

ISLE OF WIGHT COUNCIL PLANNING COMMITTEE - TUESDAY, 29 MAY 2018

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 Head of Legal Services 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 - 29/05/2018**

1	P/01584/11 TCP/19342/K	Brading	Conditional Permission
Page 03	land east of Rowborough Farm Cottages, south of, Carpenters Road, Brading, Sandown, Isle of Wight. Sustainable tourism and wetland enhancement project to include 60 holiday lodges, reception/health suite building, alterations to existing access, car parking, cycle and pedestrian routes and associated landscaping; outline planning application for RSPB visitor centre and storage barn (revised plans)(revised description)(re-advertised application)(revised plans relating to two storey holiday units, barn and RSPB visitors centre; and land levels)(additional information relating to ecology transport, landscape and visual impacts, contaminated land, phasing, flood risk, assessment and drainage, habitats regulations and non-technical summary for Environmental Statement)(re-advertised)		
2	P/01365/17 TCP/20245/K	Wootton Bridge	Conditional Permission
Page 45	Woodside Bay Holiday Village, New Road, Wootton Bridge, Ryde, Isle of Wight Proposed construction of 12 additional holiday lodges and associated works.		
3	P/00393/18 TCP/12937/G	Newport	Conditional Permission
Page 64	23 Medina Avenue, Newport, Isle of Wight, PO30 1EL Demolition of building; construction of seven houses (revised scheme)		

01 Reference Number: P/01584/11 – TCP/19342/K

Description of application: Sustainable tourism and wetland enhancement project to include 60 holiday lodges, reception/health suite building, alterations to existing access, car parking, cycle and pedestrian routes and associated landscaping; outline planning application for RSPB visitor centre and storage barn (revised plans)(revised description)(re-advertised application)(revised plans relating to two storey holiday units, barn and RSPB visitors centre; and land levels)(additional information relating to ecology transport, landscape and visual impacts, contaminated land, phasing, flood risk, assessment and drainage, habitats regulations and non-technical summary for Environmental Statement)(re-advertised)

Site Address: land east of Rowborough Farm Cottages, south of, Carpenters Road, Brading, Sandown, Isle of Wight

Applicant: IOW Eco Reserve Ltd.

This application is recommended for: Conditional planning permission subject to the prior execution of a legal agreement.

REASON FOR COMMITTEE CONSIDERATION

The proposed development is considered to be of Island-wide significance and therefore, in line with the Council's Constitution, has been referred for Committee consideration.

MAIN CONSIDERATIONS

- Principle of the proposed development
- Whether the design and appearance of the development would be acceptable in relation to the character and appearance of the surrounding countryside
- Impact on surrounding properties
- Ecology and Trees
- Highway Considerations
- Flooding and drainage issues
- Impact on heritage assets
- Contamination and soil moving
- Other matters

1. Location and Site Characteristics

- 1.1. The application site extends to an area of 55ha and is an area of farmland located 0.6km north east of Brading. The site is accessed off Carpenters Road, via a junction that is 330m east of the signalised junction of Carpenters Road and Beaper Shute (A3055). The area surrounding the site is rural and characterise by the wide Yar Valley basin to the south and east, rising farmland to the north and more level farmland to the west. The area surrounding the site is attractive and scenic, with fields enclosed by wooded boundaries and the more open, level marshland to the south and east.
- 1.2 The site is largely undeveloped and comprises various marshland fields that form a level area of valley basin that includes several lakes and a watercourse that is a tributary to the River Yar. Throughout the site are pockets of trees that form small copses and that align some of the field boundaries, as well as areas of scrubby undergrowth and established hedgerows. The fields comprise a mix of grass, scrubby planting and weeds, having been left fallow since at least 2005.
- 1.3 The site has been the subject of previous planning permissions relating to its use as a golf course. As part of that consent, although not lawfully, material was imported to the site to raise land levels and form the various greens, fairways and tees for the course. As a result, an area of land to the east and west of the main concrete access road to the site includes significant areas of dumped waste that has been left to colonise naturally with grasses, weeds etc. The northern fields have been stripped of their topsoil, although this has been stock-piled within the site. As a result, areas of the site are in poor condition.
- 1.4 The site includes the remains of former farm buildings connected to Marsh Farm, which has long since been demolished, and a mobile office and weighbridge that were connected to the previous soil moving works.
- 1.5 In terms of nearby features, the Ryde to Shanklin Railway aligns the western boundary of the site and further west of this is the main Brading to Ryde highway. To the north of the site are two cottages (Rowborough Farm Cottage and Rowborough Corner Cottage) while the north east is a retail outlet known as Oasis.

2. Details of Application

- 2.1 Full planning permission is sought to construct 60 holiday lodges, a holiday lodge reception building, the provision of various internal access roads and parking areas to serve the proposed lodges and the reception building along with landscaping. Outline planning permission is sought for a nature reserve visitor's centre, with siting and access to be reserved matters.

- 2.2 The submitted plans show that the site would be split, so that areas of land east of the existing concrete access road would be restored to areas of marshland, wetland meadows, grassland and flower meadows. This would involve the re-profiling of areas of waste material previously imported to the site in a phased manner and landscaping. The landscaping would involve spreading a thin layer of topsoil in order to establish the proposed meadows. Existing topsoil mounds would be reduced in height and wooded copses would be planted in their place. The remaining land would be fenced to allow grazing and visitor areas.
- 2.3 The land east of the access road would be transferred to the Royal Society for the Protection of Birds (RSPB) **free of charge** following the completion of the landscaping of the site, who would then manage the area as a reserve for wetland species. This would take place prior to the commencement of any of the proposed holiday lodges. A visitor's centre would be constructed for the RSPB and this would include a detached barn, along with a visitors parking area.
- 2.4 The proposed visitor's centre would measure 14m in width, 10.2m in depth and 3.7m in height, comprising cladded elevations and shaped roofs that would be finished with natural planting. The visitor's centre would include a viewing room, an office, toilet/ shower facilities and a kitchen. The centre would be arranged to aspect to the east, thus allowing views of the new wetland reserve. A detached barn would be located directly west of the centre and this would be an oblong structure that would measure 16.2m in width, 6.2m in depth and 6.5m in height. A separate outdoor RSPB events area would be created to the south and this would include a grassland area surrounded by low bunds.
- 2.5 The proposed tourism development would be located to the west of the access road and include 60 lodges, split to include a mix of 2, 3 and 4 bedroom accommodation. The lodges would measure between 5.5m to 4.5m in height. These have been reduced in height by 1.5m following Officer advice. The largest of the lodges would comprise a footprint that would measure 13.6m in width and 9.5m in depth, the smallest 2 bedroom lodge would measure 10.6m in width and 8m in depth. Each lodge would include clad elevations, split apex roofs finished with natural planting, bedrooms, open space areas and bathrooms.
- 2.6 The lodges would be split into groups of four or five, arranged around nodal parking areas that would be surrounded by landscaping that would include a mix of woodland, meadows and lakes. The proposed reception building would be located directly east of the proposed lodges and 340m south of Carpenters Road, on the footprint of the former farmyard. The building would be laid out in an off-set 'L' shape that would measure 38m in width and 36m in depth and 6.7m in height. Much of the building would be single storey apart from a first floor gym. To reflect the proposed holiday lodges and RSPB centre, the

building would include clad elevations and shaped roofs that would be finished with natural planting. Internally, the reception building would include a gym, swimming pool, café, reception areas and maintenance facilities. A visitor check-in parking area would be located to the south of the building.

- 2.7 The plans show that earthworks would be undertaken to form grass banks to screen the proposed development. These would wrap around the proposed reception and visitors buildings and their associated parking areas. Significant areas of landscaping would be undertaken to further screen the proposed buildings throughout the site.
- 2.8 The existing access to the site would be remodelled from a current 35m wide bell-mouth junction to a reduced junction and 5.5m access road that would reduce in width to 4.1m further into the site. This would lead to the on-site access roads which would measure 3.7m in width. New pedestrian footpath links would lead to a new pedestrian crossing point west of the site access within Carpenters Road, leading to new footpaths and crossing points within Beaver Shute to allow pedestrian access to bus stops. In terms of parking, the plans confirm that each holiday lodge would benefit from 3 parking spaces, that 16 spaces would be provided for the tourism reception building and a further 100 spaces for the RSPB buildings.
- 2.9 The planning application is supported by a legal agreement (S.106 agreement) and this would include covenants to secure the landscaping and provision of the RSPB visitor's centre prior to the proposed holiday lodges, to secure the freehold transfer of the nature reserve and visitor's centre to the RSPB and to restrict the use of the holiday lodges for tourism purposes.

3. Relevant History

- 3.1. TCP/19342/J - Renewal: Change of use of agricultural land to use as extension to approved golf course (re-advertised application) – Application was not determined and finally disposed of.
- 3.2 TCP/19342/C – This reference relates to a historic planning permission for the formation of a golf course dating from 1988.

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 The NPPF sets out three roles (economic, social and environmental) that should be performed by the planning system. The Framework states that pursuing sustainable development involves seeking positive improvements in the quality of the built, natural and historic environment, as well as in people's quality of life, including (but not limited to):

- making it easier for jobs to be created in cities, towns and villages
- moving from a net loss of bio-diversity to achieving net gains for nature
- replacing poor design with better design
- improving the conditions in which people live, work, travel and take leisure

Section 3 of the NPPF states that planning policies should support economic growth in rural areas in order to create jobs and prosperity.

Local Planning Policy

4.3 The Island Plan Core Strategy defines the application site as being located outside of a defined settlement boundary and within the Wider Rural Area. The eastern section of the site is designated as the Brading Marshes North Site of Importance for Nature Conservation (SINC) and a small section of this area forms part of the adjacent Brading Marshes to St Helen's Ledges SSSI which is a component of the Solent & Southampton Waters SPA / Ramsar site. The following policies are relevant to this application:

The following policies are relevant to this application:

- SP1 Spatial Strategy
- SP3 Economy
- SP4 Tourism
- SP5 Environment
- SP7 Travel
- DM2 Design Quality for New Development
- DM11 Historic and Built Environment
- DM12 Landscape, Seascape, Biodiversity and Geodiversity
- DM14 Flood Risk
- DM17 Sustainable Travel

Other guidance

4.4 Guidelines for Parking Provision as Part of New Developments SPD.

Brading Neighbourhood Development Plan

5. Consultee and Third Party Comments

Internal Consultees

- 5.1 **The Council's Senior Archaeologist** advised that the site forms an area of marshland believed to have been reclaimed from Brading Haven in 1562. The Archaeologist has confirmed that the site may contain remains of previous historic occupation on wetland edges and structures, along with past vegetation and environmental conditions. Advised that a watching brief of any works should be conditioned and that recording of the existing barn structure should be carried out.
- 5.2 **The Council's Ecology Officer** has raised no objection to the development, noting that updated ecology information has been provided to address previous concerns relating to reptiles and biodiversity mitigation. The Ecology Officer has noted that the site has continued to deteriorate slowly over time and agreed with Natural England's conclusions that the development would not have an adverse effect on European sites. The Ecology Officer has undertaken an Appropriate Assessment and advised conditions through this process.
- 5.3 **The Council's Environmental Health Practitioner** confirmed that on the basis of information relating to contaminants at the site, that a planning condition should be imposed to ensure removal/ mitigation for contaminants present at the site.
- 5.4 **The Council's Rights of Way Manager** has not objected to the scheme but queried the route and use of some of the paths within the site and whether new cycle tracks and footpaths would be built to adoptable standards. The Manager has requested conditions including protection of existing rights of way.

External Consultees

- 5.5 **Natural England** confirmed no objection to the proposed development and that they fully support the scheme subject to mitigation and enhancement measures being secured by condition.
- 5.6 **The Environment Agency** has raised no principle objection to the development and requested that it is carried out in accordance with the applicant's submitted Flood Risk Assessment (FRA). The Agency has stated that the floor level of buildings should not be below 3.8m AOD.
- 5.7 **The Department for Communities and Local Government (DCLG)** confirmed no comments to be made on the submitted information.

5.8 **Southern Water** raised no objection to the proposed development, noting that the site would utilise a SUDs scheme. Southern Water have commented that the applicants should ensure the long term maintenance of the drainage facilities and confirm the responsibilities and a timetable for the implementation of the system and a management/ maintenance plan for the lifetime of the development.

5.9 **The RSPB** supported the development and confirmed that they have agreed to deliver the key elements of the s106 agreement and undertake the long term management of the nature reserve once transferred to the RSPB. The RSPB have commented that the scheme would enable the following improvements:

- Enhanced water level management for the wider SPA
- Provide excellent public reception facilities and access to the reserve
- Restoration of 40 hectares of the area, including an area of SSSI

The RSPB commented that the current state of the site is in an unfavourable condition for the SPA and water voles.

5.10 **The AONB Partnership** noted the reduction in height of the holiday lodges and the visitors centre and concluded that these changes serve to reduce the overall visual impact of the proposal. Commented that the lodges and reception building have been designed to blend in with the landscape, noting the use of muted colours for external surfaces and extensive planting. The Partnership recognised that there would be a comprehensive restoration plan for the wetland area and concluded that views from the AONB would not be detracted by this development. Commented that the development would be viable and appropriate for the benefit of flora and fauna.

5.11 **The Hampshire and Isle of Wight Wildlife Trust** stated that if approved the RSPB's proposals have the potential to provide ecological enhancements that will ultimately benefit the wildlife using the site and its surroundings, and assist in maintaining and protecting the function of the adjacent SSSI and SPA.

Parish/Town Council Comments

5.12 **Brading Town Council** objected to the development for the following reasons:

- Unacceptable development in the wrong place that would encroach on the gap between Brading and Ryde
- Unsuitable means of access
- No detailed information relating to water and soil contamination **Officer comment** – Extensive information has been provided in respect of contamination
- Object to the phasing which shows the RSPB building to be built last **Officer comment** - The RSPB building and nature reserve is shown to

- be carried out prior to the holiday development
- The application shows no pedestrian access to Brading **Officer comment** – The Plans show new pedestrian links to bus stops which would allow safe access to Brading
- The Town Council does not accept that improvement to the site is dependent on development
- Potential for permanent use of the holiday lodges
- None of the holiday lodges should be sold separately
- The development would have a serious impact on the rural character of the area
- If approved, it is essential that a suitable landscaping scheme should be undertaken prior to construction
- The site should be checked for contaminants and no further materials should be imported
- Wildlife should be protected should construction take place
- Presence of Japanese knotweed
- Flooding
- The benefits to Brading residents have not been demonstrated
- Traffic congestion
- Excessive parking areas
- Opportunity to connect to the railway
- Marsh House building should be retained **Officer comment** – The plans show that this would be retained

The Town Council recommended the following mitigation should development be approved:

- A stringent legal agreement should be imposed
- Landscaping and screening are essential
- All contamination should be removed from the site

5.13 **Bembridge Parish Council** has objected to the development stating that the access is wrong, the site is contaminated, there is knotweed present and the site will end up looking like a caravan park. Also referred to Island Roads' objection to the development. **Officer comment** – Island Roads no longer object to the development due to further information and revised plans.

5.14 **St Helens Parish Council** objected to the development, stating that little information had been provided to establish a need for the development. Stated that the benefits of the scheme to wider communities had not been convincingly set out and that traffic would have a negative impact for residents. Concerns over the competent management of the wetlands and water levels. Impacts on the rural area as a result of traffic and noise.

Third Party Representations

5.15 The Planning Authority has received 340 objections and 2 neutral comments in relation to the proposed development. The material planning considerations can be summarised as follows:

- The site is outside of the settlement boundary
- No evidence that the site would result in employment
- The development is just for profit/ the development would not be viable
- Precedent
- There are existing holiday sites in the area/ there are more suitable sites for this development
- No need for the development
- It is not clear whether the nature reserve would be transferred to the RSPB for free or at a cost
- The design of the buildings would be out of character with the area
- The development would be overbearing and compromise the character of the marsh/ valley
- Not in keeping with the area/ overdevelopment
- Impact on the AONB
- Loss of amenity and impact on the wider area
- Impact on dark skies area/light pollution
- Impact of the development from nearby roads, footpaths, vantage points and the railway
- Alternative lorry routes to Brading High Street should be provided/ impact of lorries
- There should be suitable measures for road sweeping
- Loss of green space/ green corridor
- Loss of trees and hedgerows
- The existing building at the site could be listed **Officer comment** – The building is not listed and would be retained as a heritage asset
- Impact on highway safety and congestion
- Third party land would be required for the new pedestrian access **Officer comment** – The land is within the control of the Highway Authority
- Poor access for pedestrians
- Lack of information relating to rights of way
- Impact on protected species and habitat
- The site floods and would not be suitable for the development
- The area should be left to flood
- Land is unstable due to flooding
- Issues relating to previous dumping at the site
- Contamination and pollution
- Presence of Japanese knotweed
- Lack of drainage facilities in the area

- Possible use of lodges as homes
- Potential introduction of cats
- Site safety due to play areas near to water **Officer comment** – This is not a planning matter
- No reference to needs of disabled people **Officer comment** – This would be a requirement of Building Regulations

A further 5 letters of support have been received, which provide the following reasons:

- The proposals would provide an opportunity to local people to access hides, view wildlife and learn about the environment
- The proposal would benefit local schools and children
- The proposals would greatly benefit the local economy
- This would be a high quality tourism development
- The development would increase the diversity of tourism on the Island and bring different clientele
- Potential jobs and all year round employment
- Jobs are needed in this area
- The site would be accessible to tourists and local people
- Chance for the RSPB and farmers to work together
- The proposals would go some way to putting right the wrongs of the past for this site
- The development would rectify the use of the site as a dump
- This is a chance to enrich flora fauna at the site

5.16 **Plant Positive** (Specialise in commenting on Invasive non-native species on the Island) noted the presence of Japanese Knotweed at the site and advised that conditions should be imposed to secure appropriate treatment and removal of knotweed and to ensure that no plants are spread during construction.

5.17 **The Ramblers Association** commented that they accept the proposals in principle, subject to full screening for the public footpath and subject to consideration of improved accessibility between existing paths, particularly to and from Carpenters Road.

5.18 **Cycle Wight** have raised no objection to the scheme and advised that they are pleased to see consideration has been given to cycling to and from the site. Cycle Wight have asked for matters to be clarified including the surfacing of cycle routes, their width, the final location of routes and details of specific provision.

5.19 **The Isle of Wight Society** made the following comments:

- The site is outside of the settlement boundary
- Brading limits new housing development to 9 units **Officer comment** –

This is not relevant given the nature of the development

- Precedent
- There should be tight restrictions to ensure the safety of designated sites. Potential for contamination.
- Presence of Japanese Knotweed
- There should be restrictions on management of people and dogs using footpaths but improved links to Brading are essential
- Creating a visitor centre would negate plans for the existing RSPB site
- The lodges would effectively be full time homes and cats should be banned **Officer comment** – The proposals are for holiday lodges and not homes, it would not be reasonable to ban cats
- Lighting must not be intrusive
- The development would be visually obtrusive when seen from AONB downs and hills
- Traffic congestion
- There is no pavement along Carpenters Road and no bus **Officer comment** – The plans show a new pedestrian link top bus stops within Brading Road

6. **Evaluation**

Principle of the proposed development

- 6.1 Current Government policy guidance in respect of tourism is contained within the National Planning Policy Framework. Section 3 of the Framework (Supporting a Prosperous Rural Economy) states that planning authorities should support sustainable rural tourism and leisure developments that benefit businesses in rural areas, communities and visitors, and which respect the character of the countryside.
- 6.2 The Island Plan Core Strategy states that areas outside of regeneration areas and rural service centres will be considered to be the wider rural area where development will be restricted unless a specific local need is demonstrated. The application site is located outside of a defined settlement boundary and within the wider rural area. However, policy SP4 (Tourism) states that the Council will support sustainable growth in high quality tourism and proposals that increase the quality of existing tourism destinations and accommodation across the Island. The Brading Neighbourhood Development Plan sets objectives for the Parish that include developing economic activity that will help to provide jobs for local people and to ensure that new development does not increase flood risk. Policy JE1 of the Development Plan supports sustainable rural tourism that benefits rural businesses, communities and visitors provided they are in keeping with and do not harm the character of the countryside.
- 6.3 The proposed development would involve the provision of 60 holiday units on an area of farmland that has historically been the subject of works to form a

golf course approved by the Planning Authority in 1996 (TCP/19342/C). Those works were undertaken in breach of planning conditions and involved the importation of soils and inert waste and were ceased in 2005. Since then, the land has remained fallow and in need of restoration.

- 6.4 The works now proposed would see the full restoration of the site in order to provide the tourism development but also to allow the formation of a 42 hectare nature reserve, which would be transferred to the RSPB freehold and secured by a legal agreement. To compliment the nature reserve, the plans show that a RSPB visitor's centre would be constructed and this would allow tourists and local people with an interest in wildlife to view the reserve and the rare species that it supports.
- 6.5 Key to the project would be the proposed tourism development, as this would fund the restoration of the site and the proposed nature reserve. The submitted plans show that the proposed holiday lodges would be of high quality, with spacious and well-appointed living space that would offer comfortable accommodation for those visiting the site. The tourism accommodation would be set within a well landscaped site, laid out in a low density manner and command views of the countryside beyond. Moreover, the accommodation would be within an area that comprises a network of footpaths that would allow visitors to walk to scenic locations throughout Brading Marshes, Bembridge Harbour and the downs that surround this area.
- 6.6 Furthermore, the proposed on site facilities building would add the on-site tourism offer, allowing residents to use an on-site gym, swimming pool, café and sauna.
- 6.7 Clearly, the connection between the tourism site and the adjoining RSPB reserve and events area would create a unique setting for the tourism site and add diversity to the Island's tourism industry by providing a further high quality tourism site with its own particular marketing point. Importantly, the key periods for viewing wildlife at the reserve would fall outside of the more recognised summer holidays and therefore, this would be likely to create demand for wildlife enthusiasts and other tourists to visit the site outside of the recognised tourism season, not only benefiting the proposed tourism site but also surrounding destinations, shops and restaurants/ pubs during less busy periods.
- 6.8 While the site is located in a less sustainable area of the Island, it should be noted that works would involve the provision of direct pedestrian access to existing bus stops within Beaper Shute. This would allow visitors to travel to and from the site via public transport, providing a direct link to the railway station at Brading or the transport options and facilities within Ryde. Furthermore, the site is located on the Islands strategic road network.

- 6.9 In conclusion, while located within the wider rural area and broadly reliant on car travel, it is considered that the development would result in significant economic and environmental benefits through the provision of high quality tourism accommodation that would create a demand for visits during and outside of the peak tourism season and as a result of the restoration of a long neglected area of land. The development would provide a high quality nature reserve with an associated visitor's centre and events area that would be run by a well-respected and renowned wildlife charity, which has confirmed to the Planning Authority that it would take ownership of the reserve and run it in conjunction with the wider area of Brading Marshes that it already manages.
- 6.10 As a result, the proposed development is considered to be compliant with the guidance contained within policies SP1 and SP4 of the Island Plan Core Strategy and policy JE1 of the Brading Neighbourhood Development Plan and therefore, the principle of the development is acceptable subject to the detailed considerations set out within the remainder of this report.

Design and appearance/ impact on the surrounding countryside/

- 6.11 The application site is set within an area of level marshland set below the network of downs surrounding Brading and St Helens. The landscape surrounding the area is attractive and characterised by enclosed farmland and areas of woodland. The marsh itself is more sparse in character, with wide areas of level wetland meadows, pockets of woodland, meandering watercourses and small lakes. The site itself is akin to this characteristic although to the west is a railway embankment that is widely visible from vantage points within the site. The site is located approximately 1.4m east of the AONB.
- 6.12 The submitted plans show that the proposed holiday lodges and reception building would be located at the western extremity of the site. Officer site inspections have shown that this is the least visible section of the site from surrounding landscape and visual receptors, being enclosed by the nearby railway embankment and vegetation that aligns Carpenters Road.
- 6.13 In terms of design and layout, Officers consider that the proposed lodges would be of high quality. The plans show that the lodges would include two 'wings' set between a central entrance area. This would break up their form, through providing a break between roofs. Moreover, the design has been changed to reduce the height of the lodges through curving roof sections, reducing heights by some 1.5m. The mix of well-appointed fenestration, clad elevations, brick plinths and the design of roofs would provide a blend of traditional and modern design approaches that would result in well-designed lodges.

- 6.14 Detailed landscaping proposals have been provided and these show that the lodges would be surrounded by a mix of woodland planting, meadows and marshland grasses and these would separate lodges and prevent the overall tourism element of the proposals from appearing urban or excessively dense. The landscaping scheme would bring about a spacious feel to the tourism development and mitigate its impact on the wider countryside. In addition the roofs of each lodge would be finished with planting, allowing the lodges to integrate into their setting.
- 6.15 The proposed reception building would pay regard to the design approach of the lodges. Again, elevations would be finished with cladding and well-arranged fenestration. While including a first floor gym, much of the building would be single storey and the low roof profiles and green roofs would reduce the scale of the building. Surrounding the building would be a network of bunds and these would screen it, the associated parking spaces and the tourism lodges from the nature reserve beyond, preserving the rural setting of the eastern section of the site and the more distant marshland landscape further east.
- 6.16 The proposed RSPB visitor's centre would also reflect the appearance of the reception building and lodges. The plans show that it would be a low key, well designed building that would be dug into the ground and surrounded by a low bund. Elevations would be finished with cladding and the green roof and its well-arranged fenestration would enhance the design of the building. The proposed barn would be a more utilitarian design, but this would reflect its use. However, the submitted plans show that both structures would be low in height and would be surrounded by a low landscaped bund that would screen much of their form as well as the associated 100 space parking area and events space.
- 6.17 The wider works to form the nature reserve would greatly improve the appearance of the site and the wider landscape. When seen from nearby Carpenters Road and surrounding footpaths, a wide area of the site appears degraded and poorly maintained, with dumped earth and a lack of landscaping. The proposals would see the restoration of the whole site and a comprehensive natural landscaping scheme that would screen the tourism development and provide a 42 hectare reserve that would comprise a network of scenic meadowland, copses, wetland and lakes. This would significantly change the character of the site and complement the wider landscape.
- 6.18 The application is accompanied by a landscape and visual assessment (LVIA). This follows a set methodology, as outlined by the Guidelines for Landscape and Visual Impact Assessment. This guidance has been updated during the course of the application, but the applicants have provided an update to the assessment that recognises the change in guidance. Ultimately, the changes are not significant and the findings of the LVIA are considered to remain

relevant. The LVIA considers the likely effects of the development upon the landscape and identified visual receptors and then assesses the magnitude of change, taking into account matters such as the sensitivity of the landscape/receptors, the nature of change and its duration. Officers are of the opinion that the methodology for the applicant's LVIA follows professional guidance and that the selected viewpoints are correct and realistic.

- 6.19 The LVIA concludes that while the development would result in some loss of value to the landscape as a result of the tourism development, this would be outweighed by the enhancement to the landscape value of the marsh and the wider valley. Moreover, the LVIA concludes that the visual impact of the development would be mitigated by the low lying nature of the site and the enhancement of the landscape and that night time affects would be limited.
- 6.20 The proposed tourism lodges, reception building and RSPB visitors centre would be partially visible from the network of highways and public footpaths and the railway that surround the site. From visual receptors and the landscape to the south and east along the valley floor (close to Bexley Point, the public right of way that aligns the southern boundary and continuing east) there would be some views of the proposed development. Immediately to the south of the development site is a wooded thicket and this would largely screen the development from the closest section of the public right of way. However, when proceeding east, hedgerows become sparse and from such locations, there would be views into the proposed lodges, reception building and the visitor's centre.
- 6.21 It is apparent that from these locations, the development would result in change to the rural landscape, through the introduction of multiple buildings. The magnitude of change from such locations would be significant however, the use of green roofs and low mounds that would surround the south and eastern sections of the built development, would largely shroud the buildings. Added to this, the proposed landscaping plans show that pockets of copses would be planted around the south eastern corner of the holiday lodges and once established, these would combine with earthworks and individual tree planting to reduce visual impact and soften the development. From more distant vistas to the east, the impact of the development would be mitigated by intervening landscape, planting and the proposed mounds to reduce overall impacts to moderate.
- 6.22 Additional close vantage points lie to the north and east of the site and these include Carpenters Road, the access track to Hill Farm (which is a public footpath), the cottages to the north west of the site and the nearby railway line. From Carpenters Road views of the site are heavily screened by hedges and trees, so that from the majority of the road, the development would not be visible. However, from more distant locations to the east within the highway and from the more elevated sections of the access to Hill Farm, views of a

wide area of development showing areas of glazing and elevations, combined with the green roofs would be possible. Change from these locations would be significant and to an extent, adverse because of the nature of the development. From the railway, there would be clear views of the development from where it would be seen in the foreground of the landscape to the east. Views would be across the roofs towards the reception building and RSPB centre. There would also be more restricted views of the development from the rear gardens and upper windows of the nearby cottages.

- 6.23 Some mitigation would be offered by the presence of new copse and tree planting along with proposed earthworks that would align the access road and the green roofs of the buildings, which would obscure parts of the proposed development. Moreover, the site is low lying and the existing natural planting that aligns the railway embankment, site boundaries and the access road would offer effective screening for the less elevated vantage points. However, views of the 60 lodges, reception building and RSPB reserve would still be visible from the higher ground in the area and this would result in a level of change that would be recognisable and result in moderate harm.
- 6.24 From more distant vantage points and landscape the proposed development would be visible to varying degrees. From locations to the south (around Brading), south west and west, views would be largely obscured due to the low lying nature of the site, intervening landscape and belts of trees. Moreover, views of the site from Beaper Shute/ Rowborough Lane would be screened by the trees that align the highway and the field boundaries beyond.
- 6.25 The clearest distant views of the site would be from the marshland to the east, the rising ground to the north east around Hill Farm and towards St Helens. From the marshes, views of the site would be less prominent due to intervening landscaping, the proposed mounds and the low lying nature of the site. Thus, the development would not be prominent from these areas and result in negligible level of change.
- 6.26 From the rising ground to the north east, the site would be readily visible and the proposed buildings would be apparent in an undeveloped area. The full extent of the buildings would be noticeable in the foreground of wide panoramic vistas from such areas although the Officer site inspection showed that from public vantage points such as Attrill's Lane, views would be screened by Eight Acre Copse and Spring Copse, as well as the high hedges that align the lane. However, from the farmland in the area, the development would be obvious and result in change to the landscape character of the area.
- 6.27 Nevertheless, the site is low lying and would be seen as a moderate area of development in a much wider vista. The backdrop of existing planting would assist in reducing prominence and this would combine with the proposed landscaping, green roofs and muted colours of elevations to provide some

mitigation. Overall, from these locations, Officers consider that the proposed development would result in a moderate adverse level of change, but not result in material harm.

- 6.28 At night time the development would have the potential to appear intrusive within the countryside due to lighting. However, the submitted information states that a suitable lighting scheme would be devised to prevent excessive levels of light pollution and notes that lights within lodges would be unlikely to be lit beyond 11pm. It is considered that a suitable lighting scheme would be secured by condition to prevent harm to the tranquillity of this area. Moreover, the development would not result in cumulative effects with other development. The site is low lying and divorced from other existing development and therefore, would not combine with other areas of development to cause wider harm.
- 6.29 In conclusion, Officers consider that the impact of the development would be concentrated on a discrete area of landscape that extends to the wider marsh to the east of the site, the landscape that surrounds Carpenters Road and the wider area of rising ground the north of Carpenters Road extending towards St Helens. Officers have found that from some areas, the development would be well screened due to the low lying nature of the site, existing tree belts and topography. From others, such as close footpaths to the south of the site, the nearby railway line and the rising ground to the north and north east, the built development would result in moderate adverse change to the character of the landscape. However, it is considered that material harm would not occur due to the mitigating factors outlined above.
- 6.30 In isolation and without the proposed landscaping and earthworks, the tourism development and visitors centre would not comply with the requirements of policies DM2 and DM12 of the Island Plan. However, the proposed restoration works to the whole site and the provision of a 42 hectare nature reserve weigh significantly in favour of the proposed scheme, through the delivery of a managed landscape that is currently severely degraded and harmful to the character of the area. The tourism development and visitors centre would be well designed and the landscaping scheme comprehensive and in keeping with the character of the area. When considered in the context of the additional social, environmental and economic benefits of the tourism development and RSPB nature reserve, it is considered that the development would comply with the requirements of the Island Plan.

Impact on nearby properties

- 6.31 The application site is located within a largely rural area that lacks development. Therefore, the only properties located close to the site area two cottages known as Rowborough Farm Cottage and Rowborough Corner Cottage, which would be located 80m west of the closest of the proposed

holiday lodges. The properties are located close to the junction of Carpenters Road and Beaper Shute as well as the railway line.

- 6.32 Traffic from the tourism use could result in a level of noise and disruption as a result of vehicles travelling to the site. However, it is considered that such activities would reflect the current impacts of traffic within this area. Moreover, it is considered that the proposed tourism use of the site would replicate the general impacts of a residential property and given the separation distance between the site and existing properties, the impacts of the nearby highway and railway and landscaping would prevent significant impacts.
- 6.33 In addition, the landscaping between the holiday lodges and nearby properties would prevent loss of privacy or outlook as a result of the proposed development. While the proposed reception building would include a restaurant, this element of the proposals would be located 360m south east of the cottages and therefore, have no impact on residential amenity.
- 6.34 There is also a retail outlet known as Oasis located to the north east of the site. However, this outlet would be separated from the site by some 200m and given its use, would not be affected by the proposals. In conclusion, the proposed development would not harm the amenities of nearby properties and uses and therefore, comply with the requirements of policy DM2 of the Island Plan.

Ecology and trees

- 6.35 The eastern section of the site is designated as the Brading Marshes North Site of Importance for Nature Conservation (SINC) and a small section of this area forms part of the adjacent Brading Marshes to St Helen's Ledges SSSI which is a component of the Solent & Southampton Waters SPA / Ramsar site. There are no protected trees or woodland within the site. Due to the requirements of the Habitat Regulations, and as a Competent Authority, the Council has undertaken an Appropriate Assessment (AA). The AA investigates the likely significant effects of the project and then the implications of those effects for the conservation objectives of designated sites. The detailed information within the AA is used to draw the conclusions within this report and is attached as an appendix.
- 6.36 The AA shows that the likely significant effects upon the interest features of the SPA/Ramsar arising from the proposals are as follows:

- 1) The cumulative impact of on-going disturbance to waterbirds and their supporting habitat resulting from recreational use of the area by the occupants of the 60 new tourism lodges as well as an expected increase in visitor numbers associated with the new visitor centre.

2) Temporary noise and visual disturbance arising from construction impacts.

3) Adverse impacts upon water quality resulting from construction impacts and from potential pollution incidents.

6.37 The applicants originally undertook an ecology assessment as part of the Environmental Statement (ES) in 2011. That assessment was updated in 2014 and further information provided in 2017 relating to reptiles and a bio-diversity mitigation plan. The information takes account of the designated sites that relate to the application site and that are adjacent to it, assessing their features of special interest.

6.38 The ecology surveys showed that the site comprises various habitats that include hedgerows, areas of wetland, disturbed soils, mature trees and areas of woodland (including wetland woodland), semi improved grassland, ponds, ditches and swamps. The ecology survey concludes that due to earthworks, the western third of the site is of no more than local ecological value but that the varying habitats within the eastern two thirds of the site are of greater value. The surveys found that the site supports protected species that include breeding birds including wildfowl and waders, overwintering birds, reptiles, water voles, several species of bat but no dormice, red squirrel or badgers.

6.39 The ecology survey and the supporting reptile surveys and biodiversity checklist set out a range of mitigation measures which would include:

- Provision of a Construction Environmental Management Plan
- No demolition, landscaping or noise works to take place during the over-wintering bird season (between 1st October to 31st March inclusive)
- A strategy to manage access to the sensitive parts of Brading Marshes to avoid recreational disturbance, including RSPB management of the reserve
- No direct access for tourists to the nature reserve, using a mix of ditches, thorny scrub and stock fencing to direct visitors to less sensitive areas of the site
- Creation of new habitat and an ecological and landscape management plan to restore the habitat to a wetland nature reserve
- Sensitive areas of the site to be fenced in accordance with the CEMP in order to avoid damage to habitats and species
- Prevention measures to be implemented to avoid pollution from traffic, machinery, oils etc. through provision of specific storage areas in accordance with EA guidance
- Loss of habitat for reptiles to be compensated through new habitat including scrub, banks and wetlands, as set out within the submitted information. Detailed reptile mitigation strategy to be implemented in

accordance with submitted information

- Measures to exclude, capture and relocate reptiles within the site during active reptile season (March to October)
- Creation of long-term improved habitat for bats, no works to take place overnight, lighting to be restricted and located away from commuting and foraging areas
- Implementation of mitigation strategy for water voles, capture, relocation of water voles if necessary during their active season (April to September)
- Improved habitat to be provided for invertebrates and long term management secured

6.40 The applicant's ecology survey and reptile strategy conclude that through the above measures, that the network of on-site habitats, species and the designated sites would not be harmed by the proposed development, but in most cases positively impacted due to the provision of improved habitat and a long-term management strategy. The specific means of avoidance and mitigation of impacts are set out within the applicant's ecology survey, reptile mitigation strategy and built upon through the Biodiversity Action Plan (BAP) that has been agreed through negotiation with Natural England.

6.41 Natural England has now confirmed that they have no objection to the proposed scheme, following the submission of the BAP, the updated ecology surveys and reptile mitigation strategy. Natural England has confirmed that on the basis of the objective information provided, it can be excluded that the proposed plan or project would have a significant effect on the Solent and Southampton Water Special Protection Area or the Solent and Southampton Water RAMSAR site under the RAMSAR convention either individually or in combination with other plans or projects. Furthermore, Natural England is satisfied that the proposed operations are not likely to damage any of the interest features of the Brading Marshes to St. Helen's Ledges Site of Special Scientific Interest under the Wildlife and Countryside Act 1981 (as amended). Natural England has also confirmed that they are satisfied that providing the approved mitigation plan is followed, there would be no negative impacts on the favourable conservation status of the protected species known to be present on site. Natural England has concluded that the proposed scheme would provide substantial benefits for the environment, local community and tourism.

6.42 The RSPB has raised no objection to the development, noting the current poor environmental condition and history of the site. The RSPB has concluded that the proposed development would deliver significant enhancement to the condition of the Brading Wetlands site, whilst also allowing for enhanced visitor management, public amenity and recreational opportunities to be delivered.

- 6.43 The Council's Ecology Officer has raised no objection to the proposed development, agreeing with the conclusions provided by Natural England. The Officer has noted that the site would include footpaths that would run through the designation site. However, the Officer has advised that Natural England is comfortable that through design of the path (raised, fenced and with ditches either side) that access could be controlled and managed. The path has been proposed so that it would draw visitors away from other sensitive parts of the site and on balance this is considered an acceptable alternative. This would be on the on the proviso that the RSPB would monitor its use and close the permissive path should issues arise.
- 6.44 The proposed development would deliver significant improvements to the current site, which is degraded and unmanaged. The submitted information shows that the site is slowly deteriorating however the proposals would see the restoration of existing habitats and protection of species while works are carried out. Long term management of the site would be secured via the legal agreement and this would see the RSPB take on management of the nature reserve, which would effectively be an extension to the RSPB's existing large Brading Marshes Nature Reserve. Officers are satisfied that the proposed restoration and measures set out within the BAP, reptile survey and ecology survey would provide certainty that the proposed development, if approved, would not harm the biodiversity value of designated sites or individual protected species.
- 6.45 Officers note that drainage from the proposed development could impact on the integrity of the designated sites. However, it should be noted that a suitable drainage scheme would be secured by condition (see the drainage section of this report below).
- 6.46 Given current understanding and knowledge, and having considered the likely and reasonably foreseeable effects of the plan or project, together with other plans or projects which might be additive in impacts, it can be concluded that this plan will not have an adverse effect upon the integrity of the SPA European site or the Ramsar site either alone or in combination with other projects with respect to impacts upon waterfowl using the SPA / Ramsar site. Therefore, it is considered that the proposed development would comply with the requirements of policies SP5 and DM12 of the Island Plan.
- 6.47 In respect of trees, the submitted information reasons that only two dead trees would be removed as a result of the development. These are located close to the former farm barn that is located centrally within the site and therefore, not prominent. The remainder of the trees at the site would be retained and protected during construction. Therefore, subject to conditions, it is considered that the impact to trees as a result of the development would be minimal.

Highway considerations

- 6.48 The application site would be accessed via an existing concrete track that would be upgraded. The track would lead to the proposed tourism accommodation and the RSPB visitor's centre. The holiday lodges and RSPB visitor's centre would be served by a network of narrow roads that would lead to nodal parking areas.
- 6.49 The existing junction that serves the site is 35m wide at the point that it meets the highway (Carpenters Road). Carpenters Road is restricted to speeds of 50mph at the point of the access although the Island Roads Highway Engineer has confirmed that the applicant's transport assessment (TA) demonstrates that actual average speeds about the access are 40.5mph for vehicles travelling from the east and 40.3mph for those travelling from the west. As a result, for the access to meet design standards, visibility splays measuring 102.2m looking west and 103m looking east would be required.
- 6.50 The submitted plans show that the current wide access to the site would be reduced to 16m in width and moved west. The road would measure 5.5m in width and then reduce to 4.1m width, leading to 3.7m wide internal access roads to serve the lodges and visitor's building. The Highway Engineer has confirmed that the proposed access would meet design standards, including the necessary visibility splays and be of sufficient width to allow all vehicle types to turn onto and out of the site without compromising highway safety. However, the Engineer has advised that a vehicle overrun area should be provided using granite setts in order to prevent vehicles from using the access to undertake vehicles and confirmed that this could be achieved via conditions.
- 6.51 To aid access to bus stops, a pathway would be formed within the site that would lead to a crossing point at Carpenters Road. The path would then be extended into the highway and lead onto the northern section of Beaper Shute, where there are existing bus stops. An uncontrolled crossing point would be provided on Beaper Shute to allow pedestrians to use the bus stop on the western side of the highway. The Highway Engineer has supported these proposals and advised that they would not result in the highways being narrowed and could take place within the confines of the highway. However, the Engineer has advised that a pedestrian refuge should be provided due to the speed of traffic within the highway and the carriageway width. The Engineer has advised that these works could be secured by condition.
- 6.52 The access to the application site would be located close to the signalised junction of Carpenters Road and Beaper Shute and given the extent of development proposed, there could be impacts on the capacity of this and more distant junctions and the highway network. The applicant's TA investigates this matter, taking into account existing and predicted levels of traffic within the network. According to TA this development would generate

487 traffic movements per day, but 36 movements during the AM peak and 38 movements during the PM peak.

- 6.53 The Highway Engineer has advised that even with the predicted vehicle movements associated with the development, the nearby signalised junction would operate within its design capacity and therefore, it is considered that the development would not compromise the capacity of the highway network.
- 6.54 In respect of parking, in this location the Council's Parking Provision SPD stipulates a requirement for 1 parking space for each bedroom. The plans show a level of provision that would include at least 3 bedrooms per holiday lodge, 16 parking bays for the tourism reception building and 100 parking spaces for the RSPB visitor's centre. While this would result in an over-provision of parking spaces, it should be noted that there are no alternative areas for parking in this location and therefore, the proposed parking levels would be acceptable.
- 6.55 In conclusion, it is considered that the proposed development would be served by safe means of access and on-site turning/ parking areas, would not prejudice the capacity of the wider highway network and be served by a suitable level of on-site parking. Therefore, the proposals are considered to comply with the requirements of policies DM2, SP7 and DM17 of the Island Plan and the guidance contained within the Parking Provision SPD.

Flooding and drainage issues

- 6.56 Much of the application site is located within flood zone 3 and therefore at a high risk of flooding in the event of a flood event. Both the NPPF and policy DM14 of the Island Plan seek to direct development, in the first instance, to areas at the lowest risk of flooding. Tourism accommodation is not classified as being water compatible development and therefore the guidance within paragraph 100 of the NPPF is relevant. This states that inappropriate development in areas at risk of flooding should be avoided by directing development from areas at highest risk, but where development is necessary, making it safe without increasing flood risk elsewhere. Developers are therefore required to comply with the Sequential Test that is outlined within paragraphs 101 & 102 of the NPPF and the supporting technical guidance and if found to be required, Local Planning Authorities should apply the Exception Test outlined within paragraph 103 of the NPPF.
- 6.57 Paragraph 34 (Flood Risk and Coastal Change) of the PPG states that 'It is for local planning authorities, taking advice from the Environment Agency as appropriate, to consider the extent to which Sequential Test considerations have been satisfied, taking into account the particular circumstances in any given case. The developer should justify with evidence to the local planning authority what area of search has been used when making the application.'

Ultimately the local planning authority needs to be satisfied in all cases that the proposed development would be safe and not lead to increased flood risk elsewhere.'

6.58 Members should note that the tourism reception building, wetland nature reserve and RSPB visitor's centre are considered water compatible development. In addition approximately one third of the proposed tourism lodges and the western section of the site would be within flood zone 1 and therefore, at low risk of flooding. The applicants have provided a comprehensive Sequential Test that assesses sites throughout the Island that could potentially accommodate the proposed development. The search relates to sites that would be developable, reasonably available and deliverable. In addition, the search has been based on accommodating the 60 holiday lodges on a comparably sized site to the area proposed through this application (13 hectares). The Sequential Test avers that sites should also have the potential to provide for the improvements in local biodiversity and provide a visitor attraction. Given the nature of the whole proposed development, Officers agree with the search criteria.

6.59 The Sequential Test discounts sites contained within the Strategic Housing Land Availability Assessment (SHLAA) as they would be required to assist in delivering the Council's housing requirements. Members will appreciate that the sites included within the SHLAA have been assessed as a result of a high level exercise and that their inclusion does not mean that they would be policy compliant should a planning application be made for development. However, Officers agree that as a high level exercise, it would be less appropriate to include SHLAA sites, as many of these are located in areas close to existing housing where tourism sites may not be appropriate. It is also not likely that these sites could deliver nature reserves, given that potential sites for the SHLAA are ruled out due to designations.

6.60 The Sequential Test identified five comparable areas on the Island where a development similar to that proposed could potentially be accommodated. However, those areas have been scoped out due to those areas either not being sequentially preferable when taking account of flood risk, lack of suitable sites for tourism development, sensitivity as a result of designations or a lack of specific sites that would be reasonably available. In addition, the Sequential Test highlights four further specific sites for development. These include:

- Newport County Cricket Ground
- Land at Span Farm, Rew Lane, Ventnor
- Land at Chilton Lane, Brighstone
- Land off Roud Lane, Ventnor

Irrespective of the findings of the Sequential Test, which rules out these sites, Officers would have significant concerns over tourism developments at Span

Farm, Chilton Lane and Roud. All three sites are located within scenic landscapes that could not accommodate a development of the extent proposed and also lack suitable highway access arrangements. Officers are aware, as per the conclusions of the Sequential Test, that the County Cricket Ground is not large enough to support the development without the loss of the current use.

- 6.61 Officers have not identified any suitable alternative sites that deliver the development. Moreover, it is apparent that the development would deliver environmental benefits unique to this site. Firstly, the development would see the restoration of a degraded landscape that has compromised the appearance of this area for many years, while enabling the RSPB to extend its current nature reserve to include this site. Based on these specific circumstances, it is considered that no alternative sequentially preferable sites could deliver this development and the social, environmental and economic benefits that it would deliver.
- 6.62 Therefore, given the significant regeneration benefits of redeveloping this site, it is considered that there would be no reasonably available alternative sites at a lower risk of flooding to deliver the proposed development. Therefore on an exceptional basis on balance Officers consider that the proposal satisfies the Sequential Test.
- 6.63 Paragraph 102 of the NPPF states that if, following the application of the Sequential Test it is not possible, consistent with wider sustainability objectives for the development to be located in zones with a lower probability of flooding the Exception Test can be applied. In this case it is considered appropriate to do so. For the Exception Test to be passed, it must be demonstrated that the development provides wider sustainability benefits to the community that outweigh the flood risk and subject to a site specific flood risk assessment (FRA) that demonstrates that the development would be safe for its lifetime taking into account the vulnerability of its users, without increasing flood risk elsewhere.
- 6.64 In this case, it is considered that wider sustainability benefits have been identified, as explained above and in the principle section of this report. It should be noted that a site specific FRA has been prepared by the applicants and that takes account of the predicted flood levels for the site, as informed by the Isle of Wight Strategic Flood Risk Assessment (SFRA). The FRA also takes recent flooding events within the area into account.
- 6.65 The maximum predicted flood level for the site would be 3.7m AOD and the FRA confirms that the proposed holiday lodges would be constructed above the 3.8m AOD level, thus allowing for climate change and a 100mm freeboard. The proposed nature reserve would be below this level, but its use would be water compatible.

- 6.66 The applicant's Sequential Test document states that a Flood Warning and Evacuation Plan (FWEP) would be devised for the development and this would relate to the holiday lodges, tourism reception building and RSPB visitor's building as well as the nature reserve. This would involve providing prior warning for visitors to the site and establishing safe routes to the high land levels within the site, that would not be flooded during a flood event. It should be noted that the western half of the tourism lodge area is at a higher land level and thus not predicted to flood during an event.
- 6.67 Because the site is at risk from tidal flooding, it should be noted that there would be a suitable lead-in time during which prior warning of a flood event could be given. The means of prior warning would be built into a FWEP agreed via planning conditions, to ensure that risk of flooding could be managed in a suitable manner.
- 6.68 Given the comments provided by specialist consultees, Officers are satisfied that a site specific Flood Risk Assessment has demonstrated that the development would be safe for the lifetime, when taking into account the vulnerability of the occupants of the proposed dwellings and the users of the various uses at the site. As a result, it is considered that the Exception Test has been passed and that the development is in accordance with the requirements of the relevant guidance within the NPPF and the requirements of policy DM14 of the Island Plan and the Council's SFRA.
- 6.69 In terms of drainage, the site would include a SUDs system to manage surface water from holiday lodges and other buildings, roads and car parks. This would include a series of swales, gullies and permeable surfaces. Infiltration systems such as soakaways have not been considered, as tests have shown that the site has no potential for infiltration. Instead, water from the roofs of buildings would drain directly to swales at a reduced rate due to the permeable nature of the proposed green roofs. Drainage from car parks and roads would be passed through filters to capture pollutants. The treated water would then be released to the swales and ditches at a rate no greater than the current greenfield run-off rate, with additional capacity to take account of climate change. It is considered that this approach would be acceptable, subject to final details of the proposed filters being agreed via condition in order to secure a suitable management scheme for equipment.
- 6.70 A foul network system would be constructed throughout the site to collect foul water from the proposed holiday lodges, reception building and the RSPB visitor's centre. Foul water would then be drained to a Southern Water manhole via a gravity system thus discharging waste water to the public sewer system. This would ensure that no foul water would enter the network of wetlands, gullies and swales at the site. Southern Water have raised no objection to the proposed development but advised that the final drainage scheme should be conditioned. Officers consider that subject to the

submission of a detailed drainage strategy via condition, that the development could be suitably drained and therefore, comply with polices DM2 and DM14 of the Island Plan.

Impact on heritage assets

- 6.71 The application site is located in an area that is mainly devoid of development. However, there are numerous heritage assets that could be affected by the proposals. These have been correctly identified within the Archaeology and Heritage chapter within the applicant's Environmental Statement. The site is located 480m north east of the Brading conservation area, which comprises numerous listed buildings that include the former Brading Waxworks Museum and St Mary's Church (Grade I). Nunwell House and its designated park and garden are located 730m west of the site, while Writtleston House, a grade II listed farm house is located 900m to the north.
- 6.72 Due to intervening topography, tree cover and distance, the proposed development would have no visual relationship with the Brading conservation area, Nunwell House or its park and gardens or the listed buildings within Brading. Therefore, the development would have no impact on these heritage assets. Writtleston House is located to the north and close to Hill Farm, in an elevated position. The development would be visible from the grounds of the house. However, the setting of this property is related to the farmland and farm group that surrounds it, rather than more distant marshland at a far lower land level. Therefore, it is considered that the development would not impact on the historic value of this listed building.
- 6.73 The application site occupies an area of marshland, which the Council's Archaeologist has advised the site may contain remains of previous historic occupation on wetland edges and structures, along with past vegetation and environmental conditions. The Archaeologist has advised that a staged programme of archaeological works should be undertaken to inform appropriate mitigation , that would include the potential for remains being encountered, an assessment of their condition and depth and building recording. The Archaeologist has recommended a condition to cover these matters.

Contamination and soil moving

- 6.74 The application site has previously been the subject of planning permissions for the creation of a golf course and was in part used as a farm yard. The permission for the golf course involved significant earth moving and some of these works were undertaken up until circa 2005, including the stripping and storing of top soils and importation of materials to form the various greens and fairways. These materials were deposited in the western part of the site. At that time, fly tipping also occurred and some of the materials dumped were not

inert and included contaminants such as asbestos and as a result, Officers have required the submission of extensive information relating to ground contamination. A full ground contamination report has been provided in stages and this has involved intrusive ground surveys and monitoring following input from the Council's Environmental Health Practitioner.

- 6.75 The Environmental Health Practitioner has advised that chemical contamination within the imported materials at the site is below human health acceptability criteria and would not pose a risk to human health. However, asbestos was shown in a handful of samples of the materials and as a result, a capping layer has been proposed within the area of the holiday lodges and those areas of the reserve where tipping took place. Measures would be undertaken to prevent burrowing animals from compromising the layers. Moreover, the various paths and cycle ways would be underlain with geotextile membranes and finished with hard surfaces. In addition, ground gas protection measures would be undertaken as part of any remediation strategy.
- 6.76 The Environmental Health Practitioner has concluded that subject to final site investigations to establish the nature and extent of asbestos at the site that development could proceed subject to a final remediation scheme secured by condition. On this basis it is considered that ground contamination would not represent a constraint to the development.
- 6.77 The proposed development would require soil moving to form the nature reserve and tourism section of the site. This would require approximately 52,840 cubic metres of topsoil. However, the submitted information confirms that there is at least 53,800 cubic metres of existing topsoil at the site that could be used, therefore eliminating the need to import topsoil. Further materials would be required to form the capping layers referred to above, however it is considered that this would not be significant and not result in excessive traffic movements. It is considered that suitable working times could be secured to prevent congestion within the highway network.

Other matters

- 6.78 The Council's Rights of Way Manager has commented that further details should be provided in relation to the on-site footpaths and cycle ways, including whether they would be adopted and the standard of their construction. It is considered that such details could be secured by a planning condition, which would allow Officers to agree final materials, routes etc.
- 6.79 Some of the comments made in relation to the planning application have raised concerns that the proposed holiday lodges would be used as permanent dwellings. However, it should be noted that as in the case of other holiday sites, the lodges would be the subject of restrictive conditions to control their use. In addition, the proposed legal agreement would include a clause to

prevent residential use.

- 6.80 Comments have also been made that conditions should be imposed to prevent the separate sale of the holiday units. However, whether held in one ownership or not, the restrictive conditions above would continue to control use and therefore, it is considered that such a condition would be unreasonable.
- 6.81 Several members of the public and Parish Councils have commented on the presence of Japanese knotweed at this site. This is an invasive species that is covered by separate legislation however, it is considered that a suitable strategy for removal could be secured by condition.

7. Conclusion

- 7.1 The proposed development would deliver a unique and high quality tourism site that would deliver significant landscape and biodiversity improvements to an area of marshland. The proposed tourism site would include a range of on site facilities and links to the public transport network. Moreover, the site would include on site attractions related to the nature reserve and attract tourists outside of the peak holiday season, helping to extend and diversify the Island's tourism economy. It is considered that this would benefit the Island's tourism economy and therefore, comply with the requirements of policy SP4 of the Island Plan.
- 7.2 The proposed tourism development and RSPB visitors centre would be visible from the surrounding landscape however the single storey nature of buildings, the use of green roofs and muted materials, significant and well considered landscaping and the low land level of the site would mitigate the impact of the development. While the development would cause a moderate level of harm from some viewpoints, this would be outweighed by the significant biodiversity and landscape improvements that would be derived from the proposed nature reserve.
- 7.3 The proposed development would not impact on the amenities of nearby properties nor would it compromise the setting of heritage assets. In relation to ecology, taking into account the conclusions of the Council's Appropriate Assessment and comments received from Natural England, Officers are satisfied that the development would not compromise the integrity of the relevant SPA, Ramsar or SSSI sites. This is subject to advised conditions being imposed and then their requirements being fully implemented.
- 7.4 It is considered that the traffic associated with the development would not compromise the capacity of the wider highway network and that the proposed footpath links to nearby bus stops would offer alternative means of travel to and from the site than the car. Moreover, it is considered that the vehicle accesses, service roads and parking areas would comply with design

requirements. The site would comprise an acceptable level of on-site parking.

7.5 Part of the application site is located within an area that is at high risk of flooding. However, Officers are satisfied that a suitable Sequential Assessment has been undertaken and that the proposals pass the required Exceptions Test due to the measures set out within the applicant's Flood Risk Assessment and the draft measures set out within their Flood Warning and Evacuation Plan. Officers are also satisfied that a suitable scheme of drainage and decontamination could be secured by condition.

7.6 Having regard to the above and having taken into account all relevant material considerations, Officers conclude that the proposed development is on balance in conformity with the provisions of the development plan and the Brading Neighbourhood Development Plan.

8. Recommendation

8.1 That full planning permission should be granted for the proposed tourism lodges, reception building, access and parking, restoration and landscaping of the nature reserve.

8.2 That outline planning permission should be granted for the proposed RSPB visitors centre.

8.3 Both permissions would be subject to the prior execution of a legal agreement that would secure the following:

- Holiday lodges restricted to holiday use only
- The holiday lodges not to be occupied until the RSPB visitor's centre has been substantially completed
- The RSPB visitor's centre and restoration of the nature reserve to be carried out and the nature reserve and visitor's centre to be transferred to the RSPB free of charge within 3 months of those works being completed.

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 Planning Authority requested further information relating to the design and scale of buildings, ecology, flood risk, contamination, earth movement, means of access and transport information. Further information was provided in respect of these matters which overcame the concerns raised by Officers and the relevant consultees. As a result, the proposals are considered to represent a sustainable form of development.

Conditions/Reasons

The full planning permission

- 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 below:

01-377-302
02-377-302
01-377-304-1

01-377-304-2 Rev
01-377-304-3 Rev B
01-377-304-4 Rev A

01-377-305-1
01-377-305-2
01-377-305-3

01-377-306
01-377-307-1 Rev A
01-377-307-2 Rev A
01-377-308-1 Rev A
01-377-308-2 Rev A
01-377-309-1 Rev A
01-377-309-2 Rev A
01-377-310-1 Rev A
01-377-310-2 Rev A

01-377-311
01-377-312 Rev A

01-377-314-1 Rev A
01-377-314-2 Rev A

01-377-400
01-377-800

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 external lighting shall be installed at the site until details of a scheme of external lighting has been submitted to and agreed in writing by the Local Planning Authority. Details shall outline the location, height and design of external lighting including measures to prevent light spillage. Development shall be carried out in accordance with the agreed details and shall be retained thereafter.

Reason: In order to protect the character, tranquillity and appearance of the area, to ensure that a high quality scheme of lighting is delivered and to comply with the requirements of policy DM2 (Design Quality for New Development) of the Island Plan Core Strategy.

- 4 Notwithstanding the details shown on the submitted plans, no hard surfaces shall be installed until samples of the materials to be used to form the hard surface areas within the development site including any pathways, vehicle access and turning areas have been submitted in writing and approved by the local planning authority. In accordance with the drainage strategy, the hard surfaces shall include for SUDS solutions. 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.

- 5 No boundary treatments shall be installed in relation to the tourism lodges and reception building until details have been submitted to and approved in writing by the Local Planning Authority of the positions, design, materials and type of boundary treatment to be erected. The boundary treatment shall be completed before the use hereby permitted is first occupied. Development shall be carried out in accordance with the approved details.

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

- 6 No building hereby approved shall be constructed above foundation level until details of the materials and finishes including, roof materials, barge boards, window detailing, balustrading and cladding to be used in the construction of the external surfaces of the development hereby permitted have been submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.

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

- 7 Notwithstanding the details shown on the approved plans, no soft landscaping and earthworks to form the nature reserve or related to the tourism areas of the site shall take place until there has been submitted to and approved in writing by the Local Planning Authority a scheme of soft landscaping (following the principles of the submitted information and the Habitat Creation and Enhancement Measures - Overview (MAP A), the Illustrative Landscape Proposals (MAP B) and drawing number 01-377-304-3 Rev A), which shall include indications of all existing trees and hedgerows on the land, and details of any to be retained.

Soft landscape works shall include planting plans; written specifications (including cultivation and other operations associated with plant establishment); schedules of plants, noting species, plant sizes and proposed numbers/densities. The landscaping and earthworks shall be completed in the next available planting season following the completion of the relevant phases of the development. Any trees or hedgerow planting 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.

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

- 8 No development shall take place until a method statement/ construction environmental management plan that is in accordance with the approach outlined in the *Information for Habitat Regulations Assessment* (EPR, October 2014) has been submitted to and approved in writing by the Local Planning Authority. The method statement shall set out the treatment/ protection of environmentally sensitive areas, their aftercare and maintenance. The method statement shall include the following:

- The timing of works

- Measures adopted during construction to minimise environmental impacts (including considering potential disturbance and pollution)
- Methods of construction
- Plans for waste management, maintenance of plant
- Any necessary pollution protection methods to protect water quality and the management of any silt dispersal
- A map or plan showing habitat areas to be specifically protected during the works and the means of protection
- The ecological enhancements as outlined in the Biodiversity Mitigation Plan
- A site wide maintenance and management plan for the nature reserve and tourism section of the site

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

Reason: To avoid harm to protected species and habitats and to comply with the requirements of policy DM12 (Landscape, Seascape, Biodiversity and Geodiversity) of the Island Plan Core Strategy. This is a pre-commencement condition due to the timing at which the works would take place and the harm that could be caused to protected species and habitats in the absence of suitable controls.

- 9 All equipment and debris associated with the works should be removed from the area upon completion of the works.

Reason: In order to avoid impacts to features of ecological interest and to comply with the requirements of policy DM12 (Landscape, Seascape, Biodiversity and Geodiversity) of the Island Plan Core Strategy.

- 10 The network of footpaths and cycleways shall not be constructed until details of their means of construction, enclosure and an access management plan have been submitted to and agreed in writing by the Local Planning Authority. The details shall outline measures for controlling visitor access to the nature reserve in order to minimise impacts on habitats and protected species. Development shall be carried out in accordance with the agreed details and the footpaths and cycle ways shall be managed thereafter in accordance with the agreed access management plan.

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

- 11 No development shall take place until a detailed method statement for the removing or the long-term management / control of Japanese Knotweed on site

has been submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.

Reason: To prevent the spread of Japanese Knotweed which is an invasive species and to comply with the requirements of policy DM12 (Landscape, Seascape, Biodiversity and Geodiversity) of the Island Plan Core Strategy.

12 No foundations connected to development hereby permitted shall commence construction until a scheme for the drainage and disposal of surface and foul water from the development hereby permitted has been submitted to and approved in writing by the local planning authority, in accordance with the principles of the submitted drainage strategy. The information should set out the following measures for any Sustainable Urban Drainage System:

- Specify the responsibilities of each party for the implementation of the SUDS scheme
- Specify a timetable for implementation
- Provide a management and maintenance plan for the lifetime of the development.

The approved drainage scheme shall be completed before the occupation of the holiday units and other site buildings hereby permitted.

Reason: To ensure that the site is suitably drained, to protect habitats and protected species from pollution and to comply with policies SP5 (Environment), DM2 (Design Quality for New Development), DM12 (Landscape, Seascape, Biodiversity and Geodiversity) and DM14 (Flood Risk) of the Island Plan Core Strategy. This is a pre-commencement condition due to the stage at which drainage infrastructure would need to be installed.

13 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. Works associated with the development hereby shall be carried out in accordance with the approved CEMP.

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

- The means of access/egress for construction traffic
- The loading and unloading of plant and materials
- The storage and handling of plant, materials and wastes
- Measures to control the emission of dust and dirt during construction
- Demolition/ construction working hours
- Measures to protect occupants of the development which become used during the demolition construction phases

· The adoption and compliance with best practices and recommendations as described in BS 5228-1:2009 Code of practice for noise and vibration control on construction and open sites

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

Reason: In order to ensure that the works are undertaken in an appropriate manner to minimise impact on the amenities of neighbouring uses and to ensure safe access into the site during the construction period and to comply with policy DM2 (Design Quality for New Development) of the Island Plan Core Strategy.

14 No earthworks shall take place shall take place until details of materials to form the capping layers for the development have been submitted to and approved in writing by the Local Planning Authority. The details shall outline the amount of material required to form the capping layers and the number of vehicle movements associated with any importation and delivery times. All materials shall be inert. Development shall be carried out in accordance with the approved details.

Reason: In the interests of maintaining the amenity value of the area, to prevent nuisance to nearby properties and to comply with policies DM2 (Design Quality for New Development) of the Island Plan Core Strategy.

15 No part of the development hereby permitted shall commence until there has been submitted to and approved in writing by the Local Planning Authority item a). Items b) and c) shall be undertaken thereafter.

- a. An updated site investigation report documenting the ground conditions of the site and incorporating supplementary chemical, gas and asbestos analysis identified as appropriate by the desk-top study and subsequent correspondence in accordance with BS10175:2011+A1:2013 – “Investigation of Potentially Contaminated Sites – Code of Practice”; and, unless otherwise agreed in writing by the Local Planning Authority,
- b. A remediation scheme to deal with any contaminant including an implementation timetable, monitoring proposals and a remediation verification methodology. The verification methodology shall include a sampling and analysis programme to confirm the adequacy of decontamination and an appropriately qualified person shall oversee the implementation of all remediation.
- c. The investigator shall provide a report, which shall include confirmation that all remediation measures have been carried out fully in accordance with the scheme. The report shall also include results of the verification programme of post-remediation sampling and monitoring in order to demonstrate that the required remediation has been carried out.

The construction of buildings, including any associated groundwork, shall not

commence until such time as is approved by the Local Planning Authority.

Reason: To protect the environment and prevent harm to human health by ensuring that where necessary, the land is remediated to an appropriate standard in order to comply with Part IIA of the Environmental Protection Act 1990. This is a pre-commencement condition due to the stage at which decontamination of the site would take place.

- 16 No development shall take place until the applicant or their agents have secured the implementation of a programme of archaeological works in accordance with a Written Scheme of Investigation which has been approved by the Local Planning Authority. Development shall be carried out in accordance with the agreed details.

Reason: To mitigate the effect of the works associated with the development upon any heritage assets and to ensure that information regarding these heritage assets is preserved by record in accordance with Policy DM11 (Historic and Built Environment) of the Island Plan Core Strategy. This is a pre-commencement condition due to the timing at which heritage assets could be affected by the development.

- 17 No development shall take place until flood warning and evacuation plans and construction resilience measures for the approved buildings have been submitted to and approved in writing by the Local Planning Authority. The submitted plans should detail the means of flood warning and evacuation separately for the tourism site and the RSPB visitors centre/ nature reserve. The development shall be carried out and maintained in accordance with the approved details and the finished floor level of habitable accommodation within the holiday units hereby permitted shall be set no lower than 3.8m AOD.

Reason: To reduce the risk and impact of flooding for future occupants and to comply with the requirements of paragraph 103 of the NPPF and policy DM14 (Flood Risk) of the Island Plan Core Strategy. This is pre-commencement condition, due to the stage at which some measures would need to be carried out.

- 18 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, 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. This is a pre-commencement condition due to the use of construction traffic at an early stage of development.

- 19 No use hereby permitted shall not commence until space has been laid out within the site and in accordance with drawing number 2017-3758-001 Rev A and drained and surfaced in accordance with details that have been submitted to and approved by the Local Planning Authority in writing for cars/bicycles to be parked 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.

- 20 Development shall not begin until details of the junction between the proposed service road and the highway (Carpenters Road) based on the principals of drawing no. 2017-3758-002 Rev E and 2017-3758-003 Rev B and including for a vehicle overrun area have been approved in writing by the Local Planning Authority; and the buildings / use hereby approved shall not be occupied/brought into operation until that junction has been constructed in accordance with the approved details.

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

- 21 The use hereby permitted shall not commence until the highway improvements (footways, uncontrolled pedestrian crossing points within Carpenters Road and Beaper Shute) based on the principals of drawing no. 2017-3758-003 Rev B and to include for the addition of the provision of bus shelters on Beaper Shute have been completed in accordance with details to be submitted to and approved in writing by the Local Planning Authority.

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

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

- 22 No later than one month after the day on which the buildings hereby permitted are first occupied/the use hereby permitted commences or the access hereby permitted is first used (whichever is the earlier) the existing access to the site

from Carpenters Road shall be permanently closed in accordance with details which have been submitted to and approved in writing by the Local Planning Authority.

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

- 23 The construction of the buildings hereby approved shall be carried out in accordance with a phasing plan that has been submitted to and agreed in writing by the Local Planning Authority prior to commencement. Development shall be carried out in accordance with the agreed details.

Reason: In the interests of the amenities of the area, to avoid impacts to protected species and habitats and to comply with policies DM2 (Design Quality for New Development) and DM12 (Landscape, Seascape, Biodiversity and Geodiversity) of the Island Plan Core Strategy.

- 24 The holiday lodges hereby approved shall be used as holiday accommodation only.

Reason: The site is in a location where full residential use would not be permitted, to ensure that the units remain for holiday purposes and to comply with policies SP1 (Spatial Strategy) and SP4 (Tourism) of the Island Plan Core Strategy.

- 25 The applicant, or their successor(s) in title, shall maintain a comprehensive up-to-date register listing all occupiers of the accommodation hereby approved, their main home addresses and the dates of occupation at the site. With regard to entries by persons engaged in the photographic activity they shall include a job title. The said register shall be made available for inspection by the Local Planning Authority at reasonable notice.

Reason: The site is in a location where full residential use would not be permitted, to ensure that the units remain for holiday purposes and to comply with policies SP1 (Spatial Strategy) and SP4 (Tourism) of the Island Plan Core Strategy.

- 26 Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any Order revoking and re-enacting that Order with or without modification), no development within Classes A to G of Part 1 of Schedule 2 to that Order shall be carried out in relation to the holiday lodges hereby approved.

Reason: In order to allow the Planning Authority to regulate the design and scale of any alterations to the holiday lodges, to protect the character of the site and wider area and to comply with the requirements of policy DM2 (Design Quality for New Development) of the Island Plan Core Strategy.

The outline planning permission

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

Reason: To comply with Section 92 of the Town and Country Planning Act 1990 (as amended).

- 2 Before any works or development hereby approved for the RSPB visitors centre and barn is commenced on site, details relating to the siting and access for the development shall be submitted to, and approved by the Local Planning Authority. These details shall comprise the 'reserved matters' and shall be submitted within the time constraints referred to in condition 1 above before any development is commenced.

Reason: To enable the Local Planning Authority to control the development in detail and to comply with Section 92 of the Town and Country Planning Act 1990 (as amended).

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

01-377-301
01-377-302

01-377-312-1
01-377-312-2
01-377-312-1 Rev A
01-377-312-2 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.

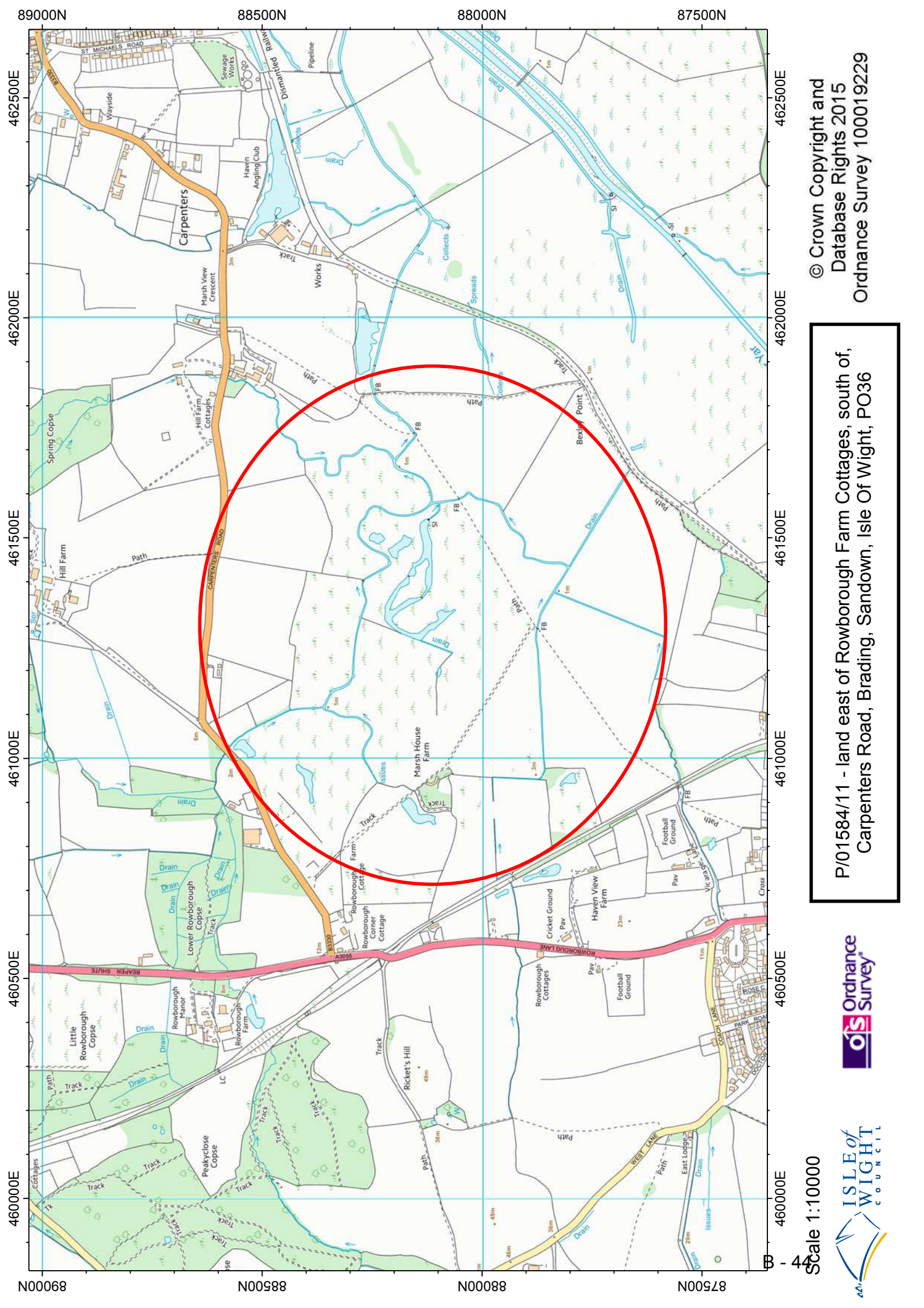
- 4 No external lighting shall be installed at the site until details of a scheme of external lighting has been submitted to and agreed in writing by the Local Planning Authority. Details shall outline the location, height and design of external lighting including measures to prevent light spillage. Development shall be carried out in accordance with the agreed details and shall be retained thereafter.

Reason: In order to protect the character, tranquillity and appearance of the

area, to ensure that a high quality scheme of lighting is delivered and to comply with the requirements of policy DM2 (Design Quality for New Development) of the Island Plan Core Strategy.

- 5 No building hereby approved shall be constructed above foundation level until details of the materials and finishes including, roof materials, barge boards, window detailing, balustrading and cladding 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.



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 Ordnance Survey 100019229

P/01584/11 - land east of Rowborough Farm Cottages, south of,
 Carpenters Road, Brading, Sandown, Isle Of Wight, PO36



Scale 1:10000

02 Reference Number: P/01365/17 – TCP/20245/K

Description of application: Proposed construction of 12 additional holiday lodges and associated works

Site Address: Woodside Bay Holiday Village, New Road, Wootton Bridge, Ryde, Isle of Wight.

Applicant: Darwin Woodside Bay Ltd

This application is recommended for conditional planning permission

REASON FOR COMMITTEE CONSIDERATION

The local Councillor has raised concern about the cumulative effect of this and other tourism development on the character of the area surrounding Woodside and therefore, in line with the Council's Constitution, Officers have referred this application for Committee consideration.

MAIN CONSIDERATIONS

- Principle of the proposed development
- Whether the design and appearance of the development would be acceptable in relation to the character and appearance of the surrounding countryside/ AONB
- Impact on surrounding properties
- Ecology and Trees
- Highway Considerations
- Flooding and drainage issues
- Other matters

1. Location and Site Characteristics

- 1.1. The application site is located on the southern periphery of coastal woodland that aligns the north eastern coastline of the Island. The site is located approximately 1.3km north of Wootton Bridge High Street in an area that is characterised by a mix of medium sized agricultural fields that are enclosed by hedges and large areas of well-established woodland. The site is adjacent to the AONB but not within it.
- 1.2 The area is generally undeveloped but there are clusters of residential development. Housing in the area is generally set within large wooded plots that are well screened from public vantage points and that occupy the eastern

side of New Road. The western side of New Road is less developed. To the north of the site is the recently constructed Woodside Bay holiday site, which includes holiday lodges, a central services building, a facilities building and areas of landscaping.

- 1.3 The application site is a medium sized, triangular field that is adjacent to New Road. The field is enclosed by a mix of mature and juvenile oak trees with understorey planting consisting of hazel, birch and other species. The site was previously populated with overgrown vegetation and areas of unmanaged pasture. However, the site has recently been used as a temporary storage area connected to the redevelopment of the nearby Woodside Bay tourism development. There is an electricity sub-station within the northern tip of the site. The site includes a vehicle access within the northern corner and this is accessed via a long highway (New Road) that runs from Wootton High Street to Lower Woodside Road.
- 1.4 The first section of New Road is adopted. The remainder of the highway has been upgraded in connection with the recently approved tourism development for the neighbouring Woodside Bay site.
- 1.5 There are two houses located directly to the east of the site, these being Brackens House and Bridgewood, both within 25m of the site.

2. Details of Application

- 2.1 Full planning permission is sought for the siting of 12 holiday lodges, which would be arranged around a central access road. The existing access that serves the site would be closed and a pedestrian access created in its place. A new vehicle access would be formed approximately 35m further west, within the northern boundary of the site.
- 2.2 Two lodge types are proposed; the first would comprise 2 bedrooms and the second 4 bedrooms. However, both would measure 14m in length, 7m in depth and 4m in height and be finished with cladding and tile effect roofing, similar to the lodges at the nearby larger tourism site. Each lodge would comprise an area of decking that would face south.
- 2.3 Detailed landscaping plans have been provided and these show that the site would include a mix of woodland meadow, woodland planting, additional tree planting that would include heavy standard trees and shrubs. A 1.5m high landscaped mound would be created at the northern tip of the site to screen the development.
- 2.4 The plans show that the site would include a sewage treatment plant, gas storage compound, underground surface water tank and bin store. All would be located at the northern end of the site.

3. Relevant History

- 3.1. P/01428/14 - Proposed maintenance/housekeeping building; gas storage compound; staff car parking; temporary lodge storage area – Refused planning permission 19th January 2015 and the subsequent appeal dismissed 3rd November 2015
- 3.2 P/00440/14 - Re-development of existing holiday village to provide up to 126 holiday lodges (including tree house pods), leisure building and maintenance building; new vehicular access; construction of roads, footpaths and parking; upgrading of a section of New Road (Revised layout of proposed lodges and revised plans relating to site access reducing road narrowing from 3.7m to 3.5m) (re-advertised application) – Granted planning permission 27th February 2015 – This development relates to the larger tourism site to the north of the application site

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 The NPPF sets out three roles (economic, social and environmental) that should be performed by the planning system. The Framework states that pursuing sustainable development involves seeking positive improvements in the quality of the built, natural and historic environment, as well as in people's quality of life, including (but not limited to):
- making it easier for jobs to be created in cities, towns and villages
 - moving from a net loss of bio-diversity to achieving net gains for nature
 - replacing poor design with better design
 - improving the conditions in which people live, work, travel and take leisure and

Section 3 of the NPPF states that planning policies should support economic growth in rural areas in order to create jobs and prosperity.

Local Planning Policy

- 4.3 The Island Plan Core Strategy defines the application site as being located outside of a defined settlement boundary and within the Wider Rural Area. The site is adjacent to the AONB and a SINC that includes protected trees and ancient woodland. The following policies are relevant to this application:

- SP1 Spatial Strategy
- SP3 Economy
- SP4 Tourism
- SP5 Environment
- SP7 Travel
- DM2 Design Quality for New Development
- DM10 Rural Service Centres and the Wider Rural Area
- DM11 Historic and Built Environment
- DM12 Landscape, Seascape, Biodiversity and Geodiversity
- DM14 Flood Risk
- DM17 Sustainable Travel

Other guidance

4.4 Guidelines for Parking Provision as Part of New Developments SPD

5. Consultee and Third Party Comments

Internal Consultees

5.1 **The Council's Rights of Way Manager** has advised that while Upper Woodside Road is not a right of way, it has long been used by the public. The Rights of Way Manager has requested a condition to leave the road open for pedestrian access.

5.2 **The Council's Ecology Officer** raised no objection to the development and supported the proposed grassland and woodland habitats.

External Consultees

5.3 **Natural England** raised no objection to the development but recommended a condition to ensure that the development would be carried out in accordance with the applicant's Mitigation and Enhance Plan.

5.4 **The Island Roads Highway Engineer** confirmed that the proposed access arrangements would meet highway design standards and that the onsite parking arrangements would be suitable and while enabling vehicles to turn safely. The Highway Engineer has concluded that the vehicle movements associated with the development would not compromise the capacity of the highway network and advised that additional parking could be provided at the site.

5.5 **Southern Water** raised no objection to the proposed development, noting that the site would utilise a SUDs scheme. Southern Water have commented that the applicants should ensure the long term maintenance of the drainage facilities and confirm the responsibilities and a timetable for the implementation

of the system and a management/ maintenance plan for the lifetime of the development.

- 5.6 **The Environment Agency** noted the means of drainage for the site and raised no objection. Instead, the Agency confirmed that a permit may be required separate to planning permission. The Agency confirmed that any soakaway to serve non-mains drainage must be at least 10m from other foul soakaways and 50m from any potable water supply, spring or borehole.
- 5.7 **The Forestry Commission** provided generic standard advice but raised no objection to the proposed development.

Parish/Town Council Comments

- 5.8 Wootton Bridge Parish Council objected to the development for the following reasons:
- There is potential for further capacity on the Woodside Bay site rather than development of this site
 - There is no demonstrated need for the development
 - Impact of lighting
 - Increased traffic and impact on New Road
 - The site is outside of the settlement boundary and no need has been demonstrated
 - The development would result in landscape impact as a result of its size and scale and be prejudicial to the rural character of the area
 - Policy SP4 does not outweigh the requirements of policies SP1 and DM2
 - The proposal would harm the distinctive rural character and appearance of the area and the small improvement to visitor experience would not outweigh the significant impact of the proposal

Third Party Representations

- 5.9 The Planning Authority has received 42 objections to the development, raising concerns that can be summarised as follows:
- The aims of policy SP4 do not outweigh the requirements of policies SP1 and DM2 in this case
 - The site is outside of the settlement boundary and no need has been established for the proposed lodges
 - Landscape impact as a result of the lodges, parking areas and services
 - Loss of greenspace
 - The site would still be visible at night
 - The site is sloping and visible from surrounding roads

- The site is on agricultural land and not contiguous with the Woodside Bay holiday village site
- The new lodges would look ugly
- The development of the site would set a precedent for development of other fields in the area
- Impact on nearby properties
- An appeal relating to development of this site was dismissed and this development is larger than that previously proposed
- Increased traffic and impact on the highway network/ safety
- There would be no benefit to the local community as the site is small and would generate minimal employment or income
- Darwin should reconfigure their existing site for more units
- Impact of noise and disturbance
- Impact on wildlife
- The site is bordered by AONB and SSSI
- Drainage issues due to capacity of the local sewer system

6. Evaluation

Principle

- 6.1 Current Government policy guidance in respect of tourism is contained within the National Planning Policy Framework. Section 3 of the Framework (Supporting a Prosperous Rural Economy) states that planning authorities should support sustainable rural tourism and leisure developments that benefit businesses in rural areas, communities and visitors, and which respect the character of the countryside.
- 6.2 The Island Plan Core Strategy states that areas outside of regeneration areas and rural service centres will be considered to be the wider rural area where development will be restricted unless a specific local need is demonstrated. The application site is located outside of a defined settlement boundary and within the wider rural area. However, policy SP4 (Tourism) states that the Council will support sustainable growth in high quality tourism and proposals that increase the quality of existing tourism destinations and accommodation across the Island.
- 6.3 The proposed development would provide additional tourism accommodation to add to that previously developed at the Woodside Bay holiday site to the north. According to the applicant's Planning Statement, the additional lodges would provide a heightened sense of seclusion when compared to the existing larger site, while allowing visitors to use the existing facilities at Woodside Bay. The Woodside Bay site includes a facilities building that comprises a restaurant, health spa and bar. The site has been popular since being developed and in 2016, occupancy rates during the summer period were 96 per cent.

- 6.4 It is Officer's opinion that the additional units would provide well-arranged accommodation within a scenic location close to an existing and popular tourism site. It is apparent that the existing site has been developed to a high specification and given the occupancy rates and level of employment, contributes significantly to the Island's economy. It is considered that the proposed additional units would diversify the offer of the existing site and enhance its contribution to the Island's tourism industry. As a result, the proposed development is considered to be compliant with the guidance contained within policies SP1 and SP4 of the Island Plan Core Strategy.

Design and appearance/ impact on the surrounding countryside/ AONB

- 6.5 The application site is located to the west of New Road, an area that is generally less developed and includes areas of open farm land edged by woodland. The landscape to the north of the site is heavily wooded and forms part of the AONB.
- 6.6 The submitted plans show that the proposed lodges would be typical of their use and similar to those at the Woodside Bay holiday site to the north. The lodges would be of a low height with dark grey roofs and elevations finished with dark brown cladding. As a result, the lodges would not appear stark within the area. Moreover, the submitted layout plans show that the lodges would be set out within a loose, low density manner, with significant areas of landscaping between the lodges and site boundaries.
- 6.7 The site is well screened by a mix of trees and undergrowth. Currently, the site is accessed via a wide gate within the north eastern corner and because this is adjacent to the junction of New Road and Woodside, the site is clearly visible from this location. The site slopes upwards away from the access. However, the submitted plans show that the existing access would be closed and a landscape mound constructed to the south of it, with significant landscape planting to be undertaken. This would prevent views of the site from the junction and reinforce the current wooded boundaries.
- 6.8 A new access would be created within the north western section of the site, adjacent to Upper Woodside Road. From here, views of the development would be less prominent, given the narrow nature of Upper Woodside Road, and the existing trees that screen the site. When combined with the low density layout of the site, the proposed additional landscaping between and surrounding lodges and the current screening offered by trees and undergrowth, it is considered that the proposed development would not result in a significant impact on the character of the area. In addition, it is considered that lighting could be controlled by conditions, in order to secure a suitable lighting scheme that would prevent light pollution.

- 6.9 Officers note that the area around Woodside has been the subject of various tourism developments in recent years. However, these have taken place within sites that are well contained by tree screening and that as a result, have little cumulative impact. The application site is located close to the larger Woodside Bay development however, the sites are separated by large areas of woodland that prevent a significant combined effect on the character of the area of the AONB. As a result, it is considered that the proposed development would not harm the character of the area and comply with the requirements of policies SP5, DM2 and DM12 of the Island Plan.

Impact on surrounding properties

- 6.10 The application site is within close proximity to the residential properties to the east of New Road. The site lies parallel to Woodcrest, Brackens House and Bridgewood. Nevertheless, the combination of trees, changes in levels and the boundary treatments of each property would prevent the development from appearing intrusive from these properties.
- 6.11 The proposed tourism use could result in a level of noise and disruption as a result of vehicles travelling to and between the site and the nearby tourism accommodation site. However, it is considered that such activities would reflect the current impacts of traffic within this area. Moreover, it is considered that the proposed tourism use of the site would replicate the general impacts of a residential property and given the separation distance between the site and existing properties (between 72m and 90m), the intervening highway and significant landscaping would prevent significant impacts.
- 6.12 The site would not include any formalised play areas as this would be located within the existing tourism site to the north. Therefore, Officers are of the opinion that the proposed lodges would have a minimal impact on the properties located within the vicinity of the site and therefore comply with the requirements of policy DM2 of the Island Plan.

Ecology and Trees

Ecology

- 6.13 The application site is not designated for biodiversity reasons but is adjacent to a SINC, within 320m of a SSSI and the Solent and Southampton Water Special Protection Area (SPA)/ Ramsar site. Natural England has raised no objection to the development.
- 6.14 The applicants have provided an ecology report and reptile survey. The ecology report advises that the site includes habitats that support dormice, reptiles and bats as well as cover for nesting birds. The report advises that populations of reptiles are low, that there is one tree that can support roosting

bats and that would be retained and that a mitigation strategy would be adopted for dormice.

6.15 The plans show that the site would be heavily landscaped. Existing trees would be retained and wide landscaped buffers would be provided between the tree lined boundaries and the proposed development. Furthermore, the applicant's ecology report recommends the following mitigation measures:

- No trees or scrub to be removed during the bird nesting season (from March to August inclusive). If not possible, the site would be surveyed by an ecologist and if any nests were found they would be left undisturbed until chicks had fledged
- Bat surveys to be carried out should any woodland be removed
- Reptile searches and removal to suitable to be carried out, site to be surrounded by reptile fencing to discourage re-entry of reptiles once removed
- Existing dormice habitat to be retained, additional habitat provided and dormice boxes installed at the site

6.16 Both Natural England and the Council's Ecology Officer have supported the applicant's proposed mitigation strategy and have recommended that it should be secured by condition. Officers are satisfied that the proposed mitigation strategy would prevent harm to the protected species that have been identified at the site and that the development would have no impact on the designated sites near to the site due to separation distances. As result, consider that the development would comply with the requirements of policy DM12 of the Island Plan.

Trees

6.17 The application site is surrounded by high amenity trees that contribute to the character of the area. However, the site is not covered by any Tree Protection Orders (TPOs) and the plans show that the development would take place well away from the high amenity trees that form the boundaries of the site.

6.18 The development would result in the removal of two oaks and an ash in order to form the new access arrangements however these are classified as low quality trees. The trees are not prominent within the area and as a result, their removal would not compromise the landscape character of the area. Areas of vegetation and bramble thickets would also be removed from central sections of the site. However, this vegetation is not considered to be important to the landscape character of the area and it is considered that the significant replacement landscaping scheme would offset the removal to facilitate the development. As a result, it is considered that the development would comply with the requirements of policy DM12 of the Island Plan.

Highway considerations

6.19 As stated above the existing access to the site would be closed, and a new vehicular access created off Upper Woodside Road. This would include the resurfacing of approximately 45m of the road. The Island Roads Highway Engineer has confirmed that the road is unmade and in the control of the applicant, with minimal vehicle movements and likely speeds of around 10mph.

6.20 The resurfaced access road would measure 4.1m in width and the proposed access would comprise visibility splays that would measure 11m in either direction at a point set back 2.4m from the Upper Woodside Road. The access would also include a barrier set 5m back from the road. The Island Roads Highway Engineer has confirmed that the proposed access arrangements would meet design standards, as would the on-site parking and turning areas.

6.21 The site is within an area that the Council's Parking SPD would require one parking space per bedroom. The submitted plans show that the site would comprise 23 parking spaces. The proposed lodges would comprise a total of 36 bedrooms and therefore, when considering the guidance within the Parking SPD, there would be a slight deficiency in parking spaces at the site. The Island Roads Highway Engineer has commented that there would be adequate space within the site to provide further parking. However, while within a less sustainable location, it should be noted that the Woodside Bay tourism site operates a Travel Plan that is required by planning conditions and that secures the following measures for reducing vehicle trips to and from the site:

- Shuttle bus provided for staff working at the site, travelling between the site and bus stops in Wootton
- Shuttle bus to provide transport between the site and the Fishbourne car ferry terminal
- Encourage staff to car share and provide travel information packs to all staff
- Provision of high quality walking routes throughout the development to make walking a convenient choice for site users
- Provision of cycle parking facilities on site and a bike pool scheme for staff and a subsidised cycle voucher
- Bus vouchers provided for staff

In light of these measures, it is considered that the level of on-site parking would be acceptable.

6.22 In terms of highway capacity, the submitted information shows that the proposed lodges would generate 36 daily movements. The Highway Engineer has advised that when considering daily traffic associated with the wider highway network within the vicinity of the site, the development would not

result in a negative impact on the capacity of the highway network. Therefore it is considered that the proposed development would be served by a safe means of access, a suitable level of on-site parking and not impact on the capacity of the highway network. As a result, it is considered that the proposed development would comply with the requirements of policies SP7, DM2 and DM17 of the Island Plan.

- 6.23 The Council's Rights of Way Manager has advised that while Upper Woodside Road is not a right of way, it has long been used by the public. Having noted the proposed changes to the road, the Manager has requested a condition to leave the road open for pedestrian access. However, the submitted plans show that the road would remain open to pedestrians. While a 45m section of the road would be surfaced and used to access the development, no obstructions are proposed and therefore it is not considered necessary or reasonable to impose such a condition.

Flooding and drainage issues

- 6.24 The application site is located within flood zone 1 and therefore at the lowest risk of flooding. As a result, flood risk is not a constraint for this development.
- 6.25 In terms of drainage, the surface water would be collected via a Sustainable Urban Drainage system (SUDs) and then discharge water into an existing ditch. To prevent flooding issues, an attenuation tank would be located within the site to collect excessive levels of rainfall, allowing a 40% climate change allowance. Water would then be released at a slower rate once any rainfall had ceased.
- 6.26 Southern Water have not objected to the propose development or the use of SUDs. However, they have advised that a condition should be imposed to secure details of an implementation strategy and management/ maintenance plan for the system. This approach is considered to be acceptable and therefore, Officers are satisfied that a suitable solution could be provided for surface water drainage.
- 6.27 The applicant's drainage strategy confirms that it would not be possible to link the development to the public sewer system. Therefore, foul water would be directed to an onsite sewage treatment plan, which would treat foul waste before releasing effluent to an existing ditch alongside New Road.
- 6.28 The Environment Agency has raised no objection to the proposed drainage strategy but advised that the system should not be located within 10m of an existing foul soakaway or 50m of a water source. Officers note that the nearest pond to the site is at least 300m away and that no property is within 30m of the site. Therefore, subject to the applicant complying with the relevant drainage legislation that is outside of the planning process, it is considered that the

principle of a sewage treatment plant would be acceptable. Officers consider that subject to the submission of a detailed drainage strategy via condition, that the development could be suitably drained and therefore, comply with polices DM2 and DM14 of the Island Plan.

Other matters

- 6.29 Several members of the public have referred to an appeal decision that relates to this site (P/01428/14). That appeal related to a proposed facilities building, gas storage compound and a large area of hard standing to service the nearby Woodside Bay tourism site. The plans for the Woodside Bay site (P/00440/14) showed these facilities on that site. The applicant's justification for the development was that by removing the facilities building etc. from the larger tourism site, the experience of visitors would be enhanced. The Planning Authority refused planning permission for the development and in doing so questioned the need for the development and raised concerns over its landscape impact.
- 6.30 The subsequent appeal was dismissed and the Planning Inspector agreed with the Planning Authority's conclusions that the development would harm the rural character of the area. However, the Inspector concluded that the development would not harm high amenity trees or the AONB. However, the Inspector agreed that the benefits of removing the service building etc. from the Woodside Bay site would not outweigh the landscape harm.
- 6.31 The principle of the previously refused proposal differs to the current development, as the services/ facilities building and the other associated works could not be considered to be wholly tourism related. Thus, in accordance with policy SP1 of the Island Plan, a specific local need for the development had to be demonstrated but Officers were not satisfied that one existed, given that the facilities had already been approved at the tourism site to the north. The proposals for this application are wholly tourism related, and Members should note that policy SP4 does not require the demonstration of local need, but instead, that tourism accommodation would be high quality. Officer's conclusions on the principle of the development are set out within the 'Principle' section of this report.
- 6.32 With respect to landscape impact, Officers appreciate that the development would result in some level of change. However, the proposals for the previous planning application would have provided an industrial and large scale development that would have lacked landscaping and would have been visible from the current access to the site. It should be noted that the Planning Inspector's comments on landscape impact were *'I was reasonably satisfied that the activities and structures on the site would be well screened from most points of view along New Road and Upper Woodside Road. This would be subject to the securing of high quality dense native landscaping, which could*

be secured by a condition.'

- 6.33 The Inspector's main concern related to the visibility of the development from the site access, which allows clear views from junctions of the various roads in Woodside. The current scheme would see the closure of this access and significant landscaping to screen the proposed development. Moreover, the current proposals relate to low scale tourism lodges, set within spacious plots and surrounded by substantial landscaping. Officer's conclusions on this matter are set out above. Ultimately, the current proposals are different to those previously objected to and must be considered on their own merits.

7. Conclusion

- 7.1 The proposed development would deliver small-scale high quality tourism accommodation that would link to and compliment an established and popular tourism site. The site would benefit from the existing facilities within the nearby Woodside Bay tourism site, while offering a different type of accommodation, allowing the existing site to diversity. It is considered that this would benefit the Island's tourism economy and therefore, comply with the requirements of policy SP4 of the Island Plan.

- 7.2 It is considered that the design and layout of holiday lodges would be acceptable, delivering a spacious well-laid out development that would comprise large areas of native landscaping. The holiday lodges would be low scale buildings finished with brown colours that would blend well with the character of the surrounding wooded environment. It is considered that owing to the well screened nature of the site that the proposed development would not result in cumulative landscape impacts as a result of other development within the wider area.

- 7.3 The proposed development would not impact on nearby properties, would be served by a safe means of access, a suitable level of on-site parking and include suitable drainage facilities. Moreover, the development would not harm protected species or the integrity of designated sites nor would it prejudice the longevity of high amenity trees or woodland.

- 7.4 Therefore having given due weight and consideration to all comments received in relation to this application and for the reasons given above the proposal is considered to comply with the requirements of the policies listed within this report and therefore it is recommended that this proposal is granted planning permission, subject to conditions.

8. Recommendation

- 8.1 Conditional planning 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 Planning Authority requested further information relating to ecology and means of access. This request resulted from comments made by Natural England and the Island Roads Highway Engineer. Further information was provided in respect of ecology and means of access with both consultees concluding that conditions could be imposed to control the development.

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 be carried out in complete accordance with the details shown on the submitted plans, numbered below:

1
130 Rev C
131
132
133
530
3501.011 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 The development hereby permitted, including site clearance and removal of hard surfaces or buildings, shall be carried out in strict accordance with the recommendations included with the RPS Reptile Survey Report and the Biodiversity Mitigation and Enhancement Plan dated 07/03/2018.

Reason: To comply with the responsibilities for protected species under schedule 5 of the Wildlife and Countryside act 1981 (as amended) and Schedule 2 of the Conservation of Habitats and Species Regulations 2017. To comply with policy DM12 (Landscape, Seascape, Biodiversity and Geodiversity) of the Island Plan Core Strategy.

- 4 Notwithstanding the details shown on the approved plans, no soft landscaping shall take place until there has been submitted to and approved in writing by the Local Planning Authority a scheme of soft landscaping (following the principles of the submitted information), which shall include indications of all existing trees and hedgerows on the land, and details of any to be retained. Soft landscape works shall include planting plans; written specifications (including cultivation and other operations associated with plant and grass establishment); schedules of plants, noting species, plant sizes and proposed numbers/densities. The landscaping shall be completed in full within the next available planting season following the completion of the development. 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.

Reason: In order to maintain and enhance the character and appearance of the site and surrounding area to comply with the requirements of policy DM2 (Design Quality for New Development) of the Island Plan Core Strategy.

- 5 No external lighting shall be installed at the site until details of a scheme of external lighting has been submitted to and agreed in writing by the Local Planning Authority. Details shall outline the location, height and design of external lighting including measures to prevent light spillage. Development shall be carried out in accordance with the agreed details and shall be retained thereafter.

Reason: In order to protect the character, tranquillity and appearance of the area, to ensure that a high quality scheme of lighting is delivered and to comply with the requirements of policy DM2 (Design Quality for New Development) of the Island Plan Core Strategy.

- 6 Notwithstanding the details shown on the submitted plans, no hard surfaces shall be installed until samples of the materials to be used to form the hard surface areas within the development site including any pathways, vehicle access and turning areas have been submitted in writing and approved by the local planning authority. Development shall be carried out in accordance with

the approved details.

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

- 7 No boundary treatments shall be installed until details have been submitted to and approved in writing by the Local Planning Authority of the positions, design, materials and type of boundary treatment to be erected. The boundary treatment shall be completed before the tourism use hereby permitted is first occupied. Development shall be carried out in accordance with the approved details.

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

- 8 The external cladding for the holiday lodges hereby permitted shall be finished in accordance with the details shown on the approved plans.

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.

- 9 No foundations connected to development hereby permitted shall commence construction until a scheme for the drainage and disposal of surface and foul water from the development hereby permitted has been submitted to and approved in writing by the local planning authority, in accordance with the principles of the submitted drainage strategy. The information should set out the following measures for any Sustainable Urban Drainage System:

- Specify the responsibilities of each party for the implementation of the SUDS scheme
- Specify a timetable for implementation
- Provide a management and maintenance plan for the lifetime of the development.

The approved drainage scheme shall be completed before the occupation of the holiday units and other site buildings hereby permitted.

Reason: To ensure that the site is suitably drained, to protect ground water and seawater from pollution and to comply with policies SP5 (Environment), DM2 (Design Quality for New Development), DM12 (Landscape, Seascape, Biodiversity and Geodiversity) and DM14 (Flood Risk) of the Island Plan Core Strategy.

- 10 The holiday lodges hereby permitted shall not be occupied until space has been laid out in accordance with drawing number 3501.011 Rev A dated 08.12.17

and drained and surfaced in accordance with details that have been submitted to and approved by the Local Planning Authority in writing for 23 cars to be parked and for vehicles to turn so that they may enter and leave the site in forward gear. The space shall not thereafter be used for any purpose other than that approved in accordance with this condition.

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

- 11 No later than one month after the day on which the first holiday lodge hereby permitted is first occupied/ or the new access hereby permitted is first used (whichever is the earlier) the existing access to the site from New Road junction with Upper Woodside Road (as referenced on drawing no. 3501.011 Rev A) shall be permanently closed in accordance with the details shown on the approved plans.

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 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 gates shall be erected other than those expressly authorised by this permission/other than gates that are set back a minimum distance of 5.0 metres from the edge of the carriageway of the adjoining highway being Upper Woodside 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.

- 13 No dwelling shall be occupied until the parts of the service roads which provide access to it have been reconstructed / remodelled based on the layout as detailed on drawing no. 3501.011 Rev A dated 08.12.17 and surfaced and drained in accordance with details which have been submitted to and approved by the Local Planning Authority. Development shall be carried out in accordance with the approved details.

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

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

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

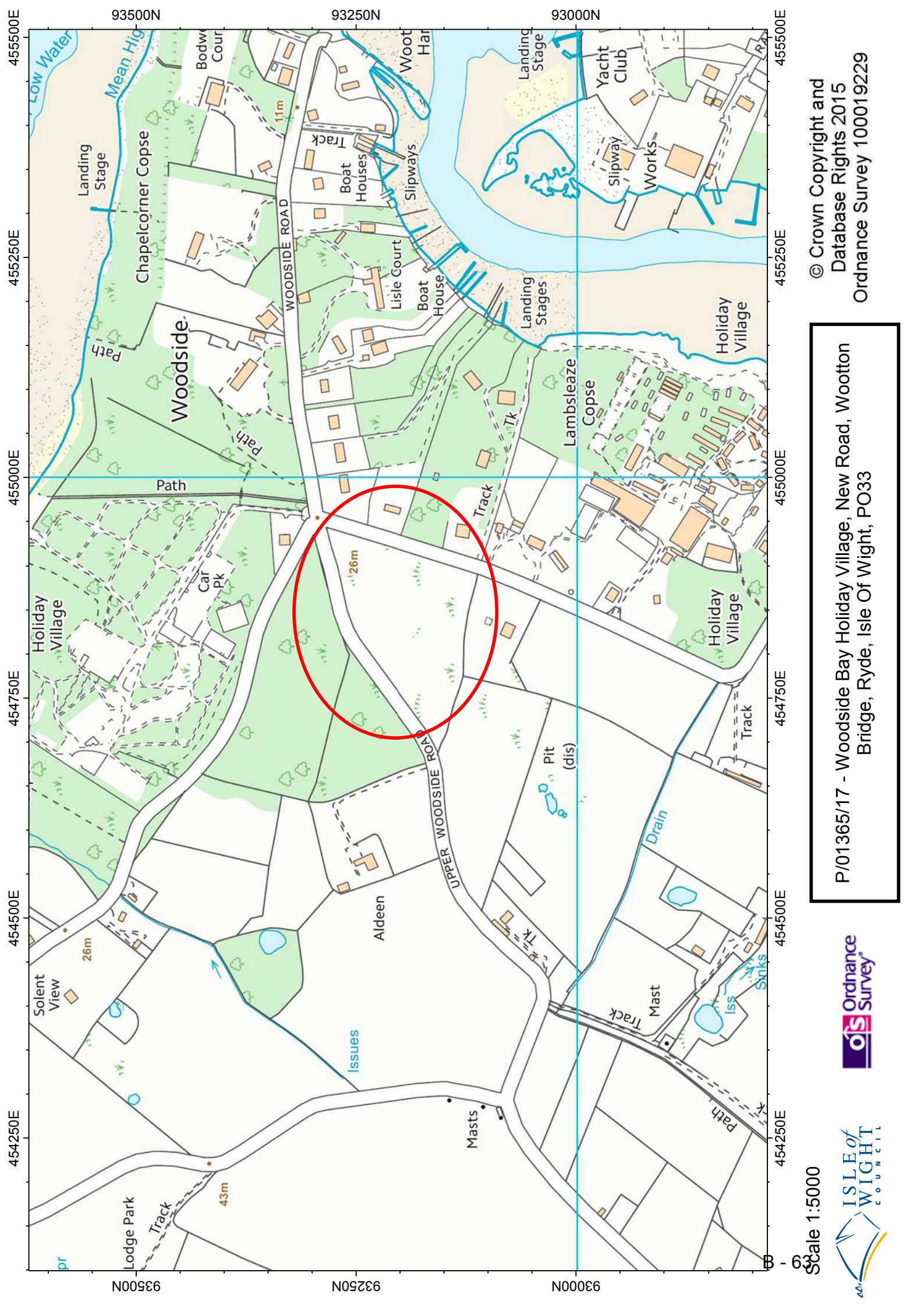
Reason: This condition is a pre-commencement condition to prevent damage to trees during construction and to ensure existing trees to be retained are adequately protected throughout the development of the site in accordance with the aims of policy DM2 (Design Quality for New Development) of the Island Plan Core Strategy.

15 The holiday lodges hereby approved shall be used as holiday accommodation only.

Reason: The site is in a location where full residential use would not be permitted, to ensure that the units remain for holiday purposes and to comply with policies SP1 (Spatial Strategy) and SP4 (Tourism) of the Island Plan Core Strategy.

16 The applicant, or their successor(s) in title, shall maintain a comprehensive up-to-date register listing all occupiers of the accommodation hereby approved, their main home addresses and the dates of occupation at the site. With regard to entries by persons engaged in the photographic activity they shall include a job title. The said register shall be made available for inspection by the Local Planning Authority at reasonable notice.

Reason: The site is in a location where full residential use would not be permitted, to ensure that the units remain for holiday purposes and to comply with policies SP1 (Spatial Strategy) and SP4 (Tourism) of the Island Plan Core Strategy.



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 Ordnance Survey 100019229

P/01365/17 - Woodside Bay Holiday Village, New Road, Wootton
 Bridge, Ryde, Isle Of Wight, PO33



Scale 1:5000

03 Reference Number: P/00328/18

Description of application: Demolition of buildings; construction of seven houses (revised scheme).

Site Address: 23 Medina Avenue, Newport, Isle of Wight PO30 1EL

Applicant: Mr D. Samson

This application is recommended for Conditional Permission

REASON FOR COMMITTEE CONSIDERATION

The application site is owned by the Council and would result in a capital receipt and therefore in line with the Code of Practice the item is being presented to the Planning Committee

MAIN CONSIDERATIONS

- Principle of the development
- Impact on the character of the area
- Impact on neighbouring properties
- Highway considerations

1. Location and Site Characteristics

- 1.1. The site consists of a rectangular parcel of land located on the eastern side of Medina Avenue approximately 71.5 metres south of the junction with St. Georges Approach.
- 1.2. The character of Medina Avenue and adjacent streets is predominantly residential, with properties from the Victorian era interspersed with newer development. There are some commercial uses on the road including the former Esplanade car sale and garage and Jewson Moreys.
- 1.3. The site itself is the former driving test centre, which consists of a single storey potacabin style building, set back from the road with parking to the front. The site slopes from the south west (Medina Avenue) to the river at the rear (north east). The existing building therefore sits below the level of the road to the rear of the site.

1.4 A Council owned long stay car park delineates the northern boundary, while no. 27 Medina Avenue defines that southern/south-eastern boundary.

2. Details of Application

2.1 The application seeks consent to demolish the existing building on site and construct seven houses.

2.2 The houses would all provide three bedrooms over two floors. The units would be laid out on site as two pairs of semi-detached houses and a terrace of three houses.

2.3 The units would be constructed of red brick and fibre cement timber cladding under a slate roof.

2.4 All units would comprise small gardens to the rear, each with a raised external timber deck to traverse the level between the finish floor level of the house and the ground level of the gardens.

2.5 The scheme would provide no parking on site but is immediately adjacent to a Council operated long stay car park.

3. Relevant History

3.1. P/00719/17: Demolition of building; construction of seven houses was withdrawn in April 2018.

4. Development Plan Policy

National Planning Policy

4.1. The NPPF sets out three roles (economic, social and environmental) that should be performed by the planning system. The Framework states that pursuing sustainable development involves seeking positive improvements in the quality of the built, natural and historic environment, as well as in people's quality of life, including (but not limited to):

- making it easier for jobs to be created in cities, towns and villages
- moving from a net loss of bio-diversity to achieving net gains for nature
- replacing poor design with better design
- improving the conditions in which people live, work, travel and take leisure and;
- widening the choice of high quality homes

4.2 At the heart of the NPPF is a presumption in favour of sustainable development. For decision-taking this means approving development

proposals that accord with 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.

Local Planning Policy

4.3 The Island Plan Core Strategy 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
- SP5 Environment
- SP7 Travel
- DM2 Design Quality for New Development
- DM3 Balanced Mix of Housing
- DM4 Locally Affordable Housing
- DM12 Landscape, Seascape, Biodiversity and Geodiversity
- DM14 Flood Risk
- DM17 Sustainable Travel
- DM22 Developer Contributions

4.4 The Solent Special Protection Areas (SPA) Bird Aware (2018)

4.5 Affordable Housing Contributions Supplementary Planning Document (SPD) (2017)

4.6 Guidelines for Recycling and Refuse Storage in New Developments (SPD) (2017)

4.7 Guidelines for Parking Provision as Part of New Developments (SPD) (2017)

5. Consultee and Third Party Comments

Internal Consultees

5.1 The Council's Archaeological Officer notes the proximity of the site to Newport Roman Villa and other records identified with the Historic Environment Record (HER) and therefore recommends a condition requiring a written scheme of investigation.

5.2 The Council's Emergency Management Team have confirmed that they do not have any objection to the application subject to a condition requiring the submission of a Flood Warning and Evacuation Plan (FWEP).

- 5.3 The Highway Engineer from Island Roads, on behalf of the Highway Authority have recommended approval of the application, subject to a condition on respect of footway construction details. Their comments are outlined in more detail in the relevant section of this report.
- 5.4 The Council's Tree Officer has recommended conditions for a method statement and landscaping, should the application be approved.

External Consultees

- 5.5 The Environment Agency have confirmed that they are satisfied that the proposed development would not increase flood risk and therefore have no objection to the application as submitted.

Parish/Town Council Comments

- 5.6 Newport Parish Council have confirmed that they wish to raise no objection subject to the imposition of appropriate conditions covering the potential for flooding/surface water drainage, use of quality materials suitable for the locality, landscaping/planting, boundary treatment, the provision of the footway and 'on-site' parking.
- 5.7 The comments outline that the committee welcome the revised submission for a downsized development in terms of scale and overall size of the proposed units in terms of accommodation. In terms of broad principle they are happy to support the proposed redevelopment as it provides reasonable sized family homes in a highly sustainable location close to the town centre. Notwithstanding the location it needs to be noted that much of the older housing in the vicinity does not benefit from any off-street parking and, as a consequence Members hope that the amount of on-site parking with this scheme can be maximized to avoid exacerbating that particular problem.

Third Party Representations

- 5.8 Newport Rivers Group have commented that it is not clear from the submission what would be done to the trees outside the red line and bordering the river. The ecological report discusses the trees with regards to bat roosts, but does not discuss the fact that the river is an important feeding corridor for bats. They have highlighted a wish to see an enforceable long term and sustainable plan for the management of the waterside area of this development.
- 5.9 The Isle of Wight Badger Trust have objected to the application due to the position of the badger sett on the periphery of the site. One of the proposed properties would be within reasonable distance from this sett. It would not be possible to build this property without disturbing the sett.

6. Evaluation

Principle of the proposed development

- 6.1 The application seeks consent for full planning permission for the construction of seven houses. These would be laid out as a pair of semi-detached units and a terrace of three. All of the houses would provide three bedroom accommodation.
- 6.2 The application site is located within the settlement boundary of Newport and represents previously developed land. The principle of redeveloping the site is therefore acceptable.
- 6.3 The existing site is occupied by a commercial use but the wider area is predominately residential. The driving test centre has been relocated and the building is currently empty and in a very poor state of repair. It is not considered the loss of the commercial use on site would be detrimental to the economy of the area.
- 6.4 The existing building has a temporary appearance, similar to that of a portacabin, but has been on site for many years. It is in a very poor state of repair and therefore officers raise no objection to the demolition of the building.
- 6.5 The principle of the redevelopment of the site for residential is therefore considered to be acceptable.

Impact on the character of the area

- 6.6 The proposed units would be two storeys in height, constructed of red brick and fibre cement timber cladding under a slate roof. These materials are complementary to those common in the surrounding area. The proposed dwellings would be stepped in footprint and have gable ends to the road. Although the majority of properties within the street scene are Victorian or designed to mimic this era with hipped roofs onto the road, the gables of the proposed dwellings are similar to other later additions in the street scene and would therefore sit comfortably within the mixed street scene.
- 6.7 The rear of the proposed units would be visible from a nearby footpath, which runs along the other side of the river to the rear of the site. Although, due to land levels the units would appear greater than two storeys, the design, materials and siting of the dwellings would reduce their visual prominence and the development would therefore be read in context with the other properties which front Medina Avenue.
- 6.8 The proposed development is considered to sit comfortably within the street scene, would be of a scale and design which is comparative to surrounding

properties and would replace an existing building which is of poor quality and as such would enhance the character of the area. The development would therefore be in accordance with policy DM2 (Design Quality for New Development) of the Island Plan Core Strategy.

Impact on neighbouring properties

- 6.9 The site has a car park to the north and no. 27 Medina Avenue to the south. This property sits immediately onto the road, which is atypical to all other dwellings and buildings on Medina Avenue, partly due to the lack of a pavement at this part of the highway.
- 6.10 Due to the positioning of no. 27 the side elevation of the nearest proposed dwelling would run along the side boundary shared with this property. However, the neighbouring property has a garage along this boundary, which would partly screen and provide an increased separation distance to ensure that the proposed development would not have an over-dominant impact on the amenity area of no. 27.
- 6.11 The nearest unit would include no side facing windows to ensure that no unacceptable overlooking would result from the proposed development
- 6.12 No. 29 Medina Avenue has two windows which overlook the site but officers consider that the distance and intervening property, together with the blank side elevation would ensure that the proposed development would have no impact on neighbouring amenity and therefore comply with policy DM2 (Design Quality for New Development) of the Island Plan Core Strategy.

Highway considerations

- 6.13 Medina Avenue is an unclassified public highway governed by a 30mph speed limit. While not forming part of the Islands strategic road network, this road provides an alternative route into Newport for motorists approaching from the south and is also a bus route.
- 6.14 A previous application for this site was proposed with parking, however, objections were raised by Island Roads as no visibility from the parking spaces could be achieved, due to the positioning of the neighbouring property no. 27. This would have resulted in significant highway safety issues for both motorists and pedestrians.
- 6.15 The site falls within Zone 2 as defined with the Guidelines for Parking Provision as Part of New Developments SPD January 2017 forming part of the Island Plan. In accordance with the guidance, a development of this nature should provide on-site parking. However, due to road safety concerns relating to the provision of parking for this development, on-site parking has been

omitted from the revised scheme.

- 6.16 A 'Car Parking Assessment' has been submitted with the application to evidence the parking capacity both on street and within the adjacent public car park. On review of the car parking assessment it would appear there is limited capacity on the local network; however, there is significant capacity available within the public car park to accommodate the additional parking demand. In addition, the proposed development is situated in a highly accessible location, adjacent to a public long stay car park, close to local amenities and a public transport hub (bus station). Therefore, Island Roads accepts the removal of the parking provision given the capacity available within the vicinity of the proposed site.
- 6.17 The site layout which includes for a 1.5m wide footway across the entire frontage of the site to improve connectivity for pedestrians.
- 6.18 Officers consider, having due regard to the sustainable location of the site and the proximity of the long stay car park, which has capacity to accommodate parking which could be generated by the development, that the proposed development would be acceptable in highway terms and would comply with policy DM2 (Design Quality for New Development) of the Island Plan Core Strategy.

Other matters

- 6.19 The rear of the site is within Flood Zone 3, which is an area of higher risk of flooding. The proposed layout has therefore been designed to ensure the dwellings are outside of this area of risk. The Environment Agency and the Council's Emergency Management Team have raised no objection to the application. It is therefore considered that the design and layout of the proposed scheme has due regard to flood risk and would therefore accord with policy DM14 (Flood Risk) of the Island Plan Core Strategy.
- 6.20 Comments have been received from the Isle of Wight Badger Trust raising concerns with regard to the presence of a badger sett to the rear to the site and the proximity of the proposed buildings to this sett. However, the development would not result in the loss of the sett and working in proximity would require a licence, which would be dealt with under separate legislation. Officers therefore consider that this does not represent a limitation to development with mitigation being possible.

Financial contributions

- 6.21 The application site is located within the buffer zone of the SPA and therefore in accordance with the relevant documents a contribution towards mitigation is required. It would also be necessary for the scheme to contribute towards

affordable housing. A Unilateral Undertaking has been entered into which would provide these contributions.

7. Conclusion

- 7.1 Giving due regard and appropriate weight to all material considerations officers consider that the proposed scheme would result in the redevelopment of previously developed land within the settlement boundary, in highly sustainable location. The proposed development would represent good quality design and would enhance the character of the area.

8. Recommendation

- 8.1 Conditional permission subject to the signing of a legal agreement for the required contributions set out in paragraph 6.21 above.

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:

5. The IWC offers a pre-application advice service
6. 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 the application was considered to be acceptable as submitted and therefore no further discussions were required.

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 PL01, PL03 Rev. F, PL04, PL07 Rev. A, PL08 Rev. A, PL09 Rev. B, PL10 Rev. B and PL11 Rev. B

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 The development hereby approved shall not proceed further than ground works until samples of 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 development shall take place until the applicant or their agents have secured the implementation of a programme of archaeological works in accordance with a Written Scheme of Investigation which has been submitted to and agreed in writing by the Local Planning Authority.

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

- 6 Development shall not begin until details of the design, surfacing and construction of the footway as detailed on drawing number PL03 Rev E dated 29-03-18 has been submitted to and approved in writing by the Local Planning Authority. The dwellings hereby approved shall not be occupied until the

footway has been constructed in accordance with the approved details.

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

- 7 A flood warning and evacuation plan (FWEP) shall be submitted to and agreed in writing by the Local Planning Authority for the development prior to the occupation of the development.

The FWEP should address the following:

- Raise awareness of the flood hazard at the location specified in the plan;
- Define the flood warnings and estimated lead-in times available;
- Detail how, when and by who the plan is triggered;
- Define the responsibilities of those participating in the plan i.e. the site user/occupants/site manager/flood warden;
- Outline the place of safe refuge, evacuation procedure and the safe evacuation route away from the development; and
- Establish the procedure for implementing, monitoring and maintaining the plan.

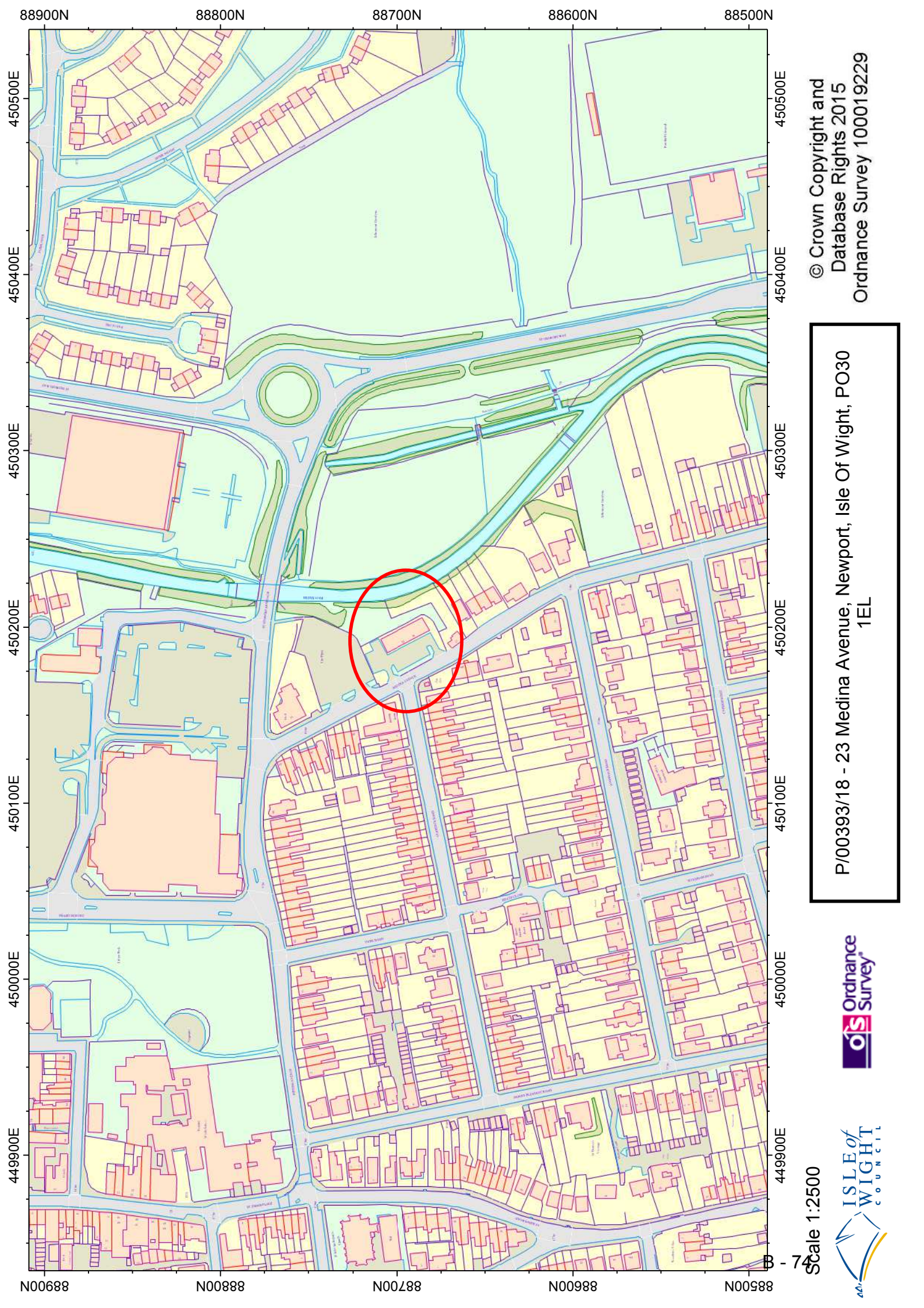
Reason: To reduce the risk to life of the occupants of the development and to comply with the National Planning Policy Framework and Policies SP5 (Environment) and DM14 (Flood Risk) of the Island Plan Core Strategy and the Council's Flood Warning and Evacuation Plan Guidance (April 2017).

- 8 Development shall not proceed above groundworks until details of the means of the disposal of surface and foul water from the development have been submitted to and approved in writing by the Local Planning Authority. The drainage scheme submitted shall also show connection points, position of any soakaways, and include the design of any headwall for an outfall into the existing watercourse (if required).

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

- 9 Prior to the construction of the dwellings above damp proof course details of both hard and soft landscape works shall be submitted to and approved in writing by the Local Planning Authority and these works shall be carried out as approved prior to the occupation of the dwellings.

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.



Scale 1:2500



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