on the character and appearance of the area
- Mix of housing size and tenure

1 Recommendation

For the outline planning application (19/01415/OUT):

1.1 Conditional permission subject to a Section 106 Agreement to secure:

- Affordable Housing (35%)
- Mitigation payments to the Solent Protection Area, in accordance with the Bird Aware Strategy
- Provision of the link to the West Wight cycle track
- Sustainable transport contribution of £38,000

For the full planning application (19/01426/FUL):

1.2 Conditional permission subject to a Section 106 Agreement to secure:

- Affordable Housing (35%)
- Mitigation payments to the Solent Protection Area, in accordance with the Bird Aware Strategy
- Provision of the link to the West Wight cycle track
- Sustainable transport contribution of £12,000

2 Location and Site Characteristics

2.1 The application site is an area of 6.4 hectares located to the west of Forest Hills and Arthur Moody Drive between the approved developments off Ash Lane (north) and Alvington Manor View (south).

2.2 The site is formed by two fields, the northern field being relatively flat, with the southern field rising to the south. A ditch and hedge line runs between the two fields.

2.3 The area is residential in character with dwellings (or residential development under construction) to the north, east and part of the south. The land to the west remains as open fields, although the boundary itself is delineated by the public footpath N151. The remainder of the southern boundary is formed by an area of woodland and a field, although there is a mature tree line along much of this boundary.

3 Details of Application

3.1 This is a hybrid application which seeks outline consent for 113 units and full planning permission for 36 dwellings, which would provide phase 1 of the development.

3.2 The full element of the scheme would provide 36 dwellings in a mix of 10 x two and 26 x three bedroom units, the formation of one access from Forest Hills and the provision of green infrastructure, including two dry ponds, planted islands and a green landscape/ecology buffer along the eastern boundary.

3.3 The outline element would provide a further 113 dwellings, resulting in a total of 149 units on site. Matters of access and landscaping would be considered at this time with appearance, layout and scale reserved for later consideration.

- 3.4** The proposed development would provide a policy compliant 35 percent affordable housing within both the full and outline elements. This would be secured by a legal agreement, including a requirement to advertise on Island Homefinder.
- 3.5** Access would be provided from three points; one off Forest Hills, the second from Arthur Moody Drive (the Forest Hills route being provided as part of the full element). These points would both be accessed via Gunville Road and Broadwood Lane. The final access would be off Ash Lane, via the recently approved development on Gunville Road. The Ash Lane access represents the main difference between this application and that previously proposed development for this site.
- 3.6** The proposals would also include for a link and extension to an existing public right of way, which would form part of the West Wight cycle track.

4 **Relevant History**

- 4.1** 19/01415/OUT - Outline for residential development comprising 113 dwellings, access from Arthur Moody Drive, roads, footways, landscaping, open space and upgrading of footpath N151 to allow shared pedestrian/cycle use (updated ecological information and archaeological investigation) (revised description) (readvertised application) was refused by planning committee in August 2021 on highway grounds. The reason for refusing being:

The proposed development by reason of vehicle movements, both during the construction and operational phases, would result in significantly adverse effects on the capacity of the local highway network, particularly in relation to Broadwood Lane, Forest Hills, Arthur Moody Drive and the junction from Gunville Road and the wider highway network and in particular Priory Road and the Waverley roundabout. The construction traffic would also compromise the residential amenity of surrounding properties. The development would therefore be contrary to policies SP7 (Travel) and DM2 (Design Quality for New Development) of the Island Plan Core Strategy

- 4.2** 19/01426/FUL - Proposed 2 detached houses with garage; 17 pairs of semi-detached houses (36 Dwellings in total); with access from Forest Hills; associated roads, footways, landscaping, open space and 2 dry ponds (Phase 1) (updated ecological information and archaeological investigation) (revised description) (readvertised application) was refused by planning committee in August 2021 on highway grounds. The reason for refusing being:

The proposed development by reason of vehicle movements, both during the construction and operational phases, would result in significantly adverse effects on the capacity of the local highway network, particularly in relation to Broadwood Lane, Forest Hills, Arthur Moody Drive and the junction from Gunville Road. The construction traffic would also compromise the residential amenity of surrounding properties. The development would therefore be contrary to policies SP7 (Travel) and DM2 (Design Quality for New Development) of the Island Plan Core Strategy.

- 4.3** The below applications do not relate to the site itself but the recently approved

developments to the north and south are considered to be relevant to the consideration of this application and are therefore details below for information.

- 4.4 19/00855/ARM - Approval of reserved matters on P/00395/15 for plots 2,3,4,5,6,7,8,10,11,12,13,14,15 (13 units in total) relating to appearance and landscaping (revised description) at land off Ash Lane, Newport
- 4.5 P/01139/18 - Approval of reserved matters on P/00395/15 for plots 1, 9, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26 and 27 (37 units in total) relating to appearance and landscaping at land off Ash Lane, Newport.
- 4.6 P/00395/15 - Outline for 50 dwellings (mix of affordable housing, small builder plots and self-build plots) (additional information - foul drainage strategy) (re-advertised) (package treatment plant withdrawn-14.12.15) at land off Ash Lane, Newport
- 4.7 P/01604/13 - Proposed construction of 22 dwellings with parking, landscaping, vehicular access and provision of link to cycle path(Revised layout, additional information relating to site drainage and flood risk and revised information relating to ecology) Revised plans relating to the layout and bedroom numbers for proposed houses, additional information relating to ecology and flood risk, details of surface water drainage (further readvertised application) at land adjacent to 70 and rear of 97 to 103 Alvington Manor View, Newport.

5 **Development Plan Policy**

National Planning Policy

- 5.1 At the heart of the NPPF (2021) is a presumption in favour of sustainable development. For decision-taking this means approving development proposals that accord with the development plan without delay, or where the development plan is absent, silent or relevant policies are out-of-date, granting permission unless any adverse impacts of doing so would significantly or demonstrably outweigh the benefits or specific policies in the NPPF indicate development should be restricted.
- 5.2 Paragraph 8 sets out the three overarching objectives to achieving sustainable development. These being:
 - “a) **an economic objective** – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;
 - b) **a social objective** – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering well-designed, beautiful and safe places, with accessible services and open spaces that reflect current and future needs and support communities’ health, social and cultural well-being; and

c) **an environmental objective** – to protect and enhance our natural, built and historic environment; including making effective use of land, improving biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.”

5.3 Paragraph 9 clarifies that “These objectives should be delivered through the preparation and implementation of plans and the application of the policies in this Framework; they are not criteria against which every decision can or should be judged. Planning policies and decisions should play an active role in guiding development towards sustainable solutions, but in doing so should take local circumstances into account, to reflect the character, needs and opportunities of each area.”

5.4 Paragraph 10 sets out that; “so that sustainable development is pursued in a positive way, at the heart of the Framework is a presumption in favour of sustainable development.”

5.5 Paragraph 110 sets out that “In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

- a) appropriate opportunities to promote sustainable transport modes can be - or have been - taken up, given the type of development and its location;
- b) safe and suitable access to the site can be achieved for all users;
- c) the design of streets, parking areas, other transport
- d) elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and
- e) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.”

5.6 Paragraph 111 outlining 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.” While paragraph 112 states out that “within this context application should:

- a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;
- b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;
- c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;
- d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and

- e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

5.7 In respect of achieving appropriate densities paragraph 124 sets out that:

Planning policies and decisions should support development that makes efficient use of land, taking into account:

- a) the identified need for different types of housing and other forms of development, and the availability of land suitable for accommodating it;
- b) local market conditions and viability;
- c) the availability and capacity of infrastructure and services – both existing and proposed – as well as their potential for further improvement and the scope to promote sustainable travel modes that limit future car use;
- d) the desirability of maintaining an area’s prevailing character and setting (including residential gardens), or of promoting regeneration and change; and
- e) the importance of securing well-designed, attractive and healthy places.

5.8 To achieve well designed places paragraph 130 outlines that “Planning policies and 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 as a result of good architecture, layout and appropriate and effective landscaping;
- c) care sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);
- 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;
- e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and
- f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

Local Planning Policy

5.9 The Island Plan Core Strategy identifies the application site as being located adjacent to the defined settlement boundary and within the Medina Valley Key Regeneration Area. The site is not designated for any other reason but is within 5.6km of the Solent and Southampton Water Special Protection Area (SPA). The following policies are relevant to this application:

- SP1 - Spatial Strategy
- SP2 - Housing
- SP5 - Environment

SP7 - Travel
DM2 - Design Quality for New Development
DM3 - Balanced Mix of Housing
DM4 - Locally Affordable Housing
DM5 - Housing for Older People
DM11 - Historic and Built Environment
DM12 - Landscape, Seascape, Biodiversity and Geodiversity
DM13 - Green Infrastructure
DM14 - Flood Risk
DM17 - Sustainable Travel
DM22 - Developer Contributions

Neighbourhood Planning Policy

5.10 There is no neighbourhood plan in place covering this application.

Relevant Supplementary Planning Documents (SPDs) and other planning guidance

- 5.10**
- Solent Recreation Mitigation Strategy
 - Children's Services Facilities Contributions
 - Guidelines for Parking Provision as Part of New Developments
 - Guidelines for Recycling and Refuse Storage in New Developments
 - Isle of Wight Council Position Statement: Nitrates

6. Consultee and Third Party Comments

Internal Consultees

- 6.1** The Council's Environmental Health Officer confirms that there would be no adverse comments in respect of this application.
- 6.2** The Council's Ecology Officer has recommended conditions, if the applications are approved, to secure the applicant's proposed ecological mitigation.
- 6.3** The Council's Archaeological Officer has recommended conditions if the applications are approved.
- 6.4** The Highway Engineer from Island Roads has recommended conditional approval of the outline and full elements of the proposal. Further comments on this matter are set out within the highway considerations section of this report.
- 6.5** The Council's Rights of Way Team have recommended conditions should the applications be approved.
- 6.6** The Council's Drainage & Flood Risk Management Officer has reviewed the comments made in respect of the previous application by the Council's then Drainage Engineer and has confirmed that the drainage philosophy is acceptable but that the design detailing may need to be revised at detailed design stage, and the ponds may be wet more often to allow for a slower discharge rate.
- 6.7** The Council's Arboricultural Officer requested conditions be incorporated as part of the full application in respect of tree protection and soft landscaping, if

approved. In respect of the outline, he has confirmed that the impact to trees of high amenity should be limited, subject to the correct protection during the construction phase, which could be secured by conditioning and arboreal method statement. He does however raise that it is uncertain as to whether the landscaping would be sufficient to ensure a verdant and well treed area as the landscaping detail does not give any numbers of intended trees or shrubs and does not show where these may be planted beyond a generic symbol signifying vegetation. He recommends that this is rectified prior to any determination.

- 6.8** The Hampshire & Isle of Wight Fire and Rescue Service commented on the previous applications and confirmed they would require that fire service access is to the standards required under the Approved Document Volume 1 B5 Section 13. Where these conditions are not met, or achievable compensatory measures may be required in certain circumstances. [Officer comment: this is a Building Control document and would therefore be dealt with at Building Regulations stage. We did not reconsult the Fire Service further in respect of this application, due to the nature of their previous comments.]

External Consultees

- 6.9** Southern Water have commented on the full element of the application, confirming that their investigations indicate that they can provide foul sewerage disposal to service the proposed development, outlining that they would require a formal application for a connection to the public foul sewer to be made by the applicant or developer. They also outline that under certain circumstances SuDS will be adopted by Southern Water should this be requested by the developer. Where SuDS rely upon facilities which are not adoptable by sewerage undertakers the applicant will need to ensure that arrangements exist for the long-term maintenance of the SuDS facilities. They have requested an informative that construction of the development should not commence until details of the means of foul and surface water disposal have been submitted to and agreed by the LPA, in consultation with Southern Water.

Parish/Town Council Comments

- 6.10** Newport and Carisbrooke Community Council have recommended refusal of the applications on the grounds of highway safety and environmental impacts. They raise the following specific concerns which can be summarised as follows:
- The additional access onto Ash Lane provides achieves little than to subject further residents within Gunville to development impacts.
 - Traffic Regulation Orders (TRO) would still be required and would remove on street parking in Broadwood Lane and subsequent connecting streets.
 - The proposed parking totals less than would be removed.
 - The TRO would mean that parking could not be secured near to the homes.
 - Traffic counts were undertaken under Covid restrictions and are therefore not accurate.
 - The development would be car reliant, as although there is provision of cycle track and public footpath, houses on the development that is closest to the nearest bus stop are at least a six minute walk away.
 - The bus service is only hourly, unless walk a further four minutes in which case the service is half hourly.
 - Gunville Road is saturated.

- The two proposed entries onto Gunville Road are already difficult, especially that of Broadwood Lane, due to the close proximity to the pinch point.
- Waverly mini-roundabout is already exceeding capacity at peak times by 2025, approval would result in further traffic impact on capacity and in turn highway safety.
- Area has inadequate sewer capacity
- The proposed drainage scheme would potentially result in some dirty surface water discharging into the Gunville Stream, which may have pollutants from the development. Or, the proposed drainage scheme would potentially result in surface water entering the Southern Water surface water system, which would reduce what is currently flowing naturally into the stream. Either would result in a negative change to the Gunville Stream
- The location of the development(s) is already prone to flooding/waterlogged soil throughout much of the year.
- The local fields are a natural barrier helping in controlling worst of flooding, but current situation for residents will be made worse by an increase in impermeable surfaces and decrease in natural absorption and interception.
- The proposed dry ponds locations seems a poor decision. They are not at or near the lowest point in elevation of the site.
- Changes to the water course either in water volume or cleanliness as a result of the development will lead to a changed habitat within and around the waterway. These are habitats for protected and vulnerable species and other freshwater inhabitants and species reliant upon local habitat. The risk to this area from development is contradictory to the work of the Environment Agency in ensuring the wellbeing of local species
- Loss of a working agricultural fields given the current cost of living crisis and current food security concerns.
- Site has remains of a roundhouse and enclosure, from the transition period from late Iron Age to Roman society, at around 200BCE, has been described as of significant value.

Third Party Representations

6.11 44 letters of objection have been received in respect of the outline application. The content of which can be summarised as follows:

- Ash Lane is a private road maintained by management company paid for by residents
- Traffic generation on roads that cannot cope with extra traffic
- Insufficient access
- Not sufficient capacity at doctors, dentists, hospital etc.
- Carisbrooke is a village not a town
- Impact on St. Mary's Church from increased traffic using the road, as all roads would be used as a rat run
- Insufficient pavements
- Taylor Road cannot be opened as it was not given over to Island Roads
- Objections raised to previous application still stands
- Insufficient drainage/sewerage capacity, causing sewer flooding to residents at the lower end of Gunville
- Access onto Ash Lane just pushes the problem further down the road and causes problems for that area

- Cars parked on roads results in poor visibility in development and development would make matters worse
- Exiting Broadwood Lane onto Gunville Road can be challenging at times, having an impact on motorists and pedestrian safety
- Traffic survey was done during the pandemic
- Opening Taylor Road shows a disregard to the schools in the area
- Greenfield site
- Negative impact on highway safety and increased potential for collisions
- Parking currently very difficult
- Developers should be responsible for ensuring adequate parking spaces for existing residents are incorporated into plan, pay for drop curbs/off street parking for residents on the narrow access road to the new development, if approved
- Impact on stretched sewer system for the area, which could lead to contamination
- Ash Lane development and other in the area has already significantly increased the housing density, traffic and utility services and impacted on land drainage
- Impact on schools, health and social care services, including GPs and the hospital
- Land is an impact natural habitat and was inhabited by farmers from the iron age. Development will risk destruction of building from this age.
- Impact on the habitat of wildlife dependant on the open land and hedgerows
- Impact on wildlife
- Agricultural land used for crops which contribute to feeding the population and animals. Its loss would have a long-term economic impact
- Loss of agricultural land
- Land is clay bed and prone to flooding
- If the full application is granted it is vital that at least one access road, additional to access off Broadwood Lane, be provided or a completely separate new access road be created.
- Very little change from refusal
- The older part of Ash Lane has already been damaged from construction traffic mounting pavements
- Extra traffic will still use Gunville Road and either Forest Road or Priory Road and Waverly roundabout
- No children's play area
- Residents of Ash Lane have already endured disruption from construction traffic
- Junctions cannot accommodate additional traffic generation
- People waiting at bus stop on Gunville Road block visibility
- Parking in Ash Lane forces any traffic exiting onto the wrong side of the road within yards of the junction
- New traffic system at St. Mary's has impacted upon the amount of traffic coming from West Wight now turning into Gunville Road to avoid tailbacks
- Previously developed land within urban areas, bringing empty houses back into use and converting existing buildings in preference to development on greenfield sites
- Overlooking to existing properties in Arthur Moody Drive

- Forest Hills access would increase the amount of traffic, causing more noise and disruption
- Existing roads too narrow and have a number of blind bends with limited visibility making them dangerous
- Current on road parking on both sides of the road make it difficult for cars to drive through the gap and ambulances and fire engines would find it difficult and impossible respectively
- Restricting on-road parking would restrict local residents parking outside of their homes
- Poor visibility at junction exiting at Broadwood Lane and Gunville Road
- Traffic generation increases likelihood of accidents
- Trying to cross the roads is difficult and dangerous already
- Ash Lane is not suitable for additional traffic
- Little public transport in the vicinity of the development and what there is, is expensive
- Roads are not suitable for construction vehicles
- Disruption to existing estate when connecting to services
- Increased congestion
- Clay soil
- Will destroy fields, trees and wildlife
- No significant change from application refused ten months ago
- Access to Ash Lane is not certain
- Broadwood Lane is already full of parked cars on the side of the road and kerbs, which is already an issue for residents. Removal of parking would mean families loose parking.
- Gunville Road and Waverly Roundabout are already at capacity
- Development creep
- Ash Lane development is occupied largely by young families who will want to play out in the tree lined streets in the future which would be dangerous if a rat run
- Access Road would be within 2.5m f new property in Ash Lane development, which would be too close and harmful to amenities
- Residents of Ash Lane struggle with seasonal flooding in their gardens, which has got worse since the new properties at the end of Ash Lane
- Ash Lane residents bought on the basis of a cul-de-sac
- Major disruption to local wildlife
- Roads are unsuitable for current levels of traffic
- Access should be from Forest Road
- Access is not practical due to illegally parked vehicles
- The MP is actively engaged in attempting to reduce housing targets
- Proposal would result in loss of 30 on road parking spaces and only proposes 12 bays in the new development so no net gain
- Proposed plans would destroy historic and successful pattern of housing environment that creates communities.
- Due to connecting road through proposed development additional access is just cosmetic
- More room on site could be given over to parking for existing residents rather than large area of open space
- Area of dry ponds was waterlogged for six months
- It is essential that the developer maintains a zero level of run-off and

maintains the drainage system

- Current drainage plan is inadequate
- Other nominated development sites would have lesser impacts on existing residents
- No genuine need or urgency for housing to justify destroying environment
- Impact from construction process
- Ash Lane is too narrow
- Noise and increase in pollution
- Other developments in the area are still under construction
- No open space or adequate facilities in the area
- Impact on noise and tranquillity from increased traffic
- People need to be close to nature, open space and have fresh air for health
- Slower pace of life island is renowned for should be preserved
- Influx of people will increase crime
- Urban sprawl is not desirable
- Site is in SPA buffer
- There are views across the site to Yarmouth
- Light pollution and impact on dark skies would prejudice wildlife
- No public consultation, with reliance on the consultation done for the previous scheme [officer comment: the LPA undertook the consultation on this application required by the legislation, and it is therefore presumed that this references consultation by the applicant]
- Information on apprenticeships and employment are irrelevant to planning issues [officer comment: employment is a material consideration]
- No need for houses and adequate housing in adjacent housing in adjacent developments
- No sequential test [officer comment: No sequential test is required in respect of the application]
- Impact on archaeology
- Affordable housing would not be affordable
- Should have an Environmental Impact Assessment
- Development would be out of keeping with the character and context of the village and would be visually intrusive and dominant
- Taylor Road is not within the ownership or control of the council so cannot be used to release traffic volumes
- Question location of pedestrian crossing due to proximity to Ash Lane junction
- Waverly crossroads will become a greater bottleneck
- Serious loss of daylight and sunlight to and outlook from neighbouring properties would result in increased sense of enclosure affecting amenities and living conditions of residents
- Access to Broadwood Lane from Gunville Road is narrowed by the pinch point
- Dust from construction process
- Not all accidents are reported so numbers are higher than suggested
- Flooding
- Fields are a natural boundary of Newport
- Who would maintain the common areas?
- Insufficient parking

- Over-development of the area
- Loss of countryside
- Safety issues on the surrounding road network
- Surrounding roads are too narrow for level of traffic
- SUDS lagoons would not be suitable as play areas
- Impact of construction traffic on residential amenity
- Loss of footpath through agricultural land
- Cycle route cannot be used as an example of reducing traffic as very small proportion of people would commute all year around and route still leads to busy roads.
- How can you guarantee SUDS will be owned and maintained?
- Flood Risk Assessment says 147 units, but proposal is for 149 units

6.12 38 letters of objection have been received from local residents in respect of the full element, the content of which can be summarised as follows:

- Negative impact on highway safety and increase potential for collisions.
- Parking currently very difficult
- Developers should be responsible for ensuring adequate parking spaces for existing residents are incorporated into plan, pay for drop curbs/off street parking for residents on the narrow access road to the new development, if approved
- Impact on stretched sewer system for the area, which could lead to contamination
- Ash Lane development and other in the area has already significantly increased the housing density, traffic and utility services and impacted on land drainage
- Impact on schools, health and social care services, including GPs and the hospital
- Land is an impact natural habitat and was inhabited by farmers from the iron age. Development will risk destruction of building from this age.
- Impact on the habitat of wildlife dependant on the open land and hedgerows
- Impact on wildlife
- Agricultural land used for crops which contribute to feeding the population and animals. Its loss would have a long-term economic impact
- Loss of agricultural land
- Land is clay bed and prone to flooding
- If the full application is granted it is vital that at least one access road, additional to access off Broadwood Lane, be provided or a completely separate new access road be created.
- Nothing has changed since the previous refusals, which was only rejected ten months ago.
- Roads are too narrow for large lorries and construction worker parking
- Overlooking to existing properties in Arthur Moody Drive
- Forest Hills access would increase the amount of traffic, causing more noise and disruption
- Existing roads too narrow and have a number of blind bends with limited visibility making them dangerous
- Current on road parking on both sides of the road make it difficult for cars to drive through the gap and ambulances and fire engines would find it

difficult and impossible respectively

- Restricting on-road parking would restrict local residents parking outside of their homes
- Poor visibility at junction exiting at Broadwood Lane and Gunville Road
- Traffic generation increases likelihood of accidents
- Trying to cross the roads is difficult and dangerous already
- Ash Lane is not suitable for additional traffic
- Little public transport in the vicinity of the development and what there is, is expensive
- Roads are not suitable for construction vehicles
- Disruption to existing estate when connecting to services
- Ash Lane used to be a cul-de-sac. Now has unadopted carriageway at end
- Residents of Ash Lane already had disruption from development
- Problem exiting Ash Lane onto Gunville Road due to people standing at the bus stop
- Parking in Ash Lane forces any traffic exiting onto the wrong side of the road within yards of the junction
- Should use previously developed land, empty houses and converting existing buildings first
- Broadwood Lane is now just a dangerous parking area and dangerous for any elderly or disabled people trying to use the pavements etc.
- Area floods now and will only get worse
- Access should be straight enabling people to see what is coming and wide enough for all types of traffic
- Proposed access to be gained via Ash Lane but would be reliant on outline element being built and therefore may not happen for just the full application
- Development creep for Ash Lane
- Ash Lane development is occupied largely by young families who will want to play out in tree lined streets in future, which would be dangerous if a rat run
- Site used by nesting buzzards and wild animals
- Detracts from the charm that tourists expect when visiting 'Garden Isle'
- Increased housing using conventional heating and fuels will generate higher pollution levels, further destroying our natural habitat
- Proposal would result in loss of 30 on road parking spaces and only proposes 12 bays in the new development so no net gain
- Proposed plans would destroy historic and successful pattern of housing environment that creates communities.
- Due to connecting road through proposed development additional access is just cosmetic
- More room on site could be given over to parking for existing residents rather than large area of open space
- Area of dry ponds was waterlogged for six months
- It is essential that the developer maintains a zero level of run-off and maintains the drainage system
- Current drainage plan is inadequate
- Other nominated development sites would have lesser impacts on existing residents
- No genuine need or urgency for housing to justify destroying environment

- Impact from construction process
- Extension to Ash Lane is private, the upkeep of which is paid for by residents. It is not fair to allow additional use to those not paying for upkeep
- Impact on noise and tranquillity from increased traffic
- People need to be close to nature, open space and have fresh air for health
- Slower pace of life island is renowned for should be preserved
- Influx of people will increase crime
- Urban sprawl is not desirable
- Site is in SPA buffer
- There are views across the site to Yarmouth
- Light pollution and impact on dark skies would prejudice wildlife
- No public consultation, with reliance on the consultation done for the previous scheme [officer comment: the LPA undertook the consultation on this application required by the legislation, and it is therefore presumed that this references consultation by the applicant]
- Information on apprenticeships and employment are irrelevant to planning issues [officer comment: employment is a material consideration]
- No need for houses and adequate housing in adjacent housing in adjacent developments
- No sequential test [officer comment: No sequential test is required in respect of the application]
- Impact on archaeology
- Affordable housing would not be affordable
- Should have an Environmental Impact Assessment
- Development would be out of keeping with the character and context of the village and would be visually intrusive and dominant
- Taylor Road is not within the ownership or control of the council so cannot be used to release traffic volumes
- Question location of pedestrian crossing due to proximity to Ash Lane junction
- Waverly crossroads will become a greater bottleneck
- Serious loss of daylight and sunlight to and outlook from neighbouring properties would result in increased sense of enclosure affecting amenities and living conditions of residents
- Loss of land would impact on people connecting with nature
- Density
- Dust from construction process
- Have been accidents but they have just not been reported to the police
- Safety issues on surrounding road network
- SUDS lagoons would not be suitable as play areas
- Cycle route cannot be used as an example of reducing traffic as very small proportion of people would commute all year around and route still leads to busy roads.
- How can guarantee SUDS will be owned and maintained
- The flood risk assessment says 147 units but the proposal is for 149

6.13 Cycle Wight have confirmed that the points they made in respect of the previous scheme still stand. These were as follows: That they neither support nor object to

the application. They have outlined that the proposed development is located such that many trips could be made by bicycle if the conditions to do so are adequate. They confirm that the proposed layout appears to be reasonably permeable for people cycling, however raise a number of concerns regarding the detail of the proposed network.

- The upgrade to N151 is important as it allows a connection to Ash Lane in one direction and to the former railway line, in the other.
- The two east-west streets have clearly been designed to allow future expansion to the west, but currently bisect the walking/cycling route, with priority to the street. This leaves cyclists having to give way to the end of each cul-de-sac, and people walking and cycling having to change level. The route should be continuous and level across the end of these two streets and should remain so even in the event of development to the west.
- Provision should also be made for a link from the most southerly street to the former railway line towards the east side of the site, even if it cannot be delivered at this time.
- On road parking in the development must be restricted to ensure that the area is conducive to walking and cycling. A condition is requested, should the application be approved that the sustainable transport provision is in place before building work begins to allow people to use active travel methods from the outset.

In respect of the off-site network, they outline that there is a significant disconnect between the site and Newport town centre and major onward cycling connectivity. Gunville Road itself provides a key barrier and once crossed, routes into Newport are inadequate. They suggest a number of measures are needed:

- The creation of a route from the site along the former rail line to Alvington Manor View.
- A safe crossing of Gunville Road
- A continuous high-quality route as far as Newport Quay, to connect with key services and other routes.

They acknowledge that, while it would be unreasonable for this development to fully fund this programme of improvements, a significant financial contribution should be sought to provide the cycling opportunities necessary to ensure this location is sustainable in transport terms.

6.14 Cycle Wight submitted a further comment to the previous scheme, outlining again neither supporting nor objecting to the application but stating that they consider the current plans show a shared-use route alongside one of the estate roads which is designed in a way that is likely to create conflicts between different users and risk at junctions and transitions between the shared use route and carriageway and does not follow key principles of good design. Various comments are made about the detailed design of the on-site highway network and outline that the proposed West Wight cycle track is due to join footpath N151 to allow for a future strategic route to the West is vital, but it is not clear if, or how, how this would be achieved.

6.15 In respect of these applications Cycle Wight outlined that they wished to make the following additional comments:

- Hope new design will ensure that when any path crossing a side turning does not change level or deviate in such a way to inconvenience cyclists or pedestrians
- Plans show a multi-user path on one side of the road only, requiring people entering the development to cross the road
- Concur that a TRO is necessary to ensure the junctions are easy to negotiate for cyclists and pedestrians
- Visitor parking should be above the SPG minimum standard
- Transport movement figures should be done again as they were done during covid
- Oppose the use of Taylor Road to mitigate traffic flows on Waverly roundabout
- The quality of the active travel provision should be of the highest quality

6.16 The Campaign for the Protection of Rural England object to the application on the grounds that it has not overcome the previous reasons for refusal, so should be refused due to inadequate access for visibility and inadequate service vehicle access from Arthur Moody Drive.

6.17 Bob Seely MP objects to the proposals for reasons that can be summarised as follows:

- Development of arable land would result in more of the Island's natural beauty being lost, damaging the landscape
- Sufficient brownfield land and empty properties in Newport
- Would eliminate more natural green spaces and disrupt wildlife habitat
- Existing issues with field run-off affecting properties in Arthur Moody Drive and Forest Hills during heavy rain. The development would exacerbate these existing issues
- Significant walk to Newport town centre, resulting in an increase in vehicle activity
- Additional pressure on healthcare services and schools

6.18 The local councillor Joe Lever has objected to the application on the grounds of inadequate access, revisions have not overcome the previous reasons for refusal, increase in traffic and potential loss of parking.

7 **Evaluation**

Principle

7.1 The application seeks outline consent for the construction of 113 new dwellings and full permission of 36 new dwellings, resulting in a total of 149 units.

7.2 The application site is located immediately adjacent to the settlement boundary for Newport, which would comply with policy SP1 of the Island Plan in locational terms and is an indicator of the sustainability of the site in this regard. Furthermore, the Council cannot demonstrate a five-year supply of deliverable housing land and has failed to meet the Housing Delivery Test. This means its policies relating to delivery of housing are out of date. Paragraph 11(d)(ii) of the Framework (the "tilted balance") is therefore engaged, which says planning permission should be granted unless the adverse impacts of doing so would

significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework as a whole.

- 7.3** Taking this into account, the sustainability guidance contained within the NPPF and particularly paragraph 105 should be noted, which 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.’ Thus, for larger developments, the Planning Authority expects connection to a range of transport modes and to limit car travel. Further details on this matter are set out in the highway section of this report.
- 7.4** A number of concerns have also been raised by third parties with regards to the ability of the area’s social infrastructure (doctors, St. Mary’s Hospital etc.) to accommodate the number of units. Prior to the Core Strategy being adopted a number of consultation processes took place with key stakeholders to establish that the recommended number of units required over the plan period could be accommodated. This is still considered to be relevant. Furthermore, not all of the dwellings would accommodate residents who are new to the area or the Island, because some would cater for local people and therefore these individuals would already access these services.
- 7.5** Comments also suggest that an Environmental Impact Assessment should have been undertaken. The application is not located within a designated area and is not considered to be of a scale to require an Environmental Statement.
- 7.6** These applications are the resubmission of the scheme, looking to overcome the previous reasons for refusal relating to highways. In considering the previous application for this site the principle of development did not form a reason for refusal proposed by Councillors.
- 7.7** Having due regard to the above, both elements of the application are considered to be acceptable in principle. Having regard to the current housing delivery shortfall, lack of a 5-year land supply, that there is a notable need to deliver affordable housing across the Island, and that the proposed development would make a positive contribution towards meeting housing needs, it is considered that significant positive weight can be afforded to this benefit of the proposal.

Impact on the character of the area

- 7.8** The application site is located within a largely residential area and therefore the proposed housing would appear in context with this character. The submitted details outline that the total number of units (149) would result in an on-site density of 23.28 dwellings per hectare (dph), which would compare to a cluster assessment of 102 properties immediately to the east off Forest Hills, Broadwood Lane and Alvington Manor View, where the density is approximately 39 dph. The proposed development is therefore not considered to result in an overdevelopment of the site and would compare comfortably within the character of surrounding residential development. It could be considered that the site could accommodate a greater number of units, to compare to the greater density of the surrounding area, however, officers consider, due to the surrounding density, the provision of some larger areas of open space and landscape buffers allows for the development to appear more transitional between the existing built form to

the north, east and south and the open fields to the west.

- 7.9** The full element is supported by layout and elevational plans, which propose a combination of detached and semi-detached units following a linear and fairly regimented layout, running north-south, that would replicate the pattern of development to the east.
- 7.10** The proposed dwellings would all be two storeys in height and would be of a traditional design combining brick elevations (both red and buff in colour) under slate roofs. The elevations show design detailing would be incorporated including dentil coursing, window headers and stone cills, to provide a high-quality design. It is acknowledged that there is a range of single and two storey properties within the surrounding area but in order to make best use of land the proposed scheme does not proposed any single storey units, which can be 'space hungry'.
- 7.11** Third party comments have raised concerns that the layout of the proposed development would be out of character with the surrounding area, as it provides for a more linear layout than cul-de-sacs. Officers disagree with this and consider the layout does, insofar as it needs to, respect the existing character of the surrounding area, which is a mix of linear development and cul-de-sacs. The proposed layout for the full element would respond to the topography of the site and appear as a visual repeat of Forest Hills. Consent for the layout of the outline element is not being sought at this time, with only access and landscaping being matters for determination. However, officers are satisfied that the indicative layout provided would continue to respect this character.
- 7.12** The outline element, although not considering layout has been supported by an indicative layout plan, which follows the design principles of phase 1, although it would include a greater mix of unit types with detached, semi-detached, terraces and maisonettes shown. Supporting information outlines that these later phases would include a mix of 1, 2, 3 and 4 bedroom units.
- 7.13** The outline element would also include additional areas of open space as well as further planted buffers/landscaping. These together with the open space and landscaping proposed as part of phase 1 (the full element) would help integrate the new development into the existing area.
- 7.14** Having regard to the position of the site between approved developments and alongside existing built form, together with the surrounding topography and the boundary vegetation there would be limited views of the site from the north, south and west. When it is viewed it would be seen through the existing residential development and would therefore been seen as a continuation of it.
- 7.15** The site would be visible from the west, south west and north west from public rights of way and the highway network. However, it would be seen within other built form and would therefore not appear prominent or at odds with the character of the area. The proposed layout of the entire site would not project beyond previous approved built form and would therefore nestle into the view.
- 7.16** These applications have changed from the previously submitted scheme to include an additional access point to the east (into Ash Lane) and the incorporation of twelve parking spaces (ten as part of the full element and a

further two in respect of the outline area). These changes are not considered to change the impact on the character of the area, over and above the previously submitted scheme, which was considered to be acceptable and did not form a reason for refusal.

- 7.17** The proposed development is therefore considered to sit comfortably within the context of the area and would not appear out of character or prominent from more distant views. As a result, the full and outline elements are considered by officers (and when previously considered by the planning committee) to have an acceptable level of impact on the character of the area and would therefore comply with policy DM2 (Design Quality for New Development) and DM12 (Landscape, Seascape, Biodiversity and Geodiversity) of the Core Strategy. This impact is considered to be minor adverse but would not weigh significantly against the application, or justify a refusal based on this level of impact/harm.

Impact on neighbouring properties

- 7.18** The majority of phase 1 (the full element) would position proposed units alongside existing shared boundaries with properties fronting Forest Hills and Arthur Moody Drive. However, the layout places the proposed open space/dry ponds along much of this boundary, which would result in the proposed units being approximately 45 meters from the boundary of the numbers 2, 4, 6, 8, 10, 12, 15 and 17 Arthur Moody Drive. This distance together with the proposed landscaping buffer on the shared boundary would ensure that there would be no unacceptable impacts to the amenities of these neighbouring properties.
- 7.19** The proposal would result in 11 units being positioned to the west of 37 – 40 Broadwood Lane (odds only) and 24 Forest Hills. The closest of these would be approximately 19 metres (side to rear) and c.28 metres (back to back), including a minimum 5 metre landscape buffer. As above, these distances and intervening landscaping are considered to be acceptable to ensure that the proposed units would not have an unacceptable impact on the amenities of these neighbouring properties.
- 7.20** The indicative layout supporting the outline application illustrates that proposed units would be positioned to the rear of 12 – 36 Arthur Moody Drive, but again there would be sufficient space and intervening vegetation to ensure that there would not be any unacceptable overlooking or over-dominance of these properties. A condition requiring details of landscaping and boundary treatments would further ensure that there would be no unacceptable impact on the amenities of neighbouring properties generally.
- 7.21** The outline elements would also share boundaries with the developments under construction off Ash Lane and Alvington Manor View but would be separated by existing landscaping to ensure that they would not have any mutual impacts.
- 7.22** The access proposed as part of the full element would extend the existing cul-de-sac off Forest Hills. This would result in increased usage of the surrounding highway network and would change the character of the area to the frontage of the existing cul-de-sac. However, the level of potential traffic generation, although a significant uplift over the existing 8 units, which directly front this section of Forest Hills, is not an unusual relationship between an access and the

surrounding residential units or would see an increase to such an extent that it would be harmful.

- 7.23** The second and third accesses into the site, would be provided as part of later phases, and form part of the outline element of the application. The proposed access onto Forest Hills would pass between two properties, where there is currently a strip of scrub land. As with the above, it is acknowledged that the access would result in a different impact on these neighbouring properties, but this is not considered to be of a level that would be harmful, in what is an already residential context.
- 7.24** The third access, and additional one over and above the previously submitted application, would link to the adjacent development accessed of Ash Lane. As outlined in the history section above, this development was approved in 2016, and is a development of 50 units. It is acknowledged that the proposed additional access linking to this development would result in a different level of traffic than that expected by those purchasing units within this development and the existing residents of Ash Lane however, officers do not consider the likely associated additional traffic would be significantly harmful or over and above that experienced within residential developments. It is envisaged that this access would only take 12 percent of the overall traffic generation from the site.
- 7.25** Third party comments have been received from a resident of Ash Lane outlining that their house is closer to the road than the plans indicate, following an amendment, and therefore the impact on amenity would be greater than the plans indicate. Although this may be the case, the impact is still not considered to be unacceptable, as there would still be an area of defensible space and the level of traffic generation is not considered to be significant. As the house and element of the road to the front of it can be viewed on site the level of impact can be assessed, despite the revised location not being shown correctly on the plans showing the neighbouring development.
- 7.26** Third parties have raised concerns that the application would result in increases in air pollution as a result of the proposed development. Environmental Health have considered the application and have raised no objection to the scheme in this regard, and The Institute of Air Quality Management guidance document 'Land-Use Planning & Development Control: Planning for Air Quality' suggests an assessment should be considered where there is an increase in traffic as a result of a development by more than 500 vehicles per day. The increase of vehicles as a result of the proposed development would likely to be significantly less than that at around 300 vehicles per day, it is not therefore considered necessary to request an impact assessment. The current air quality in around the Broadwood Lane / Gunville Road is very good and significantly below the objective for traffic related pollutants as predicted by a recent air quality impact assessment for the Island. The impact is therefore considered by officers to be negligible.
- 7.27** Comments also raised concerns with regards to noise and light pollution. However, having regard to the location of the site within a primarily residential area and the nature of the proposed development as residential the scheme would not result in unacceptable impacts in this regard. It is acknowledged that while the construction process would cause an element of disruption, this would be relatively short term and is generally an accepted impact on any development.

This impact can be minimised with appropriate conditions to control working hours and secure suitable construction mitigation measures.

- 7.28** The reason for refusal for the previous applications on this site included concerns that “*The construction traffic would also compromise the residential amenity of surrounding properties*”. This application does not propose any specific amendments to overcome this element of the refusal, indicating that this matter can be managed by way of a construction management plan and suitable conditions regarding working hours. The disruption only being temporary and an accepted impact of development. The proposed schemes are not considered to be of a scale where the level of disruption would be of such a degree as to justify refusal on these grounds. The proposed additional access via Ash Lane would allow for alternative routes to be used by existing and new residents during the construction phase of the larger project. Phase 1 is relatively small scale, consisting of only 36 houses.
- 7.29** The proposed construction management plan can include a requirement for hours of operation and deliveries and frequency of deliveries to be agreed as well as parking to be provided on site for contractors to also assist with concerns that these would also need to be incorporated in the local network. Although planning cannot stop someone parking on the surrounding roads if it is legal to do so, we can ensure that sufficient space is provided on site to discourage this and require the developer to use all best endeavours to encourage contractors to use the area identified.
- 7.30** Third party comments have raised concerns that the proposed development would result in an increase in crime. However, the addition of residential units in a residential area is not considered to be unacceptable in principle or a use which would specifically lead to an increase in crime. The layout and type of landscaping can assist with this by following the principles of Designing out Crime and ensuring appropriate natural surveillance of shared and public spaces.
- 7.31** Having regard to the proposed layout and associated landscaping officers are satisfied that the proposed development would not have an unacceptable impact on the amenities of neighbouring properties and would therefore comply with policy DM2 (Design Quality for New Development) of the Core Strategy, resulting in a neutral level of impact, neither weighing in favour or against the proposed development.

Highway considerations

- 7.32** The full element of the scheme seeks consent for an access off Forest Hills. Island Roads have considered this phase as a stand-alone development of 36 dwellings, with separate comments being provided for the full and outline. As different comments are provided in respect of the two elements of the scheme the below sections are separated into full and outline.
- 7.33** As outlined within paragraphs 4.1 and 4.2 above the previous applications for this site were refused on highway grounds. To alleviate these concerns, agreement has now been reached between the applicant and the neighbouring Ash Lane developer/landowner to provide an additional access from Ash Lane, which would increase the options available for residents and emergency vehicles.

Full element (22/00631/FUL)

- 7.34** As with the original submission access to the site is detailed to be formed off the western end of Forest Hills (an unclassified public highway governed by a 30mph speed limit). The Highway Engineer notes that the description for this revised application now states that access would be from Forest Hills, Arthur Moody Drive and Ash Lane, however this would only be the case should Phase 2 (22/00629/OUT) receive consent and be built out, as the Arthur Moody Drive and Ash Lane access points are only within the phase 2 works. The Phase 1 access would still only be from the single access off Forest Hills.
- 7.35** The proposal provides for a 5.5m wide carriageway running east to west with 2.0m wide footways abutting either side (extension of Forest Hills). Two access roads are detailed to form junctions off this continuation of Forest Hills, one running to the north (being shared surface in nature) and one to the south. The road to the south provides for a 5.0m wide carriageway and a 2.0m wide footway on its western side and a raised plateau resulting in a road narrowing at the mid-point. It is also noted that in addition to the proposals previously assessed under 19/01415/OUT that a total of ten parking bays have been provided, these are made up of five perpendicular bays in the Forest Hills extension and five parallel bays in the southern service road. The submitted Transport Assessment (4.15) states that twelve parking spaces (ten provided within the full element) would be provided for the general public to mitigate against any on-street parking lost due to the development via a Traffic Regulation Order (TRO) process at Forest Hills and Broadwood Lane Junction.
- 7.36** When evaluating the internal layout, the Highway Engineer notes that this is a direct duplicate of the previous layout, with their previous comments raising no objection to this.
- 7.37** However, Island Roads did identify that, as a result of a swept path analysis it is evident that if on-street parking occurred within either of the northern roads, service vehicles could be impeded and if approved there may be a need for on-street parking restrictions to be introduced at a later date. However, it is also accepted that the proposed private vehicle access arrangements should prevent this from occurring subject to residents not parking across their driveways.
- 7.38** Island Roads have previously raised the need for on-street parking restrictions to protect the proposed onsite junctions. However, it is accepted that all proposed dwellings are to be provided with onsite parking reflective of the Guidelines for Parking Provision as Part of New Developments SPD and as a result there should not typically be a need for the introduction of on-street parking restrictions to address a perceived issue within the application site. On-street parking currently occurs within the adopted section of Forest Hills through to its junction with Arthur Moody Drive. When considering the potential uplift in daily traffic movements that maybe attributable to the development on this part of the highway network, continual parking in this area would impact on private and service vehicle access to and from the site and have the potential to compromise pedestrian safety. It is therefore recommended that should the application be approved a planning condition should be included to require a TRO to seek the introduction of double yellow lines within Forest Hills about the junction with Arthur Moody Drive and through to the site. As mentioned above, ten parking

bays have been shown to be provided within the Forest Road extension and the southern service road to mitigate against the loss of parking should the TRO process be successful.

7.39 The section of Forest Hills onto which the site is shown to connect forms a priority junction with Arthur Moody Drive. On assessment this junction complies with geometric design standards and there are existing double yellow lines within Arthur Moody Drive (directly opposite the junction) that offer protection to this part of the highway network. Likewise, the road network (Broadwood Lane) that provides vehicular access through to Gunville Road is deemed to be suitable for the anticipated level of daily traffic that maybe attributable to the 36 proposed dwellings.

7.40 On review of the onsite pedestrian provision, the footway links and uncontrolled pedestrian crossings are deemed to maximise permeability for all users. However, on evaluation of the wider highway network and mindful of the increase in pedestrian footfall that maybe generated by the proposal, Island Roads have requested that if the application is approved a condition is included which requires the following pedestrian accessibility improvements on the local highway network between the site and the Broadwood Lane / Gunville Road junction.

Offsite uncontrolled pedestrian crossing points need to be provided at each of the following locations.

- Across the turning head on the southern side of Forest Hills
- At the Forest Hills Arthur Moody Drive junction
- Across the junction serving 25 – 47 Broadwood Lane
- At the junction of Broadwood Lane and Forest Hills adjacent to the northern boundary of No. 1 Forest Hills.
- At the junction of Broadwood Lane and Park Close through the existing grass verge to avoid conflict with existing vehicle accesses.

7.41 The Highway Engineer confirms that the wider highway network provides for suitable footway links and crossing points to local amenities and that to the north of the site as part of the Ash Lane development a zebra crossing has been installed on Gunville Road along with associated bus stop upgrades.

7.42 While not considered to be a sustainable standalone highway reason for refusal Island Roads questions why provision has not been made within the site layout for a shared footway/cycleway (minimum 3.0m in width) running east to west linking Arthur Moody Drive / Forest Hills and onto the proposed public footpath N151 upgrade. It is accepted that cyclists would be passing through a residential area that does not currently provide for a shared-use footway cycleway. Officers do not consider this element to be essential, as there is a link provided west to east, which would link the proposed West Wight cycle track to the development within Alvington Manor View.

7.43 Therefore, subject to the imposition of conditions Island Roads have confirmed that the proposed onsite highways elements of the site are deemed to comply with design standards and local guidance for a residential environment with a 30mph design speed.

- 7.44** The Highway Engineer has raised some concerns with regards to drainage, as they consider some details are missing but confirm that this could be dealt with by way of imposed condition.
- 7.45** This site falls within Zone 2 as defined within the Guidelines for Parking Provision as Part of New Developments SPD. A development of this nature should typically provide onsite vehicle parking at a ratio of 1 space per 1 / 2-bedroom dwelling, 2 spaces per 3 / 4-bedroom dwelling and 3 spaces per 5+ bedroom dwelling along with cycle spaces and bin storage. Island Roads have confirmed that the proposed layout provides for an adequate level of onsite parking per dwelling and that each dwelling is provided with space for the storage of refuse clear of the highway and spaces to store a bike. It is therefore deemed to be compliant with the parking guidance SPD. For completeness they have also confirmed that the parking layout would comply with design standards.
- 7.46** A Transport Assessment dated February 2022 was submitted as part of this application and its contents have been fully evaluated by Island Roads. This document not only allows for the traffic movements that maybe attributable to this application but also those associated with application 22/00629/FUL (the wider site to which this application connects) and application 19/01544/OUT (Land to the rear of 162 and 182 Gunville Road).
- 7.47** Island Roads have outlined that when they previously evaluating the outline planning application (the additional 113 dwellings) under 19/01415/OUT concern was raised by them in respect to the potential impact of the development traffic (113 dwellings) on the operation of the Broadwood Lane / Gunville Road priority junction, and the Waverly Roundabout to the south. However, when considering the level of traffic movements that would be attributable to the full application in isolation (36 dwellings resulting in circa 14 arrivals and 7 departures in the PM peak hour) it is accepted that the proposal on its own would not bring about a significant impact on these junctions so as to provide a sustainable standalone highway reason for refusal. The traffic generation associated with this proposal was therefore not deemed to have a negative impact on the capacity of the highway/project network and this remains the case in respect of this application.
- 7.48** On review of accident data, there have been no recorded incidents in the last 3 years within the local vicinity of this site that are relevant to the proposal. It is acknowledged that Section 3.16 - 3.17 of the Transport Assessment has evaluated the wider highway network which has highlighted a total of 10 collisions. However, when considering the scale of this development (36 dwellings) and the nature of the incidents Island Roads agree with the statement within the Transport Assessment that "... most of the accidents were isolated single occurrences at different locations. As such, it is difficult to identify any deficiencies in the highway network that might be aggravated by the proposed development".
- 7.49** Third parties have raised concerns that accidents have happened in the local network but have not been reported to the police. Unfortunately, if accidents have not been reported or recorded in anyway, it is not possible for them to be taken into consideration. However, if they were not recorded or reported they were likely to be minor in nature.

- 7.50** Due to the nature of the proposed development if approved Island Roads consider it is essential that a condition is included requiring the submission of a 'Construction Management Plan' that covers:
- The provision of a wheel-wash and mechanical brush to ensure that the highway network remains clear from any site debris.
 - Onsite parking and turning facilities for operative and construction vehicles. These will need to be phased to accommodate the building of the dwellings.
 - Onsite construction vehicle loading, unloading, delivery and turning areas and associated haul roads to ensure that all vehicles may enter and exit the public highway in forward gear.
 - The provision of temporary parking restrictions within Arthur Moody Drive, Forest Hills and Broadwood Lane to maximise highway safety and minimise the risk of vehicle overrun of the existing footway network.

7.51 A Construction Management Plan is also considered to be necessary to protect the amenities of neighbouring residential properties, as set out in the relevant section above.

7.52 The previous application was refused on the grounds that vehicle movement would *result in significantly adverse effects on the capacity of the local highway network, particularly in relation to Broadwood Lane, Forest Hills, Arthur Moody Drive and the junction from Gunville Road.* The Highway Engineer from Island Roads, on behalf of the Highway Authority, has assessed the application and the submitted supporting details and consider that the scheme would be acceptable in highway terms and comply with DM2 (Design Quality for New Development), DM13 (Green Infrastructure), DM17 (Sustainable Travel) and SP7 (Travel) of the Island Plan Core Strategy, subject to conditions.

Outline element (19/01415/OUT)

7.53 In response to the previous refusal an amended layout showing a third access point from Ash Lane to the north of the site and an updated Transport Assessment based on a traffic survey undertaken in September 2021 have been submitted.

7.54 Access is a matter being considered as part of the outline planning application and the layout provides for two points of vehicular access onto the existing adopted highway network and a third point connecting to Ash Lane which is a private section of carriageway which adjoins the public highway. It has been predicted that this would provide for an 88% traffic flow via Broadwood Lane and 12% Ash Lane split.

7.55 The southern of these two accesses is shown to be formed on land between No's. 10 and 12 Arthur Moody Drive comprising of a conventional priority junction with a 2.0m wide footway abutting its northern side (including for an uncontrolled pedestrian crossing point on Arthur Moody Drive) and a grass verge on the southern side over the first 16.0m and then a 2.0m wide footway beyond. At this change point the layout also includes for a raised plateau and an uncontrolled pedestrian crossing facility.

- 7.56** The northern vehicular access provides for a continuation of the existing Forest Hills highway layout, giving rise to a 5.5m wide carriageway and a 2.0m wide footway abutting its southern side and a 3.0m wide shared use path on its northern side (both of which are detailed to run through to the western extents of the site and link into public right of way N151 which itself is detailed to be upgraded to shared pedestrian / cycle use standard). This access point is also shown to serve the element of the site designated as Phase 1 and covered by application 22/00631/FUL. Should the third access be brought forward and be taken into consideration then both of these points of access would channel 88% of site based motorised vehicular traffic onto Broadwood Lane and through its junction with Gunville Road.
- 7.57** Within the site the highway layout provides for principal carriageway widths of 5.5m with abutting 2.0m wide footways, 3.0m wide shared use paths, minor road widths of 5.0m, (some of which are shared surface and include for localised narrowing's) and associated vehicle turning areas. The layout also provides for an internal road link between the proposed Arthur Moody Drive and Forest Hills access points with a pinch point at its midpoint.
- 7.58** Along the western site boundary provision has been made for a 3.0m wide shared surface footway/cycleway accommodating public footpath N151 and linking into the site currently being developed off Ash Lane under consent P/00395/15 (located to the north, which includes for the upgrading of public footpath N65 and the element of N151 that falls within that site to footway / cycleway). This route is complemented by onsite shared use pathways detailed to provide linkage through to Forest Hills and the extension of Alvington Manor View that abuts the southern site boundary in the southwestern corner and is currently being built out in association with application P/01604/13.
- 7.59** Island Roads confirm that, subject to the imposition of conditions in relation to construction and junction visibility splays, the onsite road layout is deemed to comply with highway design standards providing a suitable residential highway network following the principals of Manual for Streets and Manual for Streets 2.
- 7.60** The highway network onto which both of the proposed site access points are shown to form junctions is governed by a 30mph speed limit and as a result when considering the scale and nature of the development these junctions should provide for minimum visibility splays of X = 2.4m by Y = 43.0m. On review the existing associated priority junction complies with visibility standards. Likewise, private and service vehicles can pass through the junctions to enter and exit the site, albeit existing on-street parking practices typically restrict use down to single carriageway beyond the junction through to the turning head.
- 7.61** When considering the potential uplift in daily traffic movements that may be attributable to the development on this part of the highway network (the adopted section of Forest Hills through to its junction with Arthur Moody Drive), continual parking in this area would impact on private and service vehicle access to and from the site, and also have the potential to compromise pedestrian safety. It is therefore recommended that, should the application be approved, a planning condition is included to secure a TRO prior to commencement of works to introduce double yellow lines within Forest Hills about the junction with Arthur Moody Drive and through to the site access (the exact extent would be

determined as part of any formal TRO application).

- 7.62** The section of Forest Hills onto which the site is shown to connect forms a priority junction with Arthur Moody Drive. On assessment this junction complies with geometric design standards and there are existing double yellow lines within Arthur Moody Drive (directly opposite the junction) that offer protection to this part of the highway network.
- 7.63** In respect of the southern site access (land between 10 and 12 Arthur Moody Drive) the required level of junction visibility in-excess of the minimum requirements ($X = 2.4\text{m}$ by $Y = 43.0\text{m}$) can be gained, although Island Roads have highlighted that a proportion of the splays / sightlines cross third-party land falling outside of the control of the applicant and the limit of adopted highway. Historical conditions secure this visibility splay and therefore Officers consider a refusal on highway grounds for this element would not be sustainable should it go to appeal.
- 7.64** Swept path analysis as part of the previous application highlighted that for service vehicles to enter and exit the site through the southern site access, as a minimum there would be a need to introduce on-street parking restrictions within Arthur Moody Drive on both sides of the road, on both approaches to the proposed junction and within the proposed onsite access road from the junction with Arthur Moody Drive through to and covering the proposed raised plateau. Concern was previously raised by Island Roads that even with such restrictions in place the arrangement would pose a risk of service overrun of the adjacent footways particularly when exiting the site and turning to the north. However, it is now acknowledged that service vehicles should not dominate the layout of a residential junction, and that on further evaluation safe service vehicle manoeuvres could be achieved. However, should the required TROs not be secured (these would bring about a loss of on-street parking within Arthur Moody Drive) service vehicles would not be able to safely negotiate this junction. In addition to the above, it is also noted that for a refuse service vehicle to egress the site it requires to pass onto the opposing side of the access road and taking up the whole junction to undertake the turning manoeuvre back onto Arthur Moody Drive, the point at which the service vehicles needs to commit itself is circa 6.0m back from the give way line and would require clear visibility to any oncoming vehicles along Arthur Moody Drive, further emphasising the need for clear unobscured visibility sight lines.
- 7.65** Ideally to address each of the aforementioned issues (visibility for pedestrians / motorists and service vehicle access) Island Roads have suggested that the redline boundary needs to include for a proportion of the frontages of No. 10 and 12 Arthur Moody Drive so fully compliant visibility splays can be secured, improved junction radii can be provided and the proposed footway abutting the northern side of the access can be returned across the frontage of No. 12 with the pedestrian crossing point relocated marginally to the north off of the radii. This was not however considered to be essential and would not be possible without third party land, which is not in the control of the applicant.
- 7.66** While it is accepted that over and above the proposed southern junction the onsite footway and cycle links, uncontrolled pedestrian crossings and public rights of way improvements maximise permeability for all users and comply with

design standards, concern is raised in respect to onward pedestrian connectivity through Broadwood Lane and onto Gunville Road. When considering the increase in pedestrian footfall that maybe generated by the proposal, Island Roads request that a condition is incorporated requiring the provision of offsite uncontrolled pedestrian crossing points in the following locations, prior to occupation, to improve pedestrian accessibility:

- The junction serving 7 – 33 Odds Arthur Moody Drive
- Across the turning head on the southern side of Forest Hills
- At the Forest Hills Arthur Moody Drive junction
- Across the junction serving 25 – 47 Broadwood Lane
- At the junction of Broadwood Lane and Forest Hills adjacent to the northern boundary of No. 1 Forest Hills.
- At the junction of Broadwood Lane and Park Close with associated footways being formed through the existing grass verge to avoid conflict with existing vehicle accesses.

These are the same improvements requested as part of the full element of the application, and as such they would not need to be repeated as part of the outline.

- 7.67** When evaluating the proposed third access point which would connect to the Ash Lane development, it is noted that the junction of Ash Lane into Gunville Road is compliant with the Manual for Streets suite of documents in terms of visibility and geometry. In addition, as part of the Ash Lane development a zebra crossing, and bus stop improvement works have been implemented, improving the crossing and access facilities for local people.
- 7.68** It is accepted that as detailed within the Transport Assessment that accompanies this submission that the wider highway network beyond Broadwood Lane provides for suitable footway links and crossing points to local amenities.
- 7.69** Further to the previous submission for this site, the Transport Assessment has been updated to take into account the amended information and includes an updated traffic survey. In general terms the updated traffic survey shows a reduction in traffic movements from the original survey undertaken in 2016. It is recognised that traffic patterns have changed due to Covid and the subsequent increase in home working etc, with this Transport Assessment based on a traffic survey undertaken in September 2021 and projected for a period of 5 years using TEMPro v 7.2. The submitted Transport Assessment outlines that the growth factor would result in a robust assessment, as although the long-term effects of Covid and other observed changes in travel patterns are unknown at present, historical data by the TRICS Consortium found that peak hour vehicular trip rates for some key uses (supermarkets, offices and private residential) have all declined over recent years, even before the onset of the pandemic. Island Roads have confirmed that they can only evaluate the information provided whereby there may come a time when travel patterns revert to pre-pandemic levels but there is no evidence to suggest when or if this may be. Officers consider that it is reasonable to conclude a reduction in car travel associated with changes to work practices, including more home working and flexible office hours, together with better accessibility to other more sustainable means of travel.

- 7.70** The recently refused proposal would have seen 100% of the traffic exiting the site from Broadwood Lane. This revised proposal would see around 88% using the lane, with a presumption that 12% would exit/enter via Ash Lane. In considering the geometry of the lane Island Roads have confirmed that subject to the implementation of the off-site pedestrian improvements they are satisfied that suitable pedestrian connectivity and safety measures can be provided. They have outlined that subject to the Local Chief Fire Officer, when considering the existing on-street parking restrictions, practices and vehicle access spacing providing passing areas and the achievable level of forward visibility and the need to protect Forest Hills and Arthur Moody Drive by on-street parking restrictions, private and service vehicles would be able to safely negotiate Broadwood Lane and Arthur Moody Drive when accessing / egressing the site. Officers have consulted with the Fire Officers in respect of the previous application, on which they did not raise any objection and therefore due to the nature of their comments (which are outlined within paragraph 6.8 above) they have not been formally reconsulted.
- 7.71** The Broadwood Lane / Gunville Road junction takes the form of a conventional priority junction with the width of the east bound lane (exiting vehicles) over its first 10.0m enabling two private motor vehicles to wait side by side while inbound vehicles pass. It provides for an uncontrolled pedestrian crossing facility and is protected by double yellow lines to a point circa 16.5m back from the junction with Gunville Road.
- 7.72** Gunville Road at this point has a width of circa 7.0m, and to the south of the junction is a priority flow system with an associated buildout giving priority to the north bound traffic. There are on-street parking restrictions on Gunville Road about and on the approaches to the junction. However, on-street parking is permitted from a point circa 7.0m to the north of the junction on the eastern side of the road, albeit the presence of vehicle accesses and associated Access Protection Bars limit the opportunity for parking immediately beyond the existing double yellow lines. However, when undertaking site visits it would appear that the associated property owners tend to park across their own vehicle access. At the same time, it is acknowledged that the width of Gunville Road enables private motor vehicles to be parked and two private motor vehicles to pass. As set out within Manual for Street / Manual for Street 2 when allowing a 2.0m parking area a width of 4.80m – 5.0m will enable private motor vehicles to pass. This part of the highway network is governed by a 30mph speed limit and Island Roads have confirmed that the current junction arrangement complies with geometric highway residential design standards.
- 7.73** This proposal is accompanied by an updated Transport Assessment which has evaluated the potential impact of the proposed development on the local highway network. This assessment has not only covered the Broadwood Lane / Gunville Road junction but has also considered the impact on the operation of the Forest Road / Gunville Rd traffic signals, the Carisbrooke mini roundabout “Waverley junction”, the Ash Lane / Gunville Road Junction and the Gunville Road / Taylor Road junction.
- 7.74** As identified earlier in this report while it is acknowledged that on-street parking occurs along the majority of the length of Broadwood Lane, existing on-street parking restrictions, junctions and vehicle access points provide for areas in

which vehicles may pass with associated forward visibility reflective of the road geometry. However, it is still considered to be essential should this application be approved, for additional parking restrictions to be imposed within Forest Hills and about the junction proposed to be formed onto Arthur Moody Drive.

- 7.75** Section 5.0 of the submitted Transport Assessment considers the potential impact the development-based traffic flows may have at peak times. In respect of the Gunville Road / Broadwood Lane junction the two developments are predicted to increase traffic by 15 percent in the AM peak and 18 percent in the PM peak when compared with the predicted 2027 base line figure (2021 figures increased using TEMPro Ver. 7.2 for a 5-year period). The PICADY simulation shows a Ratio of Flow to Capacity (RFC) of 0.18 in the AM peak and 0.05 in the PM. This is below the 0.85 threshold whereby concern is usually raised; however, this is based on 88 percent of traffic from the development using Broadwood Lane and 12 percent using the Ash Lane junction. Working on the previous application data whereby 100 percent of the traffic was proposed to utilise this junction and was also deemed to be satisfactory (subject to the sterilisation of the section of on-street parking via the TRO process) the use of this junction to serve traffic flows from the development is not deemed to give rise to a recommendation for refusal.
- 7.76** While it is accepted that the junction simulation modelling shows that the junction would operate within theoretical capacity, Island Roads still raise concern that the pinch point on Gunville Road to the south of the junction would have a negative impact in respect to allowing vehicles to exit Broadwood Lane so that those entering may continue unimpeded. Currently the existing double yellow lines within Broadwood Lane only extend back circa 16.5m from Gunville Road junction. Beyond this point there is potential for a vehicle to park on the southern side of Broadwood (in advance of the entrance to the car park serving the church hall) and obstruct inbound traffic should more than two vehicles be queuing and waiting to exit onto Gunville Road. Island Roads therefore recommend that, should the application be approved, a condition be included to secure a TRO to extend the double yellow lines and remove this bay prior to occupation of the dwellings proposed. The removal of this bay along with the presence of vehicle accesses beyond would then significantly increase the queuing capacity within Broadwood Lane and mitigate any queuing back onto Gunville Road.
- 7.77** In respect of the Waverly roundabout, within the previous evaluation report Island Roads recommended refusal on the impact of the proposed development on this junction. Previous transport assessments undertaken on behalf of the Isle of Wight Council by White, Young Green Limited (WYG) showed that this junction (under the do-nothing assessment) would be operating at an RFC of 0.90 during the PM peak in 2025 prior to this development coming forward. In addition, the previous Transport Assessment for this site also showed an RFC of 0.99 (2025 projection) and went on to state that even without the development the junction would be operating at (2025 RFC figure) of 0.94 with both being significantly greater than the figure of 0.85 (the threshold whereby concern is raised). It is however noted that the previous traffic assessments were undertaken pre-Covid and since that time many people's movement patterns have changed, with the 2021 traffic figures being reduced from those recorded in 2016.

- 7.78** The updated theoretical capacity simulation provided as part of this development shows the junction operating within capacity with an RFC of 0.63 in the AM and 0.69 in the PM peaks. Island Roads have outlined that they can only evaluate the information as provided as part of the application whereby the updated RFC capacity results showing the mini-roundabout junction operating within design parameters, would not give rise to a sustainable standalone reason for refusal. However, although vehicle movements patterns have changed due to the pandemic, it cannot be guaranteed that they would remain so, as over time life will go back to normal whereby traffic volumes may return back to pre-covid levels and again causing congestion at this junction. However, having regard to the evidence of a slight reduction before the pandemic and the accessibility of the site in relation to cycling and walking, together with its proximity to local services and facilities within reasonable walking and cycling distances, officers consider it to be reasonable to consider the predicted level of traffic generation based on the 2021 survey results.
- 7.79** In respect of the Gunville/Forest road signalised junction, the Transport Assessment shows that when using the 2027 (TEMPro Ver. 7.2) predicted base line that the two developments would increase the total traffic flows by 5 percent in the AM peak and 4 percent in the PM. In addition, it has been shown via LINSIG that the signalised junction would operate at 66.2 percent and 76.1 percent saturation in the AM and PM peaks respectively. Therefore, the junction would operate within design parameters. For clarity, a saturation point of between 85-90 percent is the point whereby concern is raised.
- 7.80** This application includes an access link onto Ash Lane, and as such the Gunville Road / Ash Lane junction has also been examined within the Transport Assessment. Working on the basis that circa 12 percent of the traffic flows are predicted to utilise this access point from the proposed two developments then the total traffic flow through this junction is shown to be increased by circa 9 percent over the predicted 2027 base line. Under these circumstances the PICADY evaluation shows the junction operating with an RFC of 0.09 well below the 0.85 where concern is raised.
- 7.81** The Gunville Road/Taylor Road is shown to operate (PICADY) with an RFC of 0.38 and 0.4 in the AM and PM peak respectively with the two developments generating circa 9 percent increase over the 2027 base line.
- 7.82** Having regard to the above junction capacity assessments, Island Roads have raised no objection in respect of capacity and traffic impact on the local highway network.
- 7.83** On review of accident data there have been no recorded incidents in the last 3 years within the local vicinity of this site that are relevant to the proposal. It is acknowledged that the submitted Transport Assessment has evaluated the wider highway network which has highlighted a total of 13 collisions over a 5-year period. However, when considering the nature of the incidents Island Roads agrees with the statement within the Transport Assessment that “... *most of the accidents were isolated single occurrences at different locations. As such, it is difficult to identify any deficiencies in the highway network that might be aggravated by the proposed development ...*”. Island Roads therefore raise no objection on these grounds but recommend that should the application be

approved a condition be incorporated requiring forward pedestrian improvements between the site and Gunville Road to maximise connectivity, accessibility and pedestrian safety (as set out earlier in this report).

- 7.84** This site falls within Zone 2 as defined within the Guidelines for Parking Provision as Part of New Developments SPD. A development of this nature should typically provide onsite vehicle parking at a ratio of 1 space per 1 / 2-bedroom dwelling, 2 spaces per 3 / 4-bedroom dwelling and 3 spaces per 5+ bedroom dwelling along with cycle spaces and bin storage. Island Roads have confirmed that there is adequate space within the confines of the site to provide a level of parking attributable to each dwelling, in addition ten parking bays are to be provided in phase one and a further two within phase two to mitigate against the loss of parking as part of the TRO process. Island Roads have confirmed that they are satisfied that the aspect could be covered by condition.
- 7.85** Comments have been received from third parties that the resultant residents would not use alternative modes of transport to the car. However, officers consider that the application site is within a sustainable location, making trips by alternative modes of transport a realistic option. Manual for Streets defines a 'walkable neighbourhood' as one in which a range of facilities are within 10 minutes (up to about 800metres) and therefore residents can comfortably access by foot. It further explains that this is not a maximum, with the previous guidance contained within PPS13 (now superseded by the NPPF) outlining that facilities within a distance of up to 2km would replace car journeys.
- 7.86** The submitted transport assessment outlines that there are a significant number of facilities within this 2km distance, include a number of schools, shops, pubs, churches, health care centre and a recreation ground.
- 7.87** Third party comments also raise concerns with regards to the accessibility to public transport, as the bus stops are in Gunville Road. There is a regular bus service along Gunville Road (Southern Vectis Route 7, Newport – Yarmouth – Alum Bay) with an hourly daytime frequency in each direction. The bus stop for this service would be approximately 440m by road from the site entrance in Forest Hills, so it would be around 750m walking distance to that bus stop from the furthest part of the development. Alternatively, the Newport local service (Southern Vectis Route 38), with a half-hourly daytime frequency, can be accessed at the Home Bargains stop in Taylor Road, entailing an additional 240m walking distance. These distances are considered to be acceptable and would allow residents the choice of using public transport.
- 7.88** The proposed layout would provide a link to the West Wight cycle track. Although it is unlikely that a significant number of residents would utilise this as an alternative to commuting by car in a westerly direction, it would provide a recreational route and access to the wider countryside, as well as providing part of this important sustainable transport link between Newport and the West Wight.
- 7.89** Concerns have been raised that the traffic counts were undertaken during the national lockdown and are therefore not reflective of actual traffic movements in the area. However, the Transport Assessment submitted with the application is dated February 2022 and this confirms that manual classified counts were undertaken on the 8th September 2021. The country was not in a national

lockdown at this time and the date is therefore considered to be acceptable to provide a reflection of existing traffic numbers.

- 7.90** The submitted Transport Assessment has also predicted likely increases in traffic up to 2027, as well as the potential generation of traffic from other developments in a vicinity of the site. Island Roads have raised no objection to the data used or the conclusions of the transport assessment, that the proposed development could be accommodated within the local highway network.
- 7.91** The proposed development would result in a loss of on road parking within the residential streets around the proposed site. In response to this a revised layout has been submitted with off road parking within the site for 12 vehicles (10 within the full and 2 within the outline element) to mitigate for this loss. Having undertaken an assessment of the number of spaces available for use within the areas of the highway where double yellow lines are recommended by Island Roads, a total of approximately 15 spaces would be lost. This is broken down to 3 spaces on Broadwood Lane, close to the junction with Gunville Road, 8 within Forest Hills close to the northern entrance and 4 within Arthur Moody Drive, around the southern access into the site. Island Roads recommended conditions suggest that the double yellow lines would be required in Forest Hills in respect of the full element and Broadwood Lane and Arthur Moody Drive for the outlined element, based on predicted traffic generation and as the Arthur Moody Drive access forms part of the outline only and therefore these spaces would not be lost or need to be mitigated as part of phase 1.
- 7.92** The current layout only provides for 10 spaces as part of the full element (phase 1) and 2 spaces within the outlined element. However, as a total number of 15 spaces are required and there is land alongside the currently proposed spaces within phase 1 to easily accommodate additional spaces officers have recommended that 11 spaces are required within phase 1, in the event the Broadwood Road spaces are lost prior to the commencement of the later phases. As the outline element is indicative only, officers also consider additional spaces could be provided within the area of the site, close to the entrance. Officers would therefore recommend a condition that requires 11 spaces to be provided as part of the FUL application and 4 spaces as part of the OUT, to mitigate for the loss of on road spaces in the surrounding road network.
- 7.93** Having regard to the above and noting the comments from Island Roads officers consider that, with appropriate conditions the proposed development would on balance be acceptable in highway terms and would comply with policies SP7 (Travel), DM2 (Design Quality for New Development) and DM17 (Sustainable Travel) of the Core Strategy. The proposals would therefore result in a minor adverse level of impact to the highway network, which would have minor negative weighting against the proposed development.

Ecology and Trees

- 7.94** When the previous application for this site was submitted a preliminary ecological appraisal identified the presence of reptiles and amphibians, dormice and bats on or around the site. Reptiles were identified within the northern boundary and some limited activity along the southern side of the central hedgerow. A potential dormouse nest was identified within the boundary hedgerow in the west of the

site and although the hedgerow bounding the site to the north could be considered suitable habitat for dormice, no evidence was found in the survey. Finally, some evidence of bat activity was recorded during the 2015 and 2020 surveys, which considered that the majority of the activity is restricted to commuting and foraging corridors along the western boundary of the site.

7.95 The Council's Ecology Officer has considered the application and originally raised concerns with regards to the submitted ecology information, which was considered to be out of date. Following these comments further survey work was undertaken and an Ecological Impact Assessment (Eagle Eye, December 2020) has been submitted. Potential for disturbance to a range of protected species is identified and habitat loss would require mitigation. In particular habitat supporting dormouse, bat, reptiles and amphibians require protection. The report identifies that landscape buffers and retention of ecological features are designed to ensure impacts are minimised. It is considered that these measures can be secured by condition to include the following requirements:

- Submission of a Construction Environment Management Plan that provides details to secure measures outlined within the impact assessment.
- Vegetation removal to be overseen by a suitably competent and qualified ecologist. Fingertip searches and inspections may be necessary at certain times of year.
- Sensitive lighting strategy, with consideration to nocturnal species and impacts of lighting on retained habitats.
- Landscaping and planting plans, including measures to enhance attenuation ponds for wildlife.

7.96 This application has been submitted with further updates to these documents and following initial concerns being raised the council's ecology officer has confirmed that an updated Ecological Assessment letter has been submitted and the contents are acceptable. Given that conditions on site have not changed and changes to the proposal have been accounted for, further survey work is not required now, but the measures proposed to mitigate and enhance ecology should be secured in full. This can be achieved through appropriately worded conditions.

7.97 Third parties have raised concerns that the application would result in an increase in nitrates into Gunville Stream. However, nitrates are generally associated with foul drainage and natural infiltration of agricultural land. In this instance, foul drainage would be accommodated into the existing Southern Water adopted system, which discharges to Sandown Waste Water Treatment Plant, so would not impact on the Solent or the Gunville Stream. The proposed drainage scheme would potentially result in some surface water discharging into the stream, but this would be no greater than current levels and would be attenuated. Features such as reeds within attenuation ponds can provide a natural treatment of surface water and reduce potential contaminants. Furthermore, some of the surface water would discharge into the Southern Water surface water system. The removal of agricultural land would also reduce nitrates.

7.98 Third party comments have raised that the site is located within the SPA buffer zone. This designation does cover the site and in line with the Bird Aware

Strategy, the applicant has confirmed that they would enter into a legal agreement to provide the required financial contribution towards mitigation, as set out in the heads of terms listed within the proposed recommendation. The application is therefore considered to mitigate against this impact on the SPA and as such would comply with policy SP5 (Environment) and DM12 (Landscape, Seascape, Biodiversity and Geodiversity) of the Island Plan Core Strategy.

- 7.99** The application has been supported by an arboricultural report, which outlines that some minor tree work is recommended, that is regarded as being of sound arboricultural practice. All trees and boundary scrub/hedgerows would be retained within the scheme except for one small birch tree due to access requirements (T3). This tree is not considered significant in terms of amenity value and this loss could be mitigated by new landscaping.
- 7.100** The Council's Arboricultural Officer has examined the application and provided comments in respect of the full element of the scheme, which have confirmed that the site is agricultural fields that are separated by hedges. These have deciduous trees of varying sizes and ages situated within them. They contribute to the area's character and setting which in turn adds to the rural environment. The design has been set out to ensure the development has a limited impact on the trees with the exception of a birch that is to be lost to enable access. This can be mitigated in the landscaping of the site. Whilst landscaping information has been submitted it is not sufficient to show where the intended trees are to be located or the intended size of trees. This is because whilst it shows the trees to be planted in a list, they have no size detail and are not shown on the plan. As such, if permission is given, a landscaping condition is recommended to secure these further details. A further condition is also recommended to protect trees during the construction process.
- 7.101** In commenting on the outline element of the application the Council's Arboricultural Officer has confirmed that the impact to trees of high amenity by the proposed development should be limited subject to the correct protection during the construction phase. To ensure this achieved an Arboreal Method Statement should be conditioned. However, concerns are raised that it is uncertain as to whether the landscaping would be sufficient to ensure a verdant and well treed area as the landscaping detail does not give any numbers of intended trees or shrubs and does not show where these may be planted beyond a generic symbol signifying vegetation. The Arboricultural Officer has suggested that this should be rectified prior to any determination. However, information is reflective of the previously submitted details on this matter and objection was not raised on these grounds. It is therefore considered to be unreasonable to require this information prior to determination of this application. Furthermore, the layout is indicative, and it is therefore considered difficult to finalise the landscaping details at this stage and a condition to require this information to be submitted at a later point would be appropriate in this instance.
- 7.102** The previous applications for this site were considered to be acceptable in respect of ecology and trees and officers consider that the circumstances on site have not significantly changed and as such, the application is therefore not considered to have any unacceptable impacts on ecology or trees and would comply with policies SP5 (Environment), DM2 (Design Quality for New Development) and DM12 (Landscape, Seascape, Biodiversity and Geodiversity)

of the Core Strategy. It is considered that the proposals would result in a neutral level of impact to ecology and trees, neither weighing in favour or against the proposed development.

Archaeology

- 7.103** The Council's Archaeology Officer has commented that following advice for previous applications (19/01415/OUT and 19/01426/FUL) a geophysical survey was carried out (Lefort Geophysics 2020) and this identified a number of anomalies within the development site. Results included anomalies interpreted as archaeological features comprising a number of ditches forming an enclosure. Within the enclosure, increased magnetic response and weaker defined anomalies comprised possible pits and a ring ditch. Other anomalies interpreted as possible archaeology comprising linear ditches and other trends were also identified to the west, south west and east and south east of the possible enclosure. Together these were interpreted as possible fragments of earlier field systems. Other uncertain anomalies and trends were interpreted as of unknown origin, geological, agricultural or drainage.
- 7.104** Following the geophysical survey and the Archaeology Officer recommendation for an archaeological trial trench evaluation, a Written Scheme of Investigation for an evaluation was submitted (Eagle Eye Environmental Solutions Ltd. 21 February 2020). Part of this evaluation has been carried out for the area of the full planning application but the area that is the subject of the outline planning application has not yet been evaluated. This area not yet evaluated includes geophysical anomalies interpreted as linear ditches and a ring ditch. It is highly likely that ditches identified in the first evaluation do extend into this part of the development and there are other possible ditches identified by the geophysical survey as archaeology that may form part of an enclosure. It is unclear if the ring ditch identified by the geophysical survey and interpreted as a possible drip gully of a late prehistoric / Iron Age round house in the evaluation report, is of archaeological significance until it has been evaluated.
- 7.105** In view of this, in respect of the outline application, should it be successful, it is recommended that a programme of archaeological works, to include the completion of the trial trench evaluation, is carried out. The results of the trial trench evaluation would inform any further mitigation which may be required. The evaluation would inform any reserved matters or variations regarding layout, drainage and landscaping should significant archaeological deposits that require preservation in-situ be encountered and would inform on the likely programme of archaeological works necessary to mitigate for archaeological deposits that can be preserved by record. Any geotechnical site investigations would be carried out under archaeological supervision as these can encounter archaeological deposits, and further inform on archaeological mitigation. Conditions are recommended accordingly.
- 7.106** The trial trench evaluation targeted geophysical anomalies, and features and blank areas identified by the geophysical survey were undertaken within the development area proposed under 22/00631/FUL. Field walking was also undertaken across both application sites and results are presented in the evaluation report. The evaluation comprised 12 trenches. The results showed that two linear ditches were found, and these have been dated by the pottery in

their fills as late Iron Age/Early Romano British. On the basis of the geophysics they have been interpreted as two sides of a late Iron Age/Early Romano British enclosure. Some of the other geophysical anomalies interpreted as 'possible archaeology' could not be identified in the evaluation trenches. The possible ring ditch identified from the geophysical survey and interpreted in the evaluation report as a possible drip gully of a late prehistoric / Iron Age round house, has not yet been evaluated as it lies outside this application area.

- 7.107** In view of the result of the evaluation, should the application be successful the Archaeology Officer recommends that a programme of archaeological works is carried out prior to and/or during groundworks, the details of which would depend on the impact of the development on the archaeologically sensitive area of the site. Archaeological features identified by the evaluation would need to be plotted against the development plans (including details for foundations, drainage, services and landscaping) to determine exactly what the impacts are. The methodology for excavation and recording would be agreed in the Written Scheme of Investigation and controlled by condition.
- 7.108** The previous applications for this site were considered to be acceptable in respect of this matter and as circumstances on site have not changed and on the basis of the comments from the council's Archaeology Officer, it is considered that, subject to conditions, the proposed development would not have an unacceptable impact on features of archaeological features and comply with policy DM11 (Historic and Built Environment) of the Core Strategy. It is considered that the proposals could be undertaken to have a neutral level of impact to archaeology, neither weighing in favour or against the proposed development.

Drainage and flood risk

- 7.109** A number of concerns have been raised with regard to potential for increased flooding as a result of the development. Some works have already been undertaken on site, at the boundary with neighbouring properties facing Arthur Moody Drive, by way of a ditch, to assist with historical flooding. This work appears to have had a positive result.
- 7.110** The Council's former Drainage Engineer commented on the previous application outlining that the applicants' engineer was able to devise his proposed drainage scheme to take account of the local problems, which also included flooding to the rear garden of No. 2 Arthur Moody Drive. In the meantime, the landowner and tenant farmer were able to install a temporary cut-off ditch to divert the ground water run-off from the fields to the existing ditch system on the site. It is our understanding that this temporary measure has been thus far successful. The Council's Drainage & Flood Risk Management Officer considers that the principles of the design would be acceptable, but the 'dry' ponds may need to retain water more regularly to allow for a reduced discharge rate. This would be dealt with at detailed design stage.
- 7.111** The application proposes to incorporate ponds within the site layout, which would hold surface water before discharging it either into the stream or the Southern Water surface water system at a rate of the existing greenfield discharge plus an allowance (reduction) of 40% for climate change.

- 7.112** The application includes for a flood protection wall to the rear of properties in Arthur Moody Drive. The extent of this wall has not been finalised, but it is considered that this could suitably be controlled by condition, as part of a detailed drainage design.
- 7.113** The principles behind the drainage scheme are considered to be acceptable, as they have regard to the limited natural infiltration due to ground conditions. Therefore, subject to conditions to agree the detailed design of the system and the flow rates the scheme is considered to be acceptable in this regard and would comply with policy DM14 (Flood Risk) of the Core Strategy.

Other matters

- 7.114** Concerns have been raised that the application would result in an impact on health and wellbeing, due to the loss of green space. However, the current land, although visually available to residents who live adjacent to the site, it is not visible over a wider area or accessible to the local community for recreation etc. The scheme proposes a number of areas of open space, which would provide recreation to local residents, as well as a link to the proposed West Wight cycle route, which would provide improved access to the wider countryside.
- 7.115** Third parties have raised concerns over the loss of agricultural land and therefore in turn land available for the growing of local produce. Guidance states that policies should aim to protect the best and most versatile (BMV) agricultural land from significant, inappropriate or unsustainable development proposals, these being classed as grade 1, 2 and 3a farmland. Natural England must be consulted on applications likely to cause the loss (or likely cumulative loss) of 20ha or more of BMV land. Land grading is based on soil quality and the ability of the land to produce high crops yields. The Defra 'MAGIC' map shows the site as 3b and is therefore not considered to represent BMV land. Having regard for the classification of the land and the size of the site, there is no objection to its loss and therefore minor weight has been given to its loss.
- 7.116** Third party objections have raised concerns with regards to the impact on dark skies and light pollution, specifically the impact of this on wildlife. The site is located on the edge of a built-up residential area and officers consider that the proposed development would not significantly increase the level of light spillage over and above that experienced within the area currently. Conditions are recommended to ensure that any new external lighting would be suitably designed to prevent light pollution.
- 7.117** A number of third party comments have raised concerns that the new section of Ash Lane is private and the maintenance is being paid for by the new residents, as part of a service charge, and therefore it is not reasonable for others to use the road without paying for its upkeep. Although this is a civil matter officers have sought clarification on the agreement between the landowners, which would secure rights through Ash Lane and in discussion with the management agent for the Ash Lane development each property within the proposed development would pay an annual service charge.

8. Planning balance and conclusions

8.1 The National Planning Policy Framework states that the planning system is planned and that the purpose of the planning system is to achieve sustainable development. In the same way, planning law requires that applications for planning permission must be determined in accordance with the development plan, unless material considerations indicate otherwise. The role of the planning system is to balance issues, particularly where they compete and compare the benefits of a proposed development with any identified harm. In this context, as set out in paragraph 5.2 above, the NPPF advises that the planning system has three overarching objectives, these being economic, social and environmental objectives. These issues are balanced below:

Economic

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

Social

8.3 The NPPF states that the social objective is to support strong, vibrant and healthy communities, referring to supporting the community's health, social and cultural well-being. The proposed development would deliver 149 additional residential units, of which 35 percent would be affordable housing, contributing towards meeting the Island's significant housing need. Together with the housing the scheme would also provide improved links to the wider countryside via the link to and a proportion of the West Wight cycle track and enhanced pedestrian connectivity through the local highway network. These must be weighed against the loss of active farmland. However, having regard to the lack of housing delivery and the tilted balance the social benefits of the proposal are therefore afforded significant positive weight.

Environmental

8.4 The NPPF states that the environmental objective is to contribute to protecting and enhancing our natural, built and historic environment; including making effective use of land, helping to improve biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.

8.5 The development of housing on a greenfield site would undoubtedly result in a visual change to the immediate character of the area, and when combined with the neighbouring developments, from some viewpoints would cumulatively result in a moderately negative impact on the landscape character but these impacts are not considered to be significant when having regard to the design of the

development and proposed areas landscaping, which would reduce the impact. When seen from more distance viewpoints the housing would be seen in the context of the settlement of Gunville and would not protrude past the building line of neighbouring housing or recent developments. The layout and provision of open space at the boundaries would provide a visual transition to the adjacent farmland. The scheme layout has had regard to the topography and would not impact on the settlement or any protected landscapes or listed buildings. The proposal is therefore not considered to result in any significant or unacceptable environmental impacts.

- 8.6** The proposed development would result in additional traffic on the existing highway network, which would have the potential to increase congestion. However, it is considered that there is adequate capacity to accommodate the additional levels of traffic without having an impact on highway safety. The potential increase in traffic is not considered to have a significant impact on air quality or noise pollution. Having regard to the potential for mitigation and the minor impacts associated with the additional traffic generation resulting from the development, the environmental impacts of the proposal are afforded minor negative weight.

Conclusion

- 8.7** The proposed development would provide much need housing within an area of land with existing residential development on three sides, infilling an existing 'gap' between recently approved developments, in a high sustainable location. This positioning would minimise the impact on the character of the area.
- 8.8** The wider scheme would result in increased traffic onto the local highway, but subject to appropriate mitigation, this is not considered to result in an unacceptable impact on highway safety and the loss of parking locally can be suitably mitigated.
- 8.9** Having due regard to the requirements of paragraph 11 of the NPPF, officers consider, on balance, that the proposed development would not have any unacceptable impact on the amenities of neighbouring properties, ecology, trees, archaeology or result in additional flooding and would deliver both market and affordable housing, to contribute to the current need. The positive benefits would therefore outweigh the impacts and the presumption in favour of sustainable development applies, which combined with the benefits of the scheme, points towards the grant of planning permission.

9. Statement of Proactive Working

9.1 ARTICLE 31 - WORKING WITH THE APPLICANT

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

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

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

10. Conditions and reasons

FULL ELEMENT (22/00631/FUL):

- 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 (in respect of the full element of the site) identified in the colour on 14:1969:107M shall be carried out in complete accordance with the details shown on the submitted plans numbered below:

14:1969:107M
 14:1969:100A
 14:1969:104
 14:1969:109
 14:1969:110A
 14:1969:111
 14:1969:112
 14:1969:113
 14:1969:114
 14:1969:115A
 14:1969:116B
 14:1969:117B
 14:1969:118B

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 Prior to the occupation of any dwelling details shall be 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 treatments shall be completed before the development hereby permitted is first brought into use. Development shall be carried out and maintained in accordance with the approved details and retained thereafter.

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

- 4** Prior to the occupation of any dwelling details shall be submitted to and approved in writing by the Local Planning Authority in respect of a scheme of soft landscaping. Soft landscape works shall include planting plans; written specifications (including cultivation and other operations associated with plant and grass establishment); schedules of plants, noting species, plant sizes and proposed numbers/densities. All plants shall be native species. All planting in the approved details of landscaping shall be carried out in the first planting and seeding seasons following the commencement of the approved development and any trees or plants which within a period of 5 years from the commencement of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species.

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

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

Reason: To ensure that the site is suitably drained, to protect ground water and watercourses from pollution, to prevent harmful impacts on the Solent and Southampton Water SPA and to comply with policies SP5 (Environment), DM2 (Design Quality for New Development), DM12 (Landscape, Seascape, Biodiversity and Geodiversity) and DM14 (Flood Risk) of the Island Plan Core Strategy. This is a pre-commencement condition to reflect the stage at which these works would be required at construction.

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

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

- 7** No site preparation or clearance shall begin, and no equipment, machinery or materials shall be brought onto the site for the purposes of the development hereby permitted, until details of measures for the protection of existing trees to be retained have been submitted to and approved in writing by the Local Planning Authority. The submitted details shall accord with the BS5837:2012 standard and include a plan showing the location of existing trees to be retained and the positions of any protective fencing. Development shall be carried out in accordance with the approved details and any protective fencing shall be erected

prior to work commencing on site and will be maintained until all equipment, machinery and surplus materials related to the construction of the development have been removed from the site. Nothing shall be stored or placed in any fenced area in accordance with this condition and the ground levels within those areas shall not be altered, nor shall any excavation be made, unless otherwise authorised by this permission or approved in writing by the Local Planning Authority.

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

- 8** No dwelling shall be occupied until the parts of the service roads and associated footway links to the wider highway network which provide access to it and including for attributable service vehicle turning heads have been constructed surfaced and drained in accordance with details which have been submitted to and approved by the Local Planning Authority based on the layout as detailed on drawing no 14:1969:107M dated November 2019 and including for the;
- The temporary turning head detailed to be formed within plots 80, 88 and 89.
 - The turning head form from the access road to the south of plot 65 and across the roadside frontage of plots 98 – 103 – to form a service vehicle turning head.

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

- 9** No dwelling hereby permitted shall be occupied until space has been laid out within the site and drained and surfaced in accordance with details that have been submitted to and approved by the Local Planning Authority in writing for cars to be parked in accordance with the associated parking area / driveway layouts attributable to each plot as detailed on drawing number 14:1969: 107M dated November 2019. The spaces shall not thereafter be used for any purpose other than that approved in accordance with this condition.

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

- 10** Development shall not begin until details of the junction between the proposed service road and the highway have been approved in writing by the Local Planning Authority; and the buildings shall not be occupied until that junction has been constructed in accordance with the approved details.

Reason: In the interests of highway safety and to comply with policy DM2 (Design Quality for New Development) of the Island Plan Core Strategy. This condition is a pre-commencement condition to reflect the stage at which these works would be required at construction.

- 11** The dwellings hereby permitted shall not be occupied until the highway improvements as detailed below have been completed in accordance with details to be submitted to and approved in writing by the Local Planning Authority.

Uncontrolled pedestrian crossing points and associated footway links / works to be provided at each of the following locations.

- Across the turning head on the southern side of Forest Hills
- At the Forest Hills Arthur Moody Drive junction
- Across the junction serving 25 – 47 Broadwood Lane
- At the junction of Broadwood Lane and Forest Hills adjacent to the northern boundary of No. 1 Forest Hills.
- At the junction of Broadwood Lane and Park Close through the existing grass verge to avoid conflict with existing vehicle accesses.

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

- 12** The dwellings hereby permitted shall not be occupied until sight lines have been provided in accordance with drawing Number 18297/04 Rev. P01 at the junctions through which motorised vehicles would have to pass to access the dwellings. Nothing that may cause an obstruction to visibility when taken at a height of 1.0m above the adjacent carriageway / public highway shall at any time be placed or be permitted to remain within that visibility splay.

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

- 13** No development shall take place until a Construction Management Plan (CMP) has been submitted to and approved in writing by the Local Planning Authority. Works associated with the development hereby shall be carried out in accordance with the approved CMP. The CMP shall include consideration of but not limited to the following issues:

- The means of access for construction traffic;
- The means of loading, unloading and turning of plant and materials within the confines of the site;
- The storage of plant, material and the provision of operative parking within the confines of the site and associated / used in constructing the development;
- Measures to control the emission of dust and dirt during construction;
- Measures to prohibit the discharge of debris and surface water runoff from the site onto the public highway. Such steps shall include the installation and use of wheel cleaning facilities for vehicles connected to the construction of the development.
- Hours of construction
- Hours and frequency of deliveries
- Parking on site for contractors and details of how this will be encouraged.

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

be required at construction.

- 14** Prior to commencement of the development hereby approved the applicant shall submit to the Local Authority and secure under the Road Traffic Regulation Act 1984 on-street parking restrictions within Forest Hills from its junction with Arthur Moddy Drive through to the site boundary with the site to secure junction and pedestrian visibility splays and to allow private and service vehicles to enter and exit the site with ease. All subsequent works associated with the TRO shall be implemented in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority prior to the commencement of the development hereby approved.

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

- 15** Prior to the commencement of development, an Environment Management Plan shall be submitted to and approved in writing with the Local Planning Authority. The EMP shall set out measures to protect wildlife during both construction and operational phases of the development, based on the principles of the Ecology Appraisal and include detailed ecology surveys that build upon the Appraisal, including but not limited to:
- Vegetation removal to be overseen by a suitably competent and qualified ecologist. Fingertip searches and inspections may be necessary at certain times of year.
 - Sensitive lighting strategy, with consideration to nocturnal species and impacts of lighting on retained habitats.
 - Landscaping and planting plans, including measures to enhance attenuation ponds for wildlife.

The development shall be undertaken in accordance with the agreed details.

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

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

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

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

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

- 18** Details of any external lighting shall be submitted to and agreed in writing with the Local Planning Authority prior to being installed. No other lighting shall be installed other than that agreed.

Reason: In the interests of the character of the area in accordance with Policy DM2 (Design Quality for New Development) of the Island Plan Core Strategy.

- 19** Prior to the removal of any parking within the existing highway network in association with condition 13 a minimum of 11 spaces shall be provided in accordance with details to be submitted to and agreed in writing with the Local Planning Authority, in the approximate area shown on drawing no. 14:1969:107M. The spaces shall be thereafter be made available for use by the general public.

Reason: To ensure that the loss of parking in the existing highway network is appropriately mitigated and adequate parking is provided, in accordance with Policy DM2 (Design Quality for New Development) of the Island Plan Core Strategy.

OUTLINE ELEMENT (22/00629/OUT):

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

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

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

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

- 3** The development hereby permitted shall be carried out in accordance with the principle of the details shown on the submitted plans, numbered below:

14:1969:107M

14:1969:119B

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

- 4** No dwelling hereby permitted shall be occupied 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 treatments shall be completed before the development hereby permitted is first brought into use. Development shall be carried out and maintained in accordance with the approved details and retained thereafter.

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

- 5** No dwelling hereby permitted shall be occupied until there has been submitted to and approved in writing by the Local Planning Authority a scheme of soft landscaping. Soft landscape works shall include planting plans; written specifications (including cultivation and other operations associated with plant and grass establishment); schedules of plants, noting species, plant sizes and proposed numbers/densities. All plants shall be native species. All planting in the approved details of landscaping shall be carried out in the first planting and seeding seasons following the commencement of the approved development and any trees or plants which within a period of 5 years from the commencement of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species, unless the Local Planning Authority gives written consent to any variation.

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

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

Reason: To ensure that the site is suitably drained, to protect ground water and watercourses from pollution, to prevent harmful impacts on the Solent and Southampton Water SPA and to comply with policies SP5 (Environment), DM2 (Design Quality for New Development), DM12 (Landscape, Seascape, Biodiversity and Geodiversity) and DM14 (Flood Risk) of the Island Plan Core Strategy. This condition is a pre-commencement condition to reflect the stage at which these works would be required at construction.

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

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

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

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

- 9 No development shall take place until a Construction Management Plan (CMP) has been submitted to and approved in writing by the Local Planning Authority. Works associated with the development hereby shall be carried out in accordance with the approved CMP. The CMP shall include consideration of but not limited to the following issues:

- The means of access for construction traffic;
- The means pf loading, unloading and turning of plant and materials within the confines of the site;
- The storage of plant, material and the provision of operative parking within the confines of the site and associated / used in constructing the development;
- Measures to control the emission of dust and dirt during construction;
- Measures to prohibit the discharge of debris and surface water runoff from the site onto the public highway. Such steps shall include the installation and use of wheel cleaning facilities for vehicles connected to the construction of the development.
- Hours of construction
- Hours and frequency of deliveries
- Parking on site for contractors and details of how this will be encouraged.

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

- 10 No development shall take place until the applicant or their agents has secured the implementation of a programme of archaeological works in accordance with a

Written Scheme of Investigation which has been agreed in writing by the County Archaeology and Historic Environment Service and approved by the planning authority. The development shall be carried out in accordance with the agreed details.

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

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

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

- 12** Details of any external lighting shall be submitted to and agreed in writing with the Local Planning Authority prior to being installed. No other lighting shall be installed other than that agreed.

Reason: In the interests of the character of the area in accordance with Policy DM2 (Design Quality for New Development) of the Island Plan Core Strategy.

- 13** Prior to the removal of any parking within the existing highway network a minimum of 4 spaces shall be provided in accordance with details to be submitted to and agreed in writing with the Local Planning Authority, in the approximate area shown on drawing no. 14:1969:107M. The spaces shall be thereafter be made available for use by the general public.

Reason: To ensure that the loss of parking in the existing highway network is appropriately mitigated and adequate parking is provided, in accordance with Policy DM2 (Design Quality for New Development) of the Island Plan Core Strategy.

- 14** Prior to the commencement of development, an Environment Management Plan shall be submitted to and approved in writing with the Local Planning Authority. The EMP shall set out measures to protect wildlife during both construction and operational phases of the development, based on the principles of the Ecology Appraisal and include detailed ecology surveys that build upon the Appraisal, including but not limited to:
- Vegetation removal to be overseen by a suitably competent and qualified ecologist. Fingertip searches and inspections may be necessary at certain times of year.
 - Sensitive lighting strategy, with consideration to nocturnal species and impacts of lighting on retained habitats.

- Landscaping and planting plans, including measures to enhance attenuation ponds for wildlife.

The development shall be undertaken in accordance with the agreed details.

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

- 15** No development shall commence until a Traffic Regulation Order (TRO) relating to the need for parking restrictions within Arthur Moody Drive (about the proposed priority junction) within Forest Hills (from its junction with Arthur Moody Drive through to the proposed site access to aid service vehicle access and pedestrian and motorist safety) and within Broadwood Lane at the junction with Gunville Road to extend the existing parking restrictions on the southern side of the road to increase entry capacity have been secured. The dwellings hereby permitted shall not be occupied until all works to implement the TRO have been carried out and completed in accordance with details that have been submitted to and approved in writing by the local planning authority.

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