



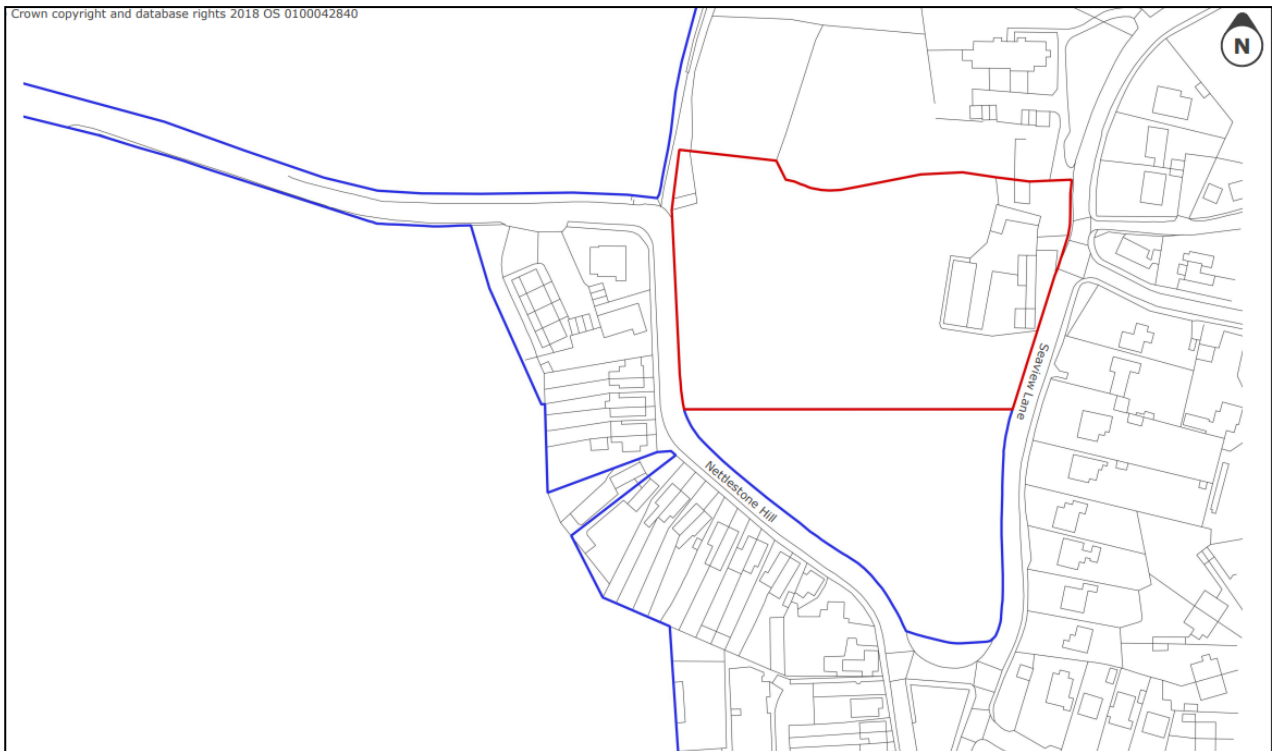
Purpose: For Decision

Planning Committee Report

Report of	STRATEGIC MANAGER FOR PLANNING AND INFRASTRUCTURE DELIVERY
Date	22 November 2022
Application Reference	22/01405/RVC
Application type	Removal or variation of condition (RVC)
Application Description	Variation of condition 15 on P/00496/18 to allow use of 20 parking spaces for school and general community
Site address	Land between Nettlestone Hill and Seaview Lane, Nettlestone, Isle of Wight
Parish	Nettlestone and Seaview
Ward Councillor	Cllr David Adams
Applicant	SGJ Bloombridge Ltd.
Planning Officer	Sarah Wilkinson

Reason for Planning Committee consideration	The application is considered to raise marginal policy issues
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Recommendation	Conditional permission subject to a supplemental Legal Agreement to link this application to the original permission/agreement.
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Main considerations

- Impact on highway safety

1 Recommendation

- 1.1 Conditional permission, subject to conditions and supplemental legal agreement. As the application represents a fresh consent legally the conditions placed on the original application are repeated, with proposed except of the condition subject to this application, which would be reworded to include 'community'.

2 Location and Site Characteristics

- 2.1 The application site occupies a rectangular parcel of land of approximately 0.63 hectares located between Nettlestone Hill and Seaview Lane. It is currently a field with a group of disused buildings in the north-east corner.
- 2.2 The disused buildings occupy an area of 0.21 hectares and would be classified as previously developed land (brownfield), with the remainder of the site being non-previously developed (greenfield).
- 2.3 The site slopes from east to west with the western boundary of the site being elevated approximately 1.7 metres above the road level of Nettlestone Hill.
- 2.4 The northern boundary of the site is comprised of a variety of fencing and natural growth, with the Grade II listed building Fairy Hill located approximately 40 metres from this shared boundary.
- 2.5 The eastern boundary is delineated by Seaview Lane and a dense hedge divides the site from the road. There are properties on the opposite side of Seaview Lane, which run in a linear layout with Holgate Lane and the cul-de-sac of Rowan Tree

Drive running easterly off Seaview Lane.

- 2.6** The southern boundary of the site runs through the existing field and is therefore currently open. The western boundary as originally submitted is delineated by Nettlestone Hill and is formed of a stone retaining wall, topped by a dense hedge. The proposed scheme has subsequently been amended to pull this boundary approximately 70 metres from Nettlestone Hill. This boundary line is therefore indicative as it is currently an open field.
- 2.7** There are a number of properties on the opposite side of Nettlestone Hill, including the Grade II listed building The Old Manor and a group of cottages referred to locally as the 'school cottages', which although not listed have historic merit

3 Details of Application

- 3.1** Following a resolution to grant planning permission by the Planning Committee in December 2019, planning permission was issued, subject to conditions, for the demolition of the existing workshops and outline for proposed residential development, formation of vehicle access, parking, open spaces and associated infrastructure in August 2020.

- 3.2** One of the conditions of the approved development restricted the occupation of any of the dwellings, until 20 car parking spaces were provided for the school. The condition was worded as follows:

The dwellings hereby approved shall not be occupied until the 20 car parking spaces for the school have been provided and are made available for this use. The spaces shall thereafter be used for this purpose.

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

- 3.3** This application seeks to vary this condition to allow the car park to be used by the community as well as the school and would be worded as follows:

*The dwellings hereby approved shall not be occupied until the 20 car parking spaces for the school **and local community** have been provided and are made available for this use. The spaces shall thereafter be used for this purpose. [my emphasis]*

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

This would allow for the area to provide displacement for the spaces lost as part of the proposed Traffic Regulation Order, which was required by condition 19, for parking restrictions and bus stop cages within Seaview Lane from its junction with The Green through to Holgate Lane.

4 Relevant History

- 4.1 P/00496/18: Demolition of workshops; outline for proposed residential development (to include sheltered accommodation, with ancillaries); formation of vehicular access; parking, open spaces and associated infrastructure was approved August 2020.

5 **Development Plan Policy**

National Planning Policy

- 5.1 The NPPF explains that sustainable development has 3 objectives, economic, social and environmental, and that these overarching objectives are interdependent and need to be pursued in mutually supportive ways (so that opportunities can be taken to secure net gains across each of the different objectives). It adds at paragraph 9 that these objectives should be delivered through the implementation of plans and the application of policies in the NPPF, but they are not criteria against which every decision can or should be judged.
- 5.2 At the heart of the NPPF is a presumption in favour of sustainable development. For decision-taking this means approving development proposals that accord with an up-to-date development plan without delay; or where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:
- i. The application of policies in the NPPF that protect areas or assets of particular importance provide a clear reason for refusing the development proposed; or
 - ii. Any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against policies in the NPPF taken as a whole.
- 5.3 Chapter 9 (Promoting Sustainable Transport), includes a section entitled 'Considering Development Proposal' within this section paragraph 110 states 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 elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and
 - d) 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.
- 5.4 Paragraph 111 outlines 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."

Local Planning Policy

5.5 The Island Plan Core Strategy defines the application site as being within the Wider Rural Area. The following policies are relevant to this application:

- SP1 Spatial Strategy
- SP2 Housing
- SP3 Economy
- 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

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

Relevant Supplementary Planning Documents (SPDs) and other planning guidance

- 5.7**
- Affordable Housing Contributions (SPD) (2017)
 - Bird Aware Solent Recreation Mitigation Strategy (2018)
 - Guidelines for Parking Provision as Part of New Developments (SPD) (2017)
 - Guidelines for Recycling and Refuse Storage in New Developments (SPD) (2017)

5.8 Nettlestone and Seaview Parish Plan (2017)

The Parish Plan, whilst not adopted as an SPD, outlines that the “vision is that in 10 years’ time there will be a community that has: a better mix of housing stock that meets the needs of both an increasing older age profile and a diminishing younger age profile”. This vision is drawn out of the results of the housing needs assessment for the parish, which included parishioners’ priorities, of which 57% of respondents outline that “the development of a local care/residential facility for the elderly” was very important.

5.9 The Parish Design Statement within the Parish Plan also states that “residents appreciate that for the Parish to develop as a vibrant area with social and economic growth there must be some small-scale development of truly affordable homes for families”.

5.10 Section 4 Transport and Roads of the Parish Plan outlines that Nettlestone Green and Eddington Road have some parking spaces, but not enough to serve the people using the shop, or the school. In high season parking anywhere in

Nettlestone and Seaview can be a problem.

6. Consultee and Third Party Comments

Internal Consultees

6.1 The Highway Engineer from Island Roads has recommended approval

Parish/Town Council Comments

6.2 Nettlestone and Seaview Parish Council objects to the application. Their comments can be summarised as follows:

- This is not be a minor variation
- The car park is extremely contentious in the local community as it could be seen within the sight lines between Nettlestone Village Green to the Solent
- It is assumed that the current application seeks to redress the loss of car parking in Seaview Lane should the recent refusal of double yellow lines for Seaview Lane be reconsidered.
- It would not address the traffic calming experienced by the community of cars parked along Seaview Lane which will be lost if double yellow lines are put there. On the contrary it will decrease road safety in the parish.
- The school is officially neutral to the idea of a car park and does not claim to require any parking.
- The car park will be on private land and there will be no way of enforcing this varied condition, or any parking regulations because ownership of the vehicles will be unknown.
- There will be no guarantee of sufficient spaces for the community due to lack of control over who parks there; nor will there be any guarantee of it continuing into the long-term future.
- As this car park will be on private land and unenforceable it will potentially (like the car park in St Helen's) attract long term vehicle parking, such as larger vehicles e.g. camper vans, again all in a protected line of sight of a green space.
- Any resident attempting to use the car park would have to drive through the new development with no guarantee of a space. This would increase traffic movements in and out of the site exacerbating problems of the site access.

Third Party Representations

6.3 Three letters of objection have been received from local residents raising issues that can be summarised as followed:

- Application is an attempt to provide car parking on a highly unsustainable greenfield site, within sight lines from the village green to the Solent.
- Island Roads previously would only accept the development of the site if waiting traffic restrictions on Seaview Lane were accepted
- There could be no enforcement of the parking on site as on private land and cannot be safeguarded for existing locals in perpetuity
- If granted the council should ensure that relevant restrictions are placed such that the parking is available to all for the indefinite future (125 years).

- The proposed entry to this site will be opposite Holgate Lane. The road at this point isn't wide enough to safely allow turning traffic from both Rowantree and Holgate on the one side of the road and a car park entrance on the other side of the road.
- School related traffic blocks the road further up the hill. Any double yellow lines will be ignored unless a parking enforcement officer is present at the time.
- The road is also a bus route for the number 8 and has stops on both sides of the road.
- There is nothing in the plans to indicate the parking will be free for all future use. 20 spaces will not be enough to handle the short-term peak of school parking traffic during the morning drop off and the afternoon pick up.
- The car park will be close to a listed building and would be unsympathetic to the vernacular of the area.
- Holgate Lane is a dead-end road. However, drivers ignoring the signs and driving down our narrow lane and getting stuck. This will only get worse.
- If approved construction traffic would block Holgate Lane.

7 **Evaluation**

Impact on highway safety

- 7.1 The application seeks consent to vary a condition attached to a planning permission on the site for the demolition of workshops and outline for residential development. The condition in question currently reads as follows:

The dwellings hereby approved shall not be occupied until the 20 car parking spaces for the school have been provided and are made available for this use. The spaces shall thereafter be used for this purpose.

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

- 7.2 This application seeks to vary this condition to allow the car park to be used by the school and community in general, rather than just the school. As identified by third parties, the application has been submitted following the decision by Cabinet in July 2022 not to support the application for a Traffic Regulation Order (TRO) for double yellow lines within Seaview Lane from its junction with The Green through to Holgate Lane, which would be required to make the approved development acceptable (as required by condition 19 of the original permission). The reasons for the decision not to accept the TRO is set out in the minutes of the cabinet meeting, which state:

The original development application included 20 spaces to be set aside for the local school. However, it would be impossible to enforce this as, a) it was on private land, and b) it would not be known whether or not the owners of any vehicles parked there were at the school. In addition, it would not be possible to mitigate the loss of spaces in the vicinity. If a crossing was put in, there would be a loss of a further 3-5 spaces.

- 7.3 Although this application does not seek to respond directly to the cabinet decision,

as this is a matter for the Highway Authority and not the Planning Authority, third parties have raised similar concerns. In respect of the issue of the site being private land; this is a very common for car parks to be provided on private land across the Island, in respect of both residential and commercial development. Furthermore, a number of other developments, including Hope Road, Ryde and Hogan Close, Newport have been approved with on site car parks to mitigate for loss of parking on the network. Officers would also highlight that in many circumstances, especially when flats are incorporated within developments, schemes would include car parking areas, that would be private but not owned by an individual homeowner. It does not automatically follow that there would not be enforcement of these spaces and authority to park on the land can be granted by the landowner, subject to particular conditions. Planning conditions would also allow the Planning Authority to ensure that the parking spaces were provided in the manner required by the planning consent.

- 7.4** Officers acknowledge that there could be circumstances where someone may park here longer term, which is a concern raised by third parties. However, this would be no different from someone lawfully parking on the highway. Furthermore, as it would remain private land, the landowner would retain rights to deal with this issue.
- 7.5** In respect of the current condition, it would be possible to know whether or not the owners of any vehicles parked there were related to the school, potentially through the use of permits or similar, which would be no different from people parking on the school site itself.
- 7.6** Island Roads have raised no objection to the application. They have outlined that the Transport Statement submitted with the original application (dated April 2018) stated “In addition, 20 car spaces managed by a permit system will be provided in the western side of the site for use by Nettlestone Primary School staff.”
- 7.7** At the time (April 2018) the proposal was to provide a new north/south footpath linking the site to Green Corner close to the access to the local primary school. The revised Illustrative Masterplan dated June 2019 submitted on the 20 August 2020 indicates the parking to be available to the school ‘during school hours’ and omitted the north/south pedestrian route. Section 6.48 of the previous officer report confirmed:

‘Island Roads have concluded that on balance when considering the scale of development (now 17 dwellings as opposed to the 34 originally proposed) highway safety gain that would be brought about by:

- Providing designated school parking remote from the public highway with a fully compliant access, parking layout, vehicle turning area and a metalled footway route through to Seaview Lane.
- Providing a footpath link west to east across the site with formalised uncontrolled pedestrian crossing points on the western side of Seaview Lane protected by on-street parking restrictions (subject to securing the required TRO) to provide onward connectivity to the local footway network from public footpath R114 a bridleway R95 so as to discourage the need to cross at the top of Nettlestone Hill outside of ‘Solent View’.
- The relocation of the existing bus stop on Seaview Lane that is currently positioned just to the north of the Seaview Lane / The Green junction and

devoid of an associated footway link.'

- 7.8** The attractiveness of the spaces for school use (whether by staff with permits, visitors or parents/guardians) is somewhat reduced due to the omission of a direct pedestrian route to the south. The available pedestrian route between the car park shown for illustrative purposes only on the illustrative Masterplan plan dated June 2019 is around 284m walking distance and involves crossing three live carriageways. The original route was around 190m walking distance and involved crossing two live carriageways. In both cases a formal crossing facility (zebra crossing) is provided on the B3330 close to the school. It is therefore likely that some of the proposed spaces would be under-utilised during term time and not used at all during school holidays, which is poor land use. Allowing the spaces to be 'dual use' and available for school use as well as for the 'general community' would be more likely to maximise usage, although it is recognised that demand cannot be managed under such an arrangement and may exceed capacity.
- 7.9** Further to the above officers also note that the Parish Council's comment on this application suggests that "the school is officially neutral to the idea of a car park and does not claim to require any parking". If this is the case, it would seem allowing the space to be used by the community would be a sensible approach.
- 7.10** Peak demand associated with the school, if used for drop-off would be weekdays between 8:30 and 9:00 and between 14:45 and 15:15. Whilst the morning peak may somewhat correspond with the parking demand generated by residents, the evening peak for school parking would be significantly before any significant demand generated by the 'general community', if not used solely by staff. There would be no school parking on weekends or during school holidays, making the spaces available for the wider community would therefore make better use of the land, when parking is considered to be at a premium in the village.
- 7.11** Making the proposed 20 spaces available to all would help to mitigate the impact of new waiting restrictions on Seaview Lane and ensure maximum use of the facility, a more sustainable use of the land. Island Roads, therefore, have no objection to the proposed variation of Condition 15.
- 7.12** The TRO required by the condition of the original planning permission would result in the loss of approximately 13 spaces on the network. This would be split between six on the eastern side off Seaview Lane between Coppers and the Rowan Tree Drive junction, three spaces north of the Holgate Lane junction, three spaces on the western side of Seaview Lane opposite existing access and junctions and finally it is considered to be reasonable to assume that one space would be lost on Rowan Tree Drive. The proposed car park incorporates 20 spaces, providing for displacement parking and additional provision.
- 7.13** Having regard to the above and noting the comments from Island Roads officers consider that, the proposed variation would 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 positive level of impact to the highway network, allow the spaces to be used for more of the community which would have minor positive weighting against the proposed development.
- Other matters

- 7.14** Third party comments have suggested that the proposed changes do not represent a minor variation. Officers do not agree with this assessment. The proposed changes do not alter the principle of the development, as set out within the description of the original application. The proposed change simply seeks to allow a greater level of the use of the previously permitted car park, than that currently permitted by the condition.
- 7.15** Comments from third parties have also commented on the principle of the car park. However, this application does not relate to the principle of a car park in this location, as it has already been approved. This application is to allow the use of the car parking spaces for the school *and* the community. In the same way issues of the impact from the construction process are not relevant to the considerations of this application.
- 7.16** Concerns raised in the comments received by third parties stated that the spaces would not remain free. If this is a concern of Councillors, condition 15 could be further amended to require that the spaces are made available free of charge or a clause added to the legal agreement to specify that the spaces are made available in perpetuity and free of charge.
- 7.17** The Parish Council have raised concerns that the loss of community parking on Seaview Lane would result in the loss of natural traffic calming. Officers acknowledge that parked cars can assist with this, however, as outlined within the report for the host application, officers consider the existing parking is dangerous, regardless of the development, as it results in cars having to drive on the opposite side of the road approaching the brow of the hill and a bend in the road. In planning terms, the provision of double yellow lines on Seaview Lane has been accepted. This application simply seeks to allow for the displaced cars to use the approved car park.

8. Planning balance and conclusions

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

Economic

- 8.2** The NPPF states that the economic objective is to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth.
- 8.3** This application would potentially seek to overcome a barrier to the

commencement of the previously approved residential development, which would 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. The previous application also secured a contribution of £8,000 towards sustainable transport enhancements. It is considered economic benefits can be afforded moderate positive weight.

Social

- 8.4** The NPPF states that the social objective is to support strong, vibrant and healthy communities, referring to supporting the community's health, social and cultural well-being.
- 8.5** The variation of this condition could potentially facilitate the delivery of around 17 dwellings, as shown within the indicative plans of the outline permission, 35 percent of which would be affordable housing, contributing towards meeting the Island's significant housing need. Together with housing the approved scheme would also provide enhancements through improved pedestrian links, provision of enhanced bus stop provision as well as parking for the local community. Having regard to these enhancements, the lack of housing delivery and the tilted balance the social benefits of the proposal are afforded significant positive weight.

Environmental

- 8.6** The NPPF states that the environmental objective is to contribute to protecting and enhancing our natural, built and historic environment; including making effective use of land, helping to improve biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.
- 8.7** The car parking area has already been approved. This application, if approved would see it used by a wider proportion of people, making best use of land. The application is considered to have a neutral impact on the environment and this issue is therefore afforded minimal weight.

Conclusion

- 8.8** The application seeks consent to vary a condition on the previous permission to allow the car parking spaces that have already been approved to be used by the community as well as the school. As the school would only need these spaces for limited hours, and the spaces would otherwise be empty, the proposed change is considered by officers to be acceptable and would make better use of the land, as well as allowing for spaces displaced by virtue of the required TRO to be mitigated.

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 application was acceptable on receipt and no further discussions were necessary.

Conditions and reasons

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 siting, design and external appearance of the building(s) and the landscaping 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 policy SP1 Spatial Strategy and DM2 Design Quality for New Development of the Island Plan Core Strategy.

3. Notwithstanding the submitted details, development shall not begin until a Landscape and Ecology Management Plan setting out prescriptions for the management of all ecological features as set out within Preliminary Ecological Appraisal (Eagle Eye Environmental Solutions, 27th June) and subsequent bat and badger surveys (Eagle Eye Environmental Solutions, April 2017 and 27th June respectively), including a timetable for the carrying out and completion of such works, have been submitted to and approved in writing by the Local Planning Authority. These details shall include:
 1. The existing trees and planting to be retained and new planting (including the location, number, species, size and density of plants and method of planting)
 2. Planting specification for locally important invertebrates, birds and

mammals to be the foundation of all landscape designs, including formal planting, the new hedgerow network, common spaces, car parks, road verges and open spaces.

3. Habitat enhancements, including details on the installation of bird and boxes.
4. Badger sett relocation methodology and plans.
5. Outdoor lighting specifications and plans.

The landscaping of the development and ecological enhancements shall be carried out and completed in accordance with the approved details and at the agreed times. The plans shall include, Any trees or plants which within a period of 5 years from the completion 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 otherwise approved in writing by the Local Planning Authority.

Reason: This is a pre-commencement condition to ensure that measures would be taken throughout the development to protect the condition and use of the open space on site in accordance with the aims of policies SP5 (Environment), DM12 (Landscape, Seascape, Biodiversity and Geodiversity) and DM13 (Green Infrastructure) of the Island Plan Core Strategy.

4. 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.

5. Prior to the completion of the external building construction works full details of both hard and soft landscape works, to include the re-provision of the hedgerow onto Seaview Lane have been submitted to and approved in writing by the Local Planning Authority and these works shall be carried out as approved. These details shall include a schedule of plants, noting species, plant sizes and proposed numbers/densities, proposed finished levels or contours; means of enclosure; car parking layouts; provision for cycle parking, other vehicle and pedestrian access and circulation areas; hard surfacing materials; minor artefacts and structures (e.g. refuse or other storage units, signs, lighting, etc).

Works shall be carried out in accordance with the agreed details prior to the units being occupied and the planting shall be regularly maintained. Any trees or plants that die, are removed become seriously damaged or diseased within 5 years of planting are to be replaced in the following planting season with specimens of a

like size or species.

Reason: To ensure the appearance of the development is satisfactory and to comply with policy DM2 Design Quality for New Development of the Island Plan Core Strategy.

6. Prior to the commencement of the construction works of the dwellings hereby approved details of the materials and finishes to be used in the construction of the external surfaces of the development hereby permitted have been submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.

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

7. Prior to the commencement of works for the construction of the dwellings hereby approved details until such time as a scheme to manage surface and foul water has been submitted to, and approved in writing by, the Local Planning Authority. The scheme shall be fully implemented and subsequently maintained, in accordance with the timing/phasing arrangements embodied within the scheme, or within any other period as may subsequently be agreed, in writing, by the Local Planning Authority.

Reason: To prevent flooding by ensuring the satisfactory storage of/disposal of surface water from the site and to reduce the risk of flooding to the proposed development and future users in accordance with policy DM14 (Flood Risk) of the Island Plan Core Strategy and paragraph 103 of the National Planning Policy Framework.

8. No development shall take place, until a construction method statement has been submitted to, and approved in writing by, the local planning authority. The approved statement shall be adhered to throughout the construction period. The statement shall provide for:

- i) access and parking of vehicles of site operatives and visitors;
- ii) loading and unloading of plant and materials;
- iii) storage of plant and materials used in constructing the development;
- iv) the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate;
- v) wheel washing facilities;
- vi) measures to control the emissions of noise, smoke, fumes, dust and dirt during construction
- vii) timing of works

Reason: To prevent annoyance and disturbance, during the demolition and construction phase in accordance with policy DM2 (Design Quality for New Development) of the Island Plan Core Strategy and paragraph 123 of the National

Planning Policy Framework.

9. Development shall not begin until the junction between the proposed service road and the highway as detailed on drawing no. PL 003E has been constructed in accordance with details to be submitted to and approved by the Local Planning Authority.

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

10. No dwelling shall be occupied until the parts of the service road which provide access to it including for the junction and associated footway works and uncontrolled pedestrian crossings serving the site from the B3340 Seaview Lane (based on the layout as detailed on drawing no. 22223/01 dated April 2018) have been constructed surfaced and drained in accordance with details which have been submitted to and approved by the Local Planning Authority.

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

11. No dwelling shall be occupied until the existing bus stop located within the eastern site boundary fronting the B3340 Seaview Lane has been relocated, including for all associated footway, shelter, drainage and kerbing works (based on the principals of layout as detailed on drawing no. 22223/01 dated April 2018 and drawing no. PL 003D dated Dec 2018) has been constructed surfaced and drained in accordance with details which have been submitted to and approved by the Local Planning Authority.

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

12. Development shall not begin until details of the design, surfacing and construction of any new roads, footways, accesses and car parking areas, together with details of the means of disposal of surface water drainage there from have been submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.

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

13. Before the development hereby permitted is commenced details of the width, alignment, gradient and drainage of all roads shall be submitted to and approved in writing by the Local Planning Authority with the principal road network allowing for a minimum carriageway width of 5.0m. Development shall be carried out 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.

14. 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/bicycles to be parked at a level reflective of Table 1 of Appendix 1 of the Local Authority Guidelines for Parking Provision as Part of New Developments SPD dated January 2017, with the exception of the spaces hereby approved for use by the school.

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.

15. The dwellings hereby approved shall not be occupied until the 20 car parking spaces for the school and local community have been provided and are made available for this use. The spaces shall thereafter be used for this purpose.

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

16. No dwelling hereby approved shall be occupied until a pedestrian link has been provided and thereafter retained running west to east across the site between the junction of Nettlestone Hill / Public Footpath R114 / Public Bridleway R95 site through to the B3340 Seaview Lane to provide accessibility to the local footway network, in accordance with details which have been submitted to and approved by the Local Planning Authority.

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

17. No dwelling hereby approved shall not be occupied until sight lines at the junction of the site access with the B3340 Seaview Lane have been provided in accordance with the visibility splays shown on the approved plan 22223/01 dated April 2018. 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.

18. No dwelling hereby approved shall not be occupied until the roadside boundary of the site running north from junction detailed so serve the site from the B3340 Seaview Lane as detailed on drawing no. 22223/01 through to the northern site boundary has reduced in height to a maximum of 1.0m above the level of the adjacent public highway and laid to verge over a width of 2.0m. 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.

19. No development shall commence until a Traffic Regulation Order relating to parking restrictions and bus stop cages within Seaview Lane from its junction with The Green through to Holgate Lane 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.

20. Prior to any works which would result in its removal or reduction an archaeology survey shall be completed on the wall that runs along the Seaview Lane boundary of the site. Should the wall be found to have historical significance it shall be retained and incorporated into the proposed landscaping of the site.

Reason: To ensure features of historic interest are not lost in accordance with policy DM11 (Historic and Built Environment) of the Island Plan Core Strategy.