

ISLE OF WIGHT COUNCIL PLANNING COMMITTEE - TUESDAY, 24 JANUARY 2017

REPORT OF THE HEAD OF PLACE

WARNING

1. THE RECOMMENDATIONS CONTAINED IN THIS REPORT OTHER THAN PART 1 SCHEDULE AND DECISIONS ARE DISCLOSED FOR INFORMATION PURPOSES ONLY.
2. THE RECOMMENDATIONS WILL BE CONSIDERED ON THE DATE INDICATED ABOVE IN THE FIRST INSTANCE. (In some circumstances, consideration of an item may be deferred to a later meeting).
3. THE RECOMMENDATIONS MAY OR MAY NOT BE ACCEPTED BY THE PLANNING COMMITTEE AND MAY BE SUBJECT TO ALTERATION IN THE LIGHT OF FURTHER INFORMATION RECEIVED BY THE OFFICERS AND PRESENTED TO MEMBERS AT MEETINGS.
4. YOU ARE ADVISED TO CHECK WITH THE PLANNING DEPARTMENT (TEL: 821000) AS TO WHETHER OR NOT A DECISION HAS BEEN TAKEN ON ANY ITEM BEFORE YOU TAKE ANY ACTION ON ANY OF THE RECOMMENDATIONS CONTAINED IN THIS REPORT.
5. THE COUNCIL CANNOT ACCEPT ANY RESPONSIBILITY FOR THE CONSEQUENCES OF ANY ACTION TAKEN BY ANY PERSON ON ANY OF THE RECOMMENDATIONS.

Background Papers

The various documents, letters and other correspondence referred to in the Report in respect of each planning application or other item of business.

Members are advised that every application on this report has been considered against a background of the implications of the Crime and Disorder Act 1998 and, where necessary, consultations have taken place with the Crime and Disorder Facilitator and Architectural Liaison Officer. Any responses received prior to publication are featured in the report under the heading Representations.

Members are advised that every application on this report has been considered against a background of the implications of the Human Rights Act 1998 and, following advice from the Strategic Manager for Organisational Change and Corporate Governance and Monitoring Officer, in recognition of a duty to give reasons for a decision, each report will include a section explaining and giving a justification for the recommendation.

LIST OF PLANNING APPLICATIONS REPORT TO COMMITTEE – 24 JANUARY 2017

- | | | | |
|---|--|-------------------|-----------------------------------|
| 1 | P/00740/16 TCP/23419/A | Newport | Conditional
Permission |
| | <p>Fairwinds, Buckbury Lane, Newport, Isle Of Wight, PO302NJ</p> <p>Proposed pair of semi-detached dwellings with parking</p> | | |
| 2 | P/01235/16 TCP/32391/A | East Cowes | Conditional
Permission |
| | <p>Venture Quays/Trinity House Depot and Wharf/Red Funnel Marshalling Yards, located in vicinity of Dover Road and, Castle Street, East Cowes, Isle of Wight.</p> <p>Demolition, site clearance and provision of expanded vehicle marshalling facilities; proposed taxi/drop off area and dropped trailer storage compound associated with existing ferry operations; proposed platform; stopping up of Dover Road slipway and public footpath to the west of Trinity Yard</p> | | |
| 3 | P/00760/16 TCP/11098/A | Ryde | Conditional
Permission |
| | <p>land south of Westridge Farm, and to rear of 10 to 38 Circular Road, off, Hope Road, Ryde, Isle of Wight.</p> <p>Proposed residential development of 80 dwellings, and associated access roads, public open space, attenuation ponds and infrastructure (re-advertised application) (additional highway/parking and ecology information submitted)</p> | | |
| 4 | P/01453/16 TCP/27713/D | Newport | Conditional
Permission |
| | <p>Carisbrooke College, Mountbatten Drive, Newport, Isle of Wight.</p> <p>Demolition of buildings; construction of 2/3 storey building to provide 600 place secondary school with associated landscaping</p> | | |

5

[P/01344/16 TCP/04188/A](#)

Wroxall

**Conditional
Permission**

land west of 53-59 West Street and, south of 70 West Street, Rew Lane, Wroxall, Ventnor, Isle of Wight.

Outline for construction of six dwellings

01 Reference Number: P/00740/16 – TCP/23419/A

Description of application: Proposed pair of semi-detached dwellings with parking.

Site Address: Fairwinds, Buckbury Lane, Newport, Isle of Wight, PO30 2NJ

Applicant: Mr Peter Lane

This application is recommended for conditional permission

REASON FOR COMMITTEE CONSIDERATION

The Local Member has requested that the application is determined by the Committee for the following reasons:

- Impact on neighbouring residential amenity, in terms of loss of outlook and privacy;
- Capacity of physical infrastructure to support the proposed development;
- Safety of access.

MAIN CONSIDERATIONS

- Principle of development.
- Impact on the character and appearance of the area.
- Impact on existing trees and wildlife, in particular bats and squirrels.
- Impact on neighbouring properties.
- Impact on the safe use and capacity of the highway network.

1. Location and Site Characteristics

- 1.1. The application relates to part of the rear garden of an existing dwellinghouse (Fairwinds, Buckbury Lane), which abuts the southwestern end of Buckbury Heights, a residential cul-de-sac accessed from Long Lane to the north.
- 1.2. The rear garden is laid to lawn and rises from southwest to northeast and there is also a cross fall from southeast to northwest. It contains numerous trees and the southwestern, southeastern and northeastern boundaries of the site are defined by trees and garden hedging.
- 1.3. This is a residential area of Newport generally characterised by detached and semi-detached single and two-storey housing of mixed traditional appearance, laid out in a linear fashion fronting, but set back from, the highway in generous

landscaped plots. This gives the area a spacious and verdant suburban character and appearance.

2. Details of Application

- 2.1 The application proposes to develop the northeastern part of the garden to provide a pair of semi-detached split level dwellings that would have the appearance of chalet bungalows when viewed from the front (Buckbury Heights) and two storey dwellings with roof space accommodation when viewed from the rear (Fairwinds). A raised parking area would be provided to the front of these dwellings, accessed from Buckbury Heights, and which would lead to proposed integral single garages. To the rear of the dwellings, gardens would be provided.
- 2.2 The submitted plans indicate that the eaves height of the proposed dwellings would be 3.3m and the ridge height 7.8m (when measured from the highest point of ground level immediately adjacent to the proposed dwellings). The plans show that the roofs would be tiled, the walls would be faced with brick, with tiled gabled ends and dormer cheeks, and external doors and windows would be white UPVC. To the rear, upper ground floor glass and stainless steel balconies are proposed that would be inset 2.3m from the side walls of the dwellings.
- 2.3 The application is supported by a tree survey/report, bat survey, and Planning, Design and Access Statement, the latter has been revised by the applicant following the original submission.

3. Relevant History

- 3.1. P/00130/00 – TCP/23419: Outline for 2 chalet bungalows with access off Buckbury Heights: conditional permission 03/07/2000.

4. Development Plan Policy

Local Planning Policy

- 4.1 The Island Plan Core Strategy (CS) defines the application site as being within the settlement boundary of the Medina Valley Key Regeneration Area.

The following policies are relevant to this application:

- SP1 Spatial Strategy
- SP2 Housing
- SP7 Travel

- DM2 Design Quality for New Development
- DM12 Landscape, Seascape, Biodiversity and Geodiversity

- DM17 Sustainable Travel

4.2 The site is within the Solent Special Protection Area (SPA) site buffer zone and so the requirements of the Solent SPA Supplementary Planning Document are relevant to this application.

5. Consultee and Third Party Comments

Internal Consultees

5.1 The Council's Tree Officer has advised that the existing trees within the site are not worthy of a Tree Preservation Order and that removal of these trees, including a Macrocarpa, would not harm the amenity of the area.

Parish Council Comments

5.2 Newport Parish Council has no objections subject to conditions, including the need to control surface water run-off in an environmentally friendly way.

Third Party Representations

5.3 11 representations have been received from local residents who object, raising the following concerns:

- layout and density of the development, overdevelopment of the site, loss of open aspect of the neighbourhood;
- size, design, bulk and appearance of dwellings would be overbearing and out of scale and keeping with existing development;
- topography of the site;
- adverse effect on neighbouring residential amenity, including effect on privacy of neighbouring residents and loss of light, and proximity to neighbouring properties, principally 4 Buckbury Heights;
- impact on safe use and condition of the highway network;
- inadequate access and insufficient parking space;
- local drainage/subsidence problems/impact to ground/neighbouring property stability;
- impact to trees and potential impact to bats and squirrels;
- errors and various issues with submitted supporting statement and dimensions stated within this document are incorrect;
- neighbouring land cannot be used to facilitate development of the site;
- part of site not in the ownership of the applicant;
- possible presence of asbestos and contaminated land;
- previous 2000 planning permission was not implemented.

6. Evaluation

Principle of development

- 6.1 The application site is located within a residential area of Newport within the settlement boundary of the Medina Valley Key Regeneration Area (KRA). Policy SP1 of the CS explains that the Island's Key Regeneration Areas will be the focus for new housing development over the plan period (2011 to 2027) and states that the Council will support, in principle, development within the defined settlement boundaries of the KRAs. Policy SP2 explains that the CS provides for 8,320 dwellings for the Island during the plan period (2011-2027), with 1,350 of these to be delivered within the Medina Valley (excluding existing permissions). Therefore, having regard to these policies and the location of the site within the settlement boundary of the Medina Valley KRA, it is considered that the proposal can be supported, in principle, in line with the spatial aims of policies SP1 and SP2 of the CS in terms of the location and delivery of new housing development on the Island.

Impact on the character and appearance of the area

- 6.2 The proposal seeks to develop part of the rear garden of Fairwinds in a similar manner to a development proposal granted outline planning permission by the Council in 2000, ref P/00130/00. Like this previous development proposal, the current proposal is for a pair of semi-detached dwellings to be constructed at the northeastern end of the garden, to the northwest of Nos. 3 and 4 Buckbury Heights, and these proposed dwellings would front onto, and be accessed from, Buckbury Heights. The layout of the development would reflect, and be similar to, the layout of Nos. 3 and 4 Buckbury Heights, with small frontages and rear gardens that would back onto the rear garden that would remain for Fairwinds to the southwest. In terms of the layout of the proposed development, it is considered that not only would it be similar to the development approved in 2000, it would also reflect and compliment the suburban residential estate character of this part of Newport.
- 6.3 In terms of the scale and appearance of the proposed dwellings, it is considered that the dwellings would reflect and compliment the mixed traditional character and appearance of dwellings locally and would be similar in scale to other dwellings in the area. The development would use the topography of the site, which falls to the southwest, so that from Buckbury Heights the dwellings would have the appearance of chalet bungalows, in keeping with Nos. 3 and 4, but when viewed from the rear (southwest) would have the appearance of two storey dwellings with accommodation in the roof. The increased scale of the proposed dwellings at the rear would only be readily apparent when viewed from neighbouring property. Given that even this scale would be in keeping with dwellings locally, that the dwellings in terms of the proposed height of the eaves and roof ridge would be at a similar height (or in the case of the roof ridge the same height) as the height of the eaves and

ridge of Nos. 3 and 4, and having regard to the topography of the area and that it is not uncommon see dwellings at various heights to one another, especially when viewing properties from Buckbury Lane to the southwest, it is considered that the proposed dwellings would not be visually prominent or intrusive, but would integrate into the site and the surrounding area and would complement the character and appearance of this residential area.

- 6.4 Taking into consideration the above and the previous outline permission granted in 2000, it is considered that the proposed development would integrate into the site and its surroundings and would complement the character and appearance of the area in accordance with the aims of policy DM2 of the CS.

Impact to existing trees

- 6.5 The application site contains, and is bounded to the northeast, northwest and southeast, by existing trees and hedging. These features currently provide a verdant appearance and setting to the garden of Fairwinds and neighbouring dwellings, but do not make a significant contribution to the amenity and landscape of the wider area. The existing Macrocarpa tree has been reduced in the past and this has resulted in the tree having a poor form and appearance. The tree survey/report submitted by the applicant states that these existing trees make no significant contribution to the amenity and landscape of the area and recommends that T1-T25 are removed and that new trees are planted within the site as part of the proposed development. This report also recommends that protective measures are implemented during development to protect existing trees to be retained, in particular T26, an existing Plum tree on the boundary with Woodlands.
- 6.6 The Council's Tree Officer has advised that existing trees, including the existing Macrocarpa, within the site are not worthy of Tree Preservation Orders and that removal of these trees would not harm the amenity or landscape of the area. It is noted that this was the opinion of the Council's Tree Officer in 2000 when the 2000 planning application was assessed and subsequently outline planning permission granted.
- 6.7 Having regard to the above and the advice of the Council's Tree Officer, it is considered that, subject to protective measures being implemented in line with the recommendations of the submitted tree survey/report and new tree planting being undertaken within the site as part of the landscaping of the development to compensate for tree removal that the proposed development would not result in the loss of any existing trees of high amenity value and would not harm the arboreal character and amenity of the area in accordance with the aims of policy DM2 of the CS.

Impact on protected species, in particular bats and squirrels

- 6.8 In terms of wildlife, concerns have been raised in respect of bats and squirrels. The applicant has submitted a bat survey, dated August 2016, which found no evidence of bats using the existing Macrocarpa tree and which explains that the tree holds no bat roosting potential. Given this, it is considered that there is no evidence to suggest that removal of this tree would result in harm to bats or their roosts. Furthermore, it is considered that existing trees within this domestic garden could be removed without permission from the Council, and given the current development proposal would have no greater impact on existing trees or wildlife than the development authorised by the Council in 2000, it is unlikely that the proposed development would result in harm to bats, squirrels or other protected species. Notwithstanding this, there is always the possibility that protected species could be discovered during any site clearance and so it is recommended that a planning condition is imposed to ensure that any site clearance is overseen by a qualified ecologist. Subject to this condition, it is considered that appropriate regard would be had to wildlife and biodiversity in accordance with the aims of policies DM2 and DM12 of the CS.

Impact on neighbouring properties

- 6.9 The proposed dwellings, including the proposed rear balconies, would be about 30m from the rear of Fairwinds to the southwest. Given this distance, taking into consideration the topography of the site, the rear garden of Fairwinds to remain, the lower level of Fairwinds, as well as the elevated nature of its rear garden, it is considered that the proposed dwellings, including the proposed rear balconies, would not result in any significant loss of light to or outlook from this existing dwelling and would not result in any significant or harmful loss of privacy for existing or future residents of this neighbouring property.
- 6.10 There would be approximately 2m between the southeastern side wall of the proposed dwellings and 4 Buckbury Heights to the southeast. As discussed above, the eaves and ridge height of the proposed dwellings would be similar, or the same, as the eaves and ridge height of Nos. 3 and 4. No. 4 has no windows within its northwest side elevation facing the site and given the limited projection of the proposed dwellings beyond the rear wall of No. 4, about 3m when considering the nearest proposed dwelling, and taking into consideration the staggered rear walls of the proposed dwellings and the principal northeast-southwest orientation and size of the rear gardens of Nos. 3 and 4, it is considered that the proposed dwellings would not result in any significant loss of daylight/sunlight to or outlook from these neighbouring dwellings or the rear gardens of these dwellings.

6.11 In terms of privacy, it was noted during the site visit that because of the topography and current boundary treatments, these neighbouring dwellings already have a significant degree of intervisibility with neighbouring dwellings in Buckbury Lane, notably Fairwinds (the application site) and Kawakawa to the south. Any overlooking from the proposed rear windows and doors would be no greater than would generally be found in this, or any other suburban area, and although the proposed rear balconies would give rise to some overlooking of the rear garden of these neighbouring dwellings, this would be limited to the very rear parts of the rear gardens of these properties due to the proposed side screens and would not be harmful to the privacy of residents of these neighbouring dwellings. This is in particular due to the current mutual intervisibility with neighbours that exists at present and also the height of the proposed rear balconies, which would be at a similar level to, though slightly higher than, the existing raised decking at the rear of Nos. 3 and 4. Therefore, it is considered that the privacy of residents of Nos. 3 and 4 would not be harmed.

It is noted that concerns have been raised that removal of the existing Macrocarpa tree could potentially cause damage to No. 4. However, this issue was considered by the Council in 2000, and like then, this issue is a civil matter between the developer and the owners/occupiers and is not a material planning consideration. As such this issue cannot prejudice the determination of the application and would not be a reason to withhold planning permission. Given the above, it is concluded that the privacy and amenities of residents of 3 and 4 Buckbury Heights would not be harmed by the proposed development.

6.12 The proposed dwellings, including the proposed rear balconies, would be at least 34 metres away from Kawakawa to the southwest. Given this distance, the existing topography, the lower level of this neighbouring dwelling, and having regard to the already existing intervisibility with 3 and 4 Buckbury Heights to the northeast of this neighbouring property, it is considered that the proposal would not harm the privacy of residents of this neighbouring property and would not result in any significant loss of light to, or outlook from, this existing residential property. Therefore, it is considered that the privacy and amenities of residents of Kawakawa would be maintained.

6.13 The rear garden of Woodlands to the northwest of the site is currently screened from the rear garden of Fairwinds (the application site) by existing trees and garden hedging. Although concerns have been raised in relation to the loss of existing trees, it is considered as discussed above, that the proposal would have no greater impact on existing trees than the development approved in 2000 by the Council would have had. In addition, the grant of planning permission would not prejudice the owners/occupiers of Woodlands from protecting or defending their private property rights. Such rights are not a material consideration and cannot prejudice the determination of the current application. The proposed dwellings would be 29m away from this neighbouring dwelling, with the proposed rear balconies being 28m away.

Though the rear garden of Woodlands does at present benefit from a good degree of privacy from neighbouring dwellings, given the distance of the proposed dwellings and balconies away from this neighbouring dwelling and having regard to the size of its rear garden, it is considered that the proposed development would not result in harmful loss of privacy for residents of this neighbouring property and would not result in any harmful loss of light to, or outlook from, this neighbouring dwelling or its rear garden. Therefore, it is considered that the privacy and amenities of residents of Woodlands, although affected, would not be harmed by the proposed development.

- 6.14 Numbers 5 and 6 Buckbury Heights to the northeast of the site are situated at an elevated height in relation to the application site, on the opposite side of Buckbury Heights, and would be 25 metres away from the proposed dwellings. Given this distance, it is considered that the proposed development would not result in any harmful loss of outlook from, or light to, these neighbouring dwellings and would not result in a loss of privacy for residents of these properties. Furthermore, any loss of a view is not a material planning consideration. Therefore, it is considered that the proposal would not harm the privacy and amenities of residents of 5 and 6 Buckbury Heights.

Impact on the safe use and capacity of the highway network

- 6.15 The proposed dwellings would be accessed via the turning head at the end of Buckbury Heights and this is the same access arrangement as proposed for the dwellings authorised in 2000. The submitted plans show that each dwelling would benefit from a garage and shared access and space would be provided to the front of the dwellings so that cars could park. The turning area at the end of Buckbury Heights would provide adequate space for vehicles to turn as it does for other vehicles currently using this road. Given the low speed residential nature of this road, that the access arrangements proposed would not be significantly different than those proposed in 2000, and having regard to the parking space and garages proposed to service the dwellings, it is considered that the proposal would not harm the safe use or capacity of the highway network and would provide adequate on-site car parking to service the proposed dwellings in accordance with the aims of policies SP7, DM2 and DM17 of the CS.

Other issues raised

- 6.16 Issues of drainage and ground stability were raised in 2000. From a review of the Council's officer report for the 2000 application it was clear that the design of any retaining wall and foundations of the dwellings would be considered under the Building Regulations. The NPPF makes it clear that ground stability is the responsibility of the developer. Given this, that the site is not within an area of known ground instability, that the construction design of the dwellings and any retaining walls would be considered under the Building Regulations, it is considered that the position, design and height of any retaining walls can be

agreed through a planning condition in respect of the landscaping of the site. Furthermore, a planning condition could be used to ensure that adequate provision would be made for the disposal of surface water from the development.

- 6.17 The issue of the 'ransom strip' has been raised before when the 2000 permission was granted by the Council. The development proposed has been revised to account for this and the applicant has confirmed that the development would only affect land in the applicant's ownership and would not be affected by this 'ransom strip'. Land ownership and private property rights/covenants are not material planning considerations and so it is considered that this issue cannot prejudice the determination of the application.
- 6.18 It is noted that concerns have been raised in relation to possible presence of asbestos and land contamination. This is a domestic garden and no conditions were imposed on the 2000 permission in respect to land contamination. In addition, should asbestos have to be removed from the site, this is covered by other legislation.
- 6.19 The applicant has agreed to make the contribution required by the Council's Solent SPA SPD. Therefore, provided this contribution is made on commencement of the development as agreed by the applicant, the requirements of this SPD would have been met and the development would be considered not to have a significant adverse effect on the Solent SPA site.

7. Conclusion

- 7.1 For the above reasons, it is considered that the proposal would comply with planning policy in terms of the location and delivery of new housing on the Island, it would maintain and complement the character and appearance of the area, it would not harm, and would have appropriate regard to existing high amenity trees and protected species, it would not harm neighbouring amenity, and it would not harm the safe use and capacity of the highway network. Therefore, it is concluded that the proposal would comply with the provisions of the development plan.

8. Recommendation

- 8.1 Conditional Permission.

9. Statement of Proactive Working

- 9.1 In accordance with paragraphs 186 and 187 of the NPPF, the Isle of Wight Council takes a positive approach to development proposals focused on solutions to secure sustainable developments that improve the economic, social and environmental conditions of the area. Where development

proposals are considered to be sustainable, the Council aims to work proactively with applicants in the following way:

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

In this instance:

- The applicant was updated during the application process and given the opportunity to submit revised plans/additional information to address concerns/issues raised;
- Following receipt of revised plans and additional information (bat survey and updated Planning, Design and Access Statement), the application was considered to be acceptable.

Conditions

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

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

- 2 Except for the requirements of conditions 5 to 11 (inclusive), the development hereby permitted shall only be carried out in complete accordance with the details shown on the submitted plans, numbered:

031-15.2 Revision 1.12	Proposed Site Plan & Ground Floor Plan
031-15.3 Revision 1.12	Proposed Sections & Elevations
031-15.4 Revision 1.12	Proposed Plans & Elevations
031-15.5 Revision 1.12	Block & Location Plans

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

- 3 No development, including site clearance, shall begin on the site until all retained trees have been protected by fencing or other agreed barrier as detailed on a Tree Protection Plan that has been submitted to and approved in writing by the Local Planning Authority. The Tree Protection Plan shall show the positions of the protective fencing/barrier to be erected and any fencing/barrier shall conform to the following specification, unless otherwise approved in writing by the Local Planning Authority:

Barrier shall consist of a scaffold framework as shown in figure 2 of BS 5837 (2005). Comprising of vertical and horizontal framework braced to resist impact, with vertical tubes spaced at a maximum of 3 m intervals. Onto this weldmesh panels are to be securely fixed. Such fencing or barrier shall be maintained throughout the course of the works on the site, during which period the following restrictions shall apply:

- (a) No placement or storage of material;
- (b) No placement or storage of fuels or chemicals.
- (c) No placement or storage of excavated soil.
- (d) No lighting of bonfires.
- (e) No physical damage to bark or branches.
- (f) No changes to natural ground drainage in the area.
- (g) No changes in ground levels.
- (h) No digging of trenches for services, drains or sewers.
- (i) Any trenches required in close proximity shall be hand dug ensuring all major roots are left undamaged.

Reason: To ensure that existing trees to be retained would be adequately protected from damage to health and stability throughout the construction period in the interests of the amenity of the area and to comply with the aims of policy DM2 (Design Quality for New Development) of the Island Plan Core Strategy.

- 4 Any site clearance shall be carried out under the supervision and guidance of a qualified ecologist.

If at any stage of the development protected species are found within the site Natural England's standing advice should be consulted and, if necessary, independent expert advice sought.

Further advice and guidance in relation to protected species can be found at www.gov.uk and by contacting Natural England.

Reason: To ensure protected species and biodiversity would not be harmed in accordance with the aims of policies DM2 (Design Quality for New Development) and DM12 (Landscape, Seascape, Biodiversity, and Geodiversity) of the Island Plan Core Strategy.

- 5 Construction of the dwellings hereby permitted shall not begin until details of the materials and finishes to be used in the construction of the external surfaces of these dwellings 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.

- 6 No dwelling hereby permitted shall be occupied until details of hard and soft landscaping works, 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 proposed finished levels or contours; means of enclosure and boundary treatments (including any retaining walls); pedestrian access; hard surfacing materials; refuse storage; and new planting (including the position, species, size, number and density of any trees/plants). The landscaping of the development shall be carried out and completed in accordance with the approved details and the agreed times or at the latest by the end of the first planting season following first occupation of any or all of the dwellings. 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: To ensure an attractive appearance for the development, to compensate for the removal of trees required to facilitate the development and to ensure a good level of amenity would be maintained for neighbouring residents and future occupants of the development in accordance with the aims of policy DM2 (Design Quality for New Development) of the Island Plan Core Strategy and the National Planning Policy Framework.

- 7 The dwellings hereby permitted shall not be occupied until facilities for the disposal of surface water from the development has been provided in accordance with details that have been submitted to and approved in writing by the Local Planning Authority. The submitted details shall include an assessment of the potential for surface water to be disposed of by means of sustainable drainage systems (SuDS), evidence that any SuDS would have the capacity to accommodate the surface water flows from the development, and details of how any SuDS would be managed and maintained in the future. If it is proposed to connect to the existing public sewer, evidence and calculations, as well as details of any proposed attenuation, should be submitted to demonstrate that the public sewer would have capacity to accommodate the surface water flows from the development.

Reason: To ensure that the development would make adequate provision for the disposal of surface water in accordance with the aims of policies DM2 (Design Quality for New Development) and DM14 (Flood Risk) of the Island Plan Core Strategy.

- 8 The dwellings hereby permitted shall not be occupied until space has been laid out within the site and drained and surfaced in accordance with drawing number 031-15.2 Revision 1.12 and the details approved in accordance with condition 6 for cars to be parked and for vehicles to turn so that they may enter and leave the site in forward gear. Thereafter this space shall not be used except for the parking and manoeuvring of vehicles belonging to occupants of

the dwellings hereby permitted or their visitors.

Reason: In the interests of highway safety and to ensure that adequate on-site parking would be provided and retained to service the development in accordance with the aims of policies DM2 (Design Quality for New Development) and DM17 (Sustainable Travel) of the Island Plan Core Strategy.

- 9 No dwelling hereby permitted shall be occupied until the means of vehicular access shown on drawing 031-15.2 Revision 1.12 has been constructed in accordance with details that have been submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure adequate and safe access to the proposed development in accordance with the aims of policy DM2 (Design Quality for New Development) of the Island Plan Core Strategy.

- 10 The dwellings hereby permitted shall not be occupied until the screens to the rear balconies shown on drawing 031-15.4 Revision 1.12 have been installed in accordance with details that have been submitted to and approved in writing by the Local Planning Authority. Thereafter, these screens shall be maintained and retained in accordance with the approved details.

Reason: To protect neighbouring amenity in accordance with the aims of policy DM2 (Design Quality for New Development) of the Island Plan Core Strategy and the National Planning Policy Framework.

- 11 The landing windows to be installed within the northwest and southeast side elevations of the dwellings hereby permitted shall be (1) obscure-glazed and (2) non-opening, unless the parts of the windows that can be opened would be more than 1.7 metres above the floor level of the room in which these windows are installed. These windows shall be installed, maintained and retained thereafter in accordance with the requirements of this condition.

Reason: To protect the privacy and amenities of neighbouring residents in accordance with the aims of policy DM2 (Design Quality for New Development) of the Island Plan Core Strategy and the National Planning Policy Framework.

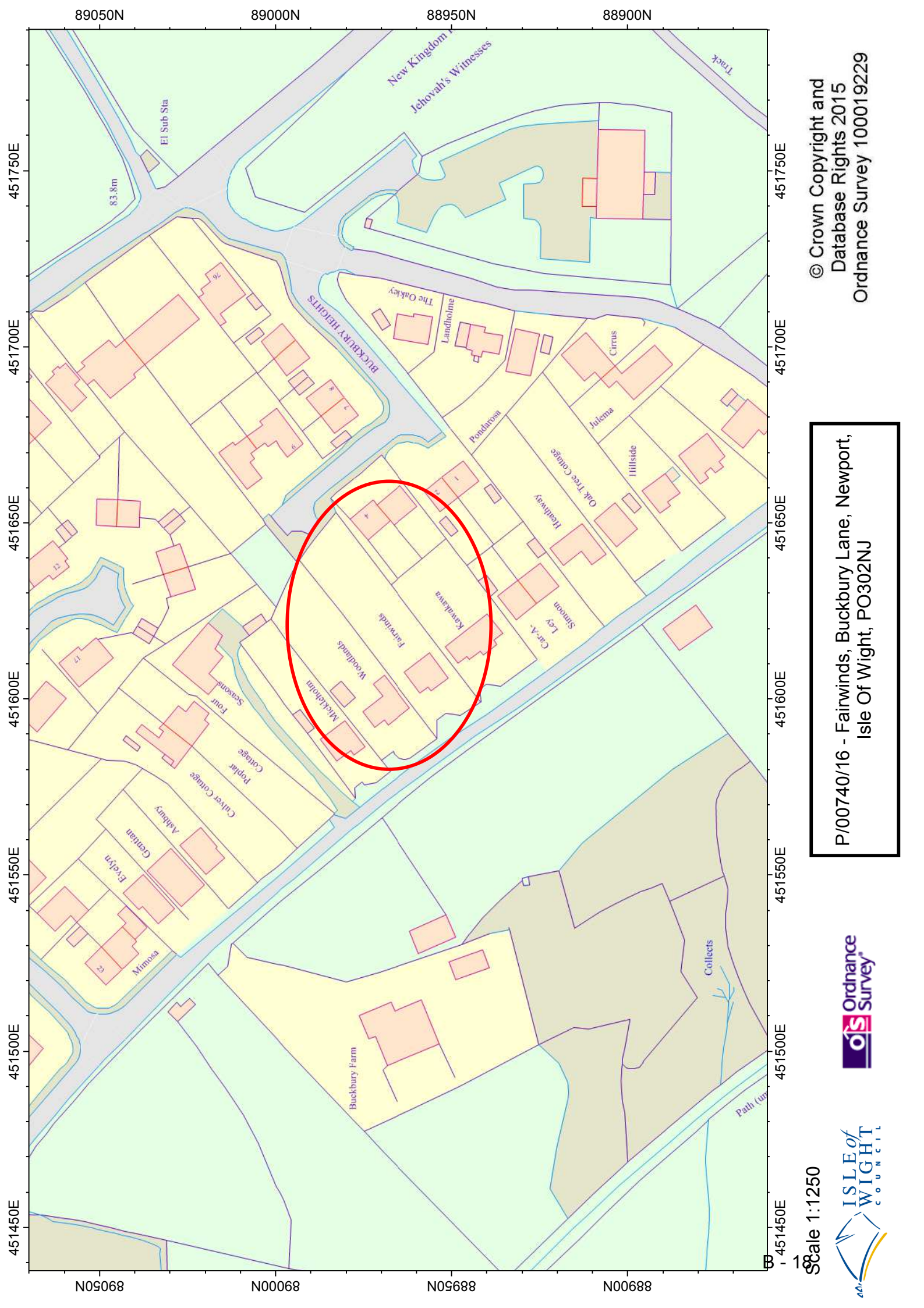
- 12 Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking and re-enacting that Order, with or without modification), no upper floor windows, dormer windows or roof lights (other than those expressly authorised by this permission) shall be constructed within the northeast and southwest side elevations of the dwellings.

Reason: To protect the privacy and amenities of neighbouring residents and the privacy and amenities of future occupants of the development in

accordance with the aims of policy DM2 (Design Quality for New Development) of the Island Plan Core Strategy and the National Planning Policy Framework.

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

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



P/00740/16 - Fairwinds, Buckbury Lane, Newport,
Isle Of Wight, PO302NJ

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Scale 1:1250

02 Reference Number: P/01235/16

Description of application:

Demolition, site clearance and provision of expanded vehicle marshalling facilities; proposed taxi/drop off area and dropped trailer storage compound associated with existing ferry operations; proposed platform; stopping up of Dover Road slipway and public footpath to the west of Trinity Yard

Site Address:

Venture Quays/Trinity House Depot & Wharf/Red Funnel Marshalling Yards, located in vicinity of Dover Road and, Castle Street, East Cowes, Isle of Wight, PO32

Applicant: Mr Carter - Southampton IoW South of England Royal Mail Steam Packet Co.

This application is recommended for conditional planning permission

REASON FOR COMMITTEE CONSIDERATION

This planning application raises issues of Island-wide significance, therefore, in line with the Council's Constitution, Officers have referred this application for Committee consideration.

MAIN CONSIDERATIONS

- Planning History
- Principle of development
- Employment issues (including issues relating to deep water)
- Economic benefits
- Size of the Marshalling Yard
- Highway & Parking considerations
- Impact on heritage assets
- Impact on the character of the area
- Impact on the amenities of neighbouring uses
- Slipway stopping up and re-provision
- Other matters
 - Flood Risk matters (including surface water and foul drainage)
 - Contaminated land issues
 - Ecological considerations
 - Heads of Terms

1. Location and Site Characteristics

- 1.1. The application site comprises approximately 0.67 hectares of land located within the centre of East Cowes, and which sit alongside the existing ferry operations and other land-uses including commercial, residential, and industrial uses.
- 1.2. The existing Red Funnel ferry operation comprises:
- Existing link-span and ferry terminal building at the northern end of Dover Road
 - “Trinity Yard” marshalling yard
 - “Phoenix Yard” marshalling yard
 - More recently the area to the rear of the terminal building (“Seaholme Yard”) has been utilised as parking area in connection with the ferry operation.

With the exception of the link-span, all of these areas are within the application site boundary.

- 1.3. The application site includes part of the land forming the area known as “Venture Quays” the area affected by this application would be approximately 0.4 hectares. The application includes the proposed demolition of “Redux” which sits adjacent to the existing public right of way which is also within the application boundary and which runs to the rear of properties fronting Dover Road. The majority of the “Venture Quays” site (including “Medina”, “Paintshop”, “Columbine” and the associated apron) would lie outside of the application and would not be materially affected by this proposal, additionally the properties within Dover Road (including 5 residential properties, the White Hart public house and Jade Garden Chinese Takeaway) lie outside of this application and would therefore be retained.
- 1.4. The final part of the application site is the area known as “Trinity Wharf” which is approximately 0.27 hectares, comprising offices and parking. It should be noted that the application boundary does not include a timber decked area adjacent to the buildings which forms a quayside from the River Medina.
- 1.5. The application site falls within flood zones 2 and 3, no other formal designations exist on site although it is noted that the site lies adjacent to River Medina which is subject to a number of ecological designations. To the south of the application site is the Grade 2 Listed “Grid Iron building”

2. Details of the Application

- 2.1. The application seeks full permission for the demolition of the existing “Redux” building, along with those forming “Trinity House and Wharf”. These areas would then be re-developed to form additional vehicle marshalling area to complement the existing yards. The scheme also includes for the relocated

taxi/drop-off facilities, and the creation of a formalised dropped trailer storage area associated to the commercial freight operations undertaken.

2.2 In order to facilitate these works, there is a requirement to seek closure of the existing footpaths which run adjacent to “Trinity Wharf” and the western end of Church Path (to the rear of properties on Dover Road). Furthermore, there is a requirement for closure of public access to slipway adjacent to existing ferry link span and provide a platform over. It should be noted that there is no proposal to alter the existing link-span arrangements for loading/disembarking and there are no proposals to increase the capacity of the linkspan or provide additional berthing within the current application.

2.3 Members may wish to note that the application has presented an implementation timeline which includes the following:

- Demolition - Q3/Q4 2017
- Yard construction – Q1 2018
- Yard operational – end Q1 2018

3. Relevant History

3.1. There is considerable planning history relating to various parts of the application site as a result of their historic uses. However, the most relevant planning history is in the form of the “East Cowes Masterplan”.

3.2 P/00027/06 was granted permission in October 2007 and permitted the demolition of Venture Quays, Trinity House Depot, Red Funnel ticket office, Public Conveniences and Camelia; outline for a mix of uses including employment, retail, health facility, community facilities, marine heritage experience, events space, hotels, residential and ferry marshalling facilities, together with associated highway and junction improvements to include new road from Church Path to Old Road; public transport interchange, car parking and servicing, open space and landscaping, flood defence measures and site remediation works; full permission for land reclamation works to the west of Venture Quays (plots 7A, 7C & 8B part)

Located at: Venture Quays/Trinity House Depot & Wharf/former North Works/land to west of Sylvan Avenue, Red Funnel Marshalling Yards/Public Conveniences/Well Road Car Park/located in vicinity of, Castle Street, East Cowes, PO32

This permission was granted subject to a S106 agreement.

3.3 In addition, the application granted full permission for the land reclamation works and ferry marshalling facilities Which have not been implemented and have therefore lapsed. The outline elements of this approval remain extant as the Waitrose, Medical Centre and the housing located off Church Path elements have all been implemented.

- 3.4 In April 2016 the Planning Committee considered P/01065/15 which sought permission for:

Full planning permission for demolition of Red Funnel ferry terminal, industrial buildings, commercial buildings at Trinity House and properties on Dover Road; closure of Dover Road, western end of Church Path (to the rear of properties on Dover Road) and closure of public access to slipway adjacent to existing ferry link span; proposed Red Funnel terminal building with associated marshalling facilities with accesses off Castle Street; landscaping and fencing; Outline consent for redevelopment of a mix of uses comprising of up to 100 dwellings, up to 1850m² of non-residential floorspace including retail, leisure and commercial premises (Use Classes A1-A5, B1 and B2) and 60 bed hotel; (being treated as a hybrid application)(additional information received 19.1.16)(re-advertised)

- 3.5 Following Planning Committee consideration, this application was refused on 15th April 2016 for the following reason:

By reason of the loss of existing employment facilities which are important to the economy of East Cowes and the island. The loss of existing employment land, buildings and deep water access would be prejudicial to the sustainability of the local economy and future economic growth in East Cowes. The proposal fails to demonstrate that the mixed use development proposed would not lead to a net loss in employment opportunities and proposals would be contrary to policy SP3 and DM8 of the Island Plan Core Strategy

This application is currently subject to an Appeal to the Planning Inspectorate. There is no update on this Appeal available at the time of the report.

- 3.6 It should be noted that the current application has not been submitted as a formal revised scheme of the previous refusal, it has been made as a separate application with a different site area and an alternative proposal.

4. Development Plan Policy

National Planning Policy

- 4.1. The National Planning Policy Framework (NPPF) constitutes guidance for local planning authorities and decision-takers both in drawing up plans and as a material consideration on determining applications. At the heart of the NPPF is a presumption in favour of sustainable development.
- 4.2 The NPPF states that sustainable development is a core issue for the planning system and sets out three roles (economic, social and environmental) that should be performed by the planning system. The NPPF places a “presumption in favour” at its core, citing that development in accordance with an up-to-date Local Plan should be approved. It sets twelve principles and

these include encouraging the reuse of existing resources and effective use of previously developed land, and encourages that policies and decisions should seek to address barriers to investment (particularly infrastructure) as part of encouraging economic growth. In particular paragraph 33 identifies planning for “...ports should take account of their growth and role in servicing business, leisure, training and emergency service needs”.

Local Planning Policy

4.3 The Island Plan Core Strategy defines the application site as being within Medina Valley Key Regeneration Area and within the settlement boundary for East Cowes. The following policies are relevant to this application:

- SP1 Spatial Strategy
- SP3 Economy
- SP4 Tourism
- SP5 Environment
- SP7 Travel

- AAP1 Medina Valley

- DM2 Design Quality for New Development
- DM7 Social and Community Infrastructure
- DM8 Economic Development
- DM9 Town Centres
- DM11 Historic and Built Environment
- DM12 Landscape, Seascape, Biodiversity and Geodiversity
- DM14 Flood Risk
- DM17 Sustainable Travel
- DM18 Cross-Solent Travel

Other Local Documents, Plans or Strategies

4.4 East Cowes Town Plan (2004) & East Cowes Design Statement (2009)

Other relevant Documents, Plans or Strategies

4.5 “Solent Gateways: Improving Connectivity between Southampton and the Isle of Wight”

4.6 Solent LEP - “Maritime Futures: Solent Waterfront Sites”

5. Consultee and Third Party Comments

Internal Consultees

5.1 The Council’s Ecologist has raised no objections to the proposal. The need for

a Construction Environmental Management Plan and measures to improve biodiversity at the site are highlighted.

- 5.2 The Councils Environmental Health officers have commented in relation to Contaminated Land, Air Quality, and Noise, raising no objection subject to the imposition of conditions.
- 5.3 The Highway Engineer for Island Roads originally requested additional information. Following receipt of the updated information they have provided detailed comments on the proposals and advise that they recommend conditional permission.
- 5.4 The Councils Public Rights of Way Team have advised that the existing footway to the front of Trinity is not recorded on the Definitive Map however its stopping up requires a formal process. Public Footpath CS28 is recorded on the Definitive Map and that stopping up of the path will need to be requested in accordance with S257 of the Town & Country Planning Act 1990 which is a separate process to the planning application/decision. Given the impact on the public right of way and the level of development proposed, they request a contribution towards the development of and/or improvement to public rights of way in the East Cowes, Whippingham, and Wootton areas.

External Consultees

- 5.5 The Environment Agency raise no objections to the proposals, subject to the imposition of conditions.
- 5.6 Natural England have advised that they raise no objections to the scheme and identify that the scheme is unlikely to result in a significant effect on the natural environment.

Town Council Comments

- 5.7 East Cowes Town Council have advised that they object to the proposals. They raise a number of issues which they believe need to be addressed, these are summarised as follows:
- If slipway is to be closed, alternative must be in place.
 - What happens in future when capacity for proposed yard is met?
 - What will happen with early arrivals?
 - Does not resolve traffic issues
 - Lack of design, would not improve the area
 - Little integration with the town
 - Air quality needs assessment
 - No what the community want

The comment closes by identifying that East Cowes requires and demands a better gateway to the Isle of Wight.

Third Party Representations

5.8 51 representations (including from East Cowes Business Association and the Isle of Wight Society) object to the proposals, with reasons summarised as follows:

- Long-term solution required
- Piecemeal approach
- No benefits to the town
- Loss of slipway – important facility
- Long-term traffic issues would not be resolved
- Would cut-off town centre
- Would affect employment site larger than 1 hectare
- Does not protect, conserve or enhance designated assets
- Removal of on-street parking
- Loss of footpath links in-front of Trinity House
- Noise impact from freight operation
- Impact on Dover Road properties
- Contrary to policy
- Will not resolve congestion
- Visual impact
- Other options should be considered such as out of town facility
- Loss of employment buildings not acceptable / Loss of jobs
- Flood risk / Surface water drainage concerns

5.9 86 representations in support of the proposals have been received. These raise comments which can be summarised as follows:

- Need to support transport links for the Island
- Improvements to services are required
- Regeneration is a good thing
- Existing buildings do not look great
- Larger yard will free up parking in the town
- Increased capacity needed to accommodate growth
- Improvements will benefit efficiency and health and safety
- Improvements will benefit existing businesses who use the service, and this offers wider benefits for the Island
- Would create a more appealing sense of arrival
- Potential to maintain and create more job opportunities Island wide as a result of a more pleasant and efficient arrival/departure
- Proposals “look to the future” rather than the past, and will create future opportunities/benefits
- Ferry capacity and efficiency of loading/unloading is crucial to customer satisfaction and driving repeat business, particularly within tourism sector.
- Improved capacity will reduce waiting times, offering benefits for all users and the wider Island.

- 5.10 It is also noted that the Isle of Wight Chamber of Commerce have provided a comment which offers qualified support for the proposals on the basis that the proposals meet the Councils “planning criteria” and that they are “sympathetic to any wider social impact on the surrounding area or the environment”. The comment provided also highlights the importance of alternative accommodation for existing marine tenants being provided, and that the proposals would provide additional marshalling/operational capacity which has the potential to support economic development and regeneration for East Cowes and the Island.
- 5.11 Visit Isle of Wight have commented in support of the proposals. They highlight continued growth of visitor demand and the need to ensure a 21st century operation. They identify the importance of the “sense of arrival” and first impressions as a driver for repeat business and returning visitors. Growth of the gateway will improve efficiency, and create an opportunity for improved customer service. They note that the existing Dover Road properties would be retained, as would the two main warehouses, which would enable growth to take place whilst allowing Kingston Marine Park to be delivered.
- 5.12 A number of comments within the representations make reference to proposals for a fixed link and suggest that no approval is given until a full investigation/feasibility study has been concluded, such comments are not material to the determination of this application and are therefore afforded no material weight.
- 5.13 Similarly, comments have been made that identify some representations should be discounted on the grounds that the individual may have links to Red Funnel or as a result of their location. The Local Planning Authority cannot restrict who can or cannot make comments, and as such, these representations have been handled in a manner consistent with all other representations.

6. Evaluation

Planning History

- 6.1 The planning history (P/00027/06) is a significant material consideration in the context of the determination of this proposal. This permission, commonly referred to as the “East Cowes Masterplan” or “the 2007 permission”, allowed for the re-development of a number of sites within the centre of East Cowes, as part of an overall strategy for the regeneration of the town.
- 6.2 Subsequent to this approval, a number of the sites have come forward, including the foodstore (Waitrose), medical centre, and early phases of the housing. This permission is considered by the Local Planning Authority to represent an extant permission and it is therefore a significant consideration as it represents a “fall-back” position.

- 6.3 It should be noted that within P/00027/06, full planning permission was granted for the creation of new ferry marshalling facilities and also some land reclamation works. These elements were time-limited by condition and are considered to have expired. However, the relocation of the marshalling facilities as was approved is considered to be of relevance to this application owing to the similarity in location and general arrangement to that proposed through this scheme.
- 6.4 As part of the Masterplan approval, various highway improvement works were outlined to be brought forward. These would have made alterations to a number of key junctions and would have adjusted traffic flows throughout the town. These changes were principally related to the relocation of the marshalling facility, along with the requirements to facilitate the new uses that were proposed as part of the overall regeneration of the town. Some elements of these consented works have been brought forward, such as the changes to Church Path, the Dover Street/Well Road/Castle street junction, pedestrian crossing on Well Road, and the access junction from Castle Street which currently services Waitrose and the car park.
- 6.5 The “fall-back” position is however relevant as within P/00027/06, the “Redux” and “Trinity Wharf” buildings were granted permission to be demolished. These areas and the demolition works are included within the current application.
- 6.6 An application was refused by the Planning Committee in April 2016 (P/01065/15) for a much wider scheme and that application is presently subject to an Appeal. This current application is for a different nature and scale of development to both the Masterplan and the scheme refused by the Council in 2016. It is promoted by the applicant as a smaller, interim scheme which would not preclude the future delivery of the Masterplan or P/01065/16 should that appeal be successful.
- 6.7 An additional consideration within this application will be that of the existing operations, due regard must be given to what has occurred historically at the site and what could continue to occur without the need for specific permission. For example, whilst Phoenix Yard is subject to restrictions regarding marshalling (particularly in relation to the location and hours for commercial vehicle marshalling), Trinity Yard is not restricted by conditions in connection with marshalling activities. These factors are important considerations in relation to the impact of the proposed development, and in particular in relation to the reasonableness of any restrictions sought through conditions or obligations, should permission be granted.

Principle of development

- 6.8 The application site is located within the settlement boundary for East Cowes which is defined as being within the Medina Valley Key Regeneration Area

within the Island Plan Core Strategy. The site is comprised of previously-developed land (or brownfield land), which should be considered as a priority for re-development. As such, the principle of this scheme is considered to comply with policy SP1 of the Island Plan.

Employment issues

- 6.9 Employment issues are considered against the requirements of policies SP1, SP3, SP4, AAP1, DM8 and DM9. These can be broken down into the following sub-headings:
- Loss of “deep water” access
 - Loss of employment area
 - Job impacts
 - Impact on the economy of East Cowes and the Island

Loss of “deep water” access

- 6.10 Concerns have been raised by various parties that the proposal would result in the loss of existing employment sites which benefit from “deep water” access, and that the loss of these sites would have a detrimental effect on the Island’s economy as such sites are important to industries which are marine related. A number of references have been made to the document “Maritime Futures: Solent Waterfront Sites” which was commissioned by the Solent LEP.
- 6.11 The “Maritime Futures” report was issued by the Solent Local Enterprise Partnership (LEP) in September 2015, it was commissioned by the Solent LEP to develop an evidence base of key waterfront employment sites in the Solent region to inform planning policy decision making on waterfront site retention:
- Sites defined as Tier 1 are of prime importance and are relatively the most important sites for Marine Manufacturing activities in the Solent. They display, on balance, the best characteristics to give continued support and growth to marine and maritime business. Sites which on balance display characteristics which are favourable to marine and maritime businesses, though less consistently across the criteria assessed, are relatively less important than the Tier 1 prime sites and are deemed to be of secondary or tertiary importance to the MM sector in the study area and are listed as Tier 2 and Tier 3 sites respectively.
 - Venture Quays is listed as Tier 1
 - Trinity Wharf is listed as Tier 2

Whilst the Local Planning Authority recognises the aforementioned document, and its findings, it must be treated as purely an evidence base, as it is not part of the Development Plan framework established by the Island Plan Core Strategy, and the National Planning Policy Framework. It therefore can only be afforded minimal weight in the decision making process in relation to the

determination of planning applications. In addition, it must be acknowledged that this document is a strategic overview assessment, and that it does have limitations in terms of the nature and extent of assessment work which was undertaken to reach its conclusions and recommendations, and in this regard there are site specific issues which require consideration as set out in the following sections.

6.12 With regard to deep water access criterion 7 of AAP1 (Medina Valley) has the objective of identifying employment sites with waterfront access and ensuring that appropriate access is maintained for employment uses which require water access.

6.13 Officers have visited the existing employment spaces within the site and note the following:

- Access to the water is provided on “Venture Quays” within the area to the front of the Columbine building where a hoist dock and pontoons are located. The Columbine building, apron, hoist dock and pontoons are all located outside of the current application site and under the control of a different landowner
- Access from Paintshop, Medina, Redux to the deep water via the Columbine apron are presently unrestricted. It should be noted that Paintshop and Medina also lie outside of the current application site and are under the control of a different landowner
- Redux which is proposed for demolition does not currently have direct access to the waterfront. The Apron area on the seaward side of this building is used for external storage, and car parking (this is the primary use of the area formerly occupied by Seaholme. Access to the waterfront is restricted by virtue of an existing Armco barrier (and other fencing in places) along with rock-armour for the extended apron, and could also be hindered by the location and angle of the ferry linkspan, as well as level changes.
- Access to the water at Trinity Wharf is restricted to pedestrian access and alongside berthing. There is an existing wooden structure which extends from the concrete yard area with a fence providing separation between them. Although there is a quay wall, again access to this is restricted by virtue of an existing fence.
- It is noted that the external areas surrounding the Trinity Wharf buildings are predominantly utilised for car parking.

6.14 With the exception of Redux which lies within the application boundary and is proposed for demolition, the remainder of “Venture Quays” would be unaffected by this proposal. It should be noted that a vehicular access would be incorporated from the road serving the marshalling yard to the apron area. The existing “deep water” facilities would therefore be retained, subject to commercial agreements being reached with the relevant landowner in future. This is no different an arrangement to that which is already in place between commercial operators in the area.

- 6.15 In respect of Trinity, there is currently restricted access to the water frontage which is provided by the wooden apron and quayside. Whilst there are existing employment spaces on the Trinity site it does not appear that these presently utilise either the quayside or the wooden apron, to which access is presently restricted by physical barriers in the form of Armco barriers or fencing. The application site does not include the wooden apron, and does not affect the quayside. Whilst the existing buildings within Trinity are proposed for demolition, and would be replaced by an extension of the marshalling facility which presently exists, there would still be the potential for the existing water access to be utilised (subject to agreement with the relevant landowner), but the proposals would not result in a direct loss of water access at this point.
- 6.16 In light of the above, Officers consider that the application would not change the current level of access to the water for employment purposes. The key “deep water”, commercial access within “Venture Quays” lies outside of the application site, and is obtained as a result of the presently un-restricted access to the infrastructure (pontoons and hoist dock) in front of the Columbine building (it should be noted that the apron area was extended following a 2005 approval to allow for this additional infrastructure).
- 6.17 To conclude, having undertaken an on-site assessment of the existing access arrangements, and having considered the proposed development, the scheme would not result in a net loss of waterfront access for employment purposes.
- Loss of employment area*
- 6.18 Policy SP3 of the Island Plan states:
“The loss of large scale employment sites of one hectare or above will be resisted, where they are important to sustaining the local economy or where mixed use redevelopment will not maintain the scale of employment opportunities on site.”
- 6.19 Officers have undertaken an assessment and advise that the application site area can be broken down as follows:
- “Seaholme” yard & “Redux” shed – Approximately 0.4 hectares
 - “Trinity wharf” - Approximately 0.27 hectares
- 6.20 In terms of the one hectare figure as identified by policy SP3, from both the applicants and Local Planning Authorities calculations the extent of employment land that would be lost would not exceed one hectare with the area in total only being 0.67hectares. As such, the proposed loss would not contravene the test within policy SP3.
- 6.21 Further to the above, Officers advise that the Councils assessment of this site would be in accordance with the principles of the NPPF (para 22) which

requires that planning policies should avoid long-term protection of sites for specific employment uses. The NPPF advocates that applications should be determined on their own merits with regard to market demands and the need for different uses. Due regard must also be given to the approach of the NPPF in respect of re-development of such sites for alternative uses.

Loss of floor-space

- 6.22 Linked to the aforementioned, concerns have been expressed that there would be a loss of employment floorspace.
- 6.23 It should also be remembered that the policy position regarding the loss of employment space within SP3 does not identify a floor space requirement, being specifically related to site area (1hectare) and the sites in question on both an individual and cumulative basis would be below this threshold (0.67hectares), as such, there is no policy basis for refusal based on the loss of floor space.

Jobs – reduction and creation

- 6.24 Concerns have been expressed that as a result of the scheme and the demolition of existing buildings there would be a significant loss of jobs as a result of the removal of existing employers. Some of the issues regarding this have been set out within the previous sections. It must however be reaffirmed that the majority of the “Venture Quays” site (ie Columbine, Paintshop and Medina and the associated apron and pontoons) lie outside of the current application boundary and would not be affected by this development, therefore the current occupants of this area would not be affected, nor would the ability of these areas to function as employment spaces as a result of this proposal.
- 6.25 On the face of it, the proposals have the potential to result in a net loss of employment, as no alternative jobs would be provided directly as a result of the development. However, what the application cannot consider is the ability for existing employers to relocate to other sites on the Island. It is suggested by third parties that jobs would be lost as a result of the proposal, however, no consideration is given to the ability for existing users to relocate as a result of the scheme. For example, there is potential for the employment uses to relocate to alternative premises within Masterplan approval or other premises on the Island. The relocated jobs would not be considered in the context of job reduction or job creation. Similarly it is not possible to quantify the potential job creation elsewhere that would result from the improvements in efficient operation of the ferry service.
- 6.26 Clearly certain businesses will have specific requirements, however, having visited the sites it is noted that none of the businesses currently present on the site are locationally constrained with the exception of the ferry operation.

There may be issues which relate to ease of operational activities, but there are alternative locations from which businesses could operate.

- 6.27 It should also be remembered that within the 2007 Masterplan the buildings which currently provide the job opportunities on site would have been removed, and replaced with a marshalling yard and a mix of uses comprising retail, employment, hotel and residential. This current proposal is an interim solution which would not preclude the Masterplan scheme (or that presently subject to Appeal) from coming forward in future which in turn would allow for job creation opportunities. The other mix of uses having been provided for within the elements of the Masterplan which have been and continue to be implemented.
- 6.28 Planning must determine the acceptability of land-uses, and not necessarily a specific business or the implications on a business(es) in terms of levels of employment or business operation. Whilst it is noted that there would be a net loss of job opportunities, it is not possible to fully evidence whether or not there would be a potentially detrimental impact as the scheme cannot consider whether or not an existing business at the site would be willing to relocate to alternative premises on the Island. Having considered the most up-to-date evidence base available to the Council, Officers consider that there are sufficient opportunities through existing buildings and development opportunities both within East Cowes (including Whippingham) and the wider Island, to allow this to occur. Given the established planning policy framework, and the fact that the proposals would not contravene policy SP3 (in terms of the 1 hectare) and given that it would not be possible to evidence a detrimental impact resulting from the limited loss of jobs on this site (as there is potential for such jobs/businesses to relocate), Officers do not consider that an objection to the scheme on the grounds of loss of jobs would not be sustainable, particularly in view of the fallback position created by the extant Masterplan.

Consideration of impact on the town centre

- 6.29 The application site is located outside of the Town Centre boundary, and outside the Primary Retail Frontage, as defined on the proposals map with the Core Strategy.
- 6.30 Concerns have been expressed that the proposals would have a detrimental affect on the town centre as the proposals would continue to “turn their back on the town” and the lack of connectivity to the town centre. Representations also highlight that the scheme would not deliver any highway improvements which would potentially benefit the town centre.
- 6.31 In reference to the connectivity between the marshalling yard (in particular the terminal building) and the town centre, it must be noted that with the exception of the active frontages along lower Castle Street, the existing town

centre is inward facing and constrained due to the operation of the immediate highway network which surrounds it.

6.32 The application does not seek to relocate the terminal building, and so in both visual and spatial terms the relationship between the ferry operation and the town centre would not change significantly. The proposals do seek to close off the existing formalised pedestrian route through the site (which presently runs adjacent to Trinity Wharf), but it is considered that the formalised diversion of pedestrians along Castle Street and Dover Road would not have any adverse impact upon the town and would potentially increase pedestrian footfall along this route, past existing premises, and therefore could have a positive impact. It is also noted that the pedestrian access to the Grid Iron pontoon would be retained, and additional access to the waterfront within what is currently Trinity Wharf would be provided. As such, there is potential for the proposals to improve on the connection between the operation and the town centre, and improve the town centre offer, when compared to the existing arrangements.

6.33 The scheme is designed to provide additional capacity within the marshalling yard, enabling it to accommodate people who arrive early for their ferry. As a result, rather than being turned away at times when the ferry is extremely busy (resulting in impacts upon the highway network), the additional capacity would allow some of these vehicles to park up, in effect removing them from the highway network and also potentially increase dwell time of departing individuals within the town centre. Officers do not consider that development would have a detrimental impact on the town centre, but would instead represent an opportunity to reinforce and expand the vitality of the town centre, and consider that the proposals comply with the requirements of policy DM9.

Conclusion of employment issues

6.34 In summary, the proposals would not result in any detrimental impact on, or loss of “deep water” access, with the existing facilities at Trinity Wharf and via the apron and pontoons within “Venture Quays” being unaffected by the proposal. The scheme would not result in the net loss of more than 1 hectare of employment land, and whilst it is accepted that the scheme would impact on the extent of floorspace available, and this could impact on existing jobs which occupy the site it is considered that there is no evidence available to demonstrate that this would have a significant detrimental effect on the local economy. The proposals would not prejudice the future ability for the approved Masterplan proposals or the Appeal scheme to be provided. Officers also consider that the existing buildings on site are reaching the end of their useful life and that based upon established evidence relating to the availability of other existing and proposed sites and the nature of the uses in existence at the site, it would be possible for these enterprises to be located

elsewhere on the Island and as such, it does not automatically follow that the scheme would result in a detrimental effect in terms of employment options.

- 6.35 As a consequence of the above, Officers consider that the proposals would be compliant with policies SP3, DM8, DM9 and DM18 of the Island Plan, and that in relation to employment issues, the scheme would be acceptable.

Economic Benefits

- 6.36 Various representations have been received which highlight the potential impact of the development upon the wider economy for the Island. Some of these raise concerns at the potential loss of high-value, high skilled jobs as a result of the demolition of the employment spaces – an issue which has been considered within previous sections of this report. Other representations highlight the importance of an efficient ferry operation in order to support various businesses and enterprises on the Island, particularly those which are reliant on tourism.
- 6.37 The Local Planning Authority recognise that the ferry operations are location constrained, and that they form an important piece of infrastructure which helps support the needs of the Island, policy DM18 therefore seeks to support development to improve efficiency which is considered to benefit Island residents and visitors alike, particularly in relation to economic prosperity. This is particularly important in relation to the impact on tourism, which is a key part of the Island's overall economy. The proposed marshalling yard facility has the potential to offer significant operational improvements which would aid in efficiency, whilst also allowing it to be designed to accommodate an appropriate level of future growth for the medium term. These elements of the application represent a commercially driven opportunity to increase the capacity and efficiency of the yard and thus address some of the historic issues with the operation. It is clear that this has been proposed as an interim solution, to seek to address barriers to short-medium term growth, whilst not prejudicing future opportunities for development (either through the extant Masterplan or through the Appeal scheme). The proposals would in part rationalise the operations, providing improvements around the terminal area as part of the provision of a fit-for-purpose gateway/departure point for the Island. Various positive representations have been received from residents of East Cowes, the wider Island and the mainland in respect of the need to support the ferry operation to improve the visitor/user experience and prevent it being a barrier to growth. It is understood that there is increasing demand for ferry travel year-on-year based on forecasts, and therefore if this growth is not managed and additional improvements to ferry operations secured, it is believed that the impacts such as delays and difficulties could constrain wider growth on the Island (particularly within the tourism sector). Given the strategic importance of the ferry operation, and the linkages to the wider economy these benefits cannot be understated and would in Officers opinion would outweigh any minor impacts resulting from the limited loss of

employment land/space as identified through this application.

6.38 In addition to improving the practicalities of arrival and departure to the Island, the provision of additional yard capacity would allow the potential for visitors arriving early for sailing to be accommodated and parked up rather than being turned away. This potentially would help reinforcing East Cowes as a destination for island residents and visitors as dwell time for visitors would be increased and there would also be potential for the increased capacity to alleviate some of the wider issues associated with the current operation at peak times whereby backing up of the highway or blockages of parking facilities can be caused as a result of early arrivals being turned away. This further demonstrates that the scheme would have the potential to benefit East Cowes, as well as the wider Island.

6.39 It must be recognised that the development seeks to expand the marshalling facilities to offer improvements to the ferry operation which is a location constrained and important piece of significant transport infrastructure, it is also an important employer and provides for a number of direct and in-direct jobs as well as wider economic benefits for the Island, with particular regard to the transport of freight.

6.40 These economic considerations are important factors within the overall planning balance and are material planning considerations.

Size of the marshalling yard

6.41 Comments have been expressed that the “need” for the increased size of the marshalling yard has not been justified, and that other approaches to marshalling (including locations) should be considered. This proposal is for an expansion and reorganisation of the existing marshalling facilities to provide for increased capacity and operational improvements, the actual link-span location would not be altered. In this regard, policy DM18 (Cross-Solent Travel) provides support for development to support cross-Solent travel, provided it can be demonstrated that there would be improvements to efficiencies in operation, that they take into consideration expected growth, and lead to or contribute towards mitigating traffic impacts. Additionally the economic and environmental impacts must be considered. These requirements fit alongside policy SP7 (Travel) which states:

“The Council will support proposals that maintain the current choice of routes and methods of crossing the Solent to ensure future flexibility and deliverability of service.”

Officers do not consider that there is a necessity through policy for the proposals to demonstrate that there is a need and that that alternative approaches have been considered, subject to the consideration of the impacts resulting from the proposed arrangement.

6.42 The application has outlined the rationale for the proposed yard capacity as follows:

- Current ferry theoretical capacity is 214CEUs per ferry (based on all vehicles being classed as CEUs – Trailers/HGVs are equal to 2.5CEUs)
- Current yard capacity is approximately 234 CEUs. Dedicated drop trailer storage within Trinity is restricted to approximately 6 spaces although at various times the yard accommodates more trailers and larger vehicles, resulting in a decrease in the CEU capacity for other vehicles.
- Practical capacity within the yards is often less than theoretical capacity which is based on available area. This is due to factors such as size of vehicles (eg larger cars), space between vehicles (wasted space) etc. Evidence of practical capacity has been presented which indicates this to be around 204 cars (116 in Trinity, 88 in Phoenix).
- Proposed capacity is 300CEUs (not including dropped trailers) which in practise means that the yard would be able to accommodate just under 1.5 full crossings.
- If the 14 dropped trailers are included the proposed capacity would be 335 CEUs. For the purpose of considering demand, these have not been included.
- Capacity of the marshalling yard needs to be considered in the context of its ability to cope with “amber” (crossing is over 80% of maximum capacity) and “red” (crossing is operating over maximum capacity) crossings.
- 2014 figures for core hours (7am-9pm) show that 4.5% of the total number of sailings per year are “amber”, 0.3% “red”. It should be noted that these do fluctuate throughout the year reflecting demand, with the highest number of “amber” and “red” being in August (due to school holidays etc).
- In operational terms, the inability for the current marshalling yard arrangements to cope with “amber” and “red” crossings. These currently impact both on the town (in terms of vehicles being turned away, or blockages within the highway) and also on the efficiency of the loading/offloading of the ferry. This is based upon the current sailing timetabling and frequency of boats being unchanged.
- Future demand for travel (and therefore future capacity requirements) has been based upon established data, which shows a growth in demand reflective of Gross Domestic Product (GDP), primarily relating to growth in tourism on the Island and employment opportunities on the mainland. A figure of 2.75% growth per annum has been applied.
- By 2020 it is forecast that the current 214 CEU capacity would only just be adequate, with an increased number of “red” events where capacity would be exceeded throughout the year. The proposed additional marshalling area would provide sufficient space to comfortably cope with this increasing demand.

- However, by 2030 it is forecast that the frequency of experiences of at or near capacity would return based on forecast growth. This reaffirms the need to identify that the current solution is one to deal with capacity increases in the short-to-medium term.
- In addition the proposed solution and creation of dedicated dropped-trailer would allow trailers to be managed in a more efficient way, without the need for reversing on Dover Road (which is highway) and would also offer improvements to visibility and resolution of potential conflicts with other disembarking/embarking vehicles.
- In terms of the increase of drop-trailer storage, this has also been forecast and it is considered that the provision of 35 CEUs (equivalent to 14 drop trailers) is appropriate to accommodate future growth and demand for this facility in the short-to-medium term.

6.43 Comments from third parties within both this application and the previous scheme (subject to Appeal) indicate that they believe there is a lack of evidence to support the increase in size of the marshalling yard. It has also been stated that other options should be considered, including a multi-storey marshalling yard, locating marshalling and freight outside of the town, or looking at other opportunities to improve operational efficiency.

6.44 This proposal has been presented on the basis of it being an interim scheme allowing for short to medium term growth and providing additional capacity until such time as a future, long-term solution can be delivered. Officers have considered this issue within the context of policy DM18. The existing operational area of the ferry is extremely limited (approximately 0.6hectares) and is further constrained by its relationship with the highway and other uses, therefore opportunities for change within the confines of the existing arrangement (as advocated by DM18) would be limited. Whilst representations have disputed the actual capacity of the existing yard arrangements, it is clear that whatever the theoretical capacity, in practical terms this is likely to be lower than the theoretical level owing to factors such as larger vehicles, geometric alignment and logistical constraints which would all reduce the practical capacity of the yard, and this has been demonstrated through the information provided. Having reviewed the proposed arrangement Officers have concluded that the application has sufficiently demonstrated that the marshalling yard has been appropriately sized based upon forecasts for likely growth and in recognition of the historic issues caused by the restricted capacity of the current yards (which are further hindered by their split nature). Furthermore, it is the role of the Local Planning Authority to consider whether the land-use (in this case the expansion of the existing marshalling yard) is appropriate, and whether it would be acceptable in relation to its level of impact (for example visual impact). It is not the role of the Local Planning Authority to determine what is or is not needed in terms of size of facility. The size of the marshalling yard is in essence a commercial decision for the applicant, provided it can be demonstrated that the proposals are in accordance with planning policies.

- 6.45 The proposal would expand the existing marshalling area into locations which would sit alongside the existing ferry operations. This would secure not only additional capacity, but also improvements in operational efficiency as outlined elsewhere in this report. However it is also accepted that the capacity of the route is limited by the theoretical capacity of the ferries themselves and the operational timetable.
- 6.46 In this regard, Officers consider that an objection to the marshalling yard based on concerns regarding the “need” for a facility of the size proposed would not be considered sustainable.

Highway & Parking considerations

- 6.47 The highway considerations of this development predominantly relate to matters of highway safety. The proposal does not include any significant changes to the highway network, save for a rearrangement of the area around the terminal to provide suitable arrangements for the pick-up/drop-off taxi facility and the drop-trailer facility. In addition, consideration is given to the impact of the closure of the existing footway running adjacent to Trinity Wharf along with the closure of the public right of way which runs to the rear of the properties in Dover Road.
- 6.48 In the interests of clarity, whilst the previous scheme (subject to Appeal) was proposed to be brought forward in conjunction with the Solent Gateway scheme, in order to deliver improvements to traffic movements and public realm within East Cowes. This current scheme (viewed by the applicants as an interim solution) no such changes are proposed. In this respect, the majority of vehicles using the operation would access the expanded marshalling yard via Phoenix Yard by crossing Castle Street into the expanded Trinity Yard. It is noted that the scheme includes for a relocated and improved pick-up/drop-off/taxi area for the terminal within the “Seaholme” area, along with the provision of dropped-trailer storage on the area currently occupied by “Redux”. In order to deliver these elements of the scheme some localised remodelling would be required in the area between the White Hart and the terminal building. No further changes within Dover Road are proposed.
- 6.49 In considering the highway implications of the proposal, due consideration must be given to the existing, historical arrangement. Part of the consideration must therefore be whether the proposals would have a more significant adverse impact in relation to highway safety and impact, than what currently occurs and could continue to occur as a result of the existing situation.
- 6.50 The application proposes that that the relocated and expanded marshalling facility would offer the opportunity to address the following operational issues:
- Combined yard capacity only sufficient to accommodate one full ferry

service which restricts loading/unloading times and future growth.

- Limited queuing space, combined with location of check-in facilities and accessibility from the highway – causes queuing on local roads
- Lack of internal capacity which increases disembarkation times
- Limited yard capacity does not allow sufficient “waiting space” for people arriving early
- Lack of dropped trailer space and limited facilities for pick-up/drop-off, taxis etc.

6.51 The key elements of the proposal in terms of benefits of the new marshalling arrangement are summarised as:

- Increased capacity allows for greater flexibility within yard operations and allows efficiencies in operation. This offers benefits in respect of turnaround times and reliability of service. Additional capacity would also allow for more than one full ferry service and thereby allowing greater space to manage “amber” & “red” days along with short-medium term future growth.
- All cars for current sailing could be sent straight into Trinity Yard.
- Provision of additional capacity in Trinity would allow Phoenix to be used as a genuine queuing facility. This in turn would reduce “turn aways” and reduce pressure on local routes and parking facilities as vehicles waiting for later sailings can be parked up within the site.
- Ability for disembarking larger vehicles to be manoeuvred into a suitable storage area without the need for conflict with other vehicles in Dover road. Also reduced potential for conflict at check-in (obstructing Ferry Road) as “dropped freight” would be in a dedicated area.
- Separation of pick-up/drop-off, bus and taxi traffic with a dedicated one-way facility offers improvements in user safety and reduction in conflict with other users.
- Clearly defined pedestrian routes to the terminal being via Castle Street, Dover Road as opposed to the current through the yard arrangement which has inherent safety issues.
- Increased drop trailer storage capacity will offer operational gains and general improvements to efficiency.

6.52 The application does not include for any change to the frequency or size of ferry operations, which would in any case fall outside of the remit of the Local Planning Authority. It is also made clear that this is a short-to-medium term solution, allowing for growth and improvement, without prejudicing the ability for future schemes to come forward which may offer longer-term benefits. No significant highway works are proposed, save for relatively minor works between the terminal building and the White Hart.

6.53 The Highway Engineer for Island Roads has advised that they recommend conditional permission, their comments are summarised as follows:

- The proposed changes to the highway layout within Dover Road

adjacent to the White Hart and terminal are considered appropriate, and subject to conditions to secure design details would be acceptable in safety terms.

- A S278 agreement would be required to deliver the required works, along with improvements to pedestrian safety in the form of uncontrolled crossing facilities to link the terminal and Dover Road.
- The proposed pick-up/drop-off layout would be acceptable and compliant with design standards, with appropriate pedestrian facilities provided.
- The loss of the footway through the site is noted, but the footway along Castle Street would be upgraded and an additional pedestrian link between Castle Street and the waterfront would be provided.
- The dropped trailer area would be of an acceptable layout and would be accessible without putting other users at risk.
- It is noted that there would be a loss of parking spaces adjacent to the terminal and White Hart. These spaces principally form pick-up/drop-off and taxi facilities within the public highway. These would however be re-provided but within a private facility, as such, appropriate controls are required to ensure this facility is provided in perpetuity.
- It is accepted that the proposals would not bring about traffic movements which would negatively impact on highway capacity or safety.

6.54 The Highway Engineer for Island Roads has advised that conditions, informatives and other appropriate controls (in particular relating to the provision of the pick-up/drop-off/taxi facility) are required.

6.55 In relation to detailed highway design, these are matters which can be dealt with through the relevant highway legislation, being S278 and S38 highway agreements. Given that the limited nature of the works, it is considered that in this instance sufficient details can be secured through other legislative processes and therefore there is no formal requirement for these to be provided at this stage in order for the Local Planning Authority to form a judgement on this application. Officers advise that it would be possible to appropriately word the requirements of a S106 agreement to ensure that these details can be secured at an appropriate phase in the development programme (for example, prior to any demolition).

6.56 As identified earlier in this report, whatever the theoretical capacity of the yards (CEUs), in practical terms this is likely to be lower than the theoretical level owing to factors such as larger vehicles (ie bigger cars), natural wastage (ie spaces between cars as a result of parking, bike racks etc), geometric alignment and logistical constraints which would all reduce the practical capacity of the yard. For the existing arrangements, the information provided with the application (taken on Bank Holiday in May) identifies that in practical terms the yards can only currently accommodate approximately 204 cars (116 in Trinity and 88 in Phoenix) when combined with the freight/larger

vehicles much lower than the current theoretical capacity (234 CEUs) and much lower than the 300 cars asserted within comments received. Clearly even at a practical level, the 204cars is only marginally less than the carrying capacity of the ferries (214CEUs) and this reinforces that the existing yards are at or over capacity on busier sailings and in particular on “red” and “amber” days. The proposed increase in capacity to 335CEUs, resulting from the proposal would allow greater space to accommodate “red” and “amber” events, along with providing capacity for short-medium term growth.

- 6.57 Given the historic situation, Officers are of the opinion that the would offer benefits in relation to the efficient operation of the infrastructure. The proposals would increase overall yard capacity allowing the operation to cater for existing and short-medium term growth, it is officers view that regardless of the overall theoretical capacity the provision of additional space would provide practical improvements to the operation in terms of operational efficiency and safety as outlined earlier in the report. In particular the application has sufficiently demonstrated that the proposed scheme would result in improvements to operational efficiency in that it would allow additional capacity in the yard which would allow the terminal operations to handle “amber” and “red” days in a more efficient manner.
- 6.58 Whilst no significant changes to the highway network are proposed it is considered that there is potential for the changes proposed to have a positive effect on the operation of the highway network and parking provision within the area as the additional capacity would allow early arrivals to be “held” within Phoenix Yard, increased “spare” space within Phoenix Yard allowing vehicles to be taken off Ferry Road (thus reducing back up into York Avenue). Further, the changes to the freight operation would offer benefits to the wider Island in terms of the amount and nature of goods which can be transported and in a more efficient way.
- 6.59 It is not the role of the Local Planning Authority to dictate how a commercial operator undertakes their operations (eg where and how vehicles are checked in), particularly where a proposal does not seek to change the location or provision of such facilities as in this instance. The Local Planning Authority cannot control or regulate existing scenarios where they would not change and to do so either through conditions or through refusal of permission as this would potentially lead to an award of costs as unreasonable behaviour. Whilst there may be concerns that the location and nature of check-in facilities and the manner in which Red Funnel undertakes their operation may further influence the impact of the ferry operation on the wider network, it is clear that the operation is hindered by the nature of the current space available. As such, whilst the check-in arrangements would not change through this proposal, Officers consider that it has been demonstrated that even a short-medium term solution such as the one proposed to increase capacity would offer the potential for benefits to the highway network and reduction in “backing up” of Ferry Road / York Avenue.

- 6.60 In relation to general accessibility and connectivity for users, the proposals seek to build upon the existing connectivity and accessibility of the area and improve upon the existing operations within the area. In this respect, the dedicated pick-up/drop-off/taxi facilities would be an enhancement of the existing offer and provide an improved facility, in essence creating a modest transport interchange within the site – whilst located on private land, a S106 obligation would be imposed to ensure the continued provision of this facility. In addition, the changes to and formalisation of pedestrian routes to the terminal would improve safety to users and also increase footfall along Castel Street. It is also noted that the applicant has committed to working with residents/businesses/the Town Council and other stakeholders to improve the legibility of the connection between the terminal facilities and the town centre through schemes such as signage and advertisements. It is also noted that whilst a current pedestrian link through the site would be lost, this would result in pedestrians being encouraged to utilise Castle Street thus being likely to increase footfall within this area, and in addition, a pedestrian connection to the waterfront would be provided which is considered to be beneficial given the limited accessibility of such areas which presently exists. These elements would be subject to conditions as recommended.
- 6.61 Issues relating to parking have been historically raised. This revised proposal would be likely to have a reduced level of impact upon parking issues as the only area which would be directly affected is the current on-street bays between the terminal and the White Hart. It is proposed that these spaces could be provided within the formalised pick-up/drop-off/taxi facility that is shown to be located on “Seaholme”. Having reviewed the existing and proposed arrangements, it is clear that the proposed solution would be an improvement upon the historic existing arrangements. However, as this area would be in effect located on private land, it is considered that appropriate controls need to be in place to ensure that this facility is available in future. This would be secured through a S106 obligation.
- 6.62 Overall it is considered that the proposed development, would be acceptable in relation to highway and parking considerations subject to the conditions and S106 terms as recommended.

Impact on heritage assets

- 6.63 In accordance with policy DM11, due consideration has been given to the impact upon both designated and non-designated heritage assets. Within this, appropriate weight has been afforded to the statutory requirements to “preserve or enhance” the setting of designated heritage assets.
- 6.64 The proposal would result in the demolition of the “Redux” building which is located behind the properties on Dover Road. It is of no architectural merit but of local historical significance because of its links to the Saunders Roe works. Policy DM11 outlines that the demolition of non-designated heritage assets

will be resisted if they make a positive contribution to the special character or local identity of an area.

- 6.65 Paragraph 135 of the NPPF refers to the need to take a balanced judgement when determining the loss of non-designated heritage assets. There is no particular objection to the loss of the building given its size, scale, and visual appearance and it is considered that this loss is necessary to secure improvements to the operational efficiency of the ferry service which has potentially wider reaching public benefits. The design of boundaries for the proposed dropped-trailer area has been revised to propose a softer treatment which would be more appropriate for the context of the area. There is clearly a balanced judgement here, and in Officers opinion, the scheme would comply with the requirements of DM11.
- 6.66 In terms of the impact on designated assets, the setting of the Grid Iron Yard is considered to have been compromised when the historic buildings on the existing terminal site were demolished in the 1960's to create the marshalling yard and trinity wharf which includes a substantial 3 storey building. The demolition of the buildings within Trinity Yard would represent a potential improvement as they would open up more distant views of the elevation of the Grid Iron. Further the expansion of the marshalling yard would be unlikely to significantly alter the setting of the Grid Iron in a detrimental way as the manner in which this building is experienced and viewed would be similar to the existing owing to the historic, established relationship between the building and the marshalling facilities.
- 6.67 Matters relating to archaeology for the application site were considered within the supporting documents with the 2007 Masterplan, attached to which was a condition which required further investigation and evaluation as individual sites were brought forward. Since this time, a variety of works and assessments have been presented, and thus it is considered that the archaeological potential for the application site is well understood. Given the modest nature of the works proposed it is considered that subject to an appropriately worded condition, relating to the requirement for a programme of archaeological investigation be agreed, the proposals would be acceptable in relation to the impact on assets of archaeological potential.
- 6.68 Officers advise that the scheme has been fully evaluated with regard to the impact on designated and non-designated heritage assets and the proposals have demonstrated that they would comply with policy DM11 of the Island Plan.

Impact on the character of the area

- 6.69 The part of East Cowes within which this proposal is located is extremely varied in terms of character, being formed of the tight urban grain of the historic town centre, the operational character created by the existing ferry

operations (including current marshalling yards), the industrial character created by the historic employment sites on Trinity and Venture Quays, and the modern character of the regeneration schemes that have been delivered on the land to the north/north-east of Well Road/Castle Street. Overall it is considered that this is best described as an evolving townscape.

- 6.70 The implication of the loss of the existing buildings which would be demolished to facilitate the development has been considered within the previous section of this report, has been considered as being justified and its impact accepted, thus it is not revisited within this section.
- 6.71 The proposed marshalling yard and terminal building seek to create a new focal point for the ferry operation and create an improved visual gateway to the Island to create a better sense of arrival and departure for all users. It must be remembered however that this facility is an important piece of operational infrastructure and consideration must be given to its form being related to its overall function.
- 6.72 In general terms, the expanded marshalling yard would provide an open area which would allow for the creation of new views from a variety of vantage points for example of Cowes from Castle Street. In addition, new access to the waterfront for the public would be created. This is considered to offer some benefits to the overall character and appearance of the area.
- 6.73 The key view of the marshalling yard from a townscape perspective is considered to be Castle Street. Where Redux is proposed for demolition, the boundary of the dropped trailer area would be treated in a “soft-touch” way with the incorporation of a short section timber acoustic fencing (similar to that used opposite on Waitrose). In addition, the other boundaries proposed are to be treated in a balanced manner combining practical safety requirements such as Armco barriers with post-rail/post-wire fencing and kee-clamp railings. Officers consider that this approach is one which is acceptable, subject to details which can be secured by condition. It is considered that these changes would offer a minor positive benefit to the townscape, through the provision of improved visual connection between the town and the water as a result of the removal of the existing buildings on Trinity, and the creation of access to the waterfrontage.
- 6.74 The changes to the layout of the marshalling facility would also have an indirect effect of encouraging pedestrians accessing from the floating bridge to utilise Castle Street and therefore increase footfall in this direction towards the town centre. Further, the provision of additional marshalling capacity would allow early arrivals to be queued in a more efficient way, allowing the potential for waiting departures to utilise town centre facilities. Thus reinforcing the townscape character.

- 6.75 Concerns have been raised in respect of the visual impact of drop trailers and that this would be contrary to the sense of place that would be created through the development. Officers advise that there has to be an acceptance of the operational requirements of the ferry, part of which is the movement of HGVs and trailers which provide goods for to and from the Island. Whilst it is accepted that such vehicles do have a visual impact, historically such trailer operations have occurred within the existing marshalling yards, and also other areas within the town (including previously on the site which is now Waitrose). Further, the extent of impact of these trailers would be limited owing to the location of the drop trailer facility and its proposed boundaries, and would also fluctuate based on the number being located on the site at any one time, reflecting demand and operational movements for both the ferry and the trailer owners. The area designated is considered to be relatively discreet, being screened by existing buildings, and proposed boundaries which would also offer screening. It is accepted that the trailers would be visible from the River Medina and on approach from the ferry, however, in this context they would be seen as part of the operational land of the ferry terminal and would be set against the overall townscape for East Cowes, and thus, in Officers opinion, there would be no significant detrimental effect resulting from this.
- 6.76 Comments have been raised which suggest that consideration should be given to a multi-level, decked, marshalling arrangement which would reduce the extent of land required to accommodate a similar level of marshalling facility. This has been previously considered and has been discounted for a variety of reasons, including the visual impact of such a structure. Officers agree with the rationale that whilst a decked arrangement would potentially result in the extent of land area required, it would visually result in the introduction of a significantly sized structure which would not sit comfortably with the established townscape. This is particularly important when considering views from the harbour where any such structure would be especially prominent. In this regard, Officers would advise that the consideration of a decked arrangement within the East Cowes context would be likely to have a greater negative effect, and in any event, that is not the proposal which is currently submitted for consideration.
- 6.77 In summary, Officers would suggest that when taking consideration of the existing arrangements and the established character of the area, coupled with the view that this is an evolving townscape context (as a result of the approved and delivered schemes for regeneration that have occurred), the marshalling facility aspects of the proposed development would result in an acceptable impact upon the character and appearance of the area and would be compliant with the aims of policies DM2 and DM12 of the Island Plan.

Impact on the amenities of neighbouring land-uses

- 6.78 Given the location of the site, the surrounding area comprises a variety of

different uses including commercial, industrial and residential properties. The application is accompanied by information relating to Air Quality, Noise and Lighting.

- 6.79 The proposed expansion of the marshalling facility, in particular as a result of the dropped trailer area (proposed for Redux site) and the pick-up/drop-off/taxi facility (proposed for Seaholme) have the potential to result in impacts to the surrounding area. In considering this application, due regard must be given to existing facility and the impacts that the existing operations currently have. It should be noted that the use of Phoenix Yard for storage of drop-trailers is restricted by condition, whereas Trinity Yard is not.
- 6.80 In terms of air quality, the assessment has utilised an appropriate methodology, and Environmental Health Officers have advised that the proposals will not cause exceedances of Air Quality Objectives for PM10 and NO2 or result in any significant increases in pollution levels. They have advised that there are no concerns with the impact of the proposals on Air Quality. They have identified that Air Quality could be impacted upon during the demolition and construction phases, however, suitable mitigation and control could be imposed through a Construction Environmental Management Plan condition.
- 6.81 Again, there is potential for noise impacts during demolition and construction, but these could be mitigated through a Construction Environmental Management Plan condition. There is potential for the extended marshalling yard to create some impact from noise, however, due regard must be given to the established levels of impact and what could feasibly occur within the current operation and as such, it is unlikely any significant adverse effect would occur.
- 6.82 Environmental Health Officer have advised that there is potential for the dedicated dropped trailer facility to have an impact on properties which front Dover Road. It is noted that whilst the area would be larger and would be located to the rear of the properties and would be further away than what currently occurs. It is noted that noise from operations in this area could have a negative effect, however, conditions have been recommended to mitigate this. Such conditions would include a noise control or management plan, and facilities to prevent the use of refrigerator units on the trailers.
- 6.83 The applicants have further sought to address the concerns regarding the noise impact on the Dover Road residents by undertaking additional assessments and by amending the boundary treatment for the dropped trailer area to include acoustic fencing. Furthermore, whilst there may be some negative impact in this area, there would be benefits to other premises (such as those fronting Castle Street) as existing areas used for storage of dropped trailers are less frequently used for that purpose. Having considered this issue, Officers are of the opinion that subject to the provision of appropriate conditions as recommended, and the installation of acoustic fencing within

the design of the boundary for the dropped trailer area, the development proposed would have an acceptable level of impact.

- 6.84 In terms of noise issues associated with the dropped trailer operation, clearly there is a balance here in respect of the relocation and expansion of these facilities. As such, whilst the potential impacts in one area would be removed or lessened to a degree, there will conversely be a relocation of the impact towards other properties/uses. It should be noted that the ferry operations have historically evolved within the town and they are of strategic Island importance as a key piece of transport infrastructure. It must also be acknowledged that there are certain activities which must be accepted in relation to the operation of ferry infrastructure, such as the storage/manoeuvring of drop-trailers which form an essential part of the overall operation of the ferry port.
- 6.85 In overall terms, it is not considered that the proposed marshalling yard facilities would result in any significantly greater or harmful effect in terms of noise upon sensitive receptors. It is also recognised that the improvement and modernisation of the marshalling facility would offer an opportunity to potentially improve upon the existing situation (particularly with regard to the drop-trailer operations). It is considered that on-site operational issues could be managed through an appropriately worded planning condition relating to a Terminal Operation Plan (incorporating noise management measures).
- 6.86 With regard to lighting, it is accepted that there will need to be a degree of lighting as part of the operational requirements. It is unlikely that this would be to any greater degree than has historically been required in relation to the existing operation, however, a condition relating to a scheme of lighting has been recommended in order to allow detailed consideration of the amount of lighting required as part of the development and to minimize its impact, particularly with regard to the impact on the rear of properties fronting Dover Road.
- 6.87 Officers advise that subject to the imposition of the recommended conditions and obligations within the proposed Heads of Terms, it is considered that issues relating to the impact on the amenities of neighbouring properties can be appropriately addressed.

Loss of Dover Road slipway

- 6.88 The scheme identifies the intention to formally close the existing Dover Road slipway which is located immediately to the west of the existing ferry link span. For operational reasons associated with the new marshalling yard layout this cannot be retained in its current form and it is proposed that this area would in part be altered with the installation of a platform to bridge the gap currently caused by the slipway. It is noted that as with the previous 20125 scheme, a number of parties have raised concerns regarding the loss

of the slipway which is considered to be an important local facility, predominantly owing to the ability to access the slipway via vehicles with trailers and its ability to provide “all state of tide” access.

- 6.89 This matter was considered in detail within the 2015 application, and this application is supported by a technical document which focuses on this particular issue, and carefully analyse the existing slipway arrangements within this part of East Cowes. The document focuses on identifying the constraints and opportunities associated with the existing arrangements and seeks to clearly outline a potential scheme for mitigation for the loss of the existing Dover Road slipway. Three possible slipway locations were examined.
- 6.90 Slipway A is identified as at the start of the Esplanade at the junction with Albany Road. This slipway is located in the area of the new marina development approved through P/01141/09. This option has been discounted for improvement due to potential for conflict with the approved arrangements presented within the aforementioned application and which includes improvements to landing/mooring facilities for the public to offset the loss of the existing “Bell’s Landing”.
- 6.91 Slipway B is identified as being 180m to the east of the Shrape Breakwater, it is an existing concrete slipway with access provided to the east of the groyne. The review identifies that an improved arrangement would be to provide a new slipway to the west of this groyne.
- 6.92 Slipway C is identified as being 375m to the east of the Shrape Breakwater, it is an existing concrete slipway with access provided to the east of the groyne. The review identifies that an improved arrangement would be to provide a new slipway to the west of this groyne.
- 6.93 The submitted reports identify that Slipway locations B and C have been shown to have preferential characteristics compared to the existing arrangement to be stopped up. In addition it identifies that the environmental designations, licenses required and consenting regimes are common to either option. The report identifies that in either scenario, a new improved slipway should comprise:
- 3m wide slipway with 1:7 gradient
 - Structure extending 1m below foreshore bed level
 - Access to firm foreshore for dinghy launching at low water.
 - 20m approach from the landside to the head of the slipway.
- 6.94 Based on landside access option B is considered to be preferential. The location of this option would be adjacent to an existing groyne which would provide wind and wave protection, and access onto the highway network would be appropriate for vehicles and trailers. Option B would also be located in close proximity to existing landside facilities in terms of parking, open-

space and toilet provision which reinforce its suitability as an alternative option to replace Dover Road slipway.

6.95 Within the 2015 proposal, the Cowes Harbour Master was asked to comment on the technical aspects of the documents and his comments can be summarised as follows:

- The current slipway at Dover Road which is proposed to be removed is an “all tide access slipway” currently in reasonable condition. It does however have significant practical implications due to its location and access through the Red Funnel current marshalling yard. In addition the location of the slipway between the Red Funnel raptor berth and the north end of Trinity Wharf results in significant safety hazards for users due to turbulence caused by the car ferry thrusters and very strong tidal currents in that area. These concerns would be the same with any facility in proximity of the Gridiron building.
- This slipway was historically used by the Ryde Rowing Club for launching but it is understood that they have since relocated to the Folly due to the safety issues of the Dover Road slip way.
- The removal of the East Cowes Dover Road Slipway means that the general public will lose the facility to launch small craft from road trailers into the East side of Cowes Harbour with associated access to the Solent. Other slipways on East Cowes Esplanade have been allowed to deteriorate and are no longer fit for purpose.
- Slipway A is noted as being within an approved marina development “and is not considered to provide a viable alternative location to the Dover Road slipway”. However, Slipway A carries some advantage in that it is adjacent to the envisaged public landing identified in the marina plan. Furthermore it is likely to have a greater window of accessibility as a result of marina dredging. These attributes might be beneficially for RIBs and other small trailer-launched powered craft of the type currently using the Dover Road slipway. However unpowered craft such as canoes, windsurfers and sailing dinghies may present an additional safety risk to operations in the proposed new Cowes Eastern Channel.
- Slipways B and C both provide direct access to the designated Shrape Watersports area and the wider Solent. The advantage of one over the other is finely balanced. Merits of parking for cars and trailers, and public toilets are both significant. It is agreed that full tidal access might be unrealistic. However some re-engineering and extension would be very much in the interest of harbour user and stakeholders and is therefore likely to be supported.
- In conclusion the current Dover Road slipway does have significant safety and access limitations. I consider that none of the current options outlined in the Marina Project Report will provide an “all tide” solution to the Dover Road slipway but a combination of improvements or provision of one slipway inside the Shrape breakwater and an

upgrade to one slipway outside the Shrape breakwater may provide the best solution. If this is not deliverable an upgrade to at least one slipway would I suggest be essential prior to agreement being granted to stop up the existing Dover Road slipway.

- It is recommended that if planning consent is granted for the removal of the Dover Road slipway that a 106 agreement is completed that provides for an acceptable replacement slipway to be provided following consultation with the harbour users, Cowes Harbour Advisory Committee and Cowes Harbour Commission.
- The Harbour Master has also advised that at a recent stakeholder meeting option B was the preferred option. It was agreed that a working group be established to work towards this.

6.96 Similarly within the 2015 scheme, the IWC Commercial Services Manager for Recreation, Leisure and Public spaces has also returned comments which advise that the assessments of the existing slipways (Dover Road and the three alternatives) are all well-reasoned, and agrees that the closure of Dover road is eminently sensible. They note that slipways within the area tend to have a considerable amount of use by sailing schools whose choice is usually determined by the tides and accessibility. They conclude that subject to the completion of the works set out in the recommendations for both slipways either option would be an acceptable replacement for the one in Dover Road.

6.97 It was previously concluded by Officers that the closure of the existing Dover Road slipway would have an impact as it would result in the loss of an existing community facility. Therefore in line with policy DM7, there is an expectation that in order for the scheme to be acceptable *“an alternative facility will be provided in a location with at least an equal level of accessibility for the community it is intended to serve.”*

6.98 Based on the information that has been provided (within this submission and the 2015 scheme) it is considered that it has been sufficiently demonstrated that there is the potential for alternative provision which would provide as a minimum a similar level of facility. It is noted that in either scenario B or C, it would not be feasible to provide “all state of tide” access to all vessels (up to and around 6m in length) but it is possible to provide at least 3hrs access either side of high water for larger craft, and “all state of tide” access for smaller sailing craft and dinghies. However, it is considered that the minor impact of the loss of “all state of tide” access for all vessels, would be off-set by the provision of an arrangement which is considered to be safer (both in terms of accessibility and operation) and which would also be located in a more accessible and appropriate location with access to other facilities associated to the recreational use of the slipway. In this respect it is considered that the options presented, in particular that of option B which has been identified, are considered to be sufficient to meet the requirements of policy DM7 in terms of providing a suitable alternative facility for that which would be lost through the closure of Dover Road slipway.

- 6.99 In terms of delivery of this mitigation, the application does not include a detailed level of technical information that would be required in order to support any application for a new slipway. It is accepted that the location within which the slipway is proposed to be located is sensitive owing to the adjacent ecological designations. However it is considered that all of these matters can be appropriately evaluated through the consultation exercises associated with the various consenting mechanisms which would include the Local Planning Authority, and the Marine Management Organisation. Should there be any impacts (for example ecological impact) it is considered likely that appropriate mitigation can also be secured through this consenting regime. It is therefore considered that this proposal in essence establishes the principle of location of an appropriate replacement facility, but with the technical detail saved for later consideration.
- 6.100 As the proposed mitigation (the preferred option being the construction of a slipway in position B) lies outside of the application site, the applicants have proposed that they agree to restrictions regarding the closure of the slipway until such time as the alternative provision (as identified through the options review) has been undertaken, and that they agree that an appropriate mechanism for delivery would be through a S106 legal agreement. In order to ensure that the scheme is compliant in terms of policy DM7, and to ensure that the mitigation is provided within an appropriate timescale Officers consider that the preferential solution would be for direct re-provision, and that an obligation within the S106 agreement to restrict delivery of aspects of the scheme until the replacement facility identified by option B has been provided.
- 6.101 Given that this matter was considered in detail within the 2015 scheme and no objections were raised to this approach by the Local Planning Authority in its previous decision. As such, it is considered that this position remains unchanged and subject to appropriate controls within the S106 which would be concluded prior to any decision being issued, in respect of this issue the scheme is considered to be compliant with policy DM7.

Flood Risk

- 6.102 The application site is located within Flood Zone 2 & 3 as defined within the Strategic Flood Risk Assessment Mk2, and also falls within the study area for the emerging West Wight Coastal Strategy. The key policy relative to this issue is policy DM14 of the Island Plan.
- 6.103 In considering the issues of flood risk, significant weight must be attributed to the fallback position of the 2007 Masterplan which allows for the re-development of areas of the application site, with a consideration of matters relating to flood risk including the assessment of the suitability of mitigation measures including land raising, defences and other measures.

- 6.104 Given the nature and scale of development that is proposed, it is not considered that the proposals would result in any adverse impact. The proposals would be for development which is considered compatible with the levels of flood risk predicted for this area.
- 6.105 The Environment Agency has identified that they raise no objection to the technical matters within the FRA, and have advised that the residual risk from the development could be appropriately mitigated through the measures that are proposed within the FRA.
- 6.106 In terms of surface water drainage, given the existing site is comprised of previously-developed, and hard-surfaced area, there is already an existing method of surface water drainage which includes discharge to the River Medina and into existing infrastructure. The proposals would not worsen this situation, and would allow an opportunity for betterment as a result of proposals to regulate surface water discharge from the site (including attenuation and throttled discharge) and the ability to incorporate measures such as interceptors to aid pollution control. These matters can be secured through appropriately worded conditions.
- 6.107 In conclusion of the above issue, it is considered that the application has sufficiently demonstrated that the proposals would be acceptable in relation to matters of Flood Risk, subject to the imposition of conditions as recommended and the incorporation of elements within a subsequent planning obligation, as such, the proposals would be considered to be compliant in respect of policy DM14.

Contaminated Land

- 6.108 Given the previously-developed nature of the existing sites, coupled with the former industrial use of the area in general, it is noted that within the previously approved Masterplan issues related to contaminated land were a significant material consideration.
- 6.109 The application is supported by information in respect of contaminated land which looks at the historic uses of the site, along with underlying geological conditions and also takes into consideration the findings of previous site investigation works and information obtained from other development sites within the immediate locality.
- 6.110 Environmental Health Officers have reviewed the information and have raised no objection to the methodology employed. They are in agreement with the reports recommendations and have identified that site investigation is recommended, along with a need to survey and remove asbestos prior to demolition and to undertake further investigation of unexploded ordnance risk. These matters can be addressed as part of the development programme through an appropriately worded planning condition. Subject to the imposition

of the condition as recommended, it is considered that issues relating to contaminated land can be adequately resolved as part of the re-development of the areas within the application site.

Ecological considerations

- 6.111 Although the site is located in close proximity to the internationally and nationally designated River Medina which forms part of the Solent Maritime Special Area of Conservation (SAC), the application does not propose any works which would result in the loss of habitat within this designation.
- 6.112 The consideration with this application is whether there would be an in-direct impact through potential pollution arising from the construction and operation phases, and also the increased recreational pressure that may be caused resulting from additional residential properties proposed.
- 6.113 Both the Councils Ecologist and Natural England have raised no objection to the proposal in relation to impacts on national or international designations.
- 6.114 In respect of the ecological impacts of any required slipway improvements (as identified earlier in this report) these would be expected to be considered through any planning application for such works and the associated consenting regimes. They are not therefore a matter for consideration at this time.
- 6.115 Therefore, subject to the imposition of conditions as recommended, it is considered that the proposals would be acceptable in relation to ecological issues, and the proposal would comply with policies SP5 and DM12 of the Island Plan.

Heads of Terms

- 6.116 There was no formal requirement for the application to be submitted with Heads of Terms pertaining to planning obligations to make the development acceptable in planning terms. However, having considered the likely impacts resulting from the development, a series of terms have been discussed and agreed with the applicants.
- 6.117 In assessing this issue, Members must be mindful of the approach towards requiring or imposing planning obligations, in particular, the National Planning Practice Guidance (NPPG) advises that:
“Planning obligations assist in mitigating the impact of unacceptable development to make it acceptable in planning terms. Planning obligations may only constitute a reason for granting planning permission if they meet the tests that they are necessary to make the development acceptable in planning terms, directly related to the development, and fairly and reasonably related in scale and kind.”

6.118 Having considered all of the above factors, Officers have entered negotiations with the applicants, who have agreed following Heads of Terms:

- Highways – Restrictions relating to the timing/phasing of development of the marshalling yard until such time as the required highway agreements (S278/S38) are in place (ie no demolition until the agreements are in place) and restrictions regarding the first operation of the yard until the highway works have been delivered. The works required are as detailed within the Island Roads comments.
- Slipway – Restrictions over the stopping up of the Dover Road slipway until such time as a suitable replacement facility (based on the recommendations of the slipway options review or an alternative scheme as may be agreed in conjunction with the Local Planning Authority) has been provided.
- Sustainable Transport – £10k contribution towards improvements to rights of way and sustainable transport improvements within the East Cowes & Whippingham parishes – with the aim to help facilitate delivery of part of the East Cowes-Newport cycle track – required to mitigate in part the loss of the Public Right of Way that would be affected by the development.
- Requirement for the pick-up/drop-off/taxi facility to be provided prior to the first use of the expanded marshalling yard, along with measures for its retention and continued provision in perpetuity for use by all parties in connection with arrivals to or departures from the terminal/ferry facilities. In addition the “secondary access” into Venture Quays shall also be provided, maintained and retained for use by those occupying the Venture Quays site.

6.119 The above listed HoT are required in order to ensure that the scheme would be acceptable in Planning terms, and would secure appropriate mitigation required to offset the impact of the scheme. A legal agreement to control these elements would need to be finalised before permission could be granted. Officers consider that no further obligations or contributions are required or justifiable.

7. Conclusion

7.1 The application relates to the re-development of previously-developed land within the centre of East Cowes, the broad principle of which would be considered acceptable in relation to policy SP1.

7.2 The scheme includes for development to support improvements to the existing ferry operations to improve operational efficiency and increase capacity within the marshalling facilities, which would be in accordance with the aims of policy DM18, and which could offer both localised and Island-wide benefits.

7.3 The proposals would not result in the loss of or impact on “deep water” access, and whilst the amount of employment land within the site would be reduced,

this would be below the 1 hectare threshold within SP3 as such the loss of the existing buildings could not be resisted. The loss of employment space must be balanced against the wider benefits of the scheme in terms of improvements to essential infrastructure for the Island.

- 7.4 The development proposed through this application is considered to be acceptable in relation to policies SP5, DM2, DM8 and DM11, particularly when considering matters relating to character and visual impact, impact on amenity, and impact on heritage assets.
- 7.5 The proposals would be acceptable in relation to highway and transportation matters, and would therefore comply with the requirements of policies SP7 and DM17.
- 7.6 The scheme has also sufficiently demonstrated its acceptability in relation to technical matters such as flood risk, contaminated land, ecology, air quality, noise and archaeology, and would comply with the Island Plan and NPPF objectives in relation to these matters.
- 7.7 Having regard to the above and having taken into account all relevant material considerations, Officers conclude that the proposed development is in conformity with the provisions of the development plan.

8. Recommendation

- 8.1 Conditional permission, subject to the completion of a S106 agreement based on the identified Heads of Terms as set out in this report.

9. Statement of Proactive Working

- 9.1 In accordance with paragraphs 186 and 187 of the NPPF, the Isle of Wight Council takes a positive approach to development proposals focused on solutions to secure sustainable developments that improve the economic, social and environmental conditions of the area. Where development proposals are considered to be sustainable, the Council aims to work proactively with applicants in the following way:

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

In this instance pre-application advice was offered, and following the submission of the application additional information was requested. In view of the additional information, the application was deemed to be acceptable.

Conditions/Reasons

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

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

- 2 The development hereby permitted shall only be carried out in complete accordance with the details shown on the submitted plans and in accordance with the principles established through the supporting documentation listed below:

Site Boundary Plan	SB001 rev f
Existing and Proposed Site Levels	LE001 rev A
Proposed Buildings Clearance Plan	U002
Proposed General Arrangements Plan	TS2002-GA-2003 rev E
Indicative Landscape Strategy and Boundary Treatments Plan	F004 rev k
Existing and Proposed Drainage Design and Strategy Plans	12001-C001 to C005 rev D1
Proposed Temporary Bridge Area and Support	383234/01P
Indicative Access Sightlines Plan	TS2002-HW-1001
Lighting Layout	RUK-1620002433-1300-DR-CR-002 rev P03
Lighting Assessment	
Planning Statement	
Design & Access Statement	
Air Quality Report	
Ecology Report	
Flood Risk Assessment	
Archaeology & Cultural Heritage Assessment	
Contaminated Land Desk Study	
Landscape, Townscape and Visual Appraisal	
Noise Report & Noise and Vibration Memo	
Transport Assessment	
Supporting Transport Information	
Water Framework Directive Assessment	
Slipway Review	
Slipway Options Review	

unless varied as a result of details required in relation to conditions attached to and forming part of this decision, or as may be agreed in writing by the Local Planning Authority.

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 Notwithstanding the details shown on approved plans, with the exception of demolition, no above ground works shall take place until, a detailed specification for the proposed boundary treatments for the extended marshalling yard and dropped trailer areas (including gates, fencing, barriers and walling) has been submitted to and agreed in writing with the Local Planning Authority. The specification shall include details of, but not limited to, the location, height, construction, material / colour finish of the boundary treatment, noise mitigation measures and flood resilience measures where appropriate. The boundary treatments shall only be constructed in accordance with the agreed details, prior to the first-use of the marshalling yard, unless otherwise agreed in writing by the Local Planning Authority.

Reason: In order to ensure that the application is in accordance with the details assessed and to ensure that the development is compatible with the character and appearance of the area and to comply with policy DM2 (Design Quality for New Development) of the Island Plan Core Strategy.

- 4 No demolition shall take place until a historic building record (equivalent to level 1) and a programme of archaeological works in accordance with a written scheme of investigation has been submitted to and approved by the local planning authority in writing. Prior to the commencement of any groundworks or archaeological works, the Councils Planning Archaeologist shall be notified, and shall be afforded access to the site to monitor the works. The development hereby permitted shall be undertaken in accordance with the agreed scheme of investigation, and the results provided to the Local Planning Authority.

Reason: In order to ensure that the existing buildings are recorded for historic purposes prior to their demolition, and to ensure that any features of archaeological interest are recorded and or mitigated for during the development of the scheme, in compliance with policy DM11 (Historic Built Environment) of the Island Plan.

- 5 No development shall take place until a Construction Environmental Management Plan (CEMP) has been submitted to and approved in writing by the local planning authority. The CEMP shall set out how all construction activities, including the mitigation and enhancement measures, will avoid direct and in-direct impacts to the ecological habitats and the surrounding environment, the amenities of surrounding land uses, and how this plan will be operated and managed during all stages of construction. Works associated with the development hereby shall be carried out in accordance with the approved Construction Environmental Management Plan (CEMP) unless otherwise agreed in writing by the Local Planning Authority.

The CEMP shall include consideration of, but not limited to the following issues:

1. Use of construction techniques, timings and methods to minimise impact on the surrounding environment;
2. Timing of works to minimise impact on species or supervision by a suitably experienced ecologist e.g. with respect to nesting birds
3. Appointment of responsible personnel to carry out inspections, to implement and manage the CEMP.

4. The means of access for demolition and construction traffic and measures to prevent debris entering the highway
5. A transport management plan to be implemented during construction periods which is linked to the program of works.
6. The loading and unloading of plant and materials;
7. The storage of plant and materials used in constructing the development;
8. Measures to control the emission of dust and dirt during construction;
9. A scheme for recycling/disposing of waste resulting from demolition and construction works
10. The erection and maintenance of security hoarding
11. Details of temporary construction lighting and use of best practices to avoid impacts upon amenity
12. Proposed construction hours;
13. Provision of a noise control plan and procedures for ensuring compliance with statutory or other identified noise control limits
14. The adoption and compliance with best practices and recommendations as described in BS 5228:2009 as defined in the Control of Pollution Act 197 and consideration of construction techniques that minimise noise;
15. Procedures for general induction training for site operatives and specific training for staff having responsibility for particular aspects of controlling noise from the site;
16. Measures for the protection and pollution prevention measures relating to the adjacent designated site and procedures for general induction training for site operatives/staff/visitors to ensure awareness of these measures;
17. Details relating to site security, and contact details of relevant persons in the event of an emergency or in respect of issues relating to construction management;
18. Liaison with the Local Authority and the community;

Reason: In order to ensure that the works are undertaken in an appropriate manner to minimise impact to the designated sites and ecological features, the surrounding environment and the amenities of neighbouring uses, and to comply with policies SP5, DM2 and DM12 of the Island Plan and the principles of the NPPF.

- 6 No works other than demolition shall commence until a detailed scheme and timetable for biodiversity mitigation, enhancement and interpretation measures to be incorporated into the development have been submitted to the Local Planning Authority for agreement in writing. The works shall then be undertaken in accordance with the agreed details and timetable, unless otherwise agreed in writing by the Local Planning Authority.

Reason: In order to ensure the works are undertaken in an appropriate manner to minimise impact to the designated sites and to ensure that the biodiversity enhancements and mitigation are delivered, to comply with policies SP5, DM2 and DM12 of the Island Plan and the principles of the NPPF.

- 7 No development shall commence until there has been submitted to and approved in writing by the Local Planning Authority:

- A piling risk assessment is completed that has derived an appropriate piling method such that risks of creating potential long and short-term pollutant linkages would be satisfactorily mitigated. The piling method should be agreed with the Local Planning Authority and the Environment Agency prior to the commencement of piling works.
- A written strategy that sets out protocol to be followed should contamination be encountered during construction. This shall include the provision that a watching brief be implemented during ground clearance works at the northern end of Trinity Wharf (in the area which previously contained a fuel pit) and along the southern edge of the Redux Shed (where above ground tanks are located). Such a strategy should include the requirement that should any evidence of possible contamination be encountered during construction a contaminated land specialist will be consulted and appropriate actions undertaken to address the matter.
- An asbestos survey and asbestos management plan be submitted and approved by the LPA. This shall include the provision that workers should be made aware that there is the potential for asbestos containing materials to be on site within the ground and that, should possible asbestos containing materials be identified on the site then work should cease immediately in the affected area and asbestos specialists consulted. Specialist contractors will need to be employed to remove asbestos from the buildings to be demolished and satisfactory evidence that all asbestos has been removed shall be supplied to, and agreed by the LPA prior to demolition.

Upon agreement of the requirements of a), b) and c) above, demolition and other works shall be allowed to commence, and following completion of actions associated with parts a,) b) and c), a report shall be submitted to and agreed in writing which shall include confirmation that all actions resulting from a), b) and c) above have been carried out fully in accordance with the scheme. The report shall also include results of any verification programme of post-remediation

sampling and monitoring in order to demonstrate that any required remediation has been carried out.

If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the local planning authority) shall be carried out until the developer has submitted a remediation strategy to the local planning authority detailing how this unsuspected contamination shall be dealt with and obtained written approval from the local planning authority. The remediation strategy shall be implemented as approved.

Reason: In order to ensure that the contaminated material located on the site is appropriately identified, remediated or removed, in order to protect the environment and prevent harm to human health, to prevent the potential mobilisation of any unexpected contamination into any sensitive environmental receptors such as the River Medina and to comply with policy DM2 of the Island Plan and paragraph 109 of the NPPF.

- 8 In the event of the use of piled foundations, prior to the commencement of any such foundation works a strategy for the proposed piling shall be submitted to and agreed in writing with the local planning authority. The strategy shall include an explanation of the methods of installation of piles, an appropriate justification for the method proposed, a piling risk assessment, a noise and vibration monitoring programme and details of timing of the works. No piling works shall take place outside the period October 31st and March 15th in any given year, unless the prior written agreement of the Local Planning Authority has been obtained. Piling works shall only be undertaken in accordance with the strategy unless otherwise agreed in writing by the Local Planning Authority.

Reason: In order to ensure that any piling works would not increase the risk of contamination and would not impact upon the amenity or environment surrounding the site, and to comply with policy DM2 of the Island Plan and the principles of the NPPF.

- 9 Prior to the first use of the any element of the scheme hereby permitted, a Terminal Operation Plan shall be submitted to and agreed in writing by the Local Planning Authority. The plan shall set out how the operation of the marshalling yard and terminal will be managed to avoid direct and in-direct impacts on the amenities of surrounding land uses, and the highway network, and how this plan will be operated and reviewed thereafter. The plan shall include consideration of, but not limited to the following issues:
- Dropped trailers only being sited in the 14 bays shown on drawing number F004 Rev K.
 - Measures to prevent, reduce, or mitigate noise resulting from refrigerated trailer units.
 - Measures to prevent, reduce, or mitigate noise resulting from operational vehicles such as tractor units.

- Measures to prevent, reduce, or mitigate noise resulting from dropped trailer activities including restrictions on times for trailer collections by hauliers.
- Measures to prevent, reduce, or mitigate noise resulting from manoeuvring of HGVs and Coaches.
- Measures to prevent, reduce, or mitigate noise resulting from vehicles within the yard.
- Measures relating to the control of the gated access/egress from the site to Venture Quays.
- Measures relating to the management of pedestrian and direction of pedestrian routes to the terminal building.
- Measures relating to the accessibility of and management of the pedestrian access to and use of the Trinity Wharf waterfront area as shown on drawing number F004 Rev K.
- Measures to prevent (as far as practicably possible) standing vehicles within the highway resulting from check-in operations.

The marshalling yard and dropped trailer areas shall be operated in accordance with the Terminal Operation Plan all times.

Reason: In order to avoid direct and in-direct impacts on the amenities of surrounding land uses (in particular noise and disturbance from the site) and the highway network in accordance with policy DM2 (Design Quality) of the Island Plan.

- 10 Prior to the commencement of any groundworks of the development hereby permitted, details of the proposed means of foul and surface water drainage based upon sustainable drainage principles shall be submitted to the Local Planning Authority for agreement in writing. The agreed details shall be installed during the development of the site, unless otherwise agreed in writing by the Local Planning Authority.

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

- 11 No works other than demolition shall take place until details for the remodelling works of the section of Dover Road running between the existing Red Funnel Marshalling Yard and White Hart Inn Public House, the remodelling of the footway at the eastern boundary of the site adjacent to the Grid Iron landing stage, and the surfacing and drainage of the dropped trailer area/pick-up & drop-off area, based on the principles of drawing no. TS2002-GA-2003 Rev E have been submitted to and agreed in writing. No operation of the development hereby permitted shall commence until all required works have been delivered and completed in full unless otherwise agreed 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.

- 12 The use of development hereby permitted shall not commence until space has been laid out, drained and surfaced in accordance with details that have been submitted to and approved by the Local Planning Authority in writing based on the principles of drawing no TS2002-GA-2003 Rev E for cars/bicycles/motorcycles and service vehicles (Dropped Trailers) to be parked and for vehicles to be loaded and unloaded and for vehicles to turn so that they may enter and leave the site in forward gear. Sufficient space shall be retained thereafter to allow all vehicles using the site to turn so that they may enter and leave the site in a forward gear, unless otherwise agreed in writing 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.

- 13 No works other than demolition shall commence, until details of the sight lines to be provided at all vehicular and pedestrian junctions created or altered as a result of the development based on the principles of drawing no TS2002-GA-2003 Rev E have been submitted to and approved in writing by the Local Planning Authority. The development hereby permitted shall not be brought into use until the agreed splays have been provided, and those splays shall be retained thereafter. No structures or vegetation greater than 1m that may cause an obstruction to visibility shall be permitted to remain within the visibility splays unless otherwise agreed 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.

- 14 No works other than demolition shall commence until a detailed scheme for the provision of signage and other measures to promote connectivity between the terminal and the town centre (and the services contained therein) and to identify the desired routes to/from the terminal to/from the floating bridge and to restrict pedestrian footfall through the marshalling yard shall be submitted to and agreed in writing by the Local Planning Authority. Any required measures shall be installed prior to first use of the development hereby permitted unless otherwise agreed in writing by the Local Planning Authority.

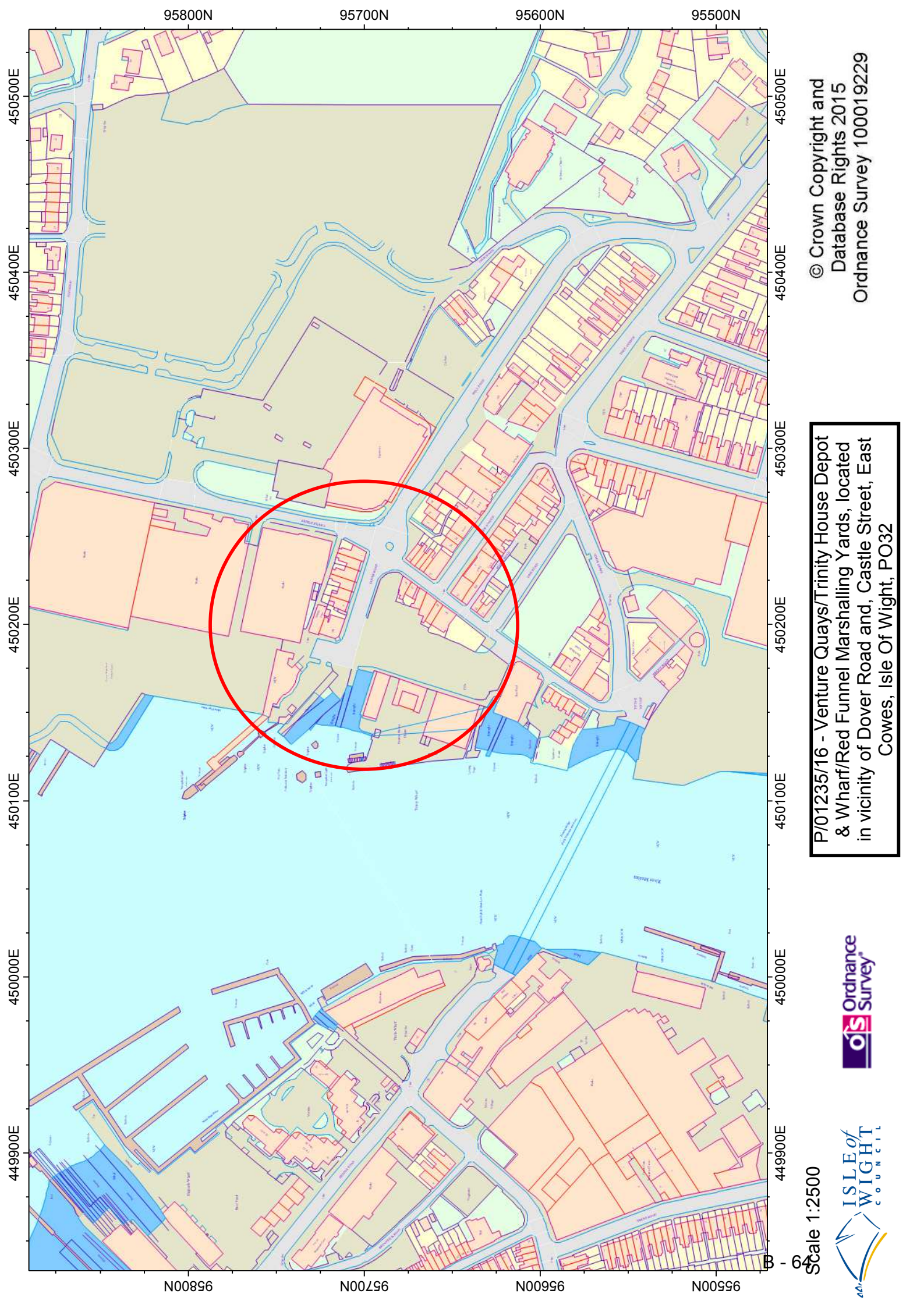
Reason: In order to identify pedestrian desire lines and encourage linkages between the terminal and the town centre and floating bridge, in the interest of increasing pedestrian footfall along Castle Street rather than through the yard, in the interests of connectivity and user safety and to comply with policy DM2 (Design Quality for New Development) of the Island Plan and the principles of the NPPF.

- 15 No works other than demolition shall take place until a detailed lighting strategy for the site has been submitted to, and approved in writing by, the Local Planning Authority. This information shall set out the lighting approach and shall include a layout plan with beam orientation and a schedule of equipment in the design (luminaire type, mounting height, aiming angles, luminaire profiles and measures to prevent light pollution) along with hours of operation. The lighting shall be installed, maintained and operated in accordance with the approved details unless the Local Planning Authority gives its written consent to the variation.

Reason: To protect the appearance of the area, the environment and local residents from light pollution and to comply with policy DM2 of the Island Plan.

Informatives:

- 1 A formal application for connection to the public sewerage system is required in order to service this development. The applicant/developer should enter into a formal agreement with Southern Water to provide the necessary sewerage infrastructure required to service this development. A formal application to requisition water infrastructure is required in order to service this development. Please contact Southern Water, Sparrowgrove House, Sparrowgrove, Otterbourne, Hampshire SO21 2SW (Tel: 0330 303 0119) or www.southernwater.co.uk
- 2 The applicant is required to enter into a Section 278 Agreement with the Isle of Wight Council Highways Authority in order to bring forward the required offsite highway improvements. In order for the proposed works to become part of the adopted highway network, the applicant is required to enter into a Section 38 Agreement with the Isle of Wight Council Highways Authority.



P/01235/16 - Venture Quays/Trinity House Depot & Wharf/Red Funnel Marshalling Yards, located in vicinity of Dover Road and, Castle Street, East Cowes, Isle Of Wight, PO32

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Ordnance Survey 100019229

Scale 1:2500



03 Reference Number: P/00760/16

Description of application: Proposed residential development of 80 dwellings, and associated access roads, public open space, attenuation ponds and infrastructure

Site Address: land south of Westridge Farm, and to rear of 10 to 38 Circular Road, off, Hope Road, Ryde, Isle of Wight.

Applicant: Ambrow Ltd

This application is recommended for conditional permission

REASON FOR COMMITTEE CONSIDERATION

The application is for a major housing development and is considered to be of Island wide significance.

MAIN CONSIDERATIONS

- Principle of the development
- Impact on the existing farm operations
- Impact on the character of the area
- Impact on neighbouring properties
- Ecology and trees
- Highway considerations
- Drainage and Flood Risk

1. Location and Site Characteristics

- 1.1. The application site is an area of 4.7 hectares located off Hope Road, running in a southerly direction to the rear of properties accessed of Circular Road and Marlborough Road.
- 1.2 The site is currently grazing land associated with Westridge Farm, the farm buildings of which are situated to the north.
- 1.3 The area surrounding the site is a mix of agricultural land and residential. The majority of properties being two storey semi-detached houses, although there are some bungalows close to the site itself.

2. Details of Application

- 2.1 The application seeks full permission for 80 dwellings with associated car parking and landscaping.
- 2.2 The plans shows the following mix of units would be provided on site:
- 6 x 1 bed units
 - 26 x 2 bed units
 - 40 x 3 bed units
 - 8 x 4 bed units
- 2.3 35 percent of the proposed units would be delivered as Affordable Housing consisting of the following mix:
- 6 x 1 bed units
 - 9 x 2 bed units
 - 13 x 3 bed units
- 2.4 72 of the proposed units would be two storeys in scale, with the remaining 8 units being single storey. The single storey units would, in the main, be located on the boundary with the properties which front Circular Road.
- 2.5 An area of open space is shown along the eastern boundary. This would contain two attenuation ponds, which would serve as biodiversity, amenity and drainage features. A further smaller area is shown on the western boundary, which would surround a large tree proposed to be retained and towards the south of the site.
- 2.6 Car parking is shown to be provided for each unit with one space for the proposed one bedroom units, a minimum of two spaces for the two and three bedroom units and a minimum of three spaces of the four bedroom units.
- 2.7 The proposed development would also provide twelve layby visitors spaces adjacent to the proposed open space(s) and a twelve space car park on the western boundary.

3. Relevant History

- 3.1. None relevant to this application. Third parties have made reference to an application at the farm itself (P/00745/16), which granted permission for an agricultural storage building in July 2016. This is not considered by Officers to be relevant to the considerations of this application.

4. Development Plan Policy

National Planning Policy

- 4.1. 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 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.

4.2 Paragraph 17 of the framework sets out a number of core planning principles, which include:

- Proactively drive and support sustainable economic development to deliver the homes, business and industrial units, infrastructure and thriving local places that the country needs.
- Always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings.
- Take account of the different roles and character of different areas.
- Encourage the effective use of land by reusing land that has been previously developed.

4.3 Paragraph 58 explains that planning decisions should aim to ensure that developments:

- Will function well and add to the overall quality of an area.
- Establish a strong sense of place.
- Optimise the potential of the site to accommodate development.
- Respond to local character and history and reflect the identity of local surroundings and materials, while not preventing or discouraging appropriate innovation.
- Create safe and accessible environments.
- Are visually attractive as a result of good architecture and appropriate landscaping.

4.4 Paragraph 60 states that “*planning policies should not attempt to impose architectural styles or particular tastes and they should not stifle innovation, originality or initiative through unsubstantiated requirements to conform to certain development forms or styles. It is, however, proper to seek to promote or reinforce local distinctiveness*”. Paragraphs 63 and 64 advise that, in determining planning applications, great weight should be given to outstanding or innovative designs but that permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of the area.

Local Planning Policy

4.5 The Island Plan Core Strategy defines the application site as being within the Ryde Key Regeneration Area and immediately adjacent to the settlement boundary. The following policies are relevant to this application:

- SP1 Spatial Strategy
- SP2 Housing
- SP5 Environment
- SP7 Travel
- AAP2 Ryde
- 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
- DM14 Flood Risk
- DM17 Sustainable Travel

4.6 The Council also has two relevant adopted Supplementary Planning Documents entitled Solent Special Protection Area and Children's Services Facilities Contributions.

5. Consultee and Third Party Comments

Internal Consultees

5.1 The Council's Tree Officer raises no objection to the application but recommends conditions to ensure that trees on site are appropriately protected. Further comments are outlined within the evaluation of this report.

5.2 Public Rights of Way have confirmed that no rights of way are directly affected by the proposed development. However, the development would lead to an increase in the use of the public right of way network and therefore support the proposal to make a contribution towards improvement of Public Footpath R55.

5.3 The Council's Ecology Officer has raised no objection to the application. Further comments on this matter are expressed within the evaluation of this report.

5.4 Island Roads on behalf of the Highway Authority have confirmed that they would not object to the application if double yellow lines to limit the extent of on-street parking can be conditioned. Further details on these comments are outlined within the highway considerations section of this report.

5.5 The Council's Planning Archaeologist has considered the result in geo-physical for the site and has requested a condition be attached to any permission, in the event that finds of archaeological importance are discovered.

5.6 The Council's Drainage Engineer has confirmed that the application would be acceptable in respect of surface water, subject to appropriate conditions.

External Consultees

- 5.7 Southern Water has confirmed that they cannot accommodate the needs of the application without the developer providing a level of additional local infrastructure. They do not object to the application but request that a condition is therefore recommended that a drainage strategy and implementation timetable should be agreed prior to development commencing. It is also recommended that consultation is undertaken with internal technical staff with regards to surface water.

Parish/Town Council Comments

- 5.8 Ryde Town Council (RTC) objects to the application on grounds which can be summarised as follows:
- Traffic Impact Assessment refers to the Pennyfeathers site in order to draw conclusions that the solution proposed for Westridge Cross is acceptable.
 - This scheme needs to be considered on its own merits as the Pennyfeathers scheme has not received formal planning consent. The arrangements for Westridge Cross therefore need to be addressed as part of this application
 - Concerns that Island Roads have not seen the report carried out by Bob White.
 - Application relies on yellow lines being proposed for the entire length of Hope Road, this does not maintain the existing amenity for users of this road
 - Request confirmation from Island Roads as to the scope and level of works proposed for Hope Road and Circular Road. In particular, any intention to strengthen the network in these two roads to cope with the additional usage and the activities of the farm. RTC consider these are required to make the development acceptable.
 - Concerns over whether the traffic counts consider 'normal use'
 - Concerns that reference is made to an 'equal split of traffic' between Hope Road and Circular Road, which is not considered to be the case. A further survey needs to be undertaken
 - Insufficient provision in the Section 106 for safety measures in and around the Marlborough Road junction. RTC considers a cross over point and further road safety measures are required.
 - Ecology report is deficient as it does not take into account additional species raised by residents.
 - Insufficient information in respect of the storage capacity of the attenuation ponds or the operational functionality or design proposed for the hydrobrake.
 - Applicant has not gone 'far enough' in demonstrating a local housing need for this development
 - Insufficient provision is being made for the health requirements of Ryde

- Lack of marketing strategy for the employment land at Nicholson Road

5.9 Nettlestone and Seaview Parish Council support Ryde Town Council in raising an objection and the potential residual effect on parts of the Parish of Nettlestone and Seaview from surface water run-off from the site. Attention is also drawn to Southern Water comments with regards to existing capacity.

Third Party Representations

5.10 210 letters of objection have been received raising issues which can be summarised as follows:

- Off-site parking is irrelevant as it is for personal use
- Frequent parking on double yellow lines
- Access in and out is not possible without serious disruption to residents and danger to children
- Marlborough Road is really busy and could cause accidents
- Volume of traffic on already over pressured roads
- Traffic survey was undertaken in December, a quieter time of year
- Entrance and exit not fit for purpose
- Emergency vehicles have on occasion struggled to reach current properties due to double parking or large vehicles unloading
- Church is being extended, this will put an additional strain on on-road parking
- Parking restrictions increase speeds
- Increase risk of children in the area from traffic generation/speeds
- Pavements on Hope and Circular Road are only 1.2m maximum. These are not going to cope with the increase in pedestrian traffic, including wheelchairs and pushchairs
- Existing condition of Hope Road and Circular Road is very poor
- Currently insufficient parking for residents in Hope Road
- Traffic flow in the TA does not include Amhurst Road and Arundel Road, which impact on the overall road safety
- Vehicles using the new access cannot pass due to width of Hope Road
- Presumption that vehicle movement would be shared between Hope Road and Circular Road is unsubstantiated.
- Traffic survey does not take account of milk tanker as survey was conducted on a day when it was absent
- One road in and out could get blocked
- Safety for pedestrians crossing
- Fire service currently unable to use Circular Road, due to reduced width caused by on road parking, situation would be made worse by traffic generation from site.
- Impact of additional traffic on safe routes to schools
- Neither Hope Road or Circular Road are wide enough for the amount of traffic

- Road drainage in Hope Road and Circular Road is currently too shallow to enable kerb work
- Not all houses in Hope Road have off street parking
- Westridge Cross recorded at near capacity
- Traffic generation would result in more noise pollution
- Environmental impact on drainage, water courses, wild animals and destruction of green space
- Increased flooding and pressure on existing sewage network /Inadequate drainage in locality
- Detrimental impact on health due to Carbon Monoxide and Nitrogen Dioxide pollution from traffic
- Application should be supported by EIA
- Submission does not address how it would support transition to low carbon future
- Danger of attenuation ponds in the Public Open Space
- Site is only 3 miles from the East Wight Landscape Partnership and river Yar
- Decimation of wildlife and plant habitat
- Required services will damage trees/hedgerows
- Loss of T2 and T3, which offer homes to birds
- Impact on wildlife
- Impact on wildlife and natural habitats
- What if the developer doesn't provide the new woodland/nature habitat outlined in the ecology report
- Loss of green space
- Would spoil views
- Loss of grazing land
- Devastation of local countryside and green space
- Area is one of outstanding beauty
- Negative impact upon the appearance of the landscape and intrude upon existing views
- Overlooking
- Agricultural heritage
- Will not aid a green eco-policy on the island
- Urban sprawl
- Strain on local infrastructure, roads, schools, hospitals and doctors
- Increase crime
- Impact on tourism due to the loss of green space
- Loss of a working dairy farm
- Insufficient employment
- No meaningful relationship with the surroundings
- Too many second homes in Ryde
- Housing need
- Too much development in the area
- Over-development

- Number of brownfield sites within the current boundaries of Ryde and empty properties, these should be considered first
- Housing types do not accurately represent the types of dwellings currently needed. One and two bedrooms are most in demand
- Urban agglomeration
- Plans different from those shown at the public consultation
- Plans do not clearly show the current land boundaries of the existing gardens in Circular Road, so that the buildings look further away
- PM peak flow is wrong
- Loss of heritage as farm has been there since 15th Century
- Council should require completion within 6 months
- Can existing waste sites at Afton, Lynbottom and Forest Road be extended to accommodate the waste which would be created
- Proposed car park is too far away, enclosed in a non-visible area, attracting increased potential for damage and theft
- Enormous assumptions that people will walk 2 km to the local shops
- Assumptions are based on Pennyfeathers not going ahead so conclusions may be quite wrong
- Land owner does not own the access road
- Precedent
- Settlement coalescence between Ryde/Seaview and Nettlestone
- Impact on the fabric of buildings from increased use of Hope Road
- Design
- Detrimental impact upon the town of Ryde
- Loss of cultural heritage
- Erosion of town character in last 20 years
- Strategic gap between Ryde and Seaview
- No meaningful relationship with the surroundings Impact on tourism due to the loss of green space

5.11 The Badger Trust opposes the application due to the impact on wildlife, resulting from a loss a habitat for protected species, including badgers. The site would provide suitable habitat and foraging ground for badger, although there location in the immediate vicinity is unknown. There is no mention if badger setts or activity in the ecology report.

5.12 The Isle of Wight Society objects to the application raising the following matters;:

- Westridge Farm was not included in the development boundary as shown in the Area Action Plan for Ryde
- traffic impact on local roads and Westridge Cross will be greatly increased
- existing junction, roads strengths and road widths are insufficient to cope with the development
- Additional yellow lines in Hope Road will have an adverse effect on existing residents

- Recent comments by Ryde Town Council regarding the roads in the area should be taken into consideration
- Existing infrastructure in the Westridge area and Ryde in general is inadequate to cope with these additional dwellings
- There has been a reduction in the number of doctors' surgeries in the town
- The developer has not shown that the housing need cannot be met using brownfield sites
- The application could be the beginning of coalescence between Ryde, Nettlestone and Seaview.

5.13 Isle of Wight Ramblers object to the application as they have a policy of protecting the countryside and encouraging more people to take up walking as a physical activity to improve health. Development should be on brownfield sites whenever possible. They also question the need to build so many houses.

5.14 Campaign to Protect Rural England objects to the application on the grounds that; the bat survey was conducted with unusual haste, drainage in the area which is subject to flooding has not been addressed, residents' concerns over road safety and congestion have not been addressed and the council has not fully explored all previously developed land alternatives to meet the housing need. The application is considered to meet the housing demand and not the need.

6. Evaluation

Principle of the proposed development

6.1 The application seeks permission for 80 residential units with associated car parking and landscaping. The application is for full permission, with access to the site being gained from Hope Road.

6.2 The application site is located outside of but immediately adjacent to the settlement boundary for Ryde, which falls within the Ryde Key Regeneration Area. Therefore, in accordance with policy SP1 the broad principle of development is deemed to be acceptable. Policy SP2 sets out the requirement for delivery of new housing, and identifies the need for the provision of at least 2,100 new dwellings within Ryde over the plan period and it is considered that this proposal would help to meet that identified need. Third party letters have been received raising concerns that the need for the proposed units has not been identified, quoting a paragraph from SP1. However, the quote relates to Rural Service Centres. The site is located within a Key Regeneration Area and therefore this requirement does not apply. The scheme is therefore considered to meet the housing need requirements identified within Policies SP1 and SP2.

6.3 Comments have been received that, due to the recent approvals in the vicinity, there is no further need. This is not correct. In order to achieve the 520 dwellings a year, across the Island, it is necessary that a range of sites are

bought forward. As a guide, on the Island it is unlikely that an individual site would deliver more than 50 units a year and therefore one site cannot provide an entire areas provision. Furthermore, there is no guarantee a consented site will be developed. The current 5 year land supply, as required by the NPPF, is made up of over 50 percent 'theoretic supply', meaning less than 50 percent of the sites on which the Council are relying to achieve housing for the next five years do not have planning permission, but are considered to be 'deliverable' within the Strategic Housing Land Availability Assessment (SHLAA). Therefore, it is essential that development sites identified within the SHLAA are bought forward. This site would contribute towards meeting this overall need. Furthermore, the recent appeal at Arreton confirmed that even in the event that a housing target is met, this is a target and not a ceiling. It therefore "does not prohibit other sites coming forward for development that would increase the annual or cumulative output".

- 6.4 SP1 also states that in all cases development on non-previously developed land will need to clearly demonstrate how it will enhance the character and context of the local area. However, a recent Planning Inspectorate decision at Place Road in Cowes discussed the issue of developing on Greenfield land and the landscape impact of this. Within the decision the Inspector made the following comments:

"The second implication in Policy SP1 is that all development on non-previously developed land should demonstrate how it will enhance the character and context of the local area. However, whether or not enhancement would take place should be viewed against the aim of the policy which is generally encouraging of development on the periphery of certain towns. To resist development failing to enhance simply because it would be on 'greenfield' land would be self-defeating."

- 6.5 Third party comments have been received stating that there are sufficient 'brownfield' sites available and this greenfield area should not be developed. Policy SP1 requires proposals on greenfield and/or non-previously developed site within Rural Services Centres to demonstrate that deliverable previously developed land is not available and an identified local need will be met. The requirement does not relate to sites within or immediately adjacent to the Key Regeneration Areas or Smaller Regeneration Area. It is acknowledged that some brownfield/non-previously developed land may be available within the Ryde Key Regeneration Area, however, it is not considered that this would be sufficient in isolation to provide the required number of units identified within policy SP2. Therefore, non-previously developed land would need to be bought forward for housing.

- 6.6 The application provides for a mix of unit types and sizes, as identified within paragraph 2.2. This mix is considered to comply with the general principle set out within the Strategic Housing Market Assessment (SMHA) as required by policy DM3 as well as providing 35% of the units as affordable housing, in

accordance with DM4. A number of third party comments have raised concerns that the site does not provide sufficient smaller units, which are the required need in the area. However, the Strategic Market Housing Assessment (SHMA) outlines that; for market housing, the recommend focus of new provision is on two and three bedroom properties, as this can appeal to a wider number of requirements. This is the size of units for which the development proposes to have the most units. Officers therefore consider the proposed mix to be acceptable. The proposal also includes bungalow units, which would assist in meeting the need for housing older people in accordance with Policy DM5.

- 6.7 A number of concerns have been raised by third parties with regards to the ability of the areas infrastructure (doctors, St. Mary's 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 application is in line with the overall numbers identified by Policy SP2.
- 6.8 In conclusion the proposed development is considered to comply with policy SP1, being located adjacent to the settlement boundary and deliverable, therefore appropriate subject to other material considerations outlined below. The proposal would also serve to assist with the Councils five year land supply, by delivering housing which could be developed within the next five years, reducing the reliance on theoretical SHLAA site capacity and contributing to the identified for housing as set out in policy SP1.

Impact on the existing farm operations

- 6.9 The proposed development would see dwellings constructed on fields used for the grazing of the farms dairy herd of Westridge Farm. A significant number of third party letters have raised concerns with regards to the impact on the operations of the farm, due to the loss of these fields, and the potential long term impacts on the viability of the farm. Officers do not consider that the loss of these two fields could be considered to have such a fundamental impact on the farm that it would risk its entire future and operation, as for example. Dairy farms can operate on a zero grazing model. Although this is not considered to be a resultant effect of the application it serves to demonstrate that the loss of 4.7 hectares of the existing holding would not have a fundamental impact on the future of the farm.
- 6.10 Although it is acknowledged that these fields are the closest to the farm itself, the holding is some 40.4 hectares. The farm currently has a herd of 70 dairy cows. 'John Nix Farm Management Pocketbook' confirms that an efficient dairy enterprise would need 1 hectare for every 2.2 – 2.4 dairy cows. The size of the holding would therefore need to be 31 hectares, for the size of the herd. Even taking into consideration rotation to allow fields to recover from grazing the

holding is of sufficient size that the loss of the fields associated with the proposed development would not impact on the viability of the farm.

- 6.11 The agricultural grade of the land relating to the application is partly 'Urban' and partly 'Grade 3'. As this does not represent high quality agricultural land there is not considered to be any wider implications regarding its loss.
- 6.12 A number of letters of objection have stated that this application is the first of many, which would see the loss of the whole farm. There is no suggestion in the application that this is the intension and although the surrounding land may be included within the SHLAA, any application must be considered on its individual merits. The acceptance of the loss of farm land in this instance does not automatically follow that the loss of adjacent site would be acceptable.
- 6.13 At the time of the officer's site visit the fields in question were not being used. It is understood that they form part of a series of fields which are used on a rotation basis to ensure that the land to prevent over-grazing. Having due regard to the above factors Officers do not consider that a sustainable objection can be raised in this regard.

Impact on the character of the area

- 6.14 The proposed development would change the visual appearance of the site dramatically, with the land currently being fields used for grazing. However, Officers do not consider that this change would be detrimental to the wider character of the area. The site has residential development to the north and west (acknowledging allotments are located between the dwellings to the west and the site boundary). Although the land to the east and south is open countryside, the western boundary of the site does not project further than the extent of the built form to the north of the site. The southern boundary is delineated by a stream, which forms a natural stop to development.
- 6.15 The site itself is bounded by trees and hedgerows which form a strong boundary and although the development would be visible from surrounding land, it is not considered that the site would appear prominent from distance views, when considering topography, the level of development in the area, its density and the landscaping and density of the proposed development.
- 6.16 It should be noted that no landscape designations cover the site.
- 6.17 The proposed units would be single and two storeys only and therefore, when seen in both immediate and distance views would appear in context with the surrounding residential development and built form of this part of Ryde.
- 6.18 As a full permission details of the external appearance of the proposed dwellings has been included with the application submission documents. The

proposed units would be of a traditional design. All of the units would incorporate pitched roofs, with gabled features used through the site to add interest. The material finish of the dwellings would be a combination of render and brick to the walls and concrete plain tiles to the roofs. Additional design details such as timber soffits, reconstituted stone and brick cills and brick arch lintol details have also been included to most of the units to provide a high quality design finish. Officers considered the designs to be aesthetically pleasing and would result in a high quality development.

6.19 The site consists of an area of 4.55 hectares and is not considered to be of a scale, or in a position that would result in settlement coalescence between Ryde/Seaview and Nettlestone, as suggested by third party objections. There would remain half a mile of open countryside (as the crow flies) between the site and Pondwell and a further half a mile to Nettlestone. There would be no physical or visible link between the housing on the site and these settlements. The area between remaining open countryside.

6.20 In considering the requirements of policy SP1, due weight is afforded to a recent Planning Inspectorate decision at Place Road in Cowes which discussed the issue of developing on Greenfield land and the landscape impact of this. Within the decision the Inspector made the following comments:

“The second implication in Policy SP1 is that all development on non-previously developed land should demonstrate how it will enhance the character and context of the local area. However, whether or not enhancement would take place should be viewed against the aim of the policy which is generally encouraging of development on the periphery of certain towns. To resist development failing to enhance simply because it would be on ‘greenfield’ land would be self-defeating.”

6.21 Policy DM2 seeks high quality and inclusive design to protect, conserve and enhance the existing environment whilst allowing change to take place. Policy DM12 lists matters that development proposals will be expected to protect in relation to the landscape. It is Officers opinion that the proposals would complement the established character and appearance of the area, and whilst the proposals would result in a change to this part of the landscape, the impact of this change would be limited and would be outweighed by other factors forming part of the overall planning balance.

Impact on neighbouring properties

6.22 As outlined above the site has residential development to its northern and western boundaries. However, due to the location of allotments on the shared western boundary, the main properties which would be affected by the proposed development are those on the northern/ north western boundary, which front Circular Road.

- 6.23 The proposed development would see dwelling gardens sit adjacent to the gardens of these existing properties, representing a back to back arrangement, similar in principle to those properties on Circular Road and Hope Road.
- 6.24 The area to the immediate west of the proposed entrance road, to the rear of 32 – 36 Circular Road would be occupied by the proposed community car park. This would not result in any unacceptable overlooking or dominance issues on these adjacent units, which are single storey. The proposed scheme incorporates an area of landscaping to the north and west of the proposed parking area, which would ensure that there would not result in any unacceptable disturbance.
- 6.25 The proposed units to the rear of 12 – 30 Circular Road are proposed as bungalows, with an extended planted boundary, for screening and ecological purposes. The proposed units would also sit a minimum of 10 metres from the shared boundary. The combination of the type of unit, the distance and the proposed planting would ensure that the proposal would not result in unacceptable overlooking or over-dominance to the amenities of the neighbouring properties.
- 6.26 The remainder of the development would be bounded by fields or allotments. Officers therefore consider that the overall scheme would not have an unacceptable impact on the amenities of neighbouring residential properties.
- 6.27 A number of third party letters raised concerns with regards to the impact of the proposed development on the amenities of existing residents, due to traffic generation. This is considered in greater detail in the highway section below.

Ecology and trees

- 6.28 The application is supported by both a tree and ecology survey. Comments have been received from third parties suggesting that these surveys are insufficient, have been undertaken with insufficient survey effort to justify the result and are not extensive enough in respect of the species considered.
- 6.29 The Council's Ecology Officer has considered the content of the application and has confirmed that in terms of protected species the most significant constraint is the presence of a population of hazel dormice, with three animals and a number of nests observed during surveys from late summer onwards. The Ecology Officer has confirmed that sufficient survey effort has been expended to enable confirmation of the species' presence and it can be assumed that any dense woody vegetation locally is of importance. The ecology report contains details of a mitigation strategy, which would ensure that any impact is minimised, by the operation of a watching brief for any vegetation clearance, the timing of works to avoid sensitive periods in the dormice lifecycle (i.e. the breeding season). Areas of new woodland are identified to be planted as

compensation for the loss of hedgerow on site as well as the provision of a range of nest boxes within retained hedgerows. The plans also show the buffering of existing hedgerows, to further enhance the habitat on site. The lower section of the open space within the south-eastern corner of the site is shown to be set aside for the new woodland nature habitat. Officers also consider that there are more than sufficient areas of open space on site, should more planting be required through the licencing process.

- 6.30 The proposed development would result in the loss of part of the hedgerow along the frontage of the site with Hope Road, to allow for the access, and a strip through the upper position of the site. Officers are satisfied that there is sufficient replacement planting proposed to mitigate of this loss and these pieces of hedgerow did not contain evidence of dormice during the survey work.
- 6.31 The hedgerows within which the dormice were present would be unaffected as a result of the proposed development and an area of land within this part of the site has been set aside for additional planting/new woodland to assist with habitat loss mitigation and enhancement. The scheme also proposes to buffer a number of existing hedgerows on site, as outlined above. The Council's Ecology Officer confirms that the presence of hazel dormice would require buffering of hedgerow habitat. This is shown to be proposed within the submitted plans. Having due consideration to the fact the area within which the dormice are known to be present together with the additional planting proposed to enhance this part of the site and the proposed buffer areas to the existing hedgerows, Officers are satisfied that the proposed development would not have an unacceptable impact on dormice habitat, subject to appropriate conditions.
- 6.32 The ecology report identifies that small bat roosts have been recorded within some of the structures at Westridge Farm to the north. None of these buildings are proposed to be lost and therefore no direct impacts to roosts would occur. Bat activity across the site was generally limited and therefore impacts to foraging/commuting bats are not anticipated. The Council's Ecology Officer outlines that "the site is essentially three rather poor fields of grassland and therefore not likely to constitute prime bat foraging habitat". Clearly the provision of suitable foraging/commuting areas within the design, as well as restrictions on artificial lighting and the installation of bat boxes, would assist in maintaining bat interest at the site.
- 6.33 Additional trapping survey work was undertaken following the submission of the application to determine the species of myotis bat present on site to ensure that appropriate mitigation could be implemented. Results of the trapping survey identified four species of bat: Common pipistrelle, Soprano pipistrelle, Brown long-eared bat and Natterer's bat. No particularly rare species of bats were identified and the mitigation measures presented in the original report are considered to be appropriate for these species. The site is not likely to constitute prime bat foraging habitat. Commuting routes for bats, such as hedgerows, will be essentially retained and the use of suitable planning

conditions can prevent their deterioration through artificial lighting. The proposed development is therefore not considered to result in an unacceptable impact on bats.

- 6.34 For reptiles, a small population of slow-worms were identified on site and would be protected from harm through the use of supervised vegetation stripping. Given the limited number of animals recorded and the extent of habitat present this approach is considered to be acceptable. Compensation and enhancement would be provided through the provision of a 'habitat area' in the south-east corner of the site which would include suitable rough grass areas and a reptile hibernaculum. The application is therefore not considered to result in an unacceptable impact on reptiles.
- 6.35 Survey work undertaken considers birds which are present on both the amber and red lists, as referred to by third parties. The site contains a typical assemblage of nesting bird species. There would be direct loss of bird nesting habitat and therefore measures are proposed to avoid vegetation removal within the nesting season. New plantings would provide compensatory habitat for that to be lost, whilst a range of artificial nest boxes would provide some enhancement. The application is therefore not considered to result in an unacceptable impact on birds.
- 6.36 There are several trees situated around the area of the proposed development. These are correctly seen to be grade as "C" to "A" grade. They are hedgerow trees of considerable age. It should be noted that their worth is not only as individual trees, but also collectively and landscape features reflecting the rural nature of the surrounding environments giving them "B2" status. Several of the trees can also be considered as veterans and as such be graded as "A3" trees, the most notable of these being T9. These trees would also have considerable nature conservation value. Whilst not directly impacted upon by the development but could be impacted upon by the general landscaping is a large oak T1, this tree is in decline but also could be considered as a veteran and as such important to the landscape and with considerable nature conservation value.
- 6.37 The layout of the site has been carefully planned to ensure the impact to the high amenity trees is very limited. Care has also been taken to ensure that limited impact would occur in the running of tracks and paths near trees or across their root plates. This can be achieved through cellular confinement systems laid at ground level etc. To ensure this is achieved arboreal method statements and fencing conditions are recommended by the Council's Tree Officer.
- 6.38 Tree and ecology conditions are proposed to ensure that the mitigation and beneficial enhancements are secure. The proposed development is therefore considered to have an acceptable impact on trees and ecology.

Highway considerations

- 6.39 Hope Road forms a priority junction with Marlborough Road (A3055) which functions as a local distributor road and is part of the islands strategic highway network forming a key link between Ryde and the eastern side of the island. Hope Road links into Circular Road, both these being minor residential roads which combined serve in the region of 70 dwellings and the application site.
- 6.40 Hope Road from its junction with Marlborough Road through to the eastern boundary of No.14 has the status of an unclassified adopted highway governed by a 30mph speed limit. Beyond this point Hope Road is un-adopted and un-metalled in terms of construction. The adopted section of Hope Road provides an average width 5.60m accommodating the passage of private and service vehicles. However existing on-street parking practices on this part of the highway network reduce the useable width of Hope Road down to an average of 3.80m. The un-adopted section of the road has an average width of 3.90m. Due to the alignment of Hope Road vehicles travelling east to west have forward visibility of vehicles turning into the road from Marlborough Road and double yellow lines at this junction provide capacity for up to 3 vehicles to wait at any one time without negatively impacting on Marlborough Road. Likewise the adopted section of Hope Road (eastern end) linking into Circular Road is locally covered by double yellow lines to allow for vehicles to wait and pass.
- 6.41 Circular Road has an average width of 4.80m, as with Hope Road current on-street parking practices limit it predominantly to single carriageway width. However unlike Hope Road, due to its alignment Circular Road is covered by double yellow lines along the full extent of the northern / western side of the road with two passing areas being made available on the eastern side. Its junction with Marlborough Road is also covered by double yellow lines to provide stacking capacity.
- 6.42 The section of Marlborough Road with which the aforementioned roads adjoin is covered by a 30mph speed limit, as a result any new or existing vehicle access forming a junction with this part of the highway network should provide for minimum visibility splays of $X = 2.40\text{m}$ by $Y = 43.0\text{m}$ and provide adequate space to enable vehicles to enter, exit in forward gear with ease. Further to a site inspection each of these junctions is deemed to comply with design standards in respect to layout and visibility. The existing parking restriction on Marlborough Road also assisted with junction accessibility.
- 6.43 A number of third party letter of objection have raised significant concern with regards to the width of both Hope Road and Circular Road. This would appear, in the main, to be due to people parking inappropriately or on double yellow lines. Officers do not consider that it would be reasonable to refuse permission due to a matter which is in essence one of parking enforcement and outside the remit of planning. Furthermore, the presence of passing bays and double yellow lines on sections of the road, would create spaces allowing for vehicles to pass.

The presence of parked cars would also have the effect of significantly reducing speeds, in line with the guidance contained in Manual for Streets 2.

- 6.44 The proposed onsite layout provides for minimum carriageway widths of 4.80m and footway widths of 2.0m, with associated 1.0m service strips / link path in associated with allocated, visitor and private parking areas. Provision is also made for a 3.0m wide footpath link with the potential for cycle usage as well as turning area to accommodate refuse and emergency service vehicles. Provision has also been made for a 12 space community car park.
- 6.45 It is noted that in order to; accommodate the existing forms of traffic associated with the Westridge Farm site, take into consideration users of the un-adopted section of Hope Road and to provide a suitable link through to the proposed onsite road layout, a proportion of the un-adopted section of Hope Road from its junction with the adopted highway is detailed to be realigned and widened with the creation of a kerbed buildout. This proposed layout is supported by a series of swept path analysis drawings as detailed within the Transport Assessment. On review and as a result of a site inspection it is evident that the only way the proposed arrangement could work to enable service vehicles to access the farm and provide for an adequate level of forward visibility to those vehicles exiting the site, is to introduce double yellow lines on either side of Hope Road from outside No 12 running in a easterly direction into the site. Site inspection has identified that vehicles park on the southern side of this section of road from the junction with Circular Road (where not covered by double yellow lines) up to the existing limit of the adopted highway.
- 6.46 Island Roads also recommended that a passing area be created on Hope Road via the introduction of double yellow lines at a point between its junction with Marlborough Road and the existing double yellow lines on the approach to the site access. This is to address the uplift in vehicles movements that would be brought about by the proposed development on this part of the highway network and to minimise the risk of vehicles mounting the adjacent footway. Site inspection has identified that vehicle accesses formed along the length of Hope Road have the potential to provide informal passing areas within the road (i.e. cars parked across driveway opening), however these appear to be used for parking by the owners of the adjoining properties.
- 6.47 The introduction of double yellow lines would be subject to the approval of associated Traffic Regulation Orders, which is subject to a public consultation process remote from the planning process. While it is acknowledged that the principal use of public highway is for passage and not for the parking of private motor vehicles, as demonstrated by the swept path analysis included within the application, in the absence of parking restriction on the approach to the site access service vehicles accessing the farm would potentially conflict with vehicles parking 13 and 14 Hope Road. In addition the forward visibility of vehicles exiting the site would also be restricted forcing vehicles into the line of oncoming vehicles travelling west to east along Hope Road in an easterly

direction from the junction with Circular Road.

- 6.48 Comments have been raised by third parties with regards to the potential impact of double yellow lines on current levels of on road parking. However, Officers note that a significant number of the dwellings on Hope Road have off road parking. Furthermore, the application proposes a car park for 12 cars together with areas of visitor layby parking, above the number of spaces of the resultant units. These areas could be used by any displaced car. Concerns have been raised by third parties that the car parking would not be used, as it is remote from the dwelling which the cars would be associated with. However, one of the risks of relying on on-road parking is that you cannot guarantee there would be a space available to the front of your house.
- 6.49 The Transport Assessment (TA) submitted with the application has evaluated the potential impact of development traffic on Hope Road, Circular Road and their respective junctions with Marlborough Road. Concerns have been raised by third parties that the TA did not include Amhurst Road and Arundel Road, which impact on the overall road safety. The Highway Engineer has confirmed that The turning movements associated with Arundel Road and Amhurst Road do not have a direct bearing on the operation of the Hope Road / Marlborough Road and Circular Road / Marlborough Road junctions. Island Roads is therefore satisfied that the assessment undertaken is satisfactory from a capacity and highway safety perspective.
- 6.50 When evaluating the submitted data within the TA consideration has been given to the design standards as set out in both Manual for Streets / Manual for Street 2 and Design Manual for Roads & Bridges (DRMB) due to the functionality of Marlborough Road. This advises that simple priority junctions shall only be used when the design flow in the minor road is not expected to exceed about 300 vehicles 2-way Annual Average Daily Traffic (AADT), and that on the major road not expected to exceed 13,000 vehicles 2-way AADT. The advice goes on to state that upgrading of junctions should always be considered where the minor road flows exceed 500 vehicles 2-way AADT, a right-turn accident problem is evident, or where vehicles waiting to turn right inhibit the through flow and create a hazard. On evaluation of the data submitted within the TA and that held by Island Roads priority junctions are deemed to be appropriate in this instance.
- 6.51 Third party comments have suggested that the presumption in the TA that vehicular movement would be shared between Hope Road and Circular Road is unsubstantiated. When evaluating the potential impact of this application due consideration has been given to the fact that the spilt between the two junctions cannot be guaranteed and in practice all development based traffic may choose to run through a single junction. Even if all traffic choose to run through a single junction it is not deemed to be sustainable to recommend refusal on highway safety or capacity grounds.
- 6.52 The TA has also considered the potential impacts of the development on the

Westridge Cross Signalised junction utilising the traffic data and junction assessments previously evaluated by Island Roads as part of the Pennyfeathers Development planning application and that included within the Solent Transport Evidence Base. It is acknowledged that this proposal is likely to bring about a 1.5% increase in vehicle movements on the aforementioned junction. However, as identified within the TA this is below the 5% figure typically regarded as a significant increase so as to sustain a highway reason for refusal or necessitate further mitigation works.

- 6.53 Comments of third parties suggest that the PM peak flow is wrong. The Highway Engineer acknowledges that there is a minor discrepancy in the anticipated PM flow rate (Table 5.1 details the Arrivals to be 0.261 whereas on assessment of the traffic data the rate is 0.250) however this is not anticipated to have a negative impact on the operation of highway network within the vicinity of the site. If anything this demonstrates that anticipated development flow rates and their impact to be even more robust.
- 6.54 In light of the above comments the proposal is not deemed to have a negative impact on the operation of the wider highway network within the vicinity of the site.
- 6.55 While it is acknowledged that the survey data contained within the Transport Assessment was collected in the month of December, when evaluating the proposal Island Roads have given consideration to summer data also held by their office. Based on the existing summer flow rates within Marlborough Road there is no justification to seek remodelling of the Hope Road / Circular Road with Marlborough Road junctions. In addition the highway engineer highlights that due to the nature of the development (Residential) it is not anticipated that that the development based traffic flows would change with seasonality. If anything there could be grounds to suggest that due to inclement weather vehicle flow rates would be higher during the winter month as residents are less likely to use alternative modes of transport.
- 6.56 Third party comments have raised concerns that the Traffic Survey does not take account of the milk tanker, as the survey was conducted on a day when it was absent. Island Roads have confirmed that the absence of traffic movements associated with the milk tanker would not have a significant impact on the junction / network assessment. The swept path of such a vehicle has been taken into consideration when evaluating this application and hence in part the reasoning behind conditions recommending additional detail in respect to junction design and the implementation of double yellow lines.
- 6.57 On review of accident data, there have been five recorded incidents in the last 3 years within the vicinity of this site. However, the existence of an accident record does not necessarily indicate that the route is unsafe for the user(s). On review of the above data it is evident that the recorded incidents are due to driver error as opposed to deficiencies with the highway network so as to

provide a sustainable reason for refusal.

- 6.58 A number of comments have been received from third parties raising concerns with regards to the impact of additional traffic on safe routes to schools. Island Roads have confirmed that it is not envisaged that the traffic anticipated to be generated by the development will have a negative impact on safe routes to school. The nearest school to the site is Oakfield Primary School located at the northern end of Marlborough Road at its junction with Apply Road. Residents from the site would be able to access this school via the existing public footway network utilising the signal controlled crossing points within Marlborough Road and Appley Road respectively. It is acknowledged that the signal controlled crossing outside of 67 Marlborough Road is off the desire line of pedestrians travelling to and from the site to Oakfield Primary School however this provides a safe location to cross and would only result in the addition of 90.0m to the walking route and is deemed acceptable.
- 6.59 Existing residents of Hope Road and Circular Road have raised concerns with regards to the current poor condition of these roads, the depth of road drainage and the width of the pavements. However, the structural integrity of the road network that is Hope Road and Circular Road has no bearing on the recommendation returned by Island Road in respect to the planning application. It is the responsibility of the Local Highway Authority (Island Roads on their behalf) to maintain the highway network to the appropriate standard (residential road). With reference to the drainage; within reason anything could be engineered and if deemed necessary existing apparatus can be diverted.
- 6.60 With regards to pavements It is acknowledged that when providing a new pedestrian links where possible a minimum footway width of 1.80m is used to enable two wheelchair users two pass. However, national guidance allows for an absolute minimum width of 1.0m at localised points and 1.20m thereafter. As a guide 1.2m allows for the passage of two pedestrians.
- 6.61 Having due regard to the above officers do not considered that there would be a sustainable objection on the grounds of highway safety, subject to the suggested condition to mitigate the effects where required and secure improvements and detailed design.

Drainage and Flood Risk

- 6.62 The site is located within Flood Zone 1. The application has been submitted with a Flood Risk Assessment and Drainage Strategy, due to its overall size and the need to consider the proposed surface water drainage approach. In accordance with planning policy, new residential development can be considered acceptable within Flood Zone 1, as such areas are considered to have a low probability of flooding (as defined within the NPPF/NPPG). It is noted that the Environment

Agency raise no concerns in relation to Flood Risk.

- 6.63 The surface water drainage solution has been designed based upon SUDS techniques taking into account the likely ground conditions, and calculated greenfield run off rates for the site. Policy DM14 identifies support for SUDS techniques to meet local and national standards, and recognises the additional benefits they can bring for ecology and green infrastructure. It also states that: *“On greenfield sites, SUDS will be required to achieve no increase in the relevant net run-off rate to that prior to development”*. The proposed scheme would comply with these requirements.
- 6.64 In addition, it is noted that the DEFRA guidance “Sustainable Drainage Systems: Non-statutory technical standards for sustainable drainage systems” (March 2015) highlights the following principles:
- Peak Flow and Volume Control to be to ensure that run-off should not exceed the greenfield runoff rate or volume
 - Area should be designated to hold or convey water in the event of a flood event
 - Components should be designed to account for structural integrity
 - Maintenance should be a consideration, and pumping avoided where possible.

The proposed arrangements would be in accordance with these principles. The SUDS approach would include methods of volume and peak flow control and would provide sufficient space to attenuate or hold any water as a result of a flood or high rainfall event. The detailed design of these elements can be controlled through the imposition of a planning condition, and the longer-term management and maintenance of this infrastructure can be controlled as part of an overall regime for the site (controlled through a S106 agreement).

- 6.65 It should be noted that Southern Water and the Council’s Drainage Engineer raise no objection to the application but require a condition be attached to any application should permission be granted. The plans also include for a pumping station on site to facilitate the proposed development. The application is therefore considered to be acceptable in respect of flood risk and drainage, subject to the imposition of appropriate conditions.

Archaeology and historic environment

- 6.66 The application was submitted with a heritage statement providing map evidence relating to the former Westridge House Estate. A geophysical survey has been submitted through the course of the determination process, due to the HER having an identification point on the site, relating to a potential Roman cemetery.
- 6.67 The above ground heritage information demonstrates that the site sits outside of what would be considered the former lawned park. The site would be located

within an area of the historic farm. However, Hope Road and Circular Road are also located within this historic boundary and therefore the positioning of housing on the proposed site is not considered to result in a significantly greater impact. The submitted information outlines that; “there is no indication of special features of views and the house and gardens would appear to be quite contained within the immediate grounds. On this basis it seems unlikely that any significant landscape or garden features would have been on the land now proposed for development, although the northern lawned gardens and tree belt would align with the southern site boundary.” Officers have no evidence to dispute this conclusion. The 1939 maps show that Westridge House itself is no longer there and has been replaced by three dwellings. The field patterns are also dramatically changed, with the small patchwork replaced with larger fields.

6.68 The potential for archaeology on site has been examined through the submission of a geophysical survey. This has identified a couple of key areas on site where trenching would be required prior to development commencing, to test the veracity of the results. The area of interests can be focused as a result of the survey. It is considered appropriate for the remaining excavation work to be controlled by way of a condition, should permission be granted.

6.69 Irrespective of the above and third party comments the area of the site is not covered by any historic designations or classifications. The application is therefore not considered to have an unacceptable impact on any heritage assets.

Heads of Terms for Legal Agreement

6.70 The application has been submitted with Heads of Terms, which cover the following matters:

- Affordable Housing – 35% of the total number of dwellings
- £80,000 towards Children’s Education Services Facilities.
- £172 per unit towards the Solent Special Protection Area Mitigation Strategy.
- Maintenance and management of Open space / attenuation pond
- £7,500 towards sustainable transport improvements in the locality.
- £20,000 towards public realm improvement by way of a highway contribution.

At the time of submission the application is only required to be accompanied by Heads of Terms. The details of the agreement itself are negotiated taking into consideration the level are potential impact, which requires mitigation and the viability of the proposed development.

6.71 The key test is whether the matters required are necessary to make the development acceptable in planning terms. Subject to the matters identified above being secured by the obligation this is the case for this application.

7. Conclusion

- 7.1 Giving due regard and appropriate weight to all material considerations referred to above Officers consider that the proposed development would provide needed housing on a site which is available, suitable and viable, within a sustainable location in accordance with policies SP1, SP2, DM3 and DM4.
- 7.2 It is acknowledged that the proposed development would change the character of the site but Officer considers that it would not have an unacceptable impact on the character of the area as a whole in accordance with policies DM2.
- 7.3 The proposed layout has paid due regard to the constraints of the site to ensure that the proposed development would not have an unacceptable impact on the amenities of neighbouring properties, trees, ecology, archaeology or flood risk in accordance with policies SP5, DM2, DM12 and DM14.
- 7.4 Subject to a requirement for the installation of double yellow lines Officers are satisfied that the proposed development would not have an unacceptable impact on the wider highway network. The proposed access would also comply with required standards in accordance SP7 and DM2.

8. Recommendation

- 8.1 Conditional Permission, subject to a Section 106 Agreement the terms of which are set out in paragraph 6.70.

9. Statement of Proactive Working

- 9.1 In accordance with paragraphs 186 and 187 of the NPPF, the Isle of Wight Council takes a positive approach to development proposals focused on solutions to secure sustainable developments that improve the economic, social and environmental conditions of the area. Where development proposals are considered to be sustainable, the Council aims to work proactively with applicants in the following way:

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

In this instance the applicant was provided with pre application advice and following the submission of further information on highways, archaeology and bats, during the course of the application that overcame the Council's concerns.

Conditions

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

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

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

15-1057-001
15-1057-005-A
15-1057-006-A
15-1057-007
15-1057-008
15-1057-011
15-1057-012
15-1057-013
15-1057-014
15-1057-015
15-1057-016
15-1057-017-A
15-1057-019
15-1057-020
15-1057-021
15-1057-022
15-1057-023
15-1057-024
15-1057-025
15-1057-026
15-1057-027
15-1057-028
15-1057-029
15-1057-030-A
15-1057-031
15-1057-032
15-1057-033
15-1057-034
15-1057-035
15-1057-036
15-1057-037-A
15-1057-038-A
15-1057-039
15-1057-040-A
15-1057-041-A
15-1057-042
15-1057-043
15-1057-044

15-1057-045
15-1057-046
15-1057-047
15-1057-048
15-1057-049
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15-1057-056
15-1057-057
15-1057-058-A
15-1057-059-A
15-1057-060
15-1057-061
15-1057-062
15-1057-063
15-1057-064-A
15-1057-065
15-1057-070
15-1057-071
15-1057-072
701 Rev. A

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 commencement of development on site a phasing plan shall be submitted to and agreed in writing with the Local Planning Authority.

Reason: To ensure that the scheme is constructed appropriately and consideration can be given to any on site changes in accordance with policy DM2 (Design Quality for New Development)

4. No development shall commence until a Traffic Regulation Order relating to parking restrictions within Hope Road has been secured, so that provision is made for a vehicle passing area between the junctions of Hope Road with Circular Road and Marlborough Road. 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.

5. No development shall commence until a Traffic Regulation Order relating to parking restrictions within Hope Road from its junction with Circular Road running in an easterly direction into the existing un-adopted section of the road and site. To limit the extent of on-street parking, to secure forward visibility for vehicles exiting the site and for the passage of service vehicles into and out of Westridge Farm. 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.

6. No dwelling hereby permitted shall be occupied until space has been laid out within the site in accordance with drawing number 15-1057-005-A dated 07.04.16 for cars to be parked and for vehicles to turn so that they may enter and leave the site in forward gear, in association with that property. The space shall not thereafter be used for any purpose other than that approved in accordance with this condition.

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

7. No dwelling shall be occupied until the parts of the service roads which provide access and the parking area to the phase within which it is located including for the construction of the proposed community car park (where relevant) 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 15-1057-005-A.

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

8. 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 of the have been submitted to and approved in DCPA/AMW/01 writing by the Local Planning Authority based on the principals of the layouts as detailed on drawing no 15-1057-005-A and 17786/DR01. 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.

9. Development shall not begin until details of the design, surfacing, construction and drainage of the section of Hope Road linking the site to the adopted highway and including for the provision of a new priority junction and associated buildout outside of numbers 15 – 18 Hope have been submitted to and approved in writing by the Local Planning Authority based on the principals of the layouts as detailed on drawing no 15-1057-005-A and 17786/DR01. 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.

10. No works associated with the commencement of the above ground construction of the dwellings within any phase shall take place until samples of materials to be used in the construction of the external surfaces of the development in that phase 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.

11. Prior to the commencement of any development activities a site-wide ecological mitigation, protection, compensation and management plan shall be submitted to, and agreed in writing by, the Local Planning Authority. This plan shall be submitted in accordance with the ecological mitigation, compensation and enhancement measures detailed within the Ecological Survey Report (RPS, May 2016) unless otherwise agreed in writing with the Local Planning Authority. All agreed ecological mitigation, compensation and enhancement features shall be permanently retained and maintained in situ.

Reason: to provide ecological protection and enhancement in accordance with Policy SP5 (Environment) and DM12 (Landscape, Seascape, Biodiversity and Geodiversity) of the Island Plan Core Strategy.

12. 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.

13. No works associated with the commencement of the construction of the dwellings shall take place until a drainage strategy detailing the proposed means of foul disposal and an implementation timetable, has been submitted to and approved in writing by the local planning authority. The development shall be carried out in accordance with the approved scheme and timetable.
Reason: To ensure that adequate capacity is available in the local network and would not lead to flooding in accordance with policy DM14 (Flood Risk) of the Island Plan Core Strategy.
14. Prior to the commencement of works for the construction of the dwellings hereby approved details until such time as a scheme to manage surface 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.
15. 1. 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) the 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
- 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.
16. Prior to the commencement of works for the construction of the dwellings within any phase of the development hereby approved details of both hard and soft landscape works and a programme for implementation/installation for that phase shall be submitted to and agreed in writing by the Local Planning Authority and

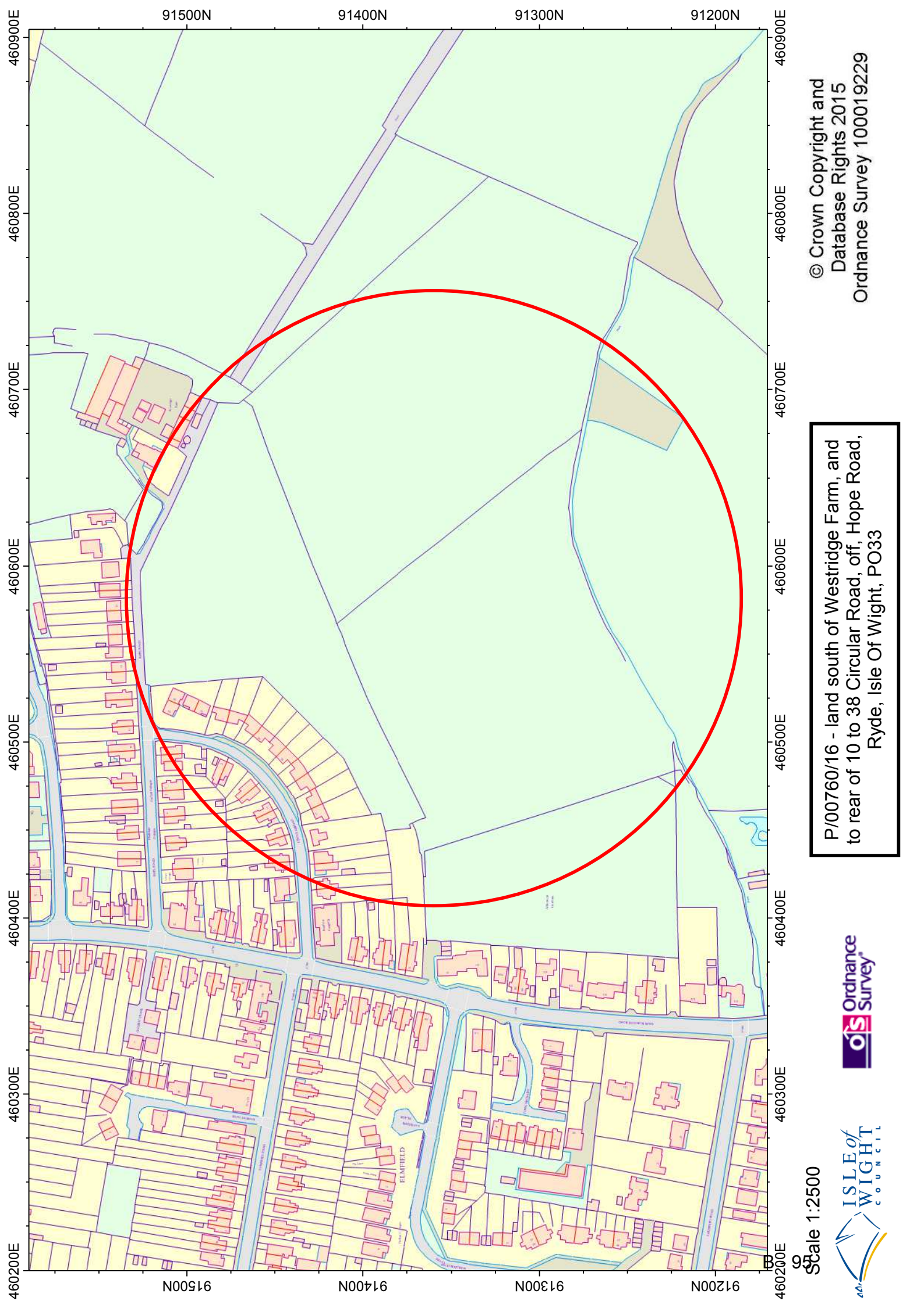
these works shall be carried out as approved. These details shall include but not be limited to: positions of all trees, hedge and shrub planting and a schedule noting their species, planting sizes, proposed numbers and densities where appropriate; proposed finished levels or contours; means of enclosure; car parking layouts; other vehicle and pedestrian access and circulation areas; hard surfacing materials; minor artefacts and structures (e.g. furniture, play equipment, refuse or other storage units, signs, lighting etc.).

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.

17. Prior to the commencement of any excavation on any phase of the site a programme of archaeological works for that phase shall be submitted to and agreed in writing with the Local Planning Authority. The agreed details shall thereafter be adhered to on site.

In the event previously unidentified assets are located no further works shall be undertaken until otherwise agreed in writing with the Local Planning Authority.

Reason: To ensure no features of historical interests are impacted upon through the construction process in accordance with Policy DM11 (Historic and Built Environment) of the Island Plan Core Strategy.



P/00760/16 - land south of Westridge Farm, and to rear of 10 to 38 Circular Road, off, Hope Road, Ryde, Isle Of Wight, PO33

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Ordnance Survey 100019229



Scale 1:2500

04 Reference Number: P/01453/16

Description of application: Demolition of buildings; construction of 2/3 storey building to provide 600 place secondary school with associated landscaping

Site Address: Carisbrooke College, Mountbatten Drive, Newport, Isle of Wight.

Applicant: Sir Robert McAlpine Ltd.

This application is recommended for conditional permission

REASON FOR COMMITTEE CONSIDERATION

The proposed development is of Island wide significance and is on land owned by Council.

MAIN CONSIDERATIONS

- Principle of the proposed re-development
- Impact on the character of the area
- Impact on neighbouring properties
- Highway considerations
- Trees and ecology

1. Location and Site Characteristics

- 1.1. The application site is located at the north-western termination of Wellington Road, at the point where it turns into Mountbatten Drive. The site fronts Mountbatten Road and Taylor Road, to the north of the housing known as 'the bird's estate'.
- 1.2. The existing College site covers an area of approximately 18 hectares, with the buildings being located to the south part of the site, with the land to the north providing sports pitches etc.
- 1.3. The existing school building range in age and scale, with the largest is three storeys. The majority of buildings on site date back to the 1960s and are constructed of brick under flat roofs.
- 1.4. The area around the site is mainly residential in character with the exception of the numerous school buildings and associated playing fields which have a significant presence in the street scene. The residential units are a combination of bungalows and two storey houses including detached, semi-

detached and terrace layouts. The majority of properties are of a 1970s appearance.

2. Details of Application

2.1 The application seeks consent to demolish the existing school buildings and construct a new purpose built school, to include a replacement sports hall. The development is proposed on behalf of the Education Funding Agency (EFA) through their Priority Schools building programme.

2.2 The proposed building would be positioned at the point of the current main entrance building, at the end of Wellington Road. Due to the existing intake at the school it is possible to phase the demolition to ensure that the new building could be constructed on this part of the site whilst allowing a consistency of educational provision through the construction process, without the need to utilise temporary buildings. The proposed development would not see any development on or change to the existing playing fields on site.

2.3 The proposal seeks to reduce the overall size of the site and the capacity of the school from 1024 to 600 students. As a result of this reduction in capacity the western extent of the site would be removed from the schools grounds.

2.4 The proposed building would be of an irregular footprint, consisting of three rectangular connected elements. The building design would provide two and three storeys of accommodation, under a flat roof.

2.5 The buildings would be constructed of composite panels and brickwork. The colour palette is shown to be blues and greys, with accents of green.

2.6 Internally the proposed building would include the required teaching spaces together with a new sports hall, activity studio, drama studio, music and media spaces.

2.7 The site access would be amended to see the principal vehicle access take the form a priority junction that links into the southern end of Wellington Road where it joins Mountbatten Drive. To the north east of the principal site access there are two existing minor vehicle access points; one to the east and the other to the west of the junction of Mountbatten Drive / Millfield Road.

2.8 The proposal seeks to bring forward 47 private vehicular parking bays, 20 cycle bays and 5 coach/bus bays.

3. Relevant History

3.1. None relevant to this application

4. Development Plan Policy

National Planning Policy

- 4.1. National Planning Policy Framework (NPPF) constitutes guidance for local planning authorities and decision-takers both in drawing up plans and as a material consideration on determining applications. At the heart of the NPPF is a presumption in favour of sustainable development.
- 4.2 Section 8 “Promoting Healthy Communities” contains information that is relevant to this proposal as it covers the issue of educational development, and also issues relating to development on open space, sports or recreational facilities. Paragraph 72 sets out a requirement for a “proactive, positive and collaborative” approach and giving “great weight to the need to create, expand or alter schools”.

Local Planning Policy

- 4.3 The Island Plan Core Strategy defines the application site as being within the settlement boundary and Key Regeneration Area boundary of Newport. The following policies are relevant to this application:
- SP1 Spatial Strategy
 - SP5 Environment
 - SP7 Travel
 - DM1 Sustainable Build Criteria for New Development
 - DM2 Design Quality for New Development
 - DM7 Social and Community Infrastructure
 - DM11 Historic and Built Environment
 - DM12 Landscape, Seascape, Biodiversity and Geodiversity
 - DM13 Green Infrastructure
 - DM14 Flood Risk
 - DM17 Sustainable Travel

5. Consultee and Third Party Comments

Internal Consultees

- 5.1 The Highway Engineer from Island Roads has recommended conditional permission. Further comments are provided in the relevant section within the evaluation of this report.
- 5.2 The Council’s Tree Officer has raised no objection, although recommends conditions in respect of a method statement and landscaping, should the application be approved.

External Consultees

- 5.3 Sport England have confirmed that they raise no objection to the application as they do not consider that the proposed development would lead to the loss of, or would prejudice the use of, all or any part of a playing field, or land last used as a playing field.

Parish/Town Council Comments

- 5.6 Newport Parish Council has provided two comments in respect of the application. They confirm that they have no fundamental objection to the proposed development. Some comments are made with regards to the design and appearance of the building being 'cost driven contemporary and lacking any real innovation' but they confirm that this does not amount to a sustainable reason for withholding permission. They also note that the reduction in the overall school site would result in a large 'brownfield' site.
- 5.7 The Parish Council also comment that, together with the recently commenced Christ the King redevelopment, the following concerns are raised:
- On-going transport challenges due to catchment area of the schools within this locality.
 - Additional impact of construction works exacerbating the above challenges.
 - Consideration should be given to off-site improvement to the local network, including major improvements to Taylor Road in terms of construction, width, appropriate traffic controls etc.
 - Consideration of safe routes to school
 - Development of a comprehensive and properly co-ordinated plan that deals with all these interrelated issues now and in the future.

Third Party Representations

- 5.8 One letter has been received from a local resident. Concerns are raised that the application is being dealt without any consideration of other proposed developments in the immediate locality, including Home Bargains at the former Argos site, the resultant land following the reduction in the size of the school site. Taylor Road footpath to road use, with result of extra traffic in the area of these schools, and onto Gunville Road. The only objection to the new school building is that they have flat roofs, which eventually leak.
- 5.9 A letter has been received from Cycle Wight. These can be summarised as follows:
- Good to see the placement of the cycle racks in a prominent place.
 - Design of the racks as Sheffield or similar, to assist in the safe parking of bikes and scooters.
 - Cycle shed should be fully enclosed to ensure, as far as possible, that the bikes and scooters are protected from the weather.
 - It is, however, disappointing that there is little in the plans to encourage

- people to adopt a more sustainable way to access the site.
- Only 20 cycle spaces are proposed. It would be good to see the plans take a more thoughtful considered approach to increase cycling and walking.

6. **Evaluation**

Principle of the proposed development

- 6.1 The proposed development seeks to demolition all of the buildings on the existing site and construct a purpose built replacement school. This is acceptable in principle and accords with policy DM7.
- 6.2 The project is being funded by the Education Funding Agency, who works in collaboration with the Department of Education. The need for re-development of the site was identified through the Priority Schools Building Programme (BSBP), which identified in 2013 that the school facilities were in need of significant improvement. Pre-application discussions have been held with the EFA and their partners which have looked at options relating to the extent of accommodation, potential options for the location of the building within the site. These discussions culminated in the option that is subject to this application for the site taking into account constraints and opportunities and which would meet educational requirements.
- 6.3 The proposal would decrease the capacity of the school from a 7 form entry to a 4 form entry, due to a current and future predicted over capacity in secondary school places across the Island. As a result of this reduction the western extent of the site would be removed from the school boundary. There is no objection to this change with the existing buildings on site being of a 'sprawling' layout and the overall size of the site being far greater than required.
- 6.4 The land which would be taken outside of the school boundary does not form part of this application, with the exception of the demolition works. This land would therefore, in the short/medium term remain a cleared and vacant parcel of land. Any application for the development of this area would be considered through a separate application, which would be determined on its own merits.

Impact on the character of the area

- 6.5 The proposed development is considered to result in a positive impact on the character of the area. The existing buildings have limited architectural merit and due to the single storey nature of a number of them, cover a large land area, having a somewhat sprawling appearance and form.

- 6.6 The building proposed would be two and three storeys in scale allowing for a more concentrated footprint. There is not considered to be an impact on the character of the area as a result of these heights, which measure between 9.6m and 11.8m, as the buildings on this part of the site are currently of a similar scale and are seen in the context of the northern extent of the Wellington Road, providing a visual stop and entrance feature to the school itself.
- 6.7 The design of the proposed buildings has been referred to by the Parish Council and a third party. It should be noted that the site is not located within any landscape designations and is approximately 400 metres north of the Conservation Area boundary, having little visual relationship with this designation. There are also no listed buildings in close proximity to the site. Officers also consider that appearance of the existing building on site, being flat roofed and of limited architectural merit is also a material consideration to the acceptability of the proposed building design.
- 6.8 The proposed replacement building has been carefully designed to provide the required level of accommodation, within one building, while reducing the apparent massing of the structure, through articulation in the height and footprint of the building, together with a mix of fenestration and materials. The proposed layout also ensures that the visual impact on the building from outside of the site would be lessened, while also ensuring that the site has a presence and legibility, which is missing from the existing site. Space has also been retained at the front of the site for landscaping to soften the built form. The proposed development is therefore considered to result in an enhancement to the character of the area.
- 6.9 In conclusion, due to the limited architectural merit and the sprawling nature of the existing built form on site, together with the design of the replacement building it is considered that the proposed development would represent an opportunity to enhance the character of the area.

Impact on neighbouring properties

- 6.10 The site has residential properties to the northern corner of the site and the eastern and part southern boundaries. All of these are separated from the site by roads/accesses. There are further residential properties on the eastern boundary. However, these directly adjoin the playing fields, which are unchanged by this application.
- 6.11 The proposed building would be set further from the boundaries of the site than the existing buildings. This increased separation distance together with the reduction in size of the school are considered to represent a positive impact on the neighbouring residential properties.

Highway considerations

- 6.12 The proposal includes for the retention of the principal site access (which takes the form a priority junction that links onto the southern end of Wellington Road) and its associated bus pick-up / drop-off circulatory system; the remodelling of onsite car / cycle parking facilities, and the reconfiguration of the onsite layout associated with two existing vehicles accesses (one that is currently redundant) that form junctions with Mountbatten Drive and are set out as conventional dropped crossing. The proposal does not include any offsite highway works.
- 6.13 The principal vehicle access takes the form a priority junction that links into the southern end of Wellington Road where it joins Mountbatten Drive. This section of the public highway has an unclassified status and is governed by a 20mph speed limit. Wellington Road is subject to extensive traffic calming features (raised plateaus / speed humps) which coupled with the geometry of the network about the site access assist in controlling speeds to the posted limit.
- 6.14 This principal access is gated at a setback distance of 18.80m from its junction with Wellington Road and provides adequate width to enable private and service vehicles to enter and exit the site with ease. The access is bordered by footways providing pedestrian connectivity to the wider highway network with an informal pedestrian crossing running north to south across the access just beyond the point at which it is gated. Island Roads suggest consideration is given to remodel and upgraded this informal arrangement. It currently take the form of two pram ramps with associated buff tactile pavers (typically used at uncontrolled crossing points) and what could be conceived as zebra crossing markings within the carriageway; implying that pedestrians have priority. It is recommended by Island Roads that this arrangement be remodelled to provide for a fully compliant zebra crossing to assist safe passage to and from the site by pedestrians. This would involve the installation of beacons, the upgrading of the tactile pavers and associated footway works and roads marking. As the application would result in a reduction in the number of pupils on site there would not be an evidence based requirement for a crossing of this nature to be installed. It is therefore considered to be unreasonable to require the existing informal arrangement to be upgraded. However, an informative is recommended, should the application be approved, requiring the school to make pupils aware of the priority of this road remaining one of vehicles.
- 6.15 The access at this junction with Wellington Road is fully compliant from a motor vehicle perspective with design standards for a 20mph environment. Likewise the onsite bus circulatory system associated pick-up drop-off areas and proposed private motor vehicle parking areas all comply with design standards allowing vehicles to enter, exit, circulate and turn with ease. A footway runs around the perimeter of the circulatory system providing adequate segregation between pedestrians and motor vehicles.

- 6.16 For completeness it is highlighted that the proposal seeks to bring forward 47 private vehicle parking bays, 20 cycle bays and 5 coach / bus bays commensurate with the proposed reduction in pupil capacity.
- 6.17 To the north east of the principal site access there are two existing minor vehicle access points; one to the east and the other to the west of the junction of Mountbatten Drive / Millfield Road.
- 6.18 The eastern of these two accesses is currently closed off to vehicles and falls just inside the 30mph speed limit, with the western access falling within the 20mph zone. On review of the proposed site layout and associated swept path analysis it is evident that they are detailed to provide service vehicle access operational on a one-way system. Both access points as proposed are deemed fully compliant with design standards.
- 6.19 The proposed site layout is deemed to be acceptable from a highway design perspective and although it is acknowledge that the proposal would bring about a reduction in onsite pupil capacity. In order to promote sustainability and to discourage the dependency on the private motor vehicle it is recommended that by Island Roads that should the LPA seek to approve this application in addition to the zebra crossing improvements (as outlined in paragraph 6.19), uncontrolled tactile crossing points at the following junctions should also be provided;
- Mountbatten Drive / Millfield Road
 - Nightingale Road / Purdy Road

Officers do not consider these proposed works to be reasonable as the application would result in a reduction in footfall to the site as a result of a reduction in pupil numbers.

- 6.20 On review of the information accompanying this application and specifically Chapter 5 of the Transport Assessment it is acknowledged by Island Roads that this proposal has the potential to bring about a significant reduction in vehicle movements associated with the site. Currently although the enrolment number is only 727 students, being taught by 38 FTE members of staff, the site has a permitted capacity of 1000 students. As proposed, if approved the maximum permitted enrolment number will drop to 600 (resulting in 27 FTE members of staff).
- 6.21 In light of the above and as demonstrated by the Transport Assessment the proposal has the potential to bring about a significant reduction in traffic movements on the local highway network. Therefore the traffic generation associated with this proposal is not deemed to have a negative impact on the capacity of the highway/project network.
- 6.22 A Traffic Management Plan and Construction Method Statement with

associated plans have been submitted as part of the application. However on review by Island Roads it is recommended that additional information be submitted prior to commencement should the application be approved, this could be appropriately covered by conditions.

The proposed development is considered to provide sufficient parking spaces for the resultant school. However, it is noted by officers that concerns have arisen through construction work along Wellington Road that the displacement of parking and contractor parking has result in additional pressure on the surrounding residential road network. However, in the instance of this application, not only is much of the parking area to be unaffected by the proposed construction work, due to the existing scale of the site and the proposed reduction. Furthermore, space has been made available, as outlined within the submitted construction management plan, for contractor parking on an area of hard standing to the west of the existing buildings. Officers are therefore satisfied that there would not result in additional pressure on the local network for parking, as a result of the proposed construction work. It should be noted however, that the LPA cannot stop someone parking on a public highway, if they are doing so legally.

6.23 A number of comments have been received with regards to the potential use of Taylor Road, which is currently gated although was historically used at the start and end of the school day. The application does not currently seek to open up this road. As the redevelopment of the school would result in a reduction in the size of the site and the number of pupils, and in turn the potential traffic generation, it is considered unreasonable to require works to this link through this submission.

6.24 Comments have also been received suggesting consideration is given to the use of Taylor Road for construction traffic. However, it is currently unknown as to whether the road could take the weight of construction vehicles and its use for this purpose would create a conflict between pedestrians and vehicles. It is therefore considered that an appropriate Construction Management Plan, which ensured that deliveries etc. would not be undertaken at the start and end of the school day, when Wellington Road is at its busiest, should ensure that the construction processes does not result in an unacceptable impact on vehicular movements in the surrounding highway network.

Trees and ecology

6.25 The submitted tree report identifies many trees around Carisbrooke College which can be seen to a mix of deciduous and coniferous species of varying conditions. These have been planted on average in the past 20 to 30 years as part of the general landscaping of the site. Some have been planted as feature trees such as the sequoia (T42) and others more as group features such as the trees seen along the school frontage when viewed from Wellington Road. Whilst some of the trees are in a poor condition it is noted that the condition of

most is sufficient to retain as landscaping of the new development and help to soften the structure as is or that is to be. As such great care should be taken to ensure their protection during the development and retention where possible.

- 6.26 The proposed development would see the loss of T42 an early mature sequoia that can be seen as a feature tree as you enter the site. This is an "A" grade tree. The loss of such a grade is advised against unless completely necessary. This may be considered one of these times. The loss would however need to be mitigated in a landscaping scheme, which can be appropriately conditioned, should permission be granted. This would not be a general like for like replacement, but a specimen forming part of a wider planting scheme that incorporates the best trees of what is to be retained and is an esthetical asset to the new learning environment. This would make the landscaping seem to be tailored to the school and the architecture of the building and not like a patch work quilt of landscaping afterthoughts built up over the years as is the case at present.
- 6.27 Subject to an appropriate landscaping scheme the application is not considered to have any unacceptable impact on trees.
- 6.28 With regards to ecology a number of different protected species are considered within the submitted ecology report. Results of the bat inspection and subsequent emergence surveys indicate that no bats are roosting on site. Bats do use the site to forage and proposals include the retention of hedgerows and mature trees. Enhancements to improve the bat habitat onsite have been recommended including the installation of 6 boxes in surrounding trees and an external lighting plan that demonstrates limited lighting on site will be produced. These measures would be secured via condition.
- 6.29 Evidence shows the proposal site does not host great crested newts however because of the known breeding populations surrounding the site mitigation measures to ensure no impacts to newts that may cross the site at night are recommended. Recommendations include pits or excavations to be covered overnight and pollution prevention measures to ensure watercourses are not affected and storage of building materials. These precautions aim to ensure impacts to GCN do not occur through construction. It is recommended an Ecological Mitigation and Management Strategy is produced and submitted which would be secured through an appropriately worded condition.
- 6.30 Potential for some bird nesting habitat would be lost through the proposals. Timing of the works would need to avoid the breeding bird season, which is March to August (inclusive) and additional tree planting would provide breeding habitats for birds in the long term and in the short term it is proposed at least six bird boxes are installed. This is deemed appropriate mitigation given the scale of the impacts.
- 6.31 One pond is located onsite which through maintenance and vegetation

removal would be enhanced for the benefit of wildlife. This work is best done in autumn/winter so as best avoid any migrating GCN. Further to this proposals include the installation of an attenuation pond that would be designed to benefit wildlife and in particular GCN. Further to this additional planting on site is proposed. All these measures are welcomed.

6.32 The application is therefore not considered to result in any unacceptable impacts on wildlife.

7. Conclusion

7.1 Giving due regard and appropriate weight to all material considerations referred to above the application is considered to represent an opportunity to significantly improve the educational facilities on site, as well as providing a building which would enhance the character of the area, through the removal of existing building and provision for a new building of an appropriate scale, mass and design, without having an unacceptable impact on the amenities of neighbouring properties.

7.2 The proposal is also considered acceptable in relation to technical aspects of highways, ecology and trees. As such would comply with the requirements of the development plan, subject to the imposition of conditions.

8. Recommendation

8.1 Conditional permission

9. Statement of Proactive Working

9.1 In accordance with paragraphs 186 and 187 of the NPPF, the Isle of Wight Council takes a positive approach to development proposals focused on solutions to secure sustainable developments that improve the economic, social and environmental conditions of the area. Where development proposals are considered to be sustainable, the Council aims to work proactively with applicants in the following way:

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

In this instance the applicant was provided with pre application advice and following the submission of further information on trees, access arrangements and bats, during the course of the application that overcame the Council's concerns.

Conditions/Reasons

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

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

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

CBC-SLR-00-XX-DR-L-(90.4)0002 P6
CBC-SLR-00-XX-DR-L-(90.4)0003 P6
CBC-SLR-00-XX-DR-L-(90.4)0005 P1
CBC-SLR-00-XX-DR-L-(90.4)0006 P1
CBC-SLR-00-XX-DR-L-(90.4)0007 P1
CBC-SLR-00-XX-DR-L-(90.4)0008 P1
CBC-SLR-00-XX-DR-L-(90.4)0010 P1
CBC-SLR-00-XX-DR-L-(90.4)0009 P1
CBC-SLR-00-XX-DR-L-(90.4)0011 P1
CBC-SLR-00-XX-DR-L-(90.4)0013 P1
CBC-SLR-00-XX-DR-L-(90.4)0014 P1
CBC-SLR-00-XX-DR-L-(90.4)0016 P1
CBC-SLR-00-XX-DR-L-(90.4)0017 P1
CBC-SPA-00-XX-DR-A-(2-)0001 Rev. P01
CBC-SPA-00-00-DR-A-(1-)0001 Rev. P01
CBC-SPA-00-01-DR-A-(1-)0001 Rev. P01
CBC-SPA-00-02-DR-A-(1-)0001 Rev. P01
CBC-SPA-00-ZZ-DR-A-(21)0004 Rev. P01
CBC-SPA-00-ZZ-DR-A-(90)0003 Rev. P01
CBC-SPA-00-ZZ-DR-A-(3-)0002 Rev. P01
CBC-SPA-00-ZZ-DR-A-(3-)0001 Rev. P01
SRM/SLD/CC Dwg 001 Rev D
SRM/SLD/CC Dwg 002 Rev D
SRM/SLD/CC Dwg 003 Rev D
SRM/SLD/CC Dwg 001 Rev D
SRM/SLD/CC Dwg 004 Rev E
SRM/SLD/CC Dwg 005 Rev D

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

3. No above ground works associated with the construction of the new

school building shall take place until details of the materials 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.

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

Reason: This condition is a pre-commencement condition to ensure appropriate soft landscaping is provided for the development, in the interests of visual amenity and to comply with policy DM12 (Landscape, Seascape, Biodiversity and Geodiversity) of the Island Plan Core Strategy.

6. The development hereby permitted, including site clearance and preparation, shall not commence until a Construction Management & Phasing Plan, including, but not limited to, the management of noise, dust and environmental disturbance and how construction traffic and staff / pupil parking would be managed (particularly to avoid conflicts with

school dropping off and collecting times), and how and when all highways elements of the proposal will be delivered has been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the proposed management plan, unless otherwise approved in writing by the Local Planning Authority.

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

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

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

8. No building hereby permitted shall be brought into operation until space has been laid out within the site in accordance with drawing no CBC-SLR-00-XX-DR-L-(90.4)0003 Rev P06 and for a minimum of 47 cars, 20 bicycles, 5 buses to be parked and for vehicles to be loaded and unloaded and for vehicles to turn so that they may enter and leave the site in forward gear. The space shall not thereafter be used for any purpose other than that approved in accordance with this condition.

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

9. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking and re-enacting that Order with or without modification), no vehicle access gates shall be erected other than gates that are set back a minimum distance of 5.0 metres from the edge of the carriageway of the adjoining highway (Wellington Road).

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. Before the school is first brought in to use a School Travel Plan with the specific intention of reducing the need to travel to and from the school by car and to positively encourage travel by foot, bicycle, by public transport or by other sustainable means together with a programme for future monitoring shall be submitted to and agreed in writing with the local planning authority. The agreed plan shall then be implemented from the day that the use commences/building is brought into use in accordance with the measures set out in the document. The plan shall be monitored and an annual report produced and submitted to the local planning authority in accordance with the timescale also set out and agreed in the school travel plan.

Reason: In order to encourage sustainable methods of travel to and from the school, in accordance with policy DM2 (Design Quality) and DM17 (Sustainable Travel) of the Island Plan Core Strategy and the principles of the NPPF.

11. Prior to first use of the school buildings hereby permitted details of community use shall be submitted to and approved in writing by the Local Planning Authority. The details shall apply to the sports pitches, changing accommodation, floodlit MUGA, sports hall, outdoor sports courts and car parking and include details of pricing policy, hours of use, access by non-educational establishment users, management responsibilities and a mechanism for review, and anything else which the Local Planning Authority considers necessary in order to secure the effective community use of the facilities. The development shall not be used at any time other than in strict compliance with the approved details.

Reason: To secure well managed safe community access to the sports facilities, to ensure sufficient benefit to the development of sport and to accord with Policy DM13 (Green Infrastructure) of the Island Plan Core Strategy.

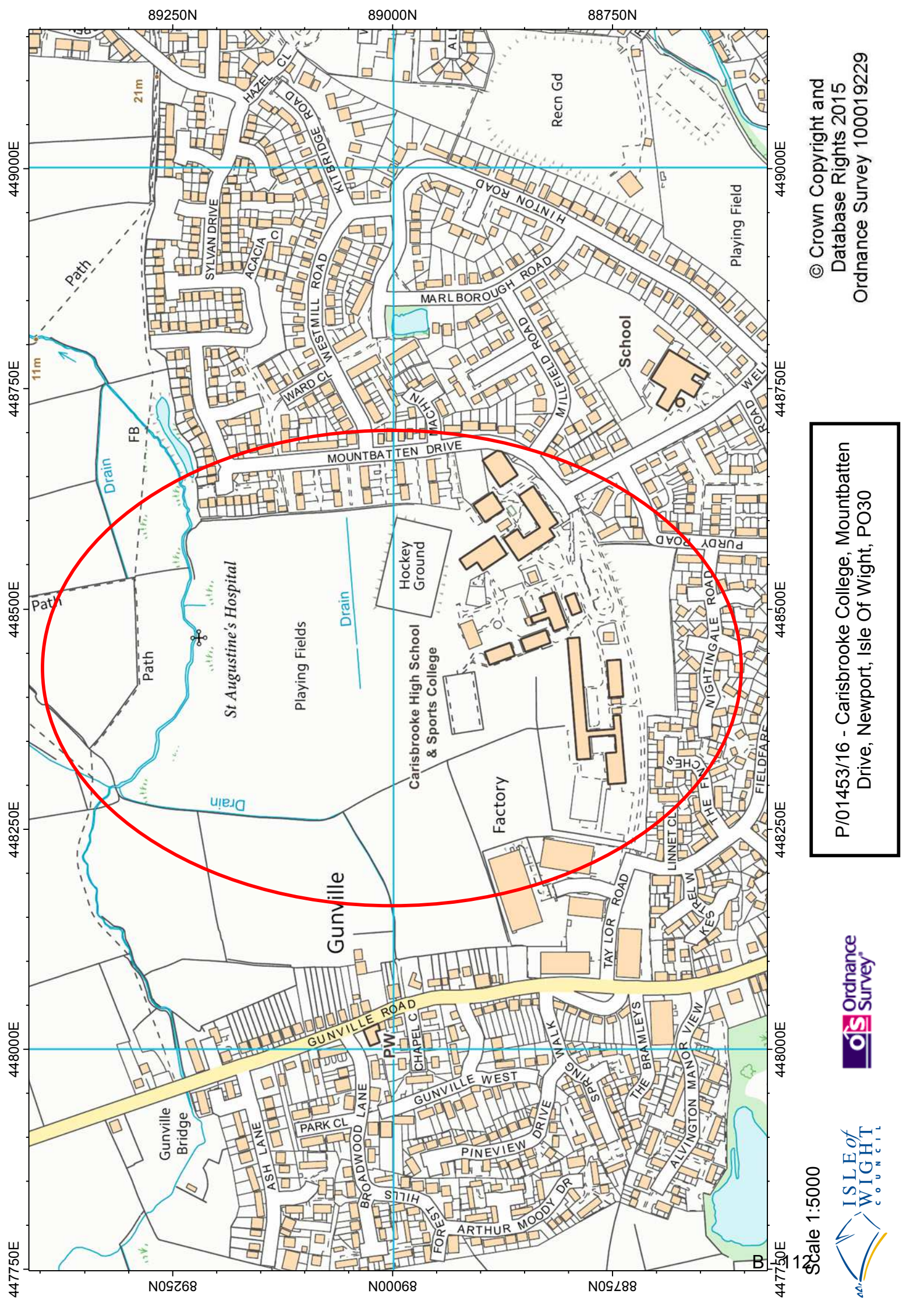
12. Notwithstanding the details on the submitted plans information with regards to any lighting to be installed on site shall be submitted to and approved in writing with the Local Planning Authority. No lighting other than that approved shall be installed on site.

Reason: In the interest of nature conservation in accordance with Policies SP5 (Environment), DM2 (Design Quality for New Development) and DM12 (Landscape, Seascape, Biodiversity and Geodiversity) of the Island Plan Core Strategy.

13

Prior to the new building being brought into use an Ecological Mitigation and Management Strategy shall be submitted to and approved in writing by the Local Planning Authority.

Reason: In the interest of nature conservation in accordance with Policies SP5 (Environment), DM2 (Design Quality for New Development) and DM12 (Landscape, Seascape, Biodiversity and Geodiversity) of the Island Plan Core Strategy.



P/01453/16 - Carisbrooke College, Mountbatten
 Drive, Newport, Isle Of Wight, PO30

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Scale 1:5000



05 Reference Number: P/01344/16 – TCP/04188/A

Description of application: Outline for 5 dwellings (revised plans)
(revised description)

Site Address: land west of 53-59 West Street and south of 70 West Street, Rew Lane, Wroxall, Ventnor, Isle of Wight, PO38

Applicant: Mr J. W. & W. N. Butler

This application is recommended for conditional permission

REASON FOR COMMITTEE CONSIDERATION

The Local Ward Member has requested that the application is determined by the committee for the following reasons:

- The site is a greenfield site, outside the defined settlement boundary and partly within the Isle of Wight Area of Outstanding Natural Beauty (AONB);
- The site is adjacent an existing watercourse and at risk of flooding;
- The proposal would have a severe impact on wildlife and the existing watercourse;
- West Street would provide inadequate access to service the development.

MAIN CONSIDERATIONS

- Whether the proposal would comply with planning policy in terms of the location and delivery of new housing?
- Impact on the character and appearance of the area, including the AONB
- Impact on heritage assets (Appuldurcombe House and Park)
- Impact on trees and ecology
- Impact on neighbouring properties
- Flood risk and drainage
- Highways considerations

1. Details of Application

- 1.1. This is an application for outline planning permission for 5 dwellings with vehicular and pedestrian access from Rew Lane. The access, layout, scale, appearance and landscaping of the development has been reserved by the applicant for later approval. Hereinafter referred to as the “reserved matters”.

- 1.2 Whilst the application is for outline permission, the applicant has submitted a conceptual drawing that shows the area of the site to the west of Rew Lane laid out in a regular linear arrangement with two pairs of semi-detached houses and a single detached house fronting the public highway. Each dwelling would benefit from generous side and rear gardens as well as small frontages to Rew Lane. This drawing indicates that the existing trees along the western and southern boundary of the site would be retained.
- 1.3 It should be noted that the proposal has been revised since the original application was made and as a consequence the site area has been reduced and the number of dwellings reduced by 1. This revision by the applicant was in response to concerns raised regarding the development of land to the southern and eastern side of Rew Lane. This land has now been removed from the proposal. That said, a small area of land on the eastern side of Rew Lane has been retained as part of the application site as this would provide a landscaped space to potentially accommodate a surface water attenuation basin as part of the drainage strategy for the development. Indicative details of the drainage strategy for this development can be seen within the submitted Flood Risk and Drainage Technical Note.
- 1.4 The proposal would see Rew Lane widened to 4.8m in width for the whole of its length through the site and as such this part of Rew Lane is included within the application site area. A new footway would be constructed along the western side of the widened Rew Lane to the front of the proposed dwellings and this would provide pedestrian access to West Street to the north. Each dwelling would benefit from a driveway to accommodate on-site car parking and the detached unit would benefit from a detached garage.
- 1.5 As explained above, the scale and appearance of the proposed dwellings has been reserved for future approval, however the applicant has stated that it is anticipated the dwellings would be two storey, bespoke to the site, but reflective of the best examples of local vernacular architecture.

2. Location and Site Characteristics

- 2.1 The Island Plan Core Strategy defines the site as being at the western edge of the Wroxall Rural Service Centre (RSC), outside of, but immediately adjacent to, it's defined settlement boundary.
- 2.2 The relationship of the site with the settlement boundary reflects that it is adjacent to existing residential development in West Street to the north and its proximity to existing residential development to the east of the site in West Street and Mountfield Road. There is also an existing scout hut to the east, which is accessed via West Street. Baycroft Farm and Appuldurcombe House and its registered park and garden are to the north and west of the site.

2.3 The revised site does not extend into the designated Area of Outstanding Natural Beauty (AONB), with this designated area extending only to the south of 50 Mountfield Road (and the land immediately to the rear of this) and to the eastern side of Rew Lane. The Wroxall RSC is however largely surrounded by the IW AONB to the west, south and east.

2.4 The application site is non-previously developed (greenfield) land that comprises grassland and areas of dense scrub, with mature trees (several protected by Tree Preservation Orders (TPOs)) along its western and southern boundaries. An ordinary watercourse (Wroxall Stream) also runs along these boundaries of the site. The area of land to the west of Rew Lane is also enclosed by post and wire fencing. Ground levels fall by approximately 2m across the site from east to west.

3. Relevant History

3.1. TCP/01327/F: Outline for residential development: refused 12/03/1987.

As well as being considered contrary to the provisions of the development plan in force at the time of the application, this decision raised concerns in terms of the effect of such development on the rural character of the area and width of the access to serve the development.

4. Development Plan Policy

Local Planning Policy

4.1. The Island Plan Core Strategy (CS) defines the application site as being within the Wider Rural Area, immediately adjacent to the defined settlement boundary of the Wroxall Rural Service Centre.

The following policies are relevant to this application:

- SP1 Spatial Strategy
- SP2 Housing
- SP7 Travel

- DM2 Design Quality for New Development
- DM3 Balanced Mix of Housing
- DM11 Historic and Built Environment
- DM12 Landscape, Seascape, Biodiversity and Geodiversity
- DM14 Flood Risk
- DM17 Sustainable Travel

National Planning Policy (NPPF)

4.2 The NPPF explains that at the heart of national planning policy is the presumption in favour of sustainable development and it sets out 12 core planning principles, which include:

- seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings;
- take account of the different roles and character of different areas, promoting the vitality of our main urban areas and recognising the intrinsic character and beauty of the countryside;
- take account of flood risk;
- contribute to conserving and enhancing the natural environment; and
- conserve heritage assets in a manner appropriate to their significance.

Other Local Documents, Plans or Strategies

- 4.3
- Strategic Housing Market Assessment (SHMA)
 - Strategic Housing Land Availability Assessment (SHLAA)
 - Monitoring reports
 - IW AONB Management Plan 2014-2019
 - P2
 - P14
 - P15
 - P40
 - P45
 - P48
 - East Wight Landscape Character Assessment (May 2015)

5. Consultee and Third Party Comments

Internal Consultees

5.1 The Council's Highway Engineer (Audit & Tech Compliance), with a remit to include the watercourse and drainage, has raised no objections and has advised that at this early stage the applicant has demonstrated an awareness of the possible options for the disposal of surface water and foul sewage disposal. He has also advised that the applicant/developer would need to provide a method statement to demonstrate that during the construction stage the development would not adversely affect the adjacent watercourse.

5.2 Island Roads' Highway Engineer has raised no objections to the development provided the visibility splays for the vehicular accesses to serve the dwellings can be maintained. Conditions have been recommended to ensure this and to secure the on-site parking and highways improvements indicated. A condition has also been recommended in relation to construction traffic management.

5.3 The Council's Tree Officer has advised that it is possible to develop the site as proposed. Whilst he had raised serious concerns with development of the land to the south and east of Rew Lane, this land has now been removed from the proposal.

5.4 The Council's Ecology Officer has advised that the submitted ecological report is comprehensive and appropriately assesses the impacts on site and makes recommendations with respect to the conservation of protected species. The Ecology Officer considers these recommendations should be followed and has suggested a condition to ensure this.

External Consultees

5.5 The IW AONB Partnership has objected for the following reasons:

29. It disagrees with the submitted Landscape and Visual Impact Assessment because:

- the site is partly within the AONB;
- the landscape character of the site is "Wroxall Stream Valley Floor", not "Southern Downland Edge Pasture Land";
- the assessment is inaccurate and undervalued as it incorrectly places the site outside of the AONB and incorrectly categorises the landscape character of the site.

30. It considers that the site is a green gateway into Wroxall and the proposal, in particular the visual impact of the individual dwelling and associated garden area in the southern area of the site, would have a significant visual impact upon the existing unspoilt views towards the village and would cause the village to creep into the natural beauty of the AONB.

31. It agrees with the concerns raised by the Council's Tree Officer in relation to the impact to existing trees.

32. It considers that development within the Wroxall Stream Valley Floor may have significant effects on wildlife and these impacts need to be adequately investigated and mitigated or the development should not go ahead.

Given these concerns, the IW AONB Partnership considers the proposal would have detrimental impacts on the AONB and its setting, both within the site and that which surrounds Wroxall contrary to policy P45 of the AONB Management Plan.

Parish/Town Council Comments

5.6 Wroxall Parish Council has objected, raising the following concerns:

- the proposed development could be accommodated on previously developed (brownfield) land in the village;
- the site is at risk of flooding;
- the existing road network could not accommodate the development and is not accessible for emergency vehicles;
- the existing unfenced part of the site is used as a play space for local children and the site is a valuable green space for the village;
- the proposal would have a detrimental effect on wildlife and biodiversity;
- neighbouring residents were not notified of the planning application.

Third Party Representations

5.7 Representations have been made by 42 third parties, predominantly local/Island residents, who object to the development proposal, raising the following concerns:

- no (local) need for housing;
- greenfield site outside the defined settlement boundary;
- previously developed (brownfield) sites available to accommodate new housing;
- visual impact and effect on the AONB;
- impact on wildlife/protected species and biodiversity;
- impact on trees;
- inadequate access, traffic generation and highway safety;
- inadequate parking provision;
- flood risk and drainage;
- loss of valuable play area/community open space;
- insufficient services in village to support additional housing;
- impact on neighbours, in particular loss of privacy and view;
- neighbours not directly notified of planning application;
- potential damage to neighbouring property.

5.8 The Badger Trust has objected on the basis that:

- the submitted information is inconclusive as to whether protected species exist on the site;
- a full ecological survey of the site should be carried out;
- detrimental impact on wildlife; and
- loss of greenfield land.

The Trust has advised that if permission is granted any site clearance should be undertaken by hand and supervised by an ecologist.

6. Evaluation

Whether the proposal would comply with planning policy in terms of the location and delivery of new housing?

6.1 Policy SP1 of the CS explains that the Council will support development proposals on appropriate land within and immediately adjacent to the defined settlement boundaries of the Island's Rural Service Centres (RSCs). It adds that for RSCs, where housing development is proposed on non-previously developed (greenfield) land within or immediately adjacent to the defined settlement boundary of the RSC, proposals will need to demonstrate that deliverable previously developed land is not available and an identified local need would be met.

6.2 The NPPF requires that housing applications are considered in the context of the presumption in favour of sustainable development and states that local planning authorities should:

- plan for a mix of housing based on current and future demographic trends, market trends and the needs of different groups in the community;
- identify the size, type, tenure and range of housing that is required in particular locations, reflecting local demand.

It adds that in rural areas, local planning authorities should be responsive to local circumstances and plan housing development to reflect local needs, including through rural exception sites where appropriate. In assessing housing need and allocating sites, the National Planning Practice Guidance (NPPG) states that this should be considered at a strategic level and through the Local Plan and/or neighbourhood plan process.

6.3 Policy SP2 of the CS explains that the strategy provides for 8,320 dwellings for the Island over the plan period (2011 to 2027), which equates to an average of 520 dwellings per year. It envisages that 980 of these dwellings will be delivered through smaller scale development within RSCs and the WRA. Officers recognise that this is a broad and strategic target for housing delivery over the plan period and does not specifically set out how development in and around Wroxall would contribute to this overall strategic target. It is also noted that currently there is no neighbourhood plan or housing needs assessment for Wroxall that sets out local housing need or allocates any sites for local housing delivery. Notwithstanding this, the Strategic Housing Market Assessment (SHMA) does evidence that for the Rural East Wight housing sub-market area (within which Wroxall is located) there is an annual requirement of 44 new homes (see Table 38 on p.103). Furthermore, this document states that the following housing mix will be required for this sub-market area:

1-bed (3.8%)
2-bed (39.4%)

3-bed (46.7%)
4-bed (10.1%)

It is considered that the proposed development is an opportunity to contribute to this identified local housing need for this sub-market area. Officers consider that the proposed housing development could provide for a mix of one 4-bed (20%), two 3-bed (40%) and two 2-bed houses (40%), which would be reflective of the mix identified within the SHMA. Although this is an outline application with the final layout and design of the houses reserved for future approval, it is considered that the conceptual layout submitted has demonstrated that this development proposal could result in a housing development that could provide a mix of accommodation that would reflect this identified need in line with the aims of policy DM3 of the CS.

- 6.4 In terms of housing delivery within the Island's RSCs and the WRA, the latest monitoring reports indicate only 1 completion for Wroxall over the period 2011 to 2016. The SHMA indicates that for the submarket there is a total housing need per annum of 81 dwellings. Therefore it can be concluded that there is a local need for this proposed housing development to meet the requirements for housing within the SHMA.
- 6.5 In terms of whether or not this identified housing need could be accommodated elsewhere, in particular on previously developed (brownfield) sites within or at the edge of the Wroxall RSC, the Council's Strategic Housing Land Availability Assessment (SHLAA) identifies only one other possible housing site for Wroxall to the north of the RSC (LDF 427) and this too is greenfield land. No previously-developed (brownfield) sites have been identified. Furthermore, as mentioned previously, no neighbourhood plan has been adopted that identifies or allocates any other sites for development within or at the edge of the RSC. Whilst it is acknowledged that the currently vacant Worsley pub may provide an opportunity to provide additional housing within the RSC, no planning application has yet been made to the Council to redevelop this site for housing. Should this site come forward during the plan period, it is unlikely on its own to address the identified housing shortfall. The Council's 5 year land supply only includes an additional 3 deliverable sites where an additional 6 houses might be provided in Wroxall in accordance with extant planning permissions (ref: P/00846/13, P/00913/13, and P/01341/14). There is no evidence that these developments have been commenced and as such these permissions may have already expired or are likely to expire later this year. Therefore, having regard to the evidence contained within the SHLAA and the Council's 5 year land supply, it is considered that whilst there are other potential previously developed (brownfield) sites available to accommodate new housing within and near the Wroxall RSC, these are relatively few and small scale, and available evidence would suggest that despite the majority of these sites being granted planning permission, these permissions have not been implemented.

- 6.6 It is clear from the above that there is a local need for the proposed housing development and that the proposal could provide an appropriate mix of housing on site to meet this identified housing need. Therefore, it is concluded that the proposal would comply with the aims of policies SP1 and SP2 of the CS in terms of the location and delivery of new housing.

Impact on the character and appearance of the area, including the AONB

- 6.7 Policies DM2 and DM12 of the CS require development proposals to be of a high quality of design, to compliment the character of the surrounding area, and to conserve, enhance and promote the Island's landscape, in particular it's AONB. Policy SP1 also states that in all cases development on non-previously developed land will need to clearly demonstrate how it will enhance the character and context of the local area.

- 6.8 In respect of the aims of policy SP1, Officers note that in a recent appeal decision relating to a development proposal at Place Road, Cowes, the Planning Inspector discussed the issue of developing on non-previously developed (greenfield) land and the landscape impact of this. Within the decision the Inspector made the following comments:

“The second implication in Policy SP1 is that all development on non-previously developed land should demonstrate how it will enhance the character and context of the local area. However, whether or not enhancement would take place should be viewed against the aim of the policy which is generally encouraging of development on the periphery of certain towns. To resist development failing to enhance simply because it would be on ‘greenfield’ land would be self-defeating.”

Because the application proposes development on a non-previously developed site, it will change the character and appearance of the site. However, whether this change is appropriate will be dependent on the effect that it would have on the character and appearance of the surrounding area and landscape and whether material harm could be identified.

- 6.9 The East Wight Landscape Character Assessment (EWLCA) defines the application site as forming part of the Wroxall Stream Valley Floor (VF4). This assessment explains that this character area relates to the valley floor of part of the Wroxall Stream that extends from south of Wroxall northwards past Whitely Bank and then turns westward at Macketts to join with the VF5 (Middle Eastern Yar and Tributaries Valley Floor) character area. The VF4 character area is described within the EWLCA as a narrow river valley predominantly flanked by scrub and trees as well as some areas of meadow, rough ground and grazing land. This accurately and neatly describes the character of the application site.

- 6.10 The western and southern part of the site is currently an area of scrub and rough grassland adjacent to the existing watercourse and the western and southern boundaries with this stream are enclosed by trees and scrub. The northeastern part of the site is also an area of scrub and rough grassland and this area of the site relates visually to the additional land to the south, which formed part of the original application site and extends from the northeastern area of the site to the stream, the edge of which is also bounded by trees and scrub. Rew Lane, a narrow single width rural lane, bisects the site north-south and the boundaries with this lane are either open or enclosed by low post and wire fencing.
- 6.11 The AONB extends to the south and west of the application site, but generally surrounds the settlement of Wroxall to the south, west and east. The revised application site is located outside of the AONB. The AONB designation includes part of the land to the south of Rew Lane which extends to the stream and forms part of the VF4 (Wroxall Stream Valley Floor) character area. Beyond this, the land to the south and west forms part of the PL5 (Southern Downland Edge Pasture Land) character area of the EWLCA. This landscape character area is described as a sloping, rolling pastoral landscape, with steep slopes, rolling and irregular fields with mature hedgerows, numerous copses and dispersed farmsteads, rural cottages, grand houses and designed landscapes. Appuldurcome House and its parkland to the northwest form part of this wider landscape.
- 6.12 The applicant has submitted a Landscape and Visual Impact Appraisal in support of the application. This concludes that:
- The site is visually enclosed by existing trees and vegetation and is well screened from the wider landscape, including the AONB, and longer distance views;
 - Existing boundary vegetation on the site is a key element of its existing character and this would be maintained;
 - There would be a change in view when travelling along Rew Lane close to the site, but overall the effects on the landscape would be minimal;
 - The proposal offers the opportunity to introduce additional planting as part of the landscaping of the development;
 - Boundary planting should be incorporated into the proposals to create a green buffer to Rew Lane.

The IW AONB Partnership has criticised this assessment on the basis that it identifies the site as forming part of the PL5 character area and not the VF4 character area, that it fails to recognise that the southern part of the site to the east of Rew Lane is part of the AONB and that development of this part of the AONB would harm the unspoilt views into the village and would result in “settlement creep” into an undeveloped part of the AONB.

- 6.13 Officers acknowledge that the landscape assessment submitted by the applicant does incorrectly identify the landscape character area of the application site and fails to recognise that the southern part of the original application site formed part of the AONB. However, when the applicant's assessment is considered as a whole, Officers do not agree with the IW AONB Partnership that the applicant's assessment and conclusions are wholly devalued as a result.
- 6.14 The key findings and conclusions of the submitted landscape and visual impact assessment as summarised above are generally considered to be sound and are an accurate reflection of the visual impact the development would have on the landscape. In terms of the development of the southern area of land adjacent to the stream, this has now been removed from the application site and would not form part of the development proposed. As such the undeveloped character of this land and the AONB would be preserved. Although the northern area of land to the east of Rew Lane still forms part of the application site, this area has been included to form part of a landscaped area to accommodate facilities for drainage to serve the proposed housing development to the west of the lane. Therefore, it is considered that the character and appearance of the eastern side of Rew Lane would be maintained and enhanced by the proposed development, subject to the detailed landscaping of the site and these drainage facilities being agreed through the approval of the reserved matters and planning conditions.
- 6.15 The western part of the site is adjacent existing housing at the end of West Street to the north, with this street generally being characterised by two-storey residential ribbon development both sides of the road. The proposal would continue this ribbon form of development across the site north-south and the conceptual layout demonstrates that the development would be laid out in a manner that would reflect, and be in keeping with, the established pattern of development within the RSC to the north. The proposed houses would be situated between 15-18m from the western boundary of the site and 25m from the southern boundary of the site, with the stream running just beyond these boundaries. All trees along these boundaries would be maintained and it is considered that due to these separation distances, the proposed development would provide adequate space to enable these boundaries with the stream to be enhanced through additional planting. This can be secured when details of the landscaping of the development are agreed as part of the reserved matters.
- 6.16 Whilst it is acknowledged that the proposed development would change the appearance of the site, resulting in the extension of the urban environment of the RSC across the western part of the site, it is considered the development, if laid out and landscaped as proposed by the applicant, would maintain and enhance the narrow enclosed and landscaped character of the stream, with only limited localised harm being caused to the VF4 character area as a result of the replacement of this area of scrub and grassland with the proposed

housing development.

- 6.17 Turning to the wider landscape impact, Officers would agree with the applicant's assessment that the site is enclosed and contained by existing tree screening to the west and south and that this does afford visual separation between the site and the wider countryside. Because of this the site is viewed primarily in relation to the urban context of the RSC itself and the area of land to the south, which although included within the AONB and open to Rew Lane, is itself enclosed and separated from the wider countryside by trees and scrub along its western boundary with the stream.
- 6.18 The main views of the site are limited to localised views from Rew Lane from the southwest and when travelling along West Street and Rew Lane from the northeast. The view of the site and the proposed houses from the southwest would largely be screened by existing trees and vegetation and this could be reinforced by new planting as part of the development. Furthermore, from this direction the buildings at Baycroft Farm and the townscape of Wroxall can be seen to the north and southeast. This reflects the proximity of the site to the RSC.
- 6.19 When travelling southwest from West Street and Rew Lane the site is viewed as a transition from the urban context of the existing settlement of the RSC and the wider countryside beyond. Because of the enclosed nature of the stream, the site is not seen as part of the wider countryside beyond the stream. It is considered that whilst there will be a change to the appearance of the western end of Rew Lane, this would continue the urban context of the RSC and existing housing along West Street, with the eastern side of the lane being maintained as an open landscaped space. As such, whilst the urban environment would be extended across the western part of the site, it would be in keeping with the urban environment to the north, would be screened from the wider countryside to the west and south and would maintain the open and green appearance of the land to the east of Rew Lane opposite the proposed houses.
- 6.20 Looking west across the site from West Street/Rew Lane, the proposal would result in loss of some fleeting and dappled views of the wider countryside surrounding the RSC, but it is considered that this would not be harmful as such views would still be available once travellers have passed Rew Lane at or beyond the point where it crosses the stream.
- 6.21 Therefore, having regard to the above, it is considered that whilst the development would result in **minimal** visual harm to the VF4 (Wroxall Stream and Valley Floor) character area as a result of the replacement of the grassland to the west of Rew Lane with the proposed housing development, overall the development would relate well to existing housing at the edge of the RSC, it would present an opportunity to maintain and enhance the narrow, enclosed and landscaped character of the stream, it would avoid development

within the AONB, and it would preserve the character and appearance of the wider countryside.

Impact on the setting of Appuldurcome House and its registered park and garden

- 6.22 Policies DM2 and DM11 of the CS require development proposals to conserve and enhance the significance and setting of the Island's heritage assets. Furthermore, section 66(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 (as amended) places a duty on the Council to have special regard to the desirability of preserving and enhancing the special architectural and historic interest of listed buildings and their settings when exercising its planning functions.
- 6.23 Appuldurcombe House (a grade I listed building and Schedule Ancient Monument) is located approximately 600m to the northwest of the application site and its parkland (registered for its special historic interest – grade II) extends west of the site to the access to Baycroft Farm from Rew Lane and to the north of the site. The application site is not only divorced from the registered park and garden by Baycroft Farm to the west, but it is also visually separated by the treed boundary of the Wroxall stream. Given the distance of Appuldurcombe House from the application site and the screening afforded by the stream corridor along the western and southern boundaries of the site, it is considered that the proposal would not detract from the special interest and setting of Appuldurcome House and the parkland surrounding it provided the landscaped boundaries of the site are maintained and reinforced with additional planting. This can be ensured when the reserved matters are considered and approved. Subject to this, it is considered that the significance and setting of these heritage assets would be preserved and enhanced in accordance with the aims of policies DM2 and DM11 of the CS, the NPPF, and the requirements of section 66(1).

Impact on ecology/trees

- 6.24 The application is supported by an Arboricultural Impact Appraisal and Method Statement that considers the potential impact of the development on existing trees near the site boundaries. This assessment states that only one recently fallen low (U) grade Cypress tree would be removed from the site to facilitate the development and that all other trees would be retained. This assessment, together with the submitted conceptual layout, demonstrates that the proposed dwellings would have adequate separation distance from these trees so that there should be no conflict, in particular in terms of shading and dominance, now or in the future between these trees and proposed dwellings.
- 6.25 The included method statement and tree protection plan also sets out measures to ensure that trees would be protected during construction. The Council's Tree Officer has considered the submitted assessment and has

advised that it correctly identifies the trees and their locations and that it is possible to develop the site in the manner proposed. Therefore, it is considered that application has demonstrated that the site can be developed as proposed without resulting in any unacceptable tree loss and that provided existing trees are protected in accordance with the submitted method statement and tree protection plan, the proposal would have appropriate regard to existing trees and would maintain the arboreal character and setting of the site in accordance with the aims of policies DM2 and DM12 of the CS.

6.26 In terms of ecology/protected species, the submitted Extended Phase 1 Habitat Survey (April 2016) considers the potential impact to protected (reptile, bat, bird, dormice, invertebrate, and red squirrel) species and sets out recommendations to protect the ecological and biodiversity interests of the site and to avoid impacts to these protected species. The Council's Ecology Officer considers that the survey is comprehensive, appropriately assesses the potential impacts, and has advised that the findings of these surveys are adequate and that the recommendations set out within it should be followed. These recommendations include:

- Removal of vegetation outside of the nesting bird season;
- Retention and enhancement of suitable habitat for bats, reptiles and breeding birds wherever possible;
- Directional strimming to encourage reptile species away from work areas;
- Breathable roof membranes are not used;
- Sensitive lighting scheme for the development designed to direct lighting away from retained boundary habitat i.e. trees and hedges;
- Pre-commencement check for badger setts/activity.

A recommendation was also previously included to carry out an inspection of the existing Oak tree T6 for potential bat roosts. This inspection was carried out and the submitted findings of this inspection state that no bat roosts were found. In addition, this tree would be retained and would not be removed as a result of the development.

6.27 Provided the recommendations and enhancements proposed within the submitted habitat survey are followed and reflected in the final design of the development and that any site clearance is overseen by a licensed ecologist, it is considered that the proposal would have appropriate regard to the ecological and biodiversity interests of the site, would ensure that potential impacts to protected species are avoided, and that the opportunities presented by the development for ecological enhancement of the site are taken in accordance with the aims of policies DM2 and DM12 of the CS and the NPPF. This can be ensured by appropriate planning conditions and when the reserved matters are considered and agreed.

Impact on neighbouring properties

- 6.28 Policy DM2 of the CS requires proposals to be of a high quality of design and to have appropriate regard to neighbouring properties. In addition the NPPF states that development proposals should maintain a good level of amenity for all existing and future occupants of land and buildings.
- 6.29 The conceptual layout shows that the proposed houses would be 11m to 12m from the southern side of 70 West Street. This would be an adequate separation distance taking into account the east-west orientation of this residential property and would ensure that there would be no significant loss of daylight/sunlight to this neighbouring property or loss of outlook to the south.
- 6.30 The proposed dwellings would be about 30m away from existing residential properties on the eastern side of West Street. Again this is considered to be a more than adequate separation distance between the proposed dwellings and these neighbouring residential properties. Whilst inevitably the development would change the appearance of the site, loss of view for neighbouring residents is not a material planning consideration.
- 6.31 The detailed design of the development, including the siting, size and appearance of the proposed houses, would be considered when the reserved matters are submitted for approval and at this time the impact on neighbouring property would be fully assessed and considered. However, at this time it is considered that the application has demonstrated that the site could be developed as proposed without harming neighbouring amenity.

Flood risk and drainage

- 6.32 Policy DM14 of the CS requires development proposals to reduce the overall and local risk of flooding and for greenfield sites to ensure that development would result in no increase in the net run-off rate from the site. The application is supported by a Flood Risk and Drainage Technical Note which considers the risk of flooding affecting the site and sets out a drainage strategy for the development in line with the aims of policy DM14 of the CS.
- 6.33 The technical note submitted by the applicant explains that the site is located within Flood Zone 1 and as such is within an area at the lowest probability of flooding. The Council's Strategic Flood Risk Assessment (SFRA) confirms that the site is within Flood Zone 1. It is considered that the proposed use of the site would be compatible with this flood zone in line with the National Planning Practice Guidance (NPPG). The applicant states that the proposed houses can be sited away from the watercourse to further reduce the probability that these proposed dwellings would be affected by flooding and the submitted conceptual layout demonstrates this. This can be ensured when the reserved matters are considered and approved.
- 6.34 The technical note also sets out a strategy for dealing with surface water run-

off from the development and foul sewerage disposal. The proposed approach would see surface water drained via infiltration to the ground or failing this, run-off rates would be attenuated and surface water discharged at a controlled rate to the adjacent watercourse. The submitted report explains that this approach would result in betterment and would maintain the current drainage regime.

- 6.35 The submitted details indicate that foul drainage would be discharged to the existing public sewer, located just outside of the northern boundary of the site where Rew Lane meets West Street. Any connection to the public sewer would require the approval of Southern Water.
- 6.36 The Council's Highway Engineer has advised that at this early stage the applicant has demonstrated an awareness of the possible drainage options for this site and has raised no objections. He has advised that a method statement can be agreed with the applicant/developer to ensure that the development would have no adverse impact on the adjacent watercourse. This method statement and the drainage scheme for the development can be agreed through planning conditions to ensure that the development would meet the aims of policy DM14 and that any potential adverse impacts to the watercourse would be avoided.
- 6.37 Taking account of the above, it is considered that, subject to the recommended conditions, the proposal would meet the aims of policy DM14 of the CS in terms of flood risk and drainage.

Highways considerations

- 6.38 Policies SP7, DM2 and DM17 of the CS require development proposals to provide safe access and to demonstrate that they are well related to the Island's Strategic Road Network and that the network has capacity to accommodate the development. Policy SP7 states that proposals should not negatively impact on the Strategic Road Network or on the capacity of lower level roads to support the proposed development.
- 6.39 The conceptual layout submitted shows how the site could be designed and laid out to accommodate individual accesses for each dwelling from Rew Lane as well as on-site parking to service each dwelling. All of the 5 dwellings proposed would benefit from at least two on-site parking spaces. Given the rural location of the site and the nature of the development proposed, this level of on-site parking provision is considered acceptable. This level of on-site parking provision can be conditioned.
- 6.40 Rew Lane is a narrow rural lane covered by a de-restricted speed limit. However, due to the nature of this route and the proximity to the 30mph speed limit, the Highway Engineer and the Transport Assessment submitted by the applicant conclude that speeds are likely to be lower and more reflective of a 30mph environment. Although access and layout have been reserved for

future approval, the Highway Engineer has confirmed that the proposed access and parking arrangements would meet the required standards and that the proposed widening of Rew Lane would enable a car and a service vehicle to pass and for future residents to access the proposed dwellings. The proposed widening of Rew Lane would also meet the request by the Highway Engineer for space to be provided at the southern end of the site to enable the passing of motor vehicles at this point on Rew Lane. Whilst Rew Lane would be widened as part of the proposed development, the Highway Engineer considers that vehicle speeds would be unlikely to increase as a result.

- 6.41 Officers note that the Highway Engineer has raised concern that the sight lines for the accesses to serve the semi-detached dwellings cross neighbouring land not in the control of the applicant. As such, to be fully compliant these splays would be reliant on this neighbouring land being kept free from obstruction. Whilst the applicant may not have control over this neighbouring land, no works are required on this land to provide the required sight lines due to the existing low frontages of neighbouring property. A planning condition could be used to ensure that adequate sight lines are provided and maintained within the application site. Although a condition could not be used to ensure that neighbouring land is also kept free from obstruction, given the nature of this neighbouring land is to provide access to neighbouring property and that any structure or planting placed within the frontages of the semi-detached properties to the north (Nos. 68 and 70 West Street) at a height likely to cause such an obstruction to visibility would also obstruct the front ground floor windows of these neighbouring buildings, it is considered likely that these sight lines would be maintained. Therefore, Officers are satisfied that safe access from these dwellings to Rew Lane can be provided.
- 6.42 The submitted Transport Statement has calculated that the development would be likely to result in 22 additional daily movements on the highway network. The Highway Engineer has raised no issue with this assessment and concludes that the proposal would not have a negative impact on the capacity of the highway network. He has also advised that within the last 3 years there have been no accidents recorded within the vicinity of the site. Whilst concerns have been raised that West Street and Rew Lane would not provide adequate access to the development, it is considered that the small increase in traffic that would be generated by this proposed development would be offset by the improvements proposed to Rew Lane at this point.
- 6.43 In addition to the above, the Transport Statement submitted by the applicant demonstrates that this site is (via West Street) within a 5-10 minute walk of existing shops and facilities within the Wroxall RSC (including an existing convenience store, post office, community centre, primary school and public houses) and public transport (bus) services providing access to Newport, Ryde and Shanklin (Number 3). This reflects the sustainability and accessibility of the site so close to the defined settlement boundary. A new footway link across the site would provide a safe route to the RSC which would encourage

sustainable travel from the site to existing shops and facilities within this centre.

- 6.44 Having regard to the above, it is considered that it has been demonstrated that the proposal would not have a negative impact on the safe use and capacity of the highway network in accordance with policies SP7, DM2 and DM17 of the CS.

Other issues raised

- 6.45 Issues have been raised that the proposal would result in the loss of valuable green space for the village and that the proposal would result in local play/open space. However, this site nor the adjacent land to the south is a recognised playing field or village green and is not designated as open space with the CS. Furthermore, the proposal to develop the open land to the south and east of the proposed housing site has now been removed from the proposal. As such the open and verdant character of this land would be maintained.
- 6.46 Concerns have been raised that neighbours were not directly notified of the application. The Council no longer sends letters to neighbours but displays a notice near the site as it is required to do so. The application was also publicised in the Isle of Wight County Press. Concern has also been expressed in relation to the siting of the notices. However, one notice was erected near the site at the junction of Rew Lane with West Street and another in Mountfield Road. The application has attracted numerous representations from local residents including many of the adjacent neighbours in West Street and Mountfield Road. Therefore, there is no evidence that this publicity has not been effective. It is considered that the Council's duty to publicise the application has been met.

7. Conclusion

- 7.1 For the above reasons, it is considered that the application has demonstrated that the proposal would comply with planning policy in terms of the location of housing and that the site could be developed in the manner indicated to:

- meet a local need for housing;
- integrate with and complement the character and appearance of the area;
- preserve the significance and settings of Appuldurcombe House and Park;
- preserve and enhance the setting of the AONB;
- ensure appropriate regard would be had to trees and wildlife, including protected species; and
- ensure adequate access and parking would be provided.

Whilst it is accepted that the development would result in a change to the character and appearance of this non-previously developed (greenfield) site, it would relate well to the character of the existing RSC, and although it would cause limited harm to the VF4 (Wroxall Stream Valley Floor) landscape character area as a result of the replacement of the existing grassland to the west of Rew Lane with the proposed housing, it would maintain and enhance the narrow, enclosed and landscaped character of the stream, it would avoid development within the designated AONB and it would not harm the character of the wider landscape. Therefore, given this limited harm to the landscape character and appearance of the site and surrounding area and having regard to the clear need to develop this site for housing, it is considered that, on balance, the proposal would comply with the provisions of the development plan.

8. Recommendation

8.1 Conditional Permission

9. Statement of Pro-active working

9.1 In accordance with paragraphs 186 and 187 of the NPPF, the Isle of Wight Council takes a positive approach to development proposals focused on solutions to secure sustainable developments that improve the economic, social and environmental conditions of the area. Where development proposals are considered to be sustainable, the Council aims to work proactively with applicants in the following way:

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

In this instance:

- The applicant was provided with pre-application advice;
- The applicant was advised of any issues following the initial site visit and given the opportunity to provide revised plans and additional information to address the issues raised;
- Following receipt of revised plans and additional information, the application was considered to be acceptable and therefore no further discussions were required.

Conditions/Reasons

1 The development hereby permitted shall be begun either before the expiration of 3 years from the date of this permission, or before the expiration of 2 years

from the date of approval of the last of the reserved matters to be approved, whichever is the later.

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), the means of access thereto 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. Application for the approval of the reserved matters shall be made to the local planning authority before the expiration of 3 years from the date of this permission. Development shall be carried out in accordance with the approved details.

Reason: In order to secure a satisfactory development in accordance with the aims of policies SP1 (Spatial Strategy), DM2 (Design Quality for New Development), DM12 (Landscape, Seascape, Biodiversity and Geodiversity) and DM17 (Sustainable Travel) of the Island Plan Core Strategy.

- 3 The development shall only be carried out in accordance with the recommendations set out in section 6 of the submitted Extended Phase 1 Habitat Survey (WYG, April 2016), unless otherwise approved in writing by the Local Planning Authority.

Reason: To ensure appropriate regard would be had to protected species in accordance with the aims of policies DM2 (Design Quality for New Development) and DM12 (Landscape, Seascape, Biodiversity and Geodiversity) of the Island Plan Core Strategy.

- 4 No site clearance shall be carried out except under the supervision of a licensed ecologist.

Reason: To ensure appropriate regard would be had to protected species and that any potential impact to such species would be avoided in accordance with the aims of policies DM2 (Design Quality for New Development) and DM12 (Landscape, Seascape, Biodiversity and Geodiversity) of the Island Plan Core Strategy.

- 5 No development shall begin until an Arboreal Method Statement, detailing how the development would be carried out to minimise any impacts to existing trees during the construction period and any tree works necessary to facilitate the development, has been submitted to and approved in writing by the Local Planning Authority. The submitted method statement shall include details of any protective tree fencing and a Tree Protection Plan that shows the position of this fencing.

Reason: To ensure appropriate regard would be had to existing trees and to

existing trees to be retained would be adequately protected during construction in accordance with the aims of policy DM2 (Design Quality for New Development) of the Island Plan Core Strategy.

6 No development shall begin 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 and shall provide for:

- i) Protection of the adjacent watercourse;
- ii) The parking of vehicles of site operatives and visitors;
- iii) Loading and unloading of plant and materials;
- iv) Storage of plant and materials used in construction of the development;
- v) Wheel washing facilities.

Development shall be carried out in accordance with the approved details.

Reason: This is a pre-commencement condition to ensure that measures would be taken throughout the development to protect the adjacent watercourse and the safe use of the public highway in accordance with the aims of policies SP7 (Travel), DM2 (Design Quality for New Development) and DM12 (Landscape, Seascape, Biodiversity and Geodiversity) of the Island Plan Core Strategy.

7 No development shall take place until details of the means of disposal of both foul and surface water from the development have been submitted to and approved in writing by the Local Planning Authority. The design of these facilities shall have regard to the drainage strategy set out within the submitted Flood Risk and Drainage Technical Note Rev A (WYG, 3 October 2016) and the requirements of policy DM14 (Flood Risk) of the Island Plan Core Strategy. Development shall be carried out in accordance with the approved details. No dwelling shall be occupied prior to the completion of the approved drainage works.

Reason: To ensure the development would not result in an increased surface water run-off rate from the site and that adequate means of both foul and surface water disposal would be provided in accordance with the aims of policies DM2 (Design Quality for New Development) and DM14 (Flood Risk) of the Island Plan Core Strategy.

8 No dwelling hereby permitted shall be occupied until space for the parking of cars to serve that dwelling and the access(es) to that dwelling from the public highway, including the sightlines for those accesses, have been provided in accordance with details that have been submitted to and approved in writing by the Local Planning Authority. Thereafter, the approved sightlines shall be maintained and remain free from obstruction and the parking area shall only be used for the parking and manoeuvring of vehicles belonging to occupants of the

dwelling and their visitors.

Reason: To ensure safe access to the development and that adequate provision for on-site car parking would be provided to serve the development in accordance with the aims of policies DM2 (Design Quality for New Development) and DM17 (Sustainable Travel) of the Island Plan Core Strategy.

- 9 Construction or alteration of roads or footways within the site shall not begin until details of the design, construction and surfacing of these roads and footways, together with details of the means of surface water disposal from these surfaces, have been submitted to and approved in writing by the Local Planning Authority. Before the dwellings are occupied the means of vehicular and pedestrian access to the development, including the means of surface water disposal from these areas, shall be completed in accordance with the approved details.

Reason: To ensure safe access to the development and that an adequate means of surface water disposal would be provided in accordance with the aims of policy DM2 (Design Quality for New Development) and DM14 (Flood Risk) of the Island Plan Core Strategy.

- 10 Any external lighting to be installed within the site as part of the development hereby permitted shall not be installed until details of that lighting has been submitted to and approved in writing by the Local Planning Authority. The submitted details shall include the position, size, design and appearance of any lighting units, and the colour, orientation and level(s) of any lighting. Any proposed external lighting shall have regard to the recommendations set out in the submitted Extended Phase 1 Habitat Survey (WYG, April 2016). Development shall be carried out in accordance with the approved details. Thereafter, no external lighting shall be installed within the site, unless otherwise approved in writing by the Local Planning Authority.

Reason: To ensure appropriate regard would be had to protected species and their habitats and to protect the character and appearance of this rural area in accordance with the aims of policy DM2 (Design Quality for New Development) and DM12 (Landscape, Seascape, Biodiversity and Geodiversity) of the Island Plan Core Strategy.

- 11 Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking and re-enacting that Order with or without modification), no fence, wall or other means of enclosure (other than that expressly authorised by this permission) shall be placed forward of the front walls of the dwellings hereby permitted.

Reason: To protect the rural character of the area in accordance with the aims of policy DM2 (Design Quality for New Development) and DM12 (Landscape, Seascape, Biodiversity and Geodiversity) of the Island Plan Core Strategy.

12 Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking and re-enacting that Order with or without modification), no upper floor windows, dormer windows or roof lights shall be installed within the side walls or roof slopes of the dwellings hereby permitted, except for windows or roof lights that are 1) obscure-glazed and 2) non-opening, unless the part of the window that can be opened would be more than 1.7 metres above the floor of the room in which the window is installed.

Reason: To protect the rural character of the area in accordance with the aims of policy DM2 (Design Quality for New Development) and DM12 (Landscape, Seascape, Biodiversity and Geodiversity) of the Island Plan Core Strategy.

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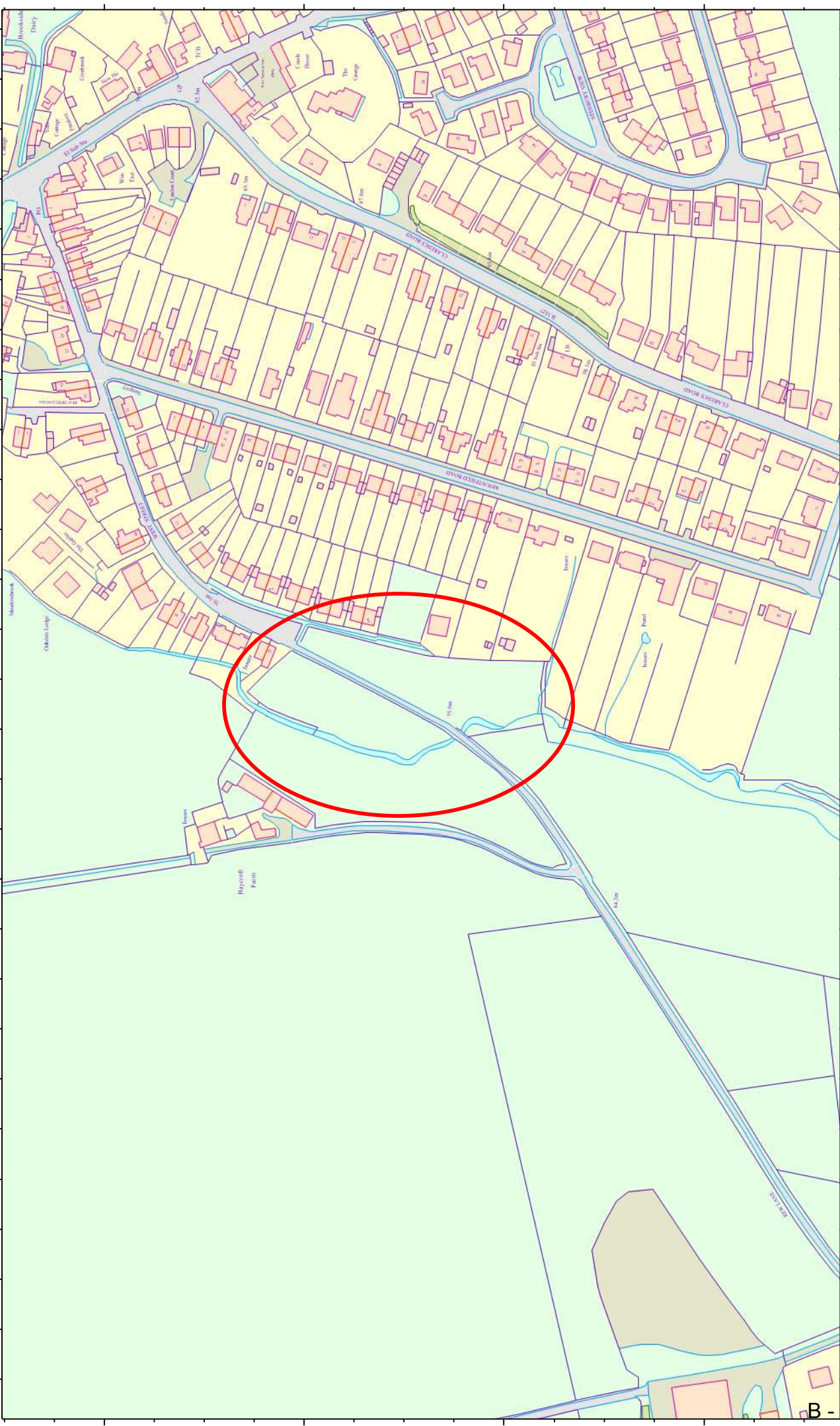
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P/01344/16 - land west of 53-59 West Street and,
south of 70 West Street, Rew Lane, Wroxall,
Ventnor, Isle Of Wight, PO38

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Ordnance Survey 100019229



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