

PRE-PLANNING APPLICATION ADVICE - RESPONSE FROM PLANNING



Application Reference iw20/1/20745

Please note: There are limits to the pre-application advice that can be given by officers. The pre-application advice service is not a passport to getting permission for unsuitable planning proposals. The final decision on planning applications is made by council members or senior officers. It can only be taken once a formal planning application has been received and consultations have been carried out with adjoining occupiers, those bodies which the council has a statutory requirement to consult and other interested parties. You should therefore be aware the council's officers are unable to give any guarantees about the decision that will be made on an application.

The pre-application advice provided is based on the information that you submitted. Formal planning permission will be the subject of publicity and consultation in accordance with the council's procedures. These and other matters which may subsequently come to light could result in additional issues being raised that are relevant to the outcome of the application.

Agent Details	
Title	Mr
Forename	Paul
Surname	Stack
Building/house name/number	Coppers
Street Address	Seaview Lane
Town Name	Seaview
County	Isle Of Wight
Postcode	PO345DJ

Application Site Address	
Building/house name/number	land adj Eversleigh
Street Address	Ningwood Hill
Town Name	Cranmore
County	Isle of Wight
Postcode	PO41 0XW

Description of the Proposal

Proposed single infill residential unit.

Pre-Application Advice (Please note the amount of advice will likely relate to the scale of the proposal)

Planning Officer's name	Bishop, Maria
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General comments:

This pre-app response has been provided on the basis of a 'Gold' pre-app meeting taking place at the site prior to the creation of this report.

List of Documents Uploaded by the Applicant:

Document Name: PS.pdf
Document Name: location plan.pdf
Document Name: Pre App.pdf

Relevant policies:**National Policy****National Planning Policy Framework**

- Section 5- Delivering a sufficient supply of homes
- Section 7- Achieving well-designed places
- Section 11- Making effective use of land.
- Section12: Achieving well designed places.
- Section 15 - Conserving and enhancing the natural environment
- Section 16- Conserving and enhancing the historic environment.

Island Plan Core Strategy

SP1 Spatial Strategy
SP2 Housing
SP5 Environment
SP7 Travel
DM2 Design Quality for New Development
DM7 Social and Community Infrastructure
DM10 Rural Service Centres and the Wider Rural Area
DM11 Historic and Built Environment
DM12 Landscape, Seascape, Biodiversity and Geodiversity
DM17 Sustainable Travel.

Area of Outstanding Natural Beauty Management Plan 2019-2024.

Supplementary Planning Documents

Guidelines for Parking Provision as Part of New Developments Supplementary Planning Document

The Guidelines for Parking Provision as Part of New Developments Supplementary Planning Document (SPD) was adopted by the Isle of Wight Council at its Executive meeting on Thursday 12 January 2017 and came into force on 23 January 2017. The document sets out the expected parking provision for motor vehicles and the minimum number of cycle parking spaces required for all use-classes as part of new development, as well as the infrastructure requirements for electric vehicles. It also signposts other sources of information in relation to general design and dimensions of parking provision as part of new development. I would advise you view this document prior to any submission as the Zone 2 guidelines would be relevant to your proposal – please see the following link for relevant information:

<https://www.iwight.com/Residents/Environment-Planning-and-Waste/Planning-Policy-new/Supplementary-Planning-Documents/Guidelines-for-New-Development-SPDs>

Guidelines for Recycling and Refuse Storage in New Developments Supplementary Planning Document

The Guidelines for Recycling and Refuse Storage in New Developments Supplementary Planning Document (SPD) was adopted by the Isle of Wight Council at its Executive meeting on 12 January 2017 and came into force on 23 January 2017. The document seeks to ensure that new developments include suitable provision for the storage of recycling and waste containers and ease of access to collection points as well as adequate access for refuse collection vehicles. Any application will need to conform with these guidelines – please see the following link for relevant information:

<https://www.iwight.com/azservices/documents/2779-Guidelines-for-Recycling-and-Refuse-Storage-SPD-v1.pdf>

Affordable Housing Contributions SPD

The Affordable Housing Contributions Supplementary Planning Document (SPD) was adopted by the Isle of Wight Council at its Executive meeting on 15 September 2015 and came into force on 24 September 2015 with a revised Affordable Housing SPD setting out the LPA's updated proposed approach towards the collection of financial contributions for affordable housing through the planning process adopted in March 2017. Please see the following link for relevant information:

<https://www.iow.gov.uk/Residents/environment-planning-and-waste/Planning-Policy-new/Supplementary-Planning-Documents/Contributions-Related-SPDs>

Solent Recreation Mitigation Partnership Financial Contribution

The application site is located within the identified Solent Special Protection Area buffer zone. As of 1 April 2018, the full Solent Recreation Mitigation Strategy is being used by the Isle of Wight Council, in terms of requiring mitigation for impacts on the Solent Special Protection Area, as a result of increased recreational pressure from certain types of residential development that are located within 5.6km of the designated Solent Special Protection Areas.

<http://www.birdaware.org/strategy> (page 16 of the Bird Aware Solent Strategy document specifically sets out information regarding developer contributions)

Constraints:

- Wider Rural Area
- SPA Buffer Zone
- Affordable Housing
- Area of Outstanding Natural Beauty
- Ecology

Principle:

Policy SP1 outlines that unless a specific local need is identified, development proposals outside of, or not immediately adjacent to the Key Regeneration Areas, Smaller Regeneration Areas or Rural Service Centres will not be supported. This site is considered to make up part of the Wider Rural Area, and thus not within a defined settlement boundary.

However, this policy position should be taken in the context of the most recent housing needs assessment, Strategic Housing Land Availability Assessment (SHLAA) and the Council's Five-Year Land Supply Update 2018. The latter of these documents outlines at paragraph 7.18 that "the Isle of Wight Council considers that it cannot demonstrate a five-year land supply as at 1 April 2018."

Paragraph 11 of the NPPF outlines that plans, and decisions should apply a presumption in favour of sustainable development which for decision-taking means:

"(c) approving development proposals that accord with an up-to-date development plan without delay; or
(d) where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:
i. the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or
ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole."

The importance of the above paragraph relates to the footnote attributed to 'out-of-date' associated with section (d) which states: "This includes, for applications involving the provision of housing, situations where the local planning authority cannot demonstrate a five year supply of deliverable housing sites (with the appropriate buffer, as set out in paragraph 73); or where the Housing Delivery Test indicates that the delivery of housing was substantially below (less than 75% of) the housing requirement over the previous three years."

Paragraphs 77 and 78 of the NPPF explain that planning policies and decisions should be responsive to local circumstances and support housing developments that reflect local needs and to promote sustainable development in rural areas, housing should be located where it will enhance or maintain the vitality of rural communities. It adds that where there are groups of smaller settlements, development in one village may support services in a village nearby.

Policy SP1 and the NPPF encourages development to take place on land which is underutilised and suitable for residential development. In this instance, the principle of a building would not be located within a previously developed plot and the application has been presented as an infill plot. However, the pattern of development along Ningwood Hill offers a considerable variation in the built form, with varying spacing between the existing properties and therefore the creation of a dwelling in this location does not necessarily mean that this plot is an infill due to the inconsistency within the rhythm and voids of the surrounding properties.

A development within the AONB should seek to protect or enhance the character of the area in accordance with the aforementioned Management Plan. In this instance, the rural and verdant backdrop to Ningwood Hill would be eroded through the creation of an additional dwelling, and therefore further development would not likely protect the rural nature of the site.

Notwithstanding the above concerns relating to the principle of the development, the central element of sustainability is of a significant concern in this location. Whilst there is a bus route on the highway of Ningwood Hill, there is no pavement or street lighting to allow safe access and the development would extend demand for unsafe pedestrian movements. Furthermore, there are no services within the immediate area, shops or facilities and therefore despite the potential use of the bus, future occupiers, by the nature of the location of the site are going to be heavily reliant upon private vehicles, which would not constitute sustainable development. Therefore, not meeting the aims of the NPPF and the Island Plan Core Strategy.

Impact on the character of the area

The proposed dwelling would occupy the majority of the plot, which for the character of the area is relatively modest, appearing as curtilage to one of the neighbouring properties when viewed from the streetscene. The development would lead a modest gap, and whilst the separation distances would likely suffice to protect residential amenity (approx. 11.00-12.00 metres on each of the side elevations. However, the positioning would be in a closer proximity than the units which occupy the surrounding streetscape and would contribute to the loss of the spacious and rural nature of the site.

The level of hardstanding is relatively prominent, due to maintaining the set back of adjacent properties. However, given the AONB locality, there is some concern over the domestication of the plot and how landscaping of this relatively small plot for a dwelling would overcome/mitigate the visual impact of the development.

The overall appearance of the property appears to reflect a high-quality design, nonetheless, cannot be supported in principle, as outlined above. One aspect for an AONB location such as this, the development would need to protect the 'Dark Skies' Policy and therefore schemes should restrict the level of high-level glazing. It is noted that this design offers a number of Velux style windows on the side elevation, which would conflict with the aims of the AONB Management Plan.

Impact on neighbouring properties

The property would be positioned between two existing properties, and whilst the set back and positioning could protect amenity, there is some concern that the Velux windows and side elevation windows would create a loss of privacy and create an overbearing effect. This would need to be considered further in regard to Policy DM2 of the Island Plan Core Strategy.

Separation distances to the rear of the property are considered suitable to protect amenity in accordance with Policy DM2 of the Island Plan.

The degree in which the residential curtilage is not entirely clear on the submitted plans, whilst the redline of the site plan extends to a greater distance, the block plan does not indicate such a curtilage. Given the set back of the property, suitable private amenity space to the rear would need to be provided, as well as maintaining the rural nature of the site.

Highway considerations:

Any proposal would need to demonstrate that the proposal would provide safe access to service the development from the public highway and that the site is well related to the existing road network, facilities/amenities, and existing public transport services in line with the objectives of Policies DM2, and DM17 of the Island Plan Core Strategy.

Further liaisons are encouraged with Island Roads if this proposal is forthcoming in terms other matters relating to highway safety in this regard. <https://www.iwight.com/Residents/Environment-Planning-and-Waste/Planning-Policy-new/Supplementary-Planning-Documents/Guidelines-for-New-Development-SPDs>

Please see Policies SP7, DM2 and DM17 which require development proposals to provide safe access, to be well related to the road network, to demonstrate that there is capacity within the network to accommodate the development, to provide adequate on-site car parking whilst seeking to reduce reliance on the private car.

Financial Contributions

Solent Special Protection Area Mitigation

The application site is located within the identified Solent Special Protection Area buffer zone. As such, a mitigation payment towards the Solent Special Protection Area Project would be required in relation to the development to mitigate the impact of the development on the Solent Special Protection Area in line with the requirements set out in

the Bird Aware Solent Recreation Mitigation Strategy.

Affordable Housing

If a scheme of works were not considered to be affordable then the following would be relevant to any planning application:

Policy DM4 (Locally Affordable Housing) of the Island Plan requires financial contributions towards the delivery of affordable housing for developments. The Council's Affordable Housing Contributions SPD sets out the level of contribution required for new housing development. If a planning application was forthcoming, then the applicant would need to enter into a Legal Agreement for this proposal meaning that they would comply with the guidance within the SPD and would need to sign a legal agreement with the Planning Authority to secure a contribution towards affordable housing. If this was not undertaken, then the development would not comply with the requirements of Policy DM4.

Other Matters

In the light of recent European Court of Justice decisions relating to Ecology, you will need to demonstrate that this development would not lead to harmful effects on the Southampton and Solent Waters Special Protection Area (SPA) as a result of nitrate enrichment. Recent advice from Natural England is that the SPA is currently in an unfavourable condition as a result of excessive levels of nitrogen and phosphate, which has led to a detrimental impact on the habitats and species of birds to which the designation relates. As a result of a European Court of Justice ruling known as the 'Dutch Case' you will need to demonstrate that your development would not add to the current unfavourable state of the SPA.

You will need to provide evidence to show means of drainage for your development and ways of mitigating impacts on the SPA in order to achieve a nitrate neutral development. It is advised that you seek formal advice from Natural England on this matter at the earliest opportunity. The Planning Authority will undertake an Appropriate Assessment for applications that involve proposals that could impact on the SPA and in the absence of suitable information to demonstrate nitrate neutrality, it is likely that your proposal would be refused as a result of a significant effect on the SPA.

Trees and Ecology

Taking into consideration the nature of the land, ecological and tree assessments may be required to support a planning application. The site should be surveyed for features/habitats and trees of value and the Council's biodiversity checklist (which can be viewed at <https://www.biodiversityinplanning.org/wildlife-assessment-check/>) offers guidance on when an ecological assessment is required and what surveys should be undertaken to inform that assessment.

Public consultations:

You may wish to discuss the proposed development with the groups listed below. Please do note that they are not the decision makers for planning applications and therefore, their role at this stage would be simply for you to gain their input and initial thoughts/ concerns over proposals.

- Town Council,
- Neighbouring property/landowners.
- Island Roads

Documentation or information requirements:

Notwithstanding the above advice, should you wish to submit a formal planning application, the following documents would be required:

- Location plan – to scale 1:1250 or 1:2500 with the site outlined in red and any other land within the applicant's ownership outlined in blue. This plan should include named roads and a north point.
- Scaled existing and proposed site/block plans. These plans should include site levels and finished floor levels and should also show the visibility splays of the vehicular accesses
- Scaled proposed elevations and floor plans

- Existing and proposed site sections.
- Landscaping scheme
- Consideration of Ecology considerations/AONB.

Further guidance on submitting a planning application can be found on the [Planning Portal](#) website which offers step-by-step help and advice.