

## ISLE OF WIGHT COUNCIL PLANNING COMMITTEE - TUESDAY, 25 SEPTEMBER 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 - 25/09/2018

1	<b>P/01218/16 TCP/30335/B</b>	<b>Ryde</b>	<b>Conditional Permission</b>
B - 3	Rosemary Vineyard, Smallbrook Lane, Ryde, Isle of Wight, PO33 4BE  Outline for proposed development of 140 dwellings; formation of vehicular access (additional information submitted)(revised plans including a reduction in the number of dwellings)(readvertised)		
2	<b>P/00761/18 TCP/10899/K</b>	<b>Ryde</b>	<b>Refusal</b>
B - 32	Aldermoor Farm, Upton Road, Ryde, Isle of Wight, PO33 3LA  Conversion of barns to provide 3 houses (1 x 2 bed, 2 x 3 bed), and relocated bus stop.		
3	<b>P/00303/18 TCP/06689/U</b>	<b>Nettlestone Seaview</b>	<b>Conditional Permission</b>
B - 46	Roadside Inn, Nettlestone Green, Seaview, Isle of Wight, PO34 5DX  Alterations and conversion to form 4x residential dwellings		
4	<b>P/00751/18 TCP/22194/U</b>	<b>Whippingham</b>	<b>Conditional Permission</b>
B - 58	Queensgate Foundation Primary School, Beatrice Avenue, East Cowes, Isle of Wight, PO32 6PA  Demolition of buildings; Construction of 2 storey building to provide 420 place primary school with associated landscaping; reposition mobile classroom.		
5	<b>P/00749/18 TCP/26389/E</b>	<b>Gurnard</b>	<b>Conditional Permission</b>
B - 73	Gurnard Primary School, Baring Road, Cowes, Isle of Wight, PO31 8DS  Demolition of buildings; construction of a 2 storey building to provide a 420 place primary school with associated landscaping; retain and alter the existing pre-school building including a new pedestrian path		

**Reference Number:** P/01218/16

**Description of application:** Outline for proposed development of 140 dwellings; formation of vehicular access (additional information submitted)(revised plans including a reduction in the number of dwellings)(re-advertised)

**Site Address:** Rosemary Vineyard, Smallbrook Lane, Ryde, Isle Of Wight, PO33BE

**Applicant:** RST Developers (Ryde) Ltd.

**This application is recommended for conditional approval.**

### **REASON FOR COMMITTEE CONSIDERATION**

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

### **MAIN CONSIDERATIONS**

- Principle of the proposed development
- Impact on neighbouring properties
- Impact on the character of the area
- Highway considerations
- Ecology and trees
- Drainage and Flood risk

#### **1. Location and Site Characteristics**

- 1.1. The application relates to an irregular shaped parcel of land covering 14.15 hectares located to the north of Smallbrook Lane and the east of Ashey Road. The site incorporates land used for Sharon Orchard and Rosemary Vineyard and previously Trotters Riding Stables.
- 1.2 The area to the north of the site is primarily residential, with Rosemary Lane and Woodland View forming a current building line to the east. However, permission has been granted and development commenced on 'Ryde Village' which has seen this building line extended to Weeks Road.

- 1.3 The east of the site is bounded by the railway line and river. The land to the south and west are fields and woodlands.
- 1.4 The site itself contains a number of buildings used by the Vineyard and Orchard but excludes the buildings associated with Trotters Riding Stables. The Vineyard and Orchard buildings are not visible from the highway network surrounding the site, due to their position set back in the site and existing landscaping.
- 1.5 The site currently has two access points; the existing access into the Vineyard from Smallbrook Lane and a further existing access to Trotters Riding Stables off Ashey Road. There is currently also a link between Rosemary Lane and the Vineyard.

## **2. Details of Application**

- 2.1 The application seeks outline consent for the construction of 140 dwellings, with access being the only matter considered at this stage. Matters of appearance, landscaping, layout and scale are all reserved for later consideration. The scheme was originally submitted for 197 units and a community building but has been significantly reduced in density following negotiations with officers to 140 dwellings. The community building has also been removed from the scheme.
- 2.2 The proposal includes for a mix of delivery mobiles and house types including self build, passive houses, flats, affordable and market housing.
- 2.3 It is acknowledged that the application is for outline only but the indicative layout shows the following mix of unit types:
- 4 x 1 bedroom flats
  - 47 x 2 bedroom houses
  - 52 x 3 bedroom houses
  - 5 x 4 bedroom houses
  - 7 x passive houses [no specified bedroom numbers at this stage]
  - 25 x self build plots [no specific bedroom numbers at this stage]
- 2.4 The indicative layout plans show that each unit would have two spaces. A car park is also shown in an area of open space to the east of the site, for the allotments and recreational use.
- 2.5 The scheme includes for improvements to existing Rights of Way running along the boundaries of the site.

### **3. Relevant History**

3.1 None relevant to this application

### **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 adjacent to the settlement boundary of Ryde and within the Ryde Key Regeneration Area Boundary. The following policies are relevant to this application:

- SP1 Spatial Strategy
- SP2 Housing
- SP3 Economy
- SP5 Environment
- SP7 Travel
- DM2 Design Quality for New Development
- DM3 Balanced Mix of Housing
- DM4 Locally Affordable Housing
- DM11 Historic and Built Environment

- DM12 Landscape, Seascape, Biodiversity and Geodiversity
- DM13 Green Infrastructure
- DM14 Flood Risk
- DM17 Sustainable Travel
- DM22 Developer Contributions

4.4 Bird Aware Solent Mitigation Strategy (2018)

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

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

## **5. Consultee and Third Party Comments**

### Internal Consultees

5.1 Public Rights of Way have raised questions over the intention for Footpath R51 and whether this would be to upgrade the whole length. They therefore request that the Section 106 Agreement provides for necessary works to be carried out.

5.2 Island Roads on behalf of the Highway Authority have recommended conditions should the application be approved, together with contributions towards junction improvements. Further comments are outlined within the evaluation of this report.

5.3 The Council's Environmental Health Practitioner has raised no objection but recommended conditions in respect of contamination, should the application be approved.

5.4 The Council's Crime Prevention Design Advisor has raised some concerns over the number of hedgerows forming boundaries to gardens, and the need for these to be secure. Comments are also raised with regards to the natural surveillance of footpaths and allotments.

5.5 The Council's Ecology Officer has raised no objection but has recommended conditions should the application be approved.

5.6 The Council's Tree Officer has raised no objection but has recommended conditions should the application be approved.

5.7 The Council's Archaeologist has raised no objection but has requested a condition should the application be approved.

### External Consultees

5.8 Natural England have raised no objection but recommended conditions should the application be approved.

5.9 The Environment Agency has raised no objection in principle to the proposed development as submitted.

#### Parish/Town Council Comments

5.10 Ryde Town Council objects to the application on the following grounds:

- The means of access to the site from Asheys Road.
- The application presents the only realistic opportunity for a long term sustainable solution to speeding traffic, regardless of minimum standards
- It is recommended that a similar junction to that proposed on Smallbrook Road be adopted for the Asheys Road junction.
- Lack of clarity over financial contributions towards highway improvements
- Lack of sustainable public transport service
- Lack of clarity in the housing needs statement of the percentage and tenure mix of the affordable housing units

5.11 Havenstreet and Asheys Parish Council objected to the application on the grounds of:

- The majority to vehicle movements towards Newport would be via Havenstreet or Asheys. Adding significant movements will add to the existing risks and dangers.
- Issues of drainage and flooding of Monktonmead and the seafront, as well as the railway, which would impact on tourism.
- Over-development

#### Third Party Representations

5.12 140 letters of objection have been received from local residents. The content of which can be summarised as follows:

- Too many southern housing properties
- Plans include a section of Council owned highway along Smallbrook Lane
- Together with other developments represents a major change in the nature of this area of Ryde
- Loss of land currently used for agriculture/viticulture.
- Access points are sited on roads/lanes where there is currently no footpath nor street lights, they are unsuitable for access and

exit

- Roads already congested
- Neither road is governed by a 30mph limit and both already have an issue with speeding motorists
- Has not addressed the problem of the Island/local infrastructure issues
- Issues with GP surgery places and capacity at the hospital
- Capacity in schools locally
- Site not served by a bus route or railway station
- Impact on/loss of wildlife
- Lack of job opportunities
- Drainage capacity and potential flooding
- Impact on the amenities of properties fronting Asheby Road, including loss of privacy, light and over-dominance.
- Existing roads are too narrow
- Impact on tourism through the loss of the existing businesses
- Poor pedestrian connectivity
- Highway safety of Smallbrook Roundabout
- Flooding currently occurs by the railway bridge
- Rosemary Lane is not a secondary access to the vineyard. It is a bridleway
- Should build on brownfield site and less populated areas of the Island
- Loss of green space
- Application should be supported by an independent Environmental Impact Assessment
- Noise, fumes and pollution resulting from additional congestion
- Overdevelopment
- Land is outside of the settlement boundary
- Applicant should undertake a sequential test of the suitability of other site
- Reliance on a management company for intended roads is unsatisfactory
- Extensive traffic delays
- No housing need considering the number of consented units
- Empty properties should be used to meet housing need
- Proposal amounts to urban sprawl
- Self build units are open to abuse and can result in development done all times of the day and night to the disturbance of local residents
- Geology prone to flooding
- Although not in the AONB it is close by and would threaten such designation
- Area should be AONB
- Not affordable



- Conflicts with existing pattern of development and the character of the area
- Visually damaging in the landscape
- Threat to the viability and vitality of Ryde town centre. [Officer comment: the proposal is not for a town centre use and therefore would not impact on it, in a negative way].
- Water collects in the field behind Ashey Road properties
- Pennyfeathers should be delivered first with all the infrastructure to see the effect on Ryde. Officer comment: The council does not have the power to require or control the delivery of granted planning permission].
- Impact on health from dust and chemicals from lorry movements
- Too many houses approved in the area
- Would result in the closure of two businesses and riding school
- Increase in population will result in an increase in crime rates.
- Increased volumes of traffic would pose a danger to pupils attending Haylands Primary.
- Parking is already heavy on local roads
- Access would pose a risk to pedestrians and cyclists using Ashey Road
- Too close to existing housing
- Increased traffic going through Havenstreet
- Coalescence
- Junction towards Upton Road and Havenstreet should be made bigger and more visible
- More parks, recreation areas and larger pavements are needed
- Should be more 1 and 2 bed flats and ground floor flats for aging population
- Access road shown into neighbouring land
- Precedent to loss of arable land
- Maintenance of drainage system
- Loss of trees and hedgerow cover
- Layout could lead to isolated affordable housing
- Not sustainable or accessible location
- Lack of community facilities
- Inadequate bus service
- Unrealistic walk to town centre
- Inadequate traffic monitoring
- Reduced lighting for ecology would impact on resident safety
- Possible contamination
- Health implications from electricity power cables
- Loss of green space and recreation

Points in respect of the devaluation of property are not material planning considerations.

5.13 The CPRE have requested that the application is refused as they consider:

- It would be contrary to SP1
- Applications in Rural Service Centres are required to met a local need. There are a number of consent in the area which met the need.
- The application has not been supported with adequate information on available previously developed land.
- Contrary to SP7 as the traffic assessment is wholly inadequate.
- Contrary to DM17, as sufficient information has not been provided to demonstrate that the proposal can be sustained in the current strategic network
- SP3 and SP4 supports the retention of employment and tourism uses
- Does not comply with DM2 as the applicant has not considered the site in relation to surrounding buildings and the impact on them.

5.14 The Isle of Wight Badger Trust have objection to the application on the grounds of irreversible and devastating impact it would have on wildlife habitats and protected species.

5.15 The Ramblers Footpath sub-committee have commented that there are well used rights of way providing access from the centre of Ryde to the islands network of paths and bridleways. The retention and enhancement of R51 is welcomed, as is the provision for green areas and hedgerows which enhance the experience within the built environment. Should the application be approved a condition is requested to ensure that the existing rights of way are kept open and free of equipment and materials during the works.

5.16 Cycle Wight note that it is pleasing to see footpath E51 upgraded to allow cycle use and Section 106 Contributions towards the upgrade of R55/52a. The layout includes a number of closed cul-de-sacs, which could be connected with multi-users links very easily. The NW/SE path through the site should be upgraded to a multi-user path. They raise further comments on the design and surfacing of the cycleways and crossings and a desire to see all roads being 20mph. They consider the parking of cars should be designed to encourage off street parking. Where possible there could be advisory cycle lanes to promote sufficient space for cyclists.

## 6. Evaluation

### Principle of the proposed development

- 6.1 The application seeks permission for 140 residential units with access off Smallbrook Lane and Ashley Road. The application is for outline with access only to be considered at this stage.
- 6.2 The application site is located outside of but immediately adjacent to the settlement boundary for Ryde, which falls within the Ryde Key Regeneration Area. Therefore, in accordance with policy SP1 the broad principle of development is deemed to be acceptable. Policy SP2 sets out the requirement for delivery of new housing, and identifies the need to provide at least 2,100 new dwellings within Ryde over the plan period and it is considered that this proposal would help to meet that identified need. Third party letters have been received raising concerns that the need for the proposed units has not been identified, quoting a paragraph from SP1. However, this quote relates to development sites that are within the Wider Rural Area. The site is located within a Key Regeneration Area and therefore the requirement for a local need to be demonstrated does not apply. The scheme is therefore considered to meet the housing need requirements identified within Policies SP1 and SP2.
- 6.3 Comments have been received that, due to the recent approvals in the vicinity, there is no further need in this area. This is not correct. In order to achieve the 520 dwellings a year, across the Island, it is necessary that a range of sites are brought forward. As a guide, on the Island it is unlikely that an individual site would deliver more than 50 units a year and therefore one site cannot provide an entire area's provision. Furthermore, there is no guarantee that a consented site will be developed. The Council have a five year land supply 'on paper' but needs permissions and commencements to achieve the required delivery. This site with others would contribute towards meeting this overall need. Furthermore, the recent appeal at Arreton confirmed that even in the event that a housing target is met, this is a target and not a ceiling. It therefore "does not prohibit other sites coming forward for development that would increase the annual or cumulative output".
- 6.4 It should be noted that the number of completions on the Island has averaged around 400 dwellings per year, during the core strategy period. This figure is despite the number of permissions for dwellings often being higher. On average it is considered that the conversion rate is approximately 1:4. Thus, it is apparent that there is a requirement to permit a greater number of houses than the targeted figure within policy SP2, in order to deliver the houses needed on the Island.

- 6.5 The application seeks a range of unit types and delivery models including affordable housing (to be managed by a housing association), self-build plots, open market housing and local builder plots. This mix is considered to comply with the general principle set out within the Strategic Housing Market Assessment (SMHA) as required by policy DM3. Comments from third parties have raised concerns that the units would not be affordable for local people. However, officers consider that there is a range of unit sizes on site to ensure differing values, tenures etc.
- 6.6 Third party comments have raised concerns that empty properties should be used first. However, based on the current level of need, it is not considered that this could be met through the use of existing buildings. It would therefore be necessary to build new properties. Furthermore, although policy SP1 requires proposals on greenfield and/or non-previously developed sites within Rural Services Centres to demonstrate that deliverable previously developed land is not available and an identified local need will be met, the requirement does not relate to sites within or immediately adjacent to the Key Regeneration Areas or Smaller Regeneration Area.
- 6.7 The site is best described as non-previously developed. SP1 also states that in all cases development on non-previously developed land will need to clearly demonstrate how it will enhance the character and context of the local area. However, a recent Planning Inspectorate decision at Place Road in Cowes discussed the issue of developing on Greenfield land and the landscape impact of this. Within the decision the Inspector made the following comments:
- “The second implication in Policy SP1 is that all development on non-previously developed land should demonstrate how it will enhance the character and context of the local area. However, whether or not enhancement would take place should be viewed against the aim of the policy which is generally encouraging of development on the periphery of certain towns. To resist development failing to enhance simply because it would be on ‘greenfield’ land would be self-defeating.”
- 6.8 It should also be noted that when considering available previously developed land, the site should be suitable for the development proposed, not any development. In this instance officers are satisfied that there would not be a suitable previously developed site in Ryde, which could accommodate the scale of the proposed development and that is not already the subject of planning permission.
- 6.9 In conclusion the proposed development is considered to comply with

policies SP1, SP2 and SP3 being located adjacent to the settlement boundary and deliverable, therefore appropriate subject to other material considerations outlined below.

#### Impact on neighbouring properties

- 6.10 The application site has residential properties to its western and northern boundaries and in the centre of the site, which could be impacted upon as a result of the proposed development.
- 6.11 The layout of the proposed development has been altered significantly from that originally submitted, most notably with the reduction by 57 units. As a result the density and layout of units adjacent to properties fronting Asheby Road (on the northern boundary) have been significantly reduced. Although the layout is only indicative it now shows open space being provided directly to the rear of the existing buildings, to prevent over-dominance and loss of outlook, acknowledging the close proximity of these buildings to the shared boundary. The units in this area have been reduced from 15 to 6. These units would now be between 13 metres and 23 metres from the shared boundary and would overlook the side amenity areas of these properties. Officers consider that the indicative layout, together with potential design techniques, to avoid direct or unacceptable overlooking, would ensure that the impact on the existing residents would not be unacceptable.
- 6.12 The units to the north of the site include number 73 Asheby Road and the development off Rosemary Lane of 14 units, which the planning committee recently resolved to grant, subject to a Section 106 Agreement. The proposed indicative layout shows three units along the boundary with no. 73, which would be 13 meters from the shared boundary. Due to the orientation of no. 73 the proposed units would be 'side on' to the boundary. Officers are satisfied that, with appropriate design these units would not have an unacceptable impact on this property.
- 6.13 The proposed units would be over 30 metres from the existing dwellings to the north and this is considered to be sufficient to prevent an unacceptable impact on the amenities of these properties, especially when considering the landscaped boundary.
- 6.14 The buildings associated with Trotters Riding School would remain, as they are located outside of the application site but the access road and open space follows the boundaries of this, to ensure that there would be no unacceptable impact on them.

### Impact on the character of the area

- 6.15 The proposed development would change the visual appearance of the site dramatically, with the land currently being fields and vines. However, Officers do not consider that this change would be detrimental to the wider character of the area. The site has residential development to the north and would represent a visual extension to this.
- 6.16 The site itself has trees and hedgerows along its boundary and although the development would be visible from surrounding land and public highways, it is considered that the site would not appear prominent from distant views, when considering topography, the level of development in the area and the landscaping and density of the proposed development.
- 6.17 It should be noted that no landscape designations cover the site and the AONB is located approximately 3km south of the site.
- 6.18 The application has been submitted with a design code. This highlights that there is no particular or individual architectural language that defines the area in terms of character, form, mass or material that would warrant an architectural style to be adopted across the entire site. Officers would agree with this assessment and therefore consider any resultant design should include a range of architectural styles to reflect and enhance the existing mix. The incorporation of self-build and small builder plots can assist with this. None of the houses or flats within the proposed development would be over two storeys in height retaining the scale and mass of development locally.
- 6.19 Having due regard to the above and the lack of a distinctive style the submitted design code has identified design principles to create a rural architecture at perimeters. The housing would include a more flexible style as the character and context is less directed by the surrounding buildings.
- 6.20 Policy DM2 seeks high quality and inclusive design to protect, conserve and enhance the existing environment whilst allowing change to take place. Policy DM12 lists matters that development proposals will be expected to protect in relation to the landscape. It is Officers opinion that the proposals would complement the established character and appearance of the area, and whilst the proposals would result in a change to this part of the landscape, the impact of this change would be limited and would be outweighed by other factors forming part of the overall planning balance.

## Highway considerations

- 6.21 The redevelopment of this site was originally evaluated by Island Roads in October 2016 at which point the submission included for 197 dwellings and a community building (Convenience Store / GP Surgery). The proposal was then re-advertised with the level of development being reduced to 181 dwellings. Previous evaluations by Island Roads resulted in concerns being raised in respect to;
- the potential traffic impact on the Great Preston Road / Smallbrook Lane priority junction, Smallbrook mini roundabout,
  - The ability to bring forward meaningful offsite public rights of way improvements to minimise the dependency on the private motor vehicle.
- 6.22 The scale of development has now been reduced to 140 dwellings with the community building being removed from the proposal and a revised 'Master Plan' (drawing no. OP 003 Rev J) and Transport Note (Mayer Brown document dated April 2018) being provided.
- 6.23 The application includes for the closure of the existing vehicle accesses serving the site from Asheby Road and Smallbrook Lane and their replacement with a new priority junction and a roundabout respectively; along with associated public rights of way / pedestrian link upgrades / remodelling, and the provision of an onsite cycle network to maximise accessibility.
- 6.24 On review, the residential road layouts comply with Manual for Streets/ Manual for Streets 2, providing adequate space for the safe passage of pedestrians and the movement and turning of private and service vehicles along with the provision of parking for each of the proposed dwellings.
- 6.25 A 5.50m wide service road which has a 2.0m wide footway abutting its northern side and a 2.50m wide cycleway on the south is shown to be proposed through the site, forming a link between Asheby Road and Smallbrook Lane and providing connectivity to each of the residential roads. This road provides adequate width for the safe passage of private and service vehicles with the abutting footway and footway/cycleway providing connectivity throughout the site.
- 6.26 As an outline application the layout is only indicative. Officers are however satisfied that, based on the number of units now being proposed, adequate parking could be provided on site, at a level which would ensure that an additional pressure was not put on the local highway network, from additional on road parking demand.

6.27 The Transport Assessment also identify that the proposal includes for the following features to maximise accessibility;

- The provision of a 2.0m wide footway running along the western site boundary abutting Asheby Road from its junction with the existing public footway outside of St Michaels Cottage through to the primary site access.
- The upgrading of public footpath R51 (which runs along the eastern side of the site) to footway/cycleway standard to provide linkage to and promote use of Rosemary Lane and Weeks Road for recreational and commuting purposes.
- The provision of a section of footway/cycleway along the western site boundary running south from the proposed Asheby Road primary access point to the southern limitation of the site boundary.
- A financial contribution for the upgrading of public footpaths R55 / R52a located to the west of the site and providing linkage to Great Preston Road and Ryde Business Park.

6.28 It is also noted that the site layout includes for a vehicle link to Rosemary Lane. Rosemary Lane is un-adopted with public bridleway status. While it is acknowledged that a vehicle link has the potential to assist existing residents by providing an alternative route to the wider highway network and that the site has an existing vehicular access onto this road; concern is raised in respect to the potential increase in vehicle movements along this route due to its varying width / status and increased potential for conflict between motorists and other bridleway users. It is therefore recommended that this link be limited to pedestrian / cycle use only. A condition is therefore recommended to require the implementation of bollards or barriers. This would still allow for emergency access, if necessary.

6.29 On review of the submitted information (plans / data) and further to a site inspection it is evident that the proposed junction arrangements comply with design standards and are acceptable from a highway safety and capacity perspective.

6.30 Volume 6 Section 2 Part 6 TD 42/95 of Design Manual for Roads & Bridges (DRMB) has been considered when assessing the suitability of the proposed priority junction (Asheby Road). While it is acknowledged that the 2-way Annual Average Daily Traffic flow (AADT) on the minor arm is anticipated to exceed the figure of 500 vehicles at which point alternative forms of junction should be considered, due to the alignment of the road, the available level of forward visibility and vehicle speeds the provision of a right-turn lane is not deemed to be required.



- 6.31 The 85% tile speeds of vehicles using this part of the highway network fall below the posted speed limit, however visibility / forward visibility splays reflective of a 40mph environment (X = 2.4m by Y = 101.0m) are achievable within land under the control of the applicant and limit of adopted highway.
- 6.32 When previously reviewing the impact of development traffic related to this site on the wider highway network, it was identified by Island Roads that the proposal would have a significant impact on the operation of the Smallbrook Lane / Great Preston Road priority junction. This junction is limited in respect to width, visibility and is subject to capacity issues during the AM / PM peak hours. It was also highlighted that the proposal would lead to a significant increase in use of the Smallbrook Roundabout (junction of Smallbrook Lane / Ashey Road / Carters Road) which is limited in terms of visibility. To address these issues Mayer Brown 'Transport Planning Note' dated April 2018 has been submitted.
- 6.33 As detailed within Section 1.7 of the 'Transport Planning Note' April 2018 it is accepted that the highway issue associated with Smallbrook Roundabout is not one of operational capacity but of safety associated with the shortcoming in the existing junction layout, the lack of visibility available to users which has cumulated in several recorded incidents on this part of the highway network. To mitigate the impact on this junction brought about by the development, the applicant proposes to make a financial contribution towards a highway improvement scheme to address the existing geometric and safety issues. When considering the decision to take a contribution to this roundabout, as part of the Pennyfeathers development proposal, the principle of this as mitigation is considered acceptable by officers.
- 6.34 It is also acknowledged by Island Roads that the proposed reduction in scale of development to 140 dwellings results in the impact on the junction falling below the level typically deemed to be significant (5%).
- 6.35 Section 2.0 of the 'Transport Note' has further evaluated the impact of the development on the Smallbrook Lane / Great Preston Road junction due to the reduction in proposed dwellings. As with the Smallbrook Roundabout, the geometry of this junction fails to comply with design standards (limited width prevents two vehicles waiting at the junction, deemed a requirement due to demand of vehicle exiting Smallbrook Lane, and restricted in terms of visibility when exiting and viewing to the northwest). However, the junction is also subject to capacity pressures in the peak hours. The original proposal (197 dwellings and community building) was evidenced to have a significant impact on the operation of this junction (7.1% through the Smallbrook Lane arm and total junction flows of 3.4% in the PM peak).

- 6.36 It has now been demonstrated that with the reduction of the proposed level of development while this junction would still be subject to capacity constraints in the AM / PM peak hours, the increase in vehicle flows through the Smallbrook Lane arm of the junction would drop to 4.6% and total junction flow to 2.2% in the PM peak. Therefore, the impact is no longer deemed to be significant to sustain a reason for refusal on the impact of the development on this junction. It is however recommended that due to the existing capacity constraints and the fact that the development would have an impact a financial contribution toward further improvements is sought.
- 6.37 Therefore, the traffic generation associated with this proposal is not deemed to have a negative impact on the capacity of the highway/project network to provide a sustainable highway reason for refusal.
- 6.38 On review of accident data, held by Island Roads there have been 19 recorded incidents on the local highway network within the vicinity of the site within the last 3 years. Relevant to this proposal, 6 have occurred within Smallbrook Lane between the junction of Smallbrook Roundabout and Great Preston Road. Two have occurred on Asheys Road between the proposed site access and Smallbrook Roundabout. There has been one incident at the Smallbrook Lane / Great Preston Road junction and six on the Smallbrook Roundabout. Therefore, while in capacity terms the level of traffic movements attributable to the site at the two- aforementioned junction may not be significant, the incident records reinforce the need for financial contributions towards junction upgrades, without which Island Roads would not be able to support the proposal.
- 6.39 Over and above the proposed site accesses (priority junction onto Asheys Road and Roundabout onto Smallbrook Lane). The following works have been identified to improve the existing highway infrastructure: -
- Footway link adjacent to the eastern side of Asheys Road between the proposed priority junction and St Michael's Cottage linking into the existing public footway
  - Financial contribution towards to remodelling of the following junctions commensurate with the proposed level of development;
    - Smallbrook Lane / Great Preston Road priority junction
    - Smallbrook Lane mini roundabout
    - Westridge Cross
  - Upgrade of public footpath R51 within the site and then bridleway R110 through to the adopted section of Weeks Road element of Weeks Road to cycleway standard
  - Upgrade of the footpaths R52a and R55

- 6.40 Comments have been received in respect of the inadequate bus service in the area of the site. There is a service which would be accessible from the site between around 8.00 and 17.00 hours Monday to Saturday. Although this is only a day service, should demand increase the service provider may extend the hours of operation. However, they would need the critical mass of users in the location to make this viable. Officers consider this service is sufficient to provide a sustainable alternative for daytime activities, such as visiting the town centre and local services.
- 6.41 Subject to the required improvements and contributions officers consider the application to be acceptable in highway terms.

#### Ecology and Trees

- 6.42 The application has been supported by an ecological impact assessment and a biodiversity mitigation plan, which have been submitted over the determination period to overcome concerns raised by third parties and consultees. The documents provide a comprehensive review of the mitigation and enhancement measures proposed for the site and demonstrate that there would be no net loss of biodiversity and so is in conformity with the NPPF.
- 6.43 The proposed site layout takes into consideration existing habitats and greenways and makes recommendations through the biodiversity mitigation plan that woodland and hedgerows surrounding and throughout the site are enhanced to improve the green infrastructure (GI) connectivity.
- 6.44 It is acknowledged that the indicative layout shows proposed buildings near to a badger sett, with the closest building being 27 meters from the sett. This is closer than the generally accepted 30 metre distance to ensure no harm is caused through constriction. The reduction in numbers would ensure that a layout could come forward to increase this distance and removes garden areas from the ecological buffer, a previous concern raised by the council's ecology officer.
- 6.45 The site provides habitat for a variety of bat species, some of which are important at a county level. Bat activity surveys have now been completed and reports on these submitted (Davidson-Watts Ecology Ltd, January 2017). Results from the survey demonstrate that bats are using parts of the site furthest from the existing urban fringe and away from any current impacts. Therefore the proposals seek to maintain woodland and hedgerow features on site as well as providing wide green buffers around these. To ensure the buffers and open spaces maximise biodiversity potential a condition has been recommended for a

## Landscape and Ecological Management Plan.

- 6.46 The submitted bat report also includes specific mitigation measures to address impacts from lighting. Provision of 'dark corridors' would ensure light sensitive bats can continue to forage and commute on site. Furthermore the report highlights how lighting can affect invertebrate behaviour where greater assemblages are found near to lighting and away from the dark areas. This would disadvantage light sensitive bat species as invertebrates are a food source for bats. To mitigate this lighting in the urban areas should be kept to a minimum. It is recommended a lighting plan is submitted prior to commencement. A condition is therefore recommended in this regard.
- 6.47 There are several trees across and around the perimeter of this site. These are predominantly deciduous contributing to the rural character of the area. The perimeter trees are far older than those of the interior and of more traditional species such as oak and ash, whereas the internal trees are more ornamental or planted in recent times as wind breaks for the vines.
- 6.48 The impact to trees of high amenity has been carefully considered to ensure the impact is limited to an acceptable level. This has been achieved through the layout of the site. Many of the interior trees are to be lost but these are low amenity ornamental features that may be considered to be at juxtaposition to the wider rural character. They also comprise of long linear features of poplars that are regularly coppiced to retain their wind break characteristic and as such also of low amenity. Whilst the loss of these trees is considered to be acceptable by officers it would need to be mitigated by the landscaping for the site, through the use of indigenous species capable of attaining park land tree sizes where possible. It is also considered important that the nursery stock used is of differing sizes to ensure immediate impact and help the new build to blend in to its wider surroundings.
- 6.49 Having due regard to the above and the comments of Natural England officers are satisfied that the proposed development would not result in an unacceptable impact on trees, ecology or biodiversity.

### Drainage and Flood Risk

- 6.50 The site is mainly located within Flood Zone 1, with a small area within Zones 2 and 3 along the eastern boundary. The application has been submitted with a Flood Risk Assessment and Drainage Strategy, due to its overall size and the need to consider the proposed surface water drainage approach. In accordance with planning policy, new residential development can be considered acceptable within Flood Zone 1, as

such areas are considered to have a low probability of flooding (as defined within the NPPF/NPPG). It is noted that the Environment Agency raise no concerns in relation to Flood Risk. The area of the site within Zones 2 and 3 would be a landscape buffer and an area of open space and would not be used to accommodate any units on site.

- 6.51 The Strategy outlines the use of attenuation, permeable surfaces and surface water pipework, including hydraulic controls to limit discharge. The information also confirms that the discharge from the site would be limited to greenfield equivalent run off with a 40 percent allowance for climate change. The suite of surface water techniques demonstrate sufficiently that the surface water drainage on site can be managed to ensure that the scheme would not result in additional flood risk.
- 6.52 The strategic flood risk assessment (SFRA) MK2 considered this site as a 'potential development site' and concluded it to be at low probability of flooding.
- 6.53 The applicant has supported the application with a letter from Southern Water outlining the required estimate for the requisition of a foul water sewer at the location of the site. This demonstrates that there is an engineering solution to achieve foul drainage for the site.
- 6.54 Having due regard to the above the proposed development is considered to be able to adequately deal with drainage, to ensure that there would not be an increased risk of flooding, and potentially a reduced risk through a reduction in run off rates from existing greenfield levels. Conditions are recommended to ensure that final designs for both foul and surface water drainage are agreed.

#### Other matters

- 6.55 Concerns have been raised by third parties with regards to the capacity of social infrastructure in the area, including doctors and the hospital. One point important to note with regards to this matter is that the units are looking to meet an objectively assessed need and therefore many of the existing residents already live in the area or on the Island and are therefore already calling on these services. That said, prior to the Core Strategy being adopted a number of consultation processes took place with key stakeholders to establish that the recommended number of units required over the plan period could be accommodated. This application is in line with the overall numbers identified by Policy SP2.
- 6.56 Third party comments have raised concerns with regards to inadequate capacity at local schools. There is considered to be the need for additional spaces at primary schools within Ryde, although some

capacity exists in Brading and therefore a contribution is being sought in line with a contribution taken for a nearby site. The Council's Strategic Development Officer has endorsed this approach, in this instance.

- 6.57 The current site of Rosemary Vineyard and Sharon Orchard represent tourist facilities on the Island and concerns have been raised that their loss and the development of fields would impact on tourism. Officers do not consider that the scale of the attractions are such that it would form part of a tourists decision as to whether to visit the Island, especially considering that there is another vineyard on the Island should tourist be seeking this nature of attraction. With regard to the Riding School, this already appeared to be closed and again there are other such facilities available.
- 6.58 The fields on the outskirts of Ryde are again not considered to be a feature which would be fundamental to a tourists decision to visit the Island or its overall rural appearance. Officers therefore consider that the proposed development would not have an impact on the overall tourism offer on the Island.
- 6.59 Third parties have expressed concerns with regard to pollution from the construction process and perceived additional conjunction. It should be noted that the site is not located within an Air Quality Management Area (AQMAs) and therefore in respect of the impacts on human health officers area satisfied that this could be dealt with through the submission of a separate code of practice in respect of the construction works and do not considered that the resultant traffic generated from the development would result in an unacceptable level of impact.
- 6.60 Consideration has been given to the noise pollution to resultant residents from Smallbrook Stadium, which is deemed to be acceptable by Environmental Health. One of the reasons for this being the background noise currently experienced due to the road network in and around the site. The level of traffic generation would not be deemed significant, when considering existing levels using the network and the impact on existing residents from noise is not considered to be unacceptable to warrant refusal of the application.
- 6.61 Concerns have been raised by third parties that the application would result in settlement coalescence. The council have commissioned a Settlement Coalescence Study Report which identifies that the site is within the area which impacts of development on settlement separation should be considered. Guidelines for maintenance of gaps between Rude and settlements to the south recommend that an area of undeveloped and well treed land is retained. Having regard to development at Upton Road and Pennyfeathers it is considered by

officers that the buffer provided by the copse to the south of the site, and Smallbrook Lane itself would ensure against the proposed development resulting in coalescence.

### Heads of Terms

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

- Affordable Housing – 35% of the total number of dwellings
- £136,000 towards Children’s Education Services Facilities.
- A contribution towards the Solent Special Protection Area in line with the Bird Aware mitigation strategy.
- Maintenance and management of Open space / attenuation pond/internal roads.
- £13,125 towards sustainable transport improvements in the locality.
- £100,000 towards highway infrastructure improvements

## **7. Conclusion**

7.1 Giving due regard and appropriate weight to all material considerations referred to above Officers consider that the proposed development would provide needed housing on a site which is available, suitable and viable, within a sustainable location in accordance with policies SP1, SP2, DM3 and DM4.

7.2 It is acknowledged that the proposed development would change the character of the site but Officers consider that it would not have an unacceptable impact on the character of the area as a whole in accordance with policies DM2.

7.3 The proposed layout has paid due regard to the constraints of the site to ensure that the proposed development would not have an unacceptable impact on the amenities of neighbouring properties, trees, ecology or flood risk in accordance with policies SP5, DM2, DM12 and DM14.

7.4 Subject to contributions towards improvements to local junctions Officers are satisfied that the proposed development would not have an unacceptable impact on the wider highway network. The proposed access would also comply with required standards in accordance SP7 and DM2.

## **8. Recommendation**

8.1 Conditional Permission, subject to a Section 106 Agreement the terms

of which are set out in paragraph 6.59.

## **9. Statement of Proactive Working**

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

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

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

### **Conditions/Reasons**

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

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

2. Approval of the details of the external appearance of the building(s), layout, scale and the landscaping of the site (hereinafter called "the reserved matters") shall be obtained from the Local Planning Authority in writing before any development is commenced.

**Reason:** In order to secure a satisfactory development and be in accordance with policy SP1 Spatial Strategy and DM2 Design Quality for New Development of the Island Plan Core Strategy.



3. The development hereby permitted shall only be carried out in strict accordance with the access shown on plan numbers: OP003 Rev. K

**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. Footings shall not be completed 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.

5. Prior to the completion of the external building construction works full details of both hard and soft landscape works have been submitted to and approved in writing by the Local Planning Authority and these works shall be carried out as approved. These details shall include proposed finished levels or contours; means of enclosure; car parking layouts; provision for cycle parking, other vehicle and pedestrian access and circulation areas; hard surfacing materials; minor artefacts and structures (eg. refuse or other storage units, signs, lighting, etc).

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

6. No development shall take place until a scheme of landscape implementation and maintenance for a minimum period of 5 years has been submitted to and approved in writing by the Local Planning Authority. All hard and soft landscape works shall be carried out in accordance with the approved scheme. The works shall be carried out prior to the occupation of any part of the development or in accordance with the programme agreed with the Local Planning Authority.

**Reason:** To ensure the provision, establishment and maintenance of a reasonable standard of landscape in accordance with the approved design and to comply with policy DM2 (Design Quality for New Development) of the Island Plan Core Strategy.

7. No part of the development hereby approved shall commence until there

has been submitted to and approved in writing by the Local Planning Authority

- a) a desk-top study documenting all previous and existing land uses of the site and adjacent land in accordance with national guidance as set out in Contaminated Land Research report no. 11 and BS10175:20011+A1:2013; and unless otherwise agreed in writing with the Local Planning Authority,
- b) a site investigation report documenting the ground conditions of the site incorporating chemicals and gas analysis identified as appropriate by the desk-top study in accordance with BS10175:20011+A1:2013 - "Investigation of Potentially contaminated Sites - Code of Practice"; and unless otherwise agreed in writing by the Local Planning Authority.
- c) a remediation scheme to deal with any contaminant including an implementation timetable, monitoring proposals and a remediation verification methodology. The certification 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.
- d) 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 policy DM2 (Design Quality for New Development) of the Island Plan Core Strategy.

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

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

9. No works associated with the commencement of the construction of the dwellings shall take place until a drainage strategy detailing the proposed means of foul disposal and an implementation timetable, has been submitted to and approved in writing by the local planning authority. The development shall be carried out in accordance with the approved scheme and timetable.

**Reason:** To ensure that adequate capacity is available in the local network and would not lead to flooding in accordance with policy DM14 (Flood Risk) of the Island Plan Core Strategy.

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

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

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

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

In the event previously unidentified assets are located no further works

shall be undertaken until otherwise agreed in writing with the Local Planning Authority.

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

12. Prior to the commencement of any development activities a single site-wide ecological mitigation, compensation and enhancement strategy shall be submitted to, and agreed in writing by, the Local Planning Authority. Such details shall be in accordance with the outline mitigation, compensation and enhancement measures detailed within the Ecological Impact Assessment report (Arc, May 2017)). The strategy shall include, but not necessarily be restricted to, details of: composition, extent, establishment, and ongoing maintenance/management of all retained, enhanced and compensatory habitat in perpetuity; the location, type and ongoing maintenance of all mitigation features; and measures to control construction-phase impacts to ecological receptors. All mitigation, compensation and enhancement measures shall be permanently maintained and retained on site. Any such measures shall thereafter be implemented in accordance with the agreed details, unless otherwise agreed in writing by the Local Planning Authority.

**Reason:** to provide ecological protection and enhancement in accordance with Conservation Regulations 2010, Wildlife & Countryside Act 1981, NERC Act 2006, NPPF and with Policy SP5 of the Island Plan Isle of Wight Core Strategy March 2012.

13. Prior to commencement a scheme of lighting (during construction and the operational life of the development), designed to minimise impacts on wildlife, particularly bats and the surrounding woodland, shall be submitted to and approved in writing by the LPA. Thereafter the approved scheme shall be implemented.

**Reason:** in order to minimise impacts of lighting on the ecological interest of the site.

14. No dwelling hereby permitted shall be occupied until space has been laid out within the site commensurate with the Local Authority Parking Guidelines SPD dated January 2017 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 turn so that they may enter and leave the site in forward gear based on the principals of drawing no OP 003 Rev J dated 27.09.17. 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 DM2 (Design Quality for New Development) and DM17 (Sustainable Transport) of the Island Plan Core Strategy.

15. Development shall not begin until details of the design, surfacing and construction of any new roads, footways, accesses and car parking areas, together with details of the means of disposal of surface water drainage based on the principals of the layout as detailed on drawing no OP 003 Rev J dated 27.08.17 and including for the junctions and associated footway and cycle links as detailed on drawings 17798/6 and 17798/3 have been submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details and no dwelling shall be occupied until the parts of the service roads which provide access and the junctions and inter linking spine road as detailed on drawings 17798/6 and 17798/3 have been constructed surfaced and drained in accordance with those drawings.

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

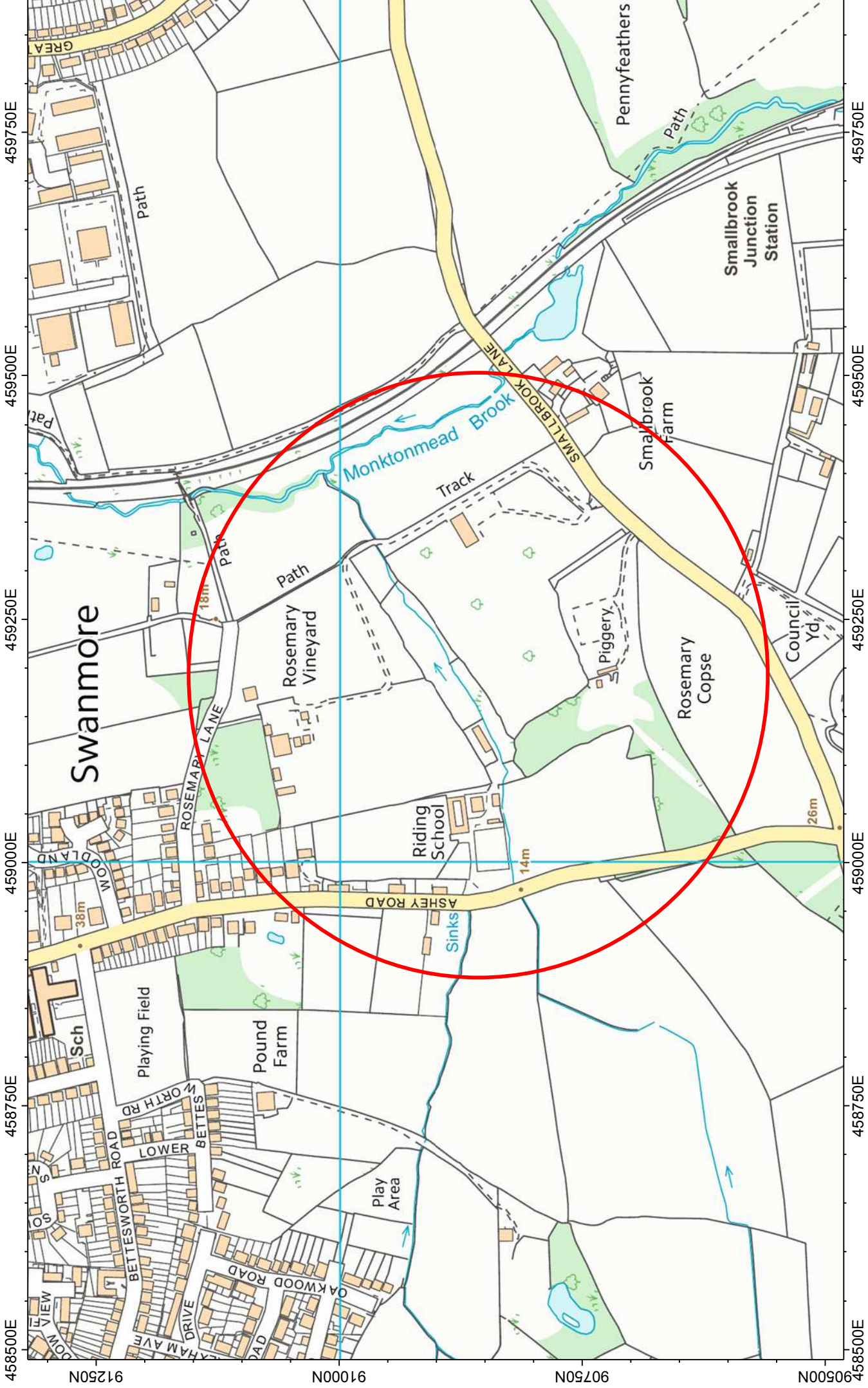
16. No building shall be occupied until the means of access thereto for pedestrians and/or cyclists has been constructed, surfaced and drainage in accordance with details to be submitted to and approved by the Local Planning Authority based on the principals of the layouts as detailed on drawing no OP 003 Rev J dated 27.08.17, 17798/6 and 17798/3 and including for;
- the upgrading of public right of way R51
  - the provision of a footway link along the western site boundary between the priority junction as detailed on drawing no 17798/6 and St Michaels Cottage to the north and the proposed pedestrian / cycle access to the south.

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

17. Prior to occupation of any dwelling hereby approved a collapsible bollard(s) shall be installed to stop vehicular access between the site and Rosemary Lane in accordance with details to be submitted and approved by the Local Planning Authority. The bollards shall be retained thereafter in accordance with the approved details unless access is required by emergency vehicles.

**Reason:** To prevent the pedestrian access paths being used for parking to protect the visual amenity of the development and

long term provision of the communal gardens in accordance with Policy DM2 (Design Quality for New Development) of the Island Plan Core Strategy.



Scale 1:5000



P/01218/16 - Rosemary Vineyard, Smallbrook Lane, Ryde, Isle Of Wight, PO33BE

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Ordnance Survey 100019229

**Reference Number:** P/00761/18

**Description of application:** Conversion of barns to provide 3 houses (1 x 2 bed, 2 x 3 bed), and relocated bus stop

**Site Address:** Aldermoor Farm, Upton Road, Ryde, Isle of Wight, PO333LA

**Applicant:** Mr D and Mrs M Simon

**This application is recommended for refusal**

### **REASON FOR COMMITTEE CONSIDERATION**

The Local Member has requested that the application is considered by the planning committee for the following reasons:

- Application has been amended to address the main reasons for refusal for the previous application for this site
- Site is on a bus route and within easy reach of Ryde town centre (including primary and secondary school) and is therefore sustainable
- Development conforms with local need
- Relocation of bus stop and provision of footpath would offer a highway safety gain

### **MAIN CONSIDERATIONS**

- Principle of development
- Impact on the character and appearance of the site and surrounding area
- Impact on neighbouring properties
- Ecology
- Highway considerations

## **1. Location and Site Characteristics**

- 1.1. This application relates to a cluster of former agricultural and stable buildings within Aldermoor Farm which is situated on the eastern side of Upton Road. The site currently comprises a farmhouse together with the agricultural/stable buildings subject of the application as well as a mobile home and further barn building which benefits from a prior approval consent to be converted to a residential unit.



- 1.2 There is an existing vehicular access to the site off Upton Road together with a parking area to the north of the application buildings.
- 1.3 The area surrounding the application site is predominantly rural in nature and characterised by sporadic clusters of residential and agricultural buildings. Upton Road itself does become increasingly urban towards the north.

## **2. Details of Application**

- 2.1 The application seeks consent for the demolition of an outhouse and partial demolition of the existing structures on site and alterations and conversion of the remaining buildings to form three dwellings.
- 2.2 The submitted plans show the main barn group would be altered and converted to provide one two bed dwelling and one three bed dwelling. The proposed alterations would include the installation of windows and doors together with internal partitions and the installation of a first floor to the highest section of the building. The former stables buildings and shed would be converted to provide a further three bed dwelling, all arranged at ground floor level. A further building is shown to be converted into a detached double garage for this dwelling which would also retain ownership of the mobile home on site for holiday purposes.
- 2.3 The proposed dwellings would all be accessed via the existing vehicular access to the site off Upton Road.

## **3. Relevant History**

- 3.1. P/00072/18 - Conversion of former farm buildings to form two houses (one with ancillary office space) - Refused 13 March 2018 for the following reasons:

*"1. The site is located outside of, and not immediately adjacent to, the defined settlement boundary of the Ryde Key Regeneration Area, within a less sustainable and accessible location which is likely to encourage private car use and deter travel by more sustainable modes of transport, and the application has not demonstrated that there is a specific local need for the development. Therefore the proposal is considered to be contrary to the aims of policies SP1 (Spatial Strategy), SP7 (Travel) and DM17 (Sustainable Travel) of the Island Plan Core Strategy.*

*2. The application contains insufficient information in relation to protected species to enable the Local Planning Authority to establish the effect of the development on those species. The proposal is therefore contrary to policies SP5 (Environment) and DM12 (Landscape,*

*Seascape, Biodiversity and Geodiversity) of the Island Plan Core Strategy as well as the requirements of the National Planning Policy Framework."*

- 3.2 P/00270/16 - Prior approval for alterations and conversion of agricultural barn to form residential unit - Approved 14 June 2016
- 3.3 P/01890/12 - Use of mobile "A" as holiday accommodation; retention of mobile "B" for use in connection with falconry business - Approved 16 January 2014
- 3.4 P/01063/12 - Replacement roof with new dormer window on rear elevation - Approved 30 August 2012
- 3.5 P/01219/09 - Change of use of barn for the breeding and rehabilitation of birds of prey - Approved 14 October 2009

#### **4. Development Plan Policy**

National Planning Policy

- 4.1. The National Planning Policy Framework (NPPF) explains that the purpose of the planning system is to contribute to the achievement of sustainable development and that at the heart of national planning policy is the presumption in favour of sustainable development. Paragraph 11 sets out that this means for decision-taking, approving development proposals that accord with an up-to-date development plan without delay; and where there are no relevant development plan policies, or the policies most important for determining the application are out-of-date, granting permission unless:
  - The application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or
  - Any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.

The Framework explains that sustainable development has 3 dimensions: economic, social and environmental and that these economic, social and environmental overarching objectives for planning are interdependent and need to be pursued in mutually supportive ways.

Local Planning Policy

- 4.2 The Island Plan Core Strategy defines the application site as outside of

any defined settlement boundary and therefore within the wider rural area. The following policies are relevant to this application:

- SP1 Spatial Strategy
- SP2 Housing
- SP7 Travel
- DM2 Design Quality for New Development
- DM3 Balanced Mix of Housing
- DM12 Landscape, Seascape, Biodiversity and Geodiversity
- DM17 Sustainable Travel
- DM22 Developer Contributions

4.3 The following supplementary planning documents are also relevant to the application:

- Solent Special Protection Area / Solent Recreation Mitigation Strategy
- Guidelines for Parking Provision as Part of New Developments
- Guidelines for Recycling and Refuse Storage in New Development

## **5. Consultee and Third Party Comments**

### Internal Consultees

5.1 The Council's Ecology Officer recommends a condition should the application be approved.

5.2 Island Roads, on behalf of the Highways Authority recommend conditional approval of the proposal.

### Parish/Town Council Comments

5.3 Ryde Town Council has confirmed it raises no objection to the proposal.

### Third Party Representations

5.3 One third party representation has been received highlighting that they benefit from a right of way and access through the farm's main gate onto Upton Road through to a section of land within their ownership.

## **6. Evaluation**

### Principle of development

6.1 The NPPF supports the development of new housing in the context of

sustainable development and states that in rural areas, housing should be located where it will enhance or maintain the vitality of rural communities. The Core Strategy reflects the guidance contained within the NPPF and states that new development should take place within, or immediately adjacent to, the defined settlement boundaries. Policy SP1 of The Core Strategy sets three Key Regeneration Areas (The Medina Valley, Ryde and the Bay), two Smaller Regeneration Areas (Freshwater and Ventnor) and a further eleven Rural Service Centres within which new development will be expected to be directed. Areas outside of the identified regeneration areas and service centres are considered to be the Wider Rural Area where unless local need is identified, new development will not be supported. The application site is not situated within one of these designations and is considered to be in a less sustainable location.

- 6.2 In addition to the above, the NPPF states that development should be located where the need to travel is minimised and policies SP7 and DM17 of the Island Plan Core Strategy require proposals to increase travel choice, provide alternative means of travel to the car, help reduce the impact on air quality and climate change and provide and improve accessibility for pedestrian, cycling, equestrian and public transport. Paragraph 7.278 of the Core Strategy explains that an important part of development contributing to the aims and objectives of the Island Transport Plan is reducing the dependency on the private motor car and that proposals will be expected to demonstrate how this will be achieved.
- 6.3 The application site does lie within the boundary of Ryde Key Regeneration Area however it is outside of, and not immediately adjacent to, the defined settlement boundary wherein which the Council encourages the provision of new development. Taking this location into account, the principle of providing additional residential units would only be acceptable where it can be demonstrated that the proposal would be in a sustainable and accessible location and would meet an identified local need. Officers do not consider this to be the case with the current proposal.
- 6.4 As noted above, a previous application was refused for the conversion of the existing buildings to provide two residential dwellings. The primary reason for refusal of that application related to the location of the site being less sustainable and accessible. In an attempt to address this issue, this current application includes for the relocation of a bus stop. The submitted plans show that the existing bus stop on the eastern side of Upton Road just to the north of the roundabout would be relocated further north towards the application site. This element of the proposal would include for the provision of a concrete hardstanding for the

relocated bus stop together with a new footpath behind the existing roadside hedging to provide a link between the application site access and the newly positioned bus stop.

- 6.5 In assessing this current application, it is acknowledged that the proposed relocation of the bus stop would go some way to improving the accessibility of the site for the occupants of the proposed dwellings. However, the relocation of the bus stop as proposed would result in existing users of this facility potentially having to travel a further distance along Upton Road to reach the bus stop than at present. It is noted that Planning Statement submitted in support of the application asserts that the site is located in close proximity to key facilities within the town and does specify distances to public transport links, shops, schools and the town centre. Whilst this information is acknowledged and these distances would generally appear to be reasonable, it must be taken into account that this section of Upton Road does not benefit from any pavements, public footpaths or street lighting to allow these facilities to be safely accessed by pedestrians or cyclists therefore resulting in a reliance on the private car. Furthermore, the facilities and amenities referred to within the application are all within Ryde and to the north of the application site. The bus stop for public transport travelling in this direction is approximately 110 metres south west of the access to the site. On this basis, future occupants of the proposed dwellings wishing to travel to these facilities would need to walk a considerable distance along Upton Road which has no pavement, public footpath or street lighting to reach the bus stop.
- 6.6 Whilst the proposed relocation of the bus stop and associated footpath and hardstanding would improve the facilities of this particular public transport link on the eastern side of Upton Road and would move it closer to the application site, it would not improve the access to services and facilities within Ryde and could potentially lead to existing users of the bus stop having to travel further along Upton Road. Furthermore, no evidence has been provided to demonstrate that the applicant has liaised with and gained the support of the local bus operator in relation to this element of the proposal. Taking into consideration the peripheral location of the site, well beyond the defined settlement boundary, the distance from local shops, facilities and public transport services, it is considered that the less accessible and sustainable nature of the site is part of the reason why it is located outside the defined settlement.
- 6.7 Whilst reference is made within the information supporting this application to the development of the land to the north, it must be taken into account that a large proportion of that site was immediately adjacent to the defined settlement boundary and as such was supported in principle by the objectives of policy SP1. Furthermore, the land to the

north was served by two footpaths providing access to the bus stop and was that much closer to facilities. This application site lies wholly outside of and not immediately to the settlement boundary and therefore does need to demonstrate that it would be in a sustainable and accessible location for housing which would meet an identified local need. The current application has also been supported by an Appendix to the Planning Statement which provides case studies of barn and agricultural building conversions including proximity/distance to bus stops. This document references 10 sites across the Island and asserts that developments have been approved at these sites where proximity to bus stops is no better than the relationship between this site and the Upton Road bus stops. Whilst Google images of the sites and distances to bus stops is included within this appendix, no specific details of the site address or developments has been provided and therefore it has not been possible to undertake a thorough review of the planning history for these sites. Notwithstanding this, the current application must be assessed and determined on its own merits and site specific circumstances and should not rely on previous planning decisions for other sites across the Island.

6.8 The application has been amended since the previous refusal to provide smaller units, more akin to the objectively assessed need. However, this does not overcome the sustainability concerns regarding the site.

6.9 Having regard to the above, it is considered that the proposed development in this less sustainable and accessible location would fail to comply with the aims of policies SP1 (Spatial Strategy), SP7 (Travel) and DM17 (Sustainable Travel) of the Island Plan Core Strategy and therefore the proposal cannot be supported in principle.

#### Impact on the character and appearance of the site and surrounding area

6.10 Given the nature of the application to alter and convert the existing buildings on site, the proposed development would not result in any increase to the footprint of the buildings and would actually reduce this through the proposed demolition works. Taking this into account, it is considered that the proposal would not result in the site appearing overdeveloped or cramped. It is acknowledged that the proposed alterations would result in the increase in height of sections of the buildings in order to facilitate the formation of the residential units. Whilst this would increase the level of bulk of the buildings on the site at roof level, it is considered that the buildings would continue to appear as fairly low key and simple buildings in terms of appearance and would therefore not appear visually prominent.

- 6.11 The proposed alterations to the building would appear in keeping with the rural character of the site and surrounding area. Whilst the conversion would result in additional windows and openings being formed within the buildings, it is considered that the overall resultant appearance would be appropriate for this site and would not cause the development to appear incongruous when viewed from the wider area. Given the orientation and position of the buildings within the site, the majority of the proposed external works would not be readily visible from outside the site and as such would have minimal impact in this regard.
- 6.12 Having regard to the above, it is considered that the proposed alterations and conversion of the buildings as proposed would not result in any harm or detrimental impact to the character and appearance of the site or surrounding area. The resultant buildings would be viewed in context with the other residential dwellings on this site and would not appear overdominant or visually prominent. For these reasons it is considered that the proposal complies with policy DM2 (Design Quality for New Development) of the Island Plan Core Strategy.

#### Impact on neighbouring properties

- 6.13 By virtue of the rural location of the application site, it is not directly bounded by any other residential properties. However, the site does incorporate a farmhouse for Aldermoor Farm itself as well as a Dutch barn which benefits from extant prior approval consent to be converted to a residential dwelling. On this basis, the impacts of the proposed development on those dwellings must be considered.
- 6.14 As set out above, the proposed alterations to the application buildings would be relatively minimal and would not involve the creation of any additional footprint. Taking this into account, the proposed dwellings would not be located any closer to these dwellings than the existing agricultural buildings. The farmhouse and barn are positioned 16 metres from the application buildings at the closest point and it is considered that this is sufficient to ensure that the alterations to roof heights and installation of windows would not cause any loss of amenity to the occupants of those neighbouring buildings.
- 6.15 In light of the above, it is considered that the proposal complies with the requirements of policy DM2 (Design Quality for New Development) of the Island Plan Core Strategy

#### Ecology

- 6.16 This application relates to the conversion of former agricultural barns into three dwellings. The previous application for the redevelopment of

this site was refused with one of the reasons being insufficient information in relation to protected species. In order to overcome this issue, the current application has been accompanied by a Bat Survey. This survey sets out that an internal and external survey of all building was carried out in June and July 2017 and the Council's Ecology Officer has confirmed that this is the optimal time for such surveys to be undertaken. The results of the survey show that there are no bats roosting on the site however there is evidence of foraging bats within the vicinity. Whilst the site is not currently used by roosting bats, conversion of the buildings in the manner intended would result in the loss of potential sites and as such a condition has been recommended requiring the installation of bat boxes, should the application be approved.

- 6.17 Subject to the imposition of the abovementioned condition, it is considered that the proposal would not result in any detrimental impacts in terms of ecology and therefore complies with policy DM12 (Landscape, Seascape, Biodiversity and Geodiversity) of the Island Plan Core Strategy.

#### Highway considerations

- 6.18 As set out above, this application seeks consent for the conversion of former farm buildings into three residential dwellings with associated onsite parking. The application details that the proposed dwellings would be served by the existing site access that forms a junction with Upton Road.
- 6.19 The Highway Engineer has advised that Upton Road is a 'C' classified public highway that is governed by a 30mph speed limit at the point in question. In accordance with design standards, any new or existing vehicular access forming a junction with this part of the highway network should provide for minimum visibility splays of 43 metres in either direction when taken from a 2.4 metre set back position as well as space within the confines of the site for the parking and turning of conventional private motor vehicles so that they may enter and exit the public highway in forward gear.
- 6.20 The initial comment from Island Roads highlighted that the existing access is currently limited in respect of junction visibility due to seasonal growth since the site inspection and evaluation of the previous application for this site. In addition, whilst there is adequate space within the confines of the site to provide a sufficient level of parking for the proposed development, it is unclear where the parking bays for each proposed and existing/approved dwelling are to be accommodated. On the basis of these concerns, additional information was requested and



subsequently provided in respect of revised plans detailing parking arrangements and visibility splays.

- 6.21 Following a review of the revised information, the Highway Engineer has advised that the required visibility splays can be achieved and therefore recommends a condition to secure the splays, should the application be approved. Whilst it is noted that there is an existing telegraph pole to the north of the access, the presence of this only results in partial obstruction to visibility but not to a degree that sight of a car would be lost.
- 6.22 In relation to the proposed introduction of a footpath along the roadside boundary of the site to provide a link to the relocated bus stop, a section of this land falls within an area of verge that is currently maintained at public expense within which there is an existing street lighting column. The applicant would be required to ensure that this section of highway verge is constructed using an acceptable highway construction method and that the street lighting column was relocated to a position whereby it would not restrict the width of the footpath nor unacceptably impede on the access visibility. It is considered that these elements can be sufficiently covered and controlled through an appropriately worded condition, should the application be approved. Island Roads have also confirmed that the relocation of the bus stop and the provision of a hardstanding are supported from a highway safety perspective.
- 6.23 In terms of parking provision, the site falls within Zone 2 as defined by the Guidelines for Parking Provision as Part of New Developments Supplementary Planning Document adopted by the Council in January 2017. In accordance with the guidance set out in Table 1 of that document, a development of this nature should provide for 5 vehicle parking spaces. The application plans detail the proposed development would provide 6 onsite parking spaces for the proposed dwellings and whilst it is acknowledged that this would exceed the required level, it is considered acceptable in this instance due to the lack of on-street parking available in the vicinity of the site.
- 6.24 Having regard to the above, it is considered that the proposed development would not result in any detrimental impacts in terms of highway safety and therefore complies with policies DM2 (Design Quality for New Development) and DM17 (Sustainable Travel) of the Island Plan Core Strategy in this respect.

#### Other issues

- 6.25 As noted above, a third party representation has been received from the owners of a section of land within the overall site of Aldermoor Farm.

This comment highlights that there is a right of way and access to their land through the application site and requests that this is taken into consideration in the determination of the application. The submitted plans detail that the proposed development would not result in any alternations to the section of land which provides that access. Notwithstanding this, any matters relating to rights of access would be a civil matter and as such do not constitute material planning considerations in this instance.

### **Solent Special Protection Area / Solent Recreation Mitigation Strategy**

- 6.26 Contributions towards the Bird Aware Solent Strategy in relation to Solent Special Protection Area could be secured by planning obligation before any planning permission was granted. However, for the reasons given above, it is not necessary to require the applicant to enter into a legal agreement prior to a decision being made in this case, given that permission has been recommended for refusal. However, if the applicant appealed the Council's decision, it would be necessary for the applicant to provide a planning obligation to cover this matter, as such it forms a reason for refusal.

### **7. Conclusion**

- 7.1 Notwithstanding the other issues raised, for the above reasons, it is considered that the development would not be sustainable and would fail to comply with the provisions of the development plan and the aims of the NPPF.

### **8. Recommendation**

- 8.1 Refusal

### **9. Statement of Proactive Working**

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

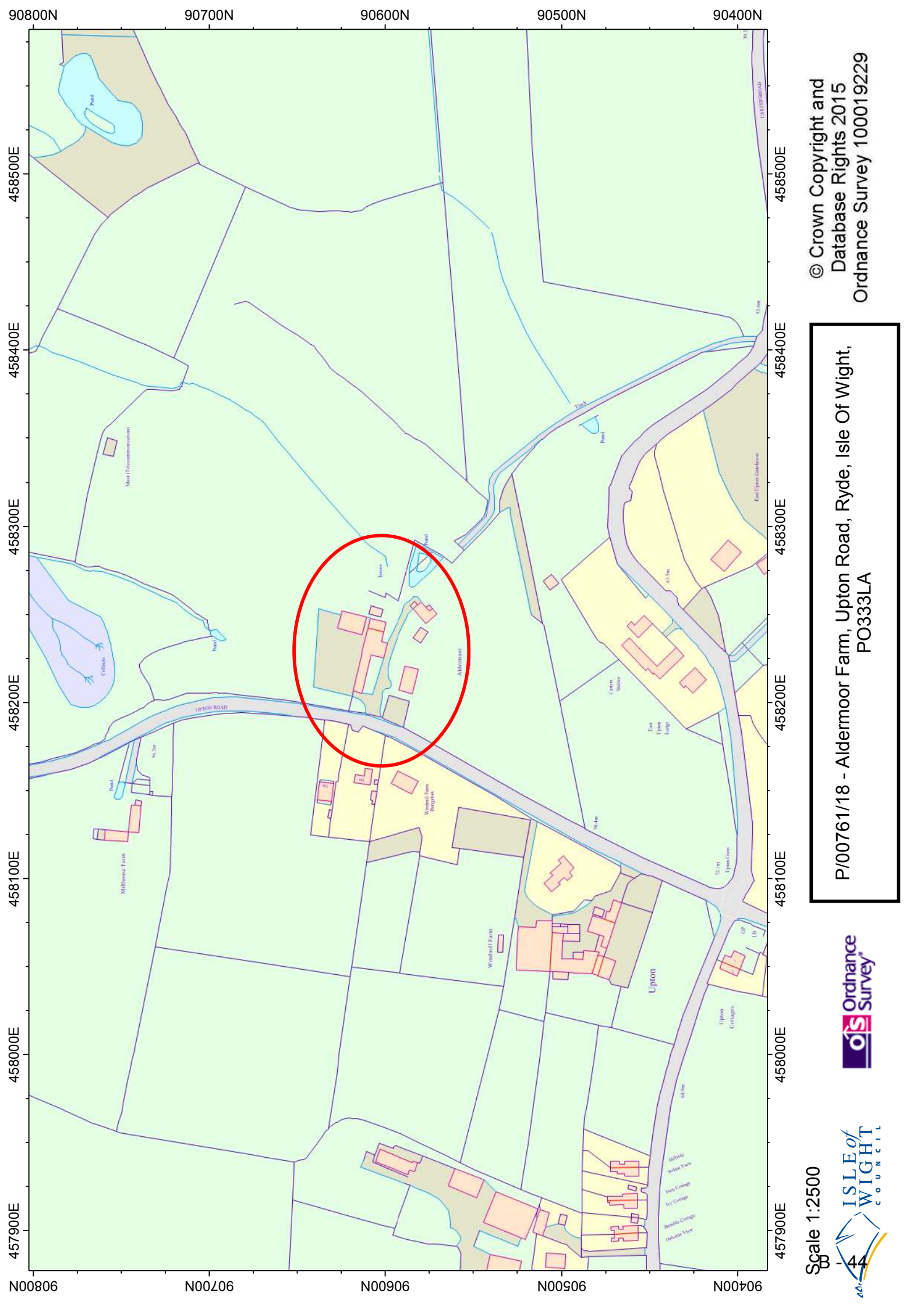
1. The IWC offers a pre-application advice service; and
2. Updates applicants/agents of any issues that may arise in the processing of their application and, where there is not a principle

objection to the proposed development, suggest solutions where possible.

In this instance the application was not considered to be a sustainable form of development and therefore, no further discussions were undertaken.

## **Reasons**

- 1 The site is located outside of, and not immediately adjacent to, the defined settlement boundary of the Ryde Key Regeneration Area, within a less sustainable and accessible location which is likely to encourage private car use and deter travel by more sustainable modes of transport. Therefore the proposal is considered to be contrary to the aims of policies SP1 (Spatial Strategy), SP7 (Travel) and DM17 (Sustainable Travel) of the Island Plan Core Strategy.
- 2 The application site is located within the Solent Special Protection Area (SPA) buffer zone and the proposal has the potential to result in increased recreational disturbance to the interest features of the Solent SPA alone and in combination with other development projects. To mitigate for these potential impacts to the Solent SPA, the applicant is required to enter into a planning obligation under Section 106 of the Town and Country Planning Act 1990 (as amended) to secure a contribution from the development towards the Solent Recreation Mitigation Strategy. In the absence of such an obligation or any other proposed measures to mitigate for these potential impacts, it is considered that the proposal would be contrary to the aims of policy DM12 (Landscape, Seascape, Biodiversity and Geodiversity) of the Island Plan Core Strategy and the National Planning Policy Framework.



Scale 1:2500



P/00761/18 - Alder Moor Farm, Upton Road, Ryde, Isle Of Wight,  
PO333LA

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Ordnance Survey 100019229

**Reference Number:** P/00303/18

**Description of application:** Alterations and conversion to form 4x residential dwellings

**Site Address:** Roadside Inn, Nettlestone Green, Seaview, Isle of Wight, PO345DX

**Applicant:** Mr P Harding

**This application is recommended for conditional permission**

### **REASON FOR COMMITTEE CONSIDERATION**

The Local Member has requested that the application is considered by the planning committee for the following reasons:

- The proposal would result in the loss of a local retail facility contrary to policy DM10 of the Island Plan Core Strategy.
- Policy DM10 sets out that before non-retail uses are proposed, all viable retail uses are considered and assessed to prevent the loss of facilities. Such an assessment has not been submitted in support of this application.
- The application is not supported by any exercise or evidence to demonstrate that the required marketing has been carried out for at least 12 months or that the existing retail use is not viable.
- The proposal is contrary to the spirit and aims of recent changes to PD regarding pubs.

### **MAIN CONSIDERATIONS**

- Principle of development
- Impact on the character and appearance of the site and surrounding area
- Impact on neighbouring properties
- Highway considerations

#### **1. Location and Site Characteristics**

- 1.1. The application site is located on the eastern side of Nettlestone Green and comprises a two storey semi-detached building with associated curtilage and parking area to the south. The existing building is of a fairly traditional design and appearance constructed of red brick to the ground

floor level and rough render and timber boarding to the first floor.

- 1.2 The application property previously operated as a public house however the ground floor has subsequently been converted to provide a retail unit with residential accommodation above. The parking area to the south of the building is separated by a mixed brick and stone boundary wall with a further stone boundary wall forming the roadside boundary. To the north is an attached residential property (Upton View), to the east a detached property (The Homestead) and to the south there is an open area of land.
- 1.3 The site is located on a road frontage positioned on the principal route through Nettlestone and is within an area characterised by residential development. It is however noted that there are some examples of other land uses within the area including retail and a nursery/school.

## **2. Details of Application**

- 2.1 The application seeks consent for alterations and conversion of the ground floor of the premises to form 4 self-contained residential flats.
- 2.2 The submitted plans detail the conversion would include internal alterations to provide 3 no. 1 bed flats and 1 no. 2 bed flat. In terms of external alterations, these would be limited to the replacement of a door with a window on the west elevation and the installation of an additional window on the south elevation.
- 2.3 Parking for the proposed residential units is detailed to be within the existing parking and turning area to the south of the building.

## **3. Relevant History**

- 3.1. The application site has a fairly extensive planning history. Listed below are the most recent and relevant applications:
- 3.2 P/00767/15 - Alterations and change of use of first floor to form 3 flats (revised scheme) - Allowed on appeal 25 August 2017.
- 3.3 P/00678/15 - Lawful Development Certificate for continued use of ground floor as retail (Class A1) - Allowed on appeal 25 August 2017.
- 3.4 P/00103/15 - Alterations and change of use of first floor to form 3 flats; external staircase with privacy screen – Withdrawn.
- 3.5 P/00126/15 - Alterations, single storey extension on rear elevation and change of use from public house to a retail shop – Withdrawn.

- 3.6 P/01712/01 - Alterations and change of use of dwelling and garden to form additional dining area on ground floor and owner's flat on 1st and 2nd floors for Roadside Inn including use of rear garden in connection with public house (revised plans) - Approved 20 December 2001.

#### 4. **Development Plan Policy**

##### National Planning Policy

- 4.1. The National Planning Policy Framework (NPPF) explains that the purpose of the planning system is to contribute to the achievement of sustainable development and that at the heart of national planning policy is the presumption in favour of sustainable development. Paragraph 11 sets out that this means for decision-taking, approving development proposals that accord with an up-to-date development plan without delay; and where there are no relevant development plan policies, or the policies most important for determining the application are out-of-date, granting permission unless:

- The application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or
- Any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.

The Framework explains that sustainable development has 3 dimensions: economic, social and environmental and that these economic, social and environmental overarching objectives for planning are interdependent and need to be pursued in mutually supportive ways.

##### Local Planning Policy

- 4.2 The Island Plan Core Strategy defines the application site as outside of any defined settlement boundary and therefore within the wider rural area. The following policies are relevant to this application:

- SP1 Spatial Strategy
- SP2 Housing
- SP7 Travel
- DM2 Design Quality for New Development
- DM3 Balanced Mix of Housing
- DM10 Rural Service Centres and the Wider Rural Area
- DM17 Sustainable Travel
- DM22 Developer Contributions

4.3 The following supplementary planning documents are also relevant to the application:

- Guidelines for Parking Provision as Part of New Developments
- Guidelines for Recycling and Refuse Storage in New Development

## **5. Consultee and Third Party Comments**

### Internal Consultees

5.1 The Island Roads Highway Engineer has recommended conditions should the application be approved.

### Parish/Town Council Comments

5.2 Nettlestone and Seaview Parish Council has confirmed it objects to the proposal on the following grounds:

- Loss of amenity from village contrary to policy DM10 of the Island Plan Core Strategy
- Insufficient parking and resultant impact on on-street parking in the area

### Third Party Representations

5.3 A total of 4 third party representations have been received objecting to this application for the following reasons:

- Loss of retail business
- Insufficient parking provision
- Local businesses should be supported and application premises could be a viable business
- Village needs a community centre
- Building could be better used to serve community and should be a community asset

## **6. Evaluation**

### Principle of development

6.1 The Island Plan Core Strategy identifies the application site as being within the wider rural area given that Seaview does not fall within the defined settlement boundaries for either Regeneration Areas or Rural Service Centres. Policy SP1 outlines that development proposals



outside of, or not immediately adjacent to the defined settlement boundaries will not be supported unless a specific local need is identified.

- 6.2 Policy SP2 of the Core Strategy sets out the requirement for the delivery of new housing and identifies the need for the provision of 8,320 new dwellings across the Island within the plan period. Through the broad distribution of those dwellings, it is expected that 980 would be through smaller scale development within Rural Service Centres and the wider rural area. This policy continues to state that it would expect to see smaller scale development occur in sustainable locations where a local need is identified.
- 6.3 The National Planning Policy Framework (NPPF) supports the development of new housing in the context of sustainable development and states that in rural areas, housing should be located where it will enhance or maintain the vitality of rural communities. For example, where there are groups of smaller settlements, development in one village may support services in a village nearby. While Seaview and Nettlestone are not defined settlements, they operate cohesively and support each other and form a relatively large rural conurbation that includes a substantial number of houses. The village centre of Seaview comprises a mix of shops, pubs, hotels and a Church and Nettlestone offers some of these facilities albeit to a reduced level. Therefore, whilst not a defined settlement, Seaview and Nettlestone are considered to be within the more sustainable areas within the wider rural area, providing a significant number of homes and services for those homes. Furthermore, the application site is also located a short drive away from the Rural Service Centre of St. Helens.
- 6.4 It is acknowledged that the application documents do not include any information in relation to the requirement for development to meet an identified local need. However, due regard must be given to the previous conclusions relating to the planning history for this site by both the Local Planning Authority and Planning Inspectorate. Through the determination of the previous application for conversion of the first floor of this building (P/00767/15), an assessment of the need for additional residential units within this area of the Island was carried out. The latest Housing Needs Assessment, April 2018 identifies the site as falling within the Ryde subarea with an objectively assessed need for 152 new dwellings per annum. The assessment goes on to identify that 45% of the low cost home ownership units should be 2 bedroom with a further 25% that should be 1 bedroom therefore demonstrating that the proposed development would assist in fulfilling the objectively assessed need for this area. Furthermore, the Council's Housing Projects Officer has confirmed that there are a significant number of people on the

housing waiting list for properties within this area and of the size proposed. It is considered that this information further demonstrates that there is a need for the properties proposed within this application.

6.5 In terms of the location of the application site, it is considered that it is a previously developed, sustainable and accessible thereby ensuring that future occupants of the proposed residential units would have suitable and easy access to local services and facilities. As mentioned above, Seaview and Nettlestone incorporate a number of amenities and services that would be readily accessible from the application site either by reasonable walking distances or public transport. Taking this into account and the previous permission for this site, it is considered that the proposal would be acceptable in this regard.

6.6 Policy DM10 sets out the approach the Council will take on proposals in respect of the provision and loss of retail facilities within Rural Service Centres and the wider rural area. Within this policy it states that development proposals will be expected to *"2. Preserve viable retail uses located outside of defined Rural Service Centres where they meet the needs of the local community."* Furthermore, within paragraph 7.172 it sets out that this policy seeks to retain existing retail units to ensure that the appropriate levels of service are provided to meet the needs to the community as the loss of services could adversely affect the sustainability of the community and increase the need to travel. To ensure that these objectives are met, proposals are expected to demonstrate that the facility is no longer viable.

6.7 Concerns have been raised by the local ward member, parish council and third parties in relation to the loss of the retail use from this site. In this regard, it is noted that the application does not contain any information in relation to the viability of the existing A1 use or any consideration/assessment of other retail uses. In assessing the merits of this current proposal, due regard must be given to the level of service and facility the existing A1 use provides to the area. The comments made by the Inspector in the previous appeal decision refer to the retail use incorporating a 'discount store' selling items such as clocks, cufflinks, photo frames, hair accessories, sanitary ware and clothing. From the officer site visit in connection with this application and other officer visits to the site, it has been evident that the retail use covers an eclectic mix of items and trades sporadically in terms of opening times - the store was closed at the time of the officer visit (mid-morning on a weekday). Taking this into account together with the nature of retail use, it is considered that the loss would not result in any detrimental impacts to either the vitality of or the character of the surrounding area. This area of Nettlestone/Seaview is well served by the existing thriving convenience store in close proximity to the site and given the limited

offer the retail unit at the site currently provides, it is considered that this development would not result in any increase to the need to travel. The existing retail use within the ground floor of this property does little to serve the needs to the community and sufficient A1 retail facilities are provided within the area to ensure that the conversion of the ground floor to residential as proposed would not harm the amenities of the area.

6.8 The application building is listed as an Asset of Community Value (ACV) following a successful nomination in March 2015 by Nettlestone and Seaview Parish Council. Such an asset is restricted in sale such that when an owner of the asset wishes to dispose of it, the community is given the opportunity to develop a bid and raise capital to buy the land. This means that an owner of land listed as an ACV is restricted from disposing of their land until a certain period of time has passed, during which only bids from community groups can be accepted. In relation to the impacts of the ACV status of the building on this current planning application, it is considered that this is a material consideration and should be afforded weight and regard. However, given that the proposal does not relate to the disposal of land and simply seeks to change the use, the weight afforded should be limited. At the time of the building being listed as an ACV, it was a public house which served the community. Since that time (and as detailed above), the building has been converted to provide a retail unit at ground floor level with residential accommodation above. By virtue of the successful change of use to retail through the Lawful Development Certificate, it is considered that the original asset of the public house has been lost and therefore the community value of the premises has been diminished. Furthermore and as noted above, it is considered that the existing retail use of the ground floor is of minimal service to the community.

6.9 In light of the above, it is considered that the proposed conversion to provide additional dwellings in this sustainable location would be acceptable and assist in fulfilling the objectively assessed need. Furthermore, the proposed development would reuse an existing building which would be in accordance with the principles of sustainability as advocated by the NPPF. Whilst the proposal would result in the loss of a retail unit within this location, it is considered that the benefits of reusing an existing building and providing residential accommodation to meet an objectively assessed need would outweigh any harm caused by the loss of the retail facility, particularly given the limited retail offer the site currently provides. For these reasons, the principle of the proposal is acceptable and complies with policies SP1 (Spatial Strategy), SP2 (Housing) and DM3 (Balanced Mix of Housing) of the Island Plan Core Strategy.

### Impact on the character and appearance of the site and surrounding area

- 6.10 As detailed above, the submitted plans detail that the proposed development would result in the conversion of the ground floor to form a total of four self-contained flats. In terms of external alterations, these would be limited to the replacement of a door with a window on the west elevation and the installation of an additional window on the south elevation.
- 6.11 Given that these works would be minimal in relation to the context of the building and would not significantly alter its appearance, it is considered that the proposal would not result in any detrimental impact to the character and appearance of the site or surrounding area. Furthermore, by virtue of the residential nature of the area surrounding the application site, it is considered that the addition of residential units would not appear incongruous.
- 6.12 In light of the above, it is considered that the proposal complies with the requirements of policy DM2 (Design Quality for New Development) of the Island Plan Core Strategy.

### Impact on neighbouring properties

- 6.13 As detailed above, the proposed development would result in minimal external alterations to the application building. The additional fenestration would be positioned so as not to cause any additional overlooking or loss of privacy and as such would not harm the amenities of the occupants of the neighbouring properties. Whilst the use of the building would be changed to be wholly residential through the proposed development, it is considered that this would be a less intensive use than the existing and former use of the building and would therefore not cause any disamenity to the neighbouring residential dwellings.
- 6.14 The proposed residential units would be of a comparable size and layout to those previously approved for the first floor. It is therefore considered that the units would benefit from adequate natural light, ventilation and outlook and would also provide appropriate amenity space for the level of accommodation provided.
- 6.15 Having regard to the above, it is considered that the proposal would not result in any adverse impact to the amenities of neighbouring occupants and would provide adequate living conditions for future occupants of the proposed flats. The application therefore complies with the aims of policy DM2 (Design Quality for New Development) of the Island Plan Core Strategy.

### Highway considerations

- 6.16 As detailed above, the application site benefits from an existing vehicular access and parking area off the highway. Island Roads have confirmed that Nettlestone Green is a 'B' classified public highway governed by a 30mph speed limit at the point in question. In accordance with design standards, any new or existing vehicular access providing a junction with this part of the highway network should provide for minimum visibility splays of 43 metres in either direction (when taken from a 2.4 metre set back) as well as space within the confines of the site for the parking and turning of conventional private motor vehicles so that they may enter and exit the public highway in forward gear.
- 6.17 The Highway Engineer has advised that the existing vehicular access serving the site is limited in respect to visibility to the north with only 24.5 metres being achievable. This is due to the height of the boundary running across this element of the site frontage. When viewing to the south, 43 metres can be achieved however it is noted that this would cross third party land. Given the level of visibility available to the north, Island Roads have recommended a condition requiring the roadside frontage to be lowered and retained at a height no greater than 1 metre above the level of the adjacent carriageway. Whilst this is acknowledged, it is considered that the existing roadside boundary wall forms a characteristic feature of this site and surrounding area and should therefore be maintained and unaltered. Given that previous uses of this site as a public house and retail unit, it is considered that the proposed development would not result in any significant increase to traffic generation to and from the site and this view is supported in the formal comment from the Highway Engineer. Taking this into account, it is considered inappropriate to impose such a condition due to the impacts on the visual amenity of the site.
- 6.18 In terms of parking provision, the submitted plans detail that the proposed site layout would provide adequate space for 7 cars to park and for vehicles to turn so that they may enter and exit the public in highway in forward gear. In addition, the parking spaces comply with the minimum size requirements (2.4 metres by 4.8 metres). The application site falls within Zone 2 as defined within the Council's Guidelines for Parking Provision as Part of New Developments SPD and as such should typically provide for 4 vehicle parking spaces. The 7 spaces shown would comply with this requirement through the provision of 4 spaces for the proposed units and 3 spaces for the existing residential units at first floor level. Whilst it is noted that concerns have been raised regarding insufficient parking provision, the proposed development complies with the requirements in this instance and is therefore

considered acceptable.

- 6.19 In summary of the above, it is considered that the proposed development would not result in any detrimental impacts in terms of highway safety and would provide adequate and compliant parking provision. The application is therefore in accordance with policies DM2 (Design Quality for New Development) and DM17 (Sustainable Travel) of the Island Plan Core Strategy.

#### Other issues

- 6.20 As previously detailed, concerns have been raised over the proposed development in relation to the view that the application property should be utilised as a community facility. Whilst these comments are acknowledged, the development proposed does not include for the provision of any such facility/use. This current application must be assessed and determined on its own merits in accordance with national and local planning policy. This report sets out that the proposed development conforms with the requirements of those relevant policies and therefore it would not be sustainable to raise objection in this regard.

#### **Solent Special Protection Area / Solent Recreation Mitigation Strategy**

- 6.21 The Bird Aware Solent Strategy has updated the mitigation for impacts on the Solent Special Protection Area, as a result of increased recreational pressure from certain types of residential development that are located within 5.6km of the designated Solent Special Protection Areas. The applicant has entered into a legal agreement which shows that they would make the relevant monetary contribution to mitigate the impact of the development on the Solent Special Protection Area.
- 6.22 In this instance a Unilateral Undertaking has been drafted committing the applicant to pay the required mitigation contribution upon commencement of the development and this undertaking would be signed and agreed prior to any planning permission decision being issued.

#### **7. Conclusion**

- 7.1 Having given due regard and appropriate weight to all comments received in relation to this application and for the reasons set out above, it is considered that the proposal complies with the policies listed within this report. Therefore it is recommended that the development is approved subject to appropriate conditions.

**8. Recommendation**

8.1 Conditional permission subject to the signing of the Unilateral Undertaking.

**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 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 C17/083.06 Revision \*, C17/083.10 Revision \*, C17/083.09 Revision \* and C18/083.07 Revision \*.

**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 dwellings hereby permitted shall not be occupied until space has been laid out within the site for 7 cars to park and turn in accordance with drawing number C17/083.06 dated Feb 2018. The space shall not

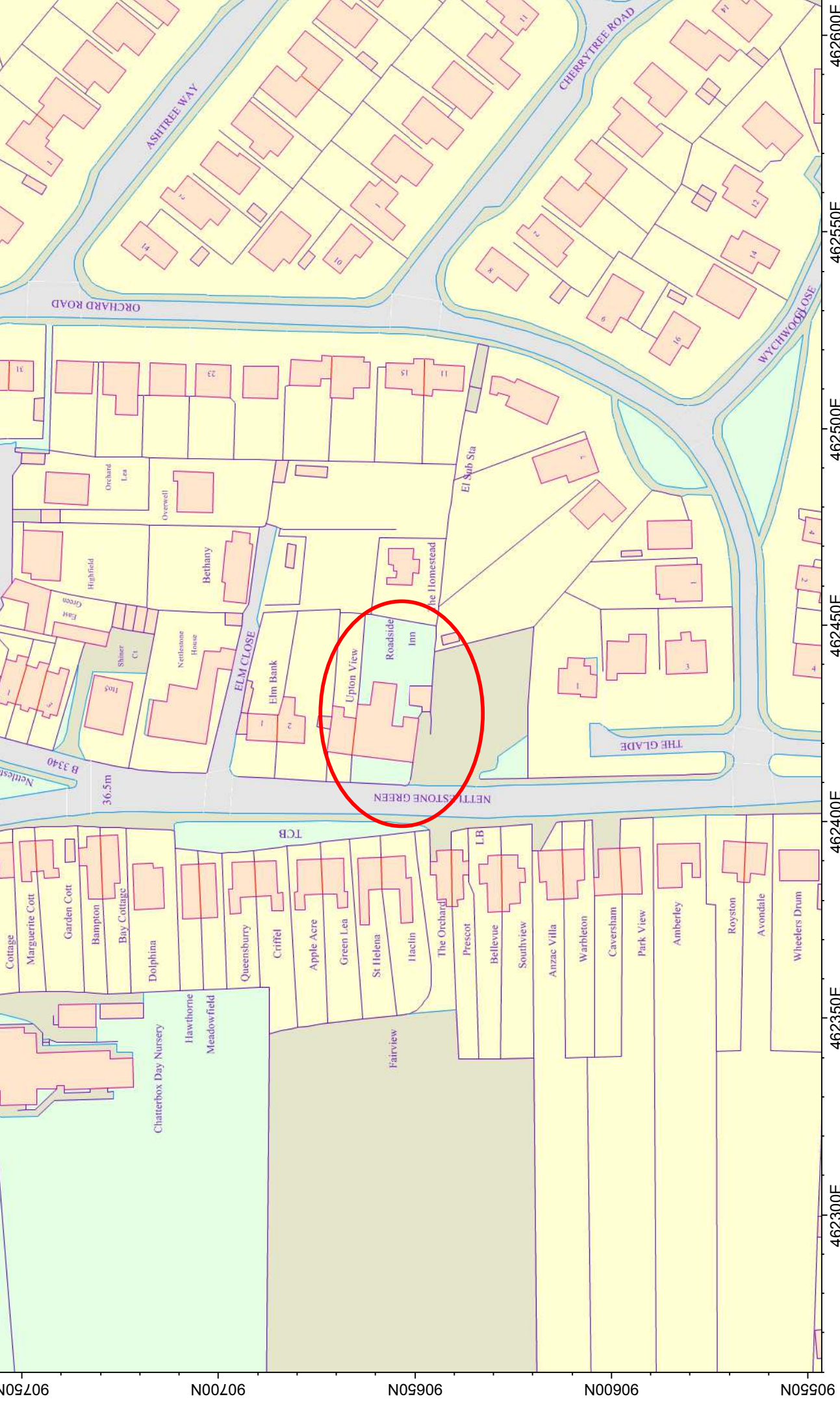
thereafter be used for any purpose other than that approved in accordance with this condition.

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

**Informatives:**

- 1 The applicant is required to submit an application to Island Roads Street Works Team in order to gain permission to work on the highway network. Traffic control methods will be identified as a result of this process.
- 2 The applicant is required to make a formal application to Island Roads, St Christopher House, 42 Daish Way, Newport, Isle of Wight, PO30 5XJ, in accordance with the Town Improvement Clause Act 1987 Sections 64 & 65 and the Public Health Act 1925 Section 17 before addressing and erecting a property name / number or street name in connection with any planning approval.





Scale 1:1250



P/00303/18 Roadside Inn, Nettlestone Green, Seaview, Isle Of Wight, PO345DX

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Ordnance Survey 100019229

**Reference Number: P/00751/18**

**Description of application:** Demolition of buildings; construction of 2 storey building to provide 420 place primary school with associated landscaping; reposition mobile classroom.

**Site Address:** Queengate Foundation Primary School, Beatrice Avenue, East Cowes.

**Applicant:** Sir Robert McAlpine Ltd.

**This application is recommended for Conditional Permission**

### **REASON FOR COMMITTEE CONSIDERATION**

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

### **MAIN CONSIDERATIONS**

- Principle of the proposed development
- Impact on the character of the area
- Highway considerations

#### **1. Location and Site Characteristics**

- 1.1. The application site is located on the north-eastern side of Beatrice Avenue approximately 180 metres from the junction with Saunders Way. It is currently occupied by Queensgate Foundation Primary School.
- 1.2. The current school building is located on the western boundary of the site, adjacent to Beatrice Avenue. The existing building is a single storey buff brick and white UPVC cladding construction under a flat roof and fills the space between the adjacent field and sports pitch, located to the north-west and south-east respectively.
- 1.3. The boundary of the site with Beatrice Avenue, to the west is delineated by a hedgerow with some specimen trees. The other boundaries are also natural growth and are shared with sports field and agricultural land.

- 1.4 The area surrounding the school is residential to the west and open space to other boundaries, with the exception of East Cowes Children's Centre, which sits on the north-eastern boundary of the site. The residential development consists of the relatively new development of Hawthorn Meadows and is predominately two storeys and of red brick construction.

## **2. Details of Application**

- 2.1 The application seeks consent to demolish the existing school building and construct a new purpose built school of the same capacity, but over two floors. The development is proposed on behalf of the Education Funding Agency (EFA) through their Priority Schools building programme.
- 2.2 The proposed building would be positioned to the east of the existing school building, on an area of existing hard sports surface. This positioning would allow a consistency of educational provision through the construction process, without the need to utilise temporary buildings. The existing school buildings would be demolished post construction of the new school, with the site on which they are located being utilised to re-provide the hard play areas. The proposed development would ensure that there was no net loss in external formal sports provision.
- 2.3 The proposed school building would be an 'L' shape with the longer elevation onto the front of the site, curving around the southern boundary, at a slightly reduced height, providing the dining room and main hall. The ground floor would also accommodate two reception classrooms, four infant classrooms, dining area, main hall and welfare/office space. The first floor would include seven junior classrooms, a food technology kitchen, library, staff room and further office/welfare space. The building would include a lift.
- 2.4 The building would be constructed of red brick to the ground floor, grey brick around the hall and dining element. The first floor would be white/light grey render with accents of blue. The internal facing wall of the dining hall would include feature cladding for additional interest.
- 2.5 The existing building and associated mobiles provide 15 classrooms. A standard two form entry school (as this is) would normally only have 14 classrooms, but Queengate includes a 'bulge' year with a Published Admission Number of 90 students. The replacement school would be the standard 14 classroom building, with the bulge year being accommodated in an additional modular building, which would be retained on site.

2.6 The existing site has a vehicular entrance, off Beatrice Avenue, accessing approximately 28 car parking spaces, noting that these are not compliant in some areas, with very little manoeuvring space provided. It is therefore considered that there is only 17 regulation parking spaces. A separate pedestrian access is located approximately 35 metres to the north of the vehicle entrance.

2.7 The proposed development would utilise these existing access points, providing a replacement 28 car parking spaces, all of which would be compliant. The layout also provides for cycle storage near to the vehicle entrance and alongside the school building itself.

### **3. Relevant History**

3.1. None relevant to this application.

### **4. Development Plan Policy**

#### National Planning Policy

4.1. National Planning Policy Framework (NPPF) constitutes guidance for local planning authorities and decision-takers both in drawing up plans and as a material consideration on determining applications. At the heart of the NPPF is a presumption in favour of sustainable development.

4.2 Section 8 “Promoting Healthy Communities” contains information that is relevant to this proposal as it covers the issue of educational development, and also issues relating to development on open space, sports or recreational facilities. Paragraph 94 sets out a requirement for a “proactive, positive and collaborative” approach and giving “great weight to the need to create, expand or alter schools”.

#### Local Planning Policy

4.3 The Island Plan Core Strategy defines the application site as being within the settlement boundary of East Cowes. The following policies are relevant to this application:

- SP1 Spatial Strategy
- SP5 Environment
- SP7 Travel
- DM2 Design Quality for New Development
- DM7 Social and Community Infrastructure

- DM11 Historic and Built Environment
- DM12 Landscape, Seascape, Biodiversity and Geodiversity
- DM13 Green Infrastructure
- DM14 Flood Risk
- DM17 Sustainable Travel

## **5. Consultee and Third Party Comments**

### Internal Consultees

- 5.1 The Council's Tree Officer has confirmed that there would be no trees removed to facilitate the development but notes that proposed access paths would cross the root protection areas of three trees located near the roadside boundary, which are of high amenity. A condition for a method statement is therefore recommended to ensure the surface of the path and works to install it would not impact upon the trees in question.
- 5.2 The Council's Ecology Officer recommends conditions, should the application be approved.

### External Consultees

- 5.3 Sport England have withdrawn an original objection, following the submission of further information and recommend conditions, should the application be approved.
- 5.4 Island Roads on behalf of the Highway Authority has recommended condition permission. Further details are outlined within the evaluation of this report.

### Parish/Town Council Comments

- 5.5 Whippingham Parish Council have confirmed that they support a new school on the site but will not support the design of the proposed building and have made the following comments and observations:
- Why the building has a flat roof, as this is considered to result in the potential for future problems and additional costs [Officer comment: future maintenance costs are not relevant to planning decisions].
  - has adequate planning gone into disabled access within a two storey building [Officer comment: this is a matter for the developer to ensure compliance with]
  - there is no mention of the use of grey water or the reduction of sun glare;

- the design is considered to be contrary to DM2 as it lacks character and is not appropriately landscaped;
- the scheme would be contrary to DM7, as it does not create opportunities for multiuse facilities for greater community benefit.

### Third Party Representations

- 5.6 A letter has been received from a local resident of East Cowes raising concerns with regards to the aesthetic of the 'flat surfaced box-based design' and the classrooms sizes being designed on a 'minimum' approach, which could lead to a cramped teaching a learning environment.

## **6. Evaluation**

### Principle of the proposed development

- 6.1 The proposed development seeks to replace the existing out dated school with a purpose built replacement school. This is acceptable in principle and accords with policy DM7.
- 6.2 The project is being funded by the Education Funding Agency, who work in collaboration with the Department of Education. The need for re-development of the site was identified through the Priority Schools Building Programme (BSBP), which identified in 2011 that the school facilities were in need of significant improvement. Various pre-application discussions have been held with the EFA and their partners which have looked at options relating to the extent of accommodation, potential options for the location of the new/additional accommodation within the site and design solutions. These discussions culminated in the proposals that are the subject of this application as the preferred option which was seen as being the most appropriate for the site and which would meet educational requirements.
- 6.3 Given the identified requirement for a replacement school and the benefit that this would provide for students and the local community, it is considered that the proposed development would comply with the principle requirements of policies SP1 and DM7 of the Island Plan.

### Impact on the character of the area

- 6.4 The existing building has little architectural merit and therefore officers raise no objection to its demolition. That said the building is currently single storey and although visible from Beatrice Avenue has a neutral impact on the character of the area.

- 6.5 As well as the existing building on site there are also several pre-fabricated modular buildings. The scheme would allow for the majority of these buildings to be removed. One would be retained to provide the additional capacity required for a current 'bulge' year discussed above.
- 6.6 As an ESFA funded scheme it is essential that the 'baseline designs' and standardised specifications are adhered to. This ensures the scheme is the most cost effective design which meets the space requirements for the school. These baseline designs mean that the form of the building is regulated to ensure the funding is secured, limiting the ability for differing shapes to the footprint or materials. The proposed building would be two storeys and would therefore be more visible from Beatrice Avenue and Whippingham Road, which runs to the rear of the site. The proposed design has sought to use changes in materials to provide a visual break in the building to help assist with the increase in the scale and mass. This varied materials palette together with the siting of the building further back into the site, with landscaping to the front, would ensure that the increase in height would not have an unacceptable impact on the character of the area.
- 6.7 The proposed changes to the height and siting of the building would result in it being more visible from Whippingham Road, to the east. However, officers are satisfied that the intervening land, which provides the school playing fields, is sufficient to ensure that there would not be an unacceptable impact on the character of the area from this vantage point.
- 6.8 Hard and soft landscaping would bring legibility to the site, guiding users and visitors to the entrance, with a plaza space.
- 6.9 The design of the proposed building is functional, putting the needs of the use first. This is considered to be appropriate in the context of a school, especially when taking into account the lack of any distinctive architectural vernacular or character in the immediate environs.

#### Highway considerations

- 6.10 Beatrice Avenue is an unclassified public highway governed by a 30mph speed limit at the point in question. Over and above a grounds maintenance access located within the eastern site boundary onto Whippingham Road, it provides the only means of vehicular and pedestrian access to the site. While it is acknowledged that during the AM/PM school related pick up drop off peaks congestion may occur, there are no recorded capacity issues on this part of the highway network. A footway runs along the western site boundary providing

onward connectivity to East Cowes to the north and Whippingham to the south, with a signal-controlled pedestrian crossing located just to the north of the principal site access providing connectivity to the residential estate (Hawthorn Meadows) and the Green Way (that runs north to south) connecting this site to East Cowes. There is also a bus stop to the north and cycleway network to south making this a highly accessible site.

- 6.11 On review of the Construction Method Statement and Traffic Management Plan that accompany this submission it is evident that a temporary vehicle access is proposed to be formed within the western site boundary onto Whippingham Road to minimise disruption to the schools, its users and associated site traffic during the build process. In addition, the existing vehicle access onto Beatrice Avenue is proposed to be used under controlled measures during the demolition process.
- 6.12 The proposal includes for two potential options for construction access into the site, off Whippingham Road. Option 1 would access the site via the adjacent field and option 2 through the centre of the playing fields, using the existing maintenance access.
- 6.13 Island Roads have outlined a preference for option 1, as this would be fully compliant in respect of visibility and temporary parking provision for the construction process. They raise concerns over option 2, due as the existing access is not compliant with required visibility standards, due to the roadside boundary. However, option 1 would require third party land (albeit owned by the council and under a lease agreement with the existing farmer). As a result option 2 is the most achievable route.
- 6.14 In order to ensure that option 2 would comply with the required standards to overcome the concerns raised by Island Roads, officers recommend that a condition is attached to any permission requiring the hedgerow along Whippingham Road to be reduced to 1m in height, to achieve the required 101 metres to achieve the visibility splays necessary. By reducing the height rather than removing the hedge the impact would be temporary while the access route was in place.
- 6.15 During the construction period submitted information demonstrates that there would be adequate space within the confines of the site for service and emergency vehicles to access and turn, and to provide space for the accommodation of 22 school related staff / visitor parking bays. While this would result in a minor temporary reduction in the level of parking provided by the permanent solution (28) when considering the level of construction vehicle parking offered by the Whippingham Road access, the ability of on-street parking on Beatrice Avenue to the north of the school and the accessibility of site, this is not seen to provide a



sustainable standalone highway reason for refusal. It is also noted that until the existing school hall is demolished the row of echelon bays running adjacent to the southern boundary of this feature would not be fully accessible.

- 6.16 The application proposes changes to the vehicle access into the site which would comply with required standards and would also provide a significant betterment in respect of the existing parking and service vehicle arrangements. The existing segregation of pedestrians and vehicles would be retained.
- 6.17 The proposed development would retain the current capacity of 420 pupils and associated staff levels. The exiting layout provides for 20 marked and accessible parking bays of which 3 are designated for disabled users. The Planning Statement accompanying the application acknowledges staff parking demand is an existing issue and as a result the proposed layout provides for a total of 28 staff / visitor bays (inclusive of disabled bays) and cycle / scooter parking reflective of the existing level of provision. When considering the nature of this proposal (rebuild of an existing school retaining the current capacity and staffing levels) and the accessibility of the location this level of provision is considered to be appropriate.
- 6.18 Island Roads have recommended that officers consult the Local Chief Fire Officer, to ensure that the site is adequate for emergency service access. The Business Fire Safety Officer has confirmed that provided the proposed access for the fire service would meet the requirements of The Building Regulations Approved Document B5 then they would be satisfied. This would be consulted on once the building regulations application is submitted. Should the proposal fail to comply with the requirements then a suitable alternative solution would need to be agreed with the fire service prior to the commencement of any construction. This alternative could include sprinklers systems or dry risers.

#### Other matters

- 6.19 Potential impacts to protected species have been identified as a result of the proposals and a suite of mitigation and enhancement measures have been recommended. Notably there will be the loss of a pond and semi-improved grassland. These losses will be offset by creation of similar, and larger, habitats onsite. To ensure necessary mitigation and enhancements measures are secured a condition is recommended to ensure that the submitted mitigation measures are adhered to and managed appropriately.

**7. Conclusion**

- 7.1 Giving due regard and appropriate weight to all material considerations referred to above the application is considered to represent an opportunity to significantly improve the educational facilities on site, as well as providing a building which would not have an unacceptable impact on the character of the area and would not result in an unacceptable impact on the amenities of neighbouring properties, trees or the existing highway network.

**8. Recommendation**

- 8.1 Conditional permission

**9. Statement of Proactive Working**

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

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

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

**Conditions/Reasons**

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

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

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

plans, numbered:

QFP-SLR-00-XX-DR-L-(90.4)0001 P01  
QFP-SLR-00-XX-DR-L-(90.4)0002 P01  
QFP-SLR-00-XX-DR-L-(90.4)0003 P01  
QFP-SLR-00-XX-DR-L-(90.4)0004 P01  
QFP-SLR-00-XX-DR-L-(90.4)0005 P01  
QFP-SLR-00-XX-DR-L-(90.4)0006 P01  
QFP-SLR-00-XX-DR-L-(90.4)0007 P01  
QFP-SLR-00-XX-DR-L-(90.4)0008 P01  
QFP-SLR-00-XX-DR-L-(90.4)0009 P01  
QFP-SLR-00-XX-DR-L-(90.4)0010 P01  
QFP-SLR-00-XX-DR-L-(90.4)0011 P01  
QFP-SLR-00-XX-DR-L-(90.4)0012 P01  
QFP-SLR-00-XX-DR-L-(90.4)0013 P01  
QFP-SLR-00-XX-DR-L-(90.4)0014 P01  
QFP-SLR-00-XX-DR-L-(90.4)0015 P01  
SPA-00-00-DR-A-(01)0001 Rev. P01  
SPA-00-01-DR-A-(01)0001 Rev. P01  
SPA-00-XX-DR-A-(02)0001 Rev. P01  
SPA-00-XX-DR-A-(02)0002 Rev. P01  
SPA-00-02-DR-A-(01)0001 Rev. P01  
SPA-00-ZZ-DR-A-(03)0001 Rev. P01  
SPA-00-ZZ-DR-A-(91)0002 Rev. P01  
SPA-00-ZZ-DR-A-(91)0001 Rev. P01  
SPA-00-ZZ-DR-A-(90)0001 Rev. P01

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

3. Prior to the construction of any pathways a Method Statement outlining how damage could be prevented and the location of the required cellular confinement system, to protect tree roots from the proposed pathway, has been submitted to and agreed in writing by the local planning authority. The agreed method statement will then be adhered to throughout the development of the site.

**Reason:** To prevent damage to trees in the interests of the amenity in compliance with Policy DM12 (Landscape, Seascape, Biodiversity and Geodiversity) of the Island Plan Core Strategy.

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

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

5. Should the construction access be achieved via 'option 1' no operations shall be carried out until the access and associated access road, parking, loading, unloading and vehicle turning areas have been constructed and drained in accordance with details to be submitted to and approved by the Local Planning Authority in accordance with the principals as detailed on drawing no. 008062-SLR-00-XX-DR-L-(90.4)0016 Rev P01 dated August 2018, providing visibility splays of X = 2.40m by Y = 101.0m. Nothing that may cause an obstruction to visibility shall be placed at any time in the visibility splays.

**Reason:** To ensure the access road is constructed with due regard to highway safety and the local environment and to comply with policies DM2 (Design Quality for New Development) and SP9 (Minerals) of the Island Plan Core Strategy.

6. Should the construction access be achieved via 'option 2' no operations shall be carried out until the access and associated access road, parking, loading, unloading and vehicle turning areas have been constructed and drained in accordance with details to be submitted to and approved by the Local Planning Authority in accordance with the principals as detailed on drawing no. 008062-SLR-00-XX-DR-L-(90.4)0002 Rev P02 dated August 2018, providing visibility splays of X = 2.40m by Y

= 101.0m, through the lowering of the hedgerow boundary to one metre. Nothing that may cause an obstruction to visibility shall be placed at any time in the visibility splays.

**Reason:** To ensure the access road is constructed with due regard to highway safety and the local environment and to comply with policies DM2 (Design Quality for New Development) and SP9 (Minerals) of the Island Plan Core Strategy.

7. Only one vehicular access to or egress from the site onto Whippingham Road shall be used for site vehicles at any time during the construction / demolition process and the vehicular access shall thereafter be stopped up in accordance with details to be submitted to and approved in writing by the Local Planning Authority no later than 3 months after the completion of the demolition of the existing school building.

**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.

8. The building hereby permitted shall not be occupied until space has been laid out within the site in accordance with drawing number 008062-SLR-00-XX-DR-L-(90.4)0002 Rev P02 and drained and surfaced in accordance with details that have been submitted to and approved by the Local Planning Authority in writing for bicycles/ scooters and 22 cars 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; and within 7 months of the occupation of the building or the completion of the demolition phase whichever is the sooner the parking, loading, unloading and vehicle turning area shall be remodelled in accordance with the layout as detailed on drawing no. QFP-SLR-00-XX-DR-L-(90.4)0002 Rev P01 dated June 2018 and drained and surfaced in accordance with details that have been submitted to and approved by the Local Planning Authority in writing and thereafter retained.

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

9. The building hereby approved shall not be occupied until the parts of the service roads, footway and cycle links which provide access to it have been constructed surfaced and drained in accordance with details which have been submitted to and approved by the Local Planning Authority based on the layouts as detailed on drawing no. QFP-SLR-00-XX-DR-L-(90.4)0002 Rev P01 and 008062-SLR-00-XX-DR-L-(90.4)002 Rev P02.

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

10. The submitted 'Traffic Management Plan' dated 23.08.18 shall be adhered to for the course of the construction/demolition process.

**Reason:** To minimise the risk of construction related traffic movements conflicting with networks and school peaks hours and in the interests of highway safety and to comply with policy DM2 (Design Quality for New Development) of the Island Plan Core Strategy.

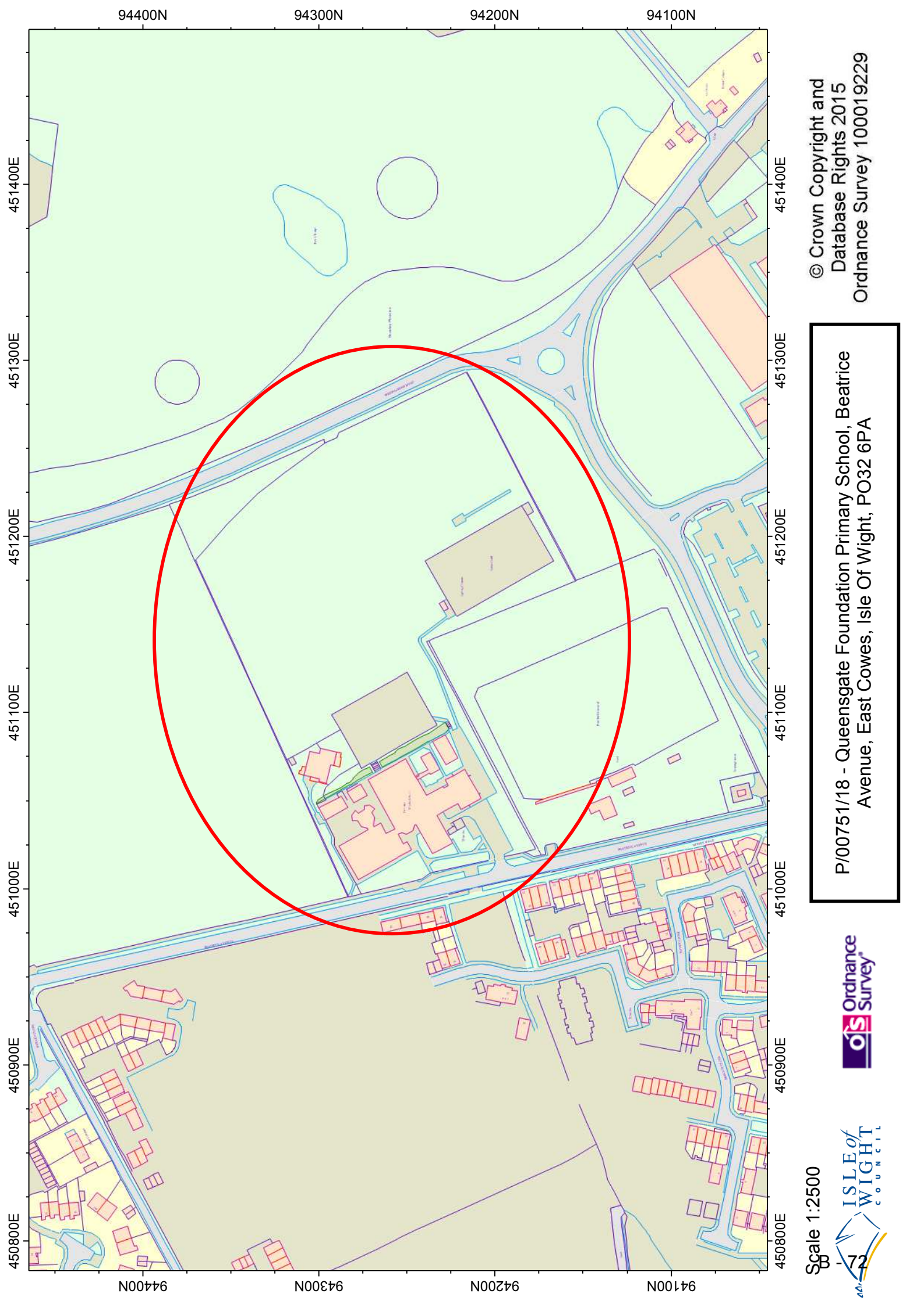
11. Notwithstanding the details on the submitted plans information with regards to any lighting to be installed on site shall be submitted to and approved in writing with the Local Planning Authority. No lighting other than that approved shall be installed on site.

**Reason:** In the interest of the amenities of the neighbouring properties in accordance with Policy DM2 (Design Standards of New Development) of the Island Plan Core Strategy.

12. No development shall commence on the option 2 construction access, until a scheme for the removal of the construction access route and the reinstatement of the playing field land has been submitted to and approved in writing by the Local Planning Authority. The scheme must be in accordance with Sport England guidance "Natural Turf for Sport" (2011). The construction access route must be removed from the site before first use of the development in accordance with the approved scheme. Within three months of or in the first planting season following the removal of the construction access route the

playing field land must be reinstated in accordance with the approved scheme.

**Reason:** To ensure the site is restored to a condition fit for purpose and to accord with Policy DM13 (Green Infrastructure) of the Island Plan Core Strategy.



Scale 1:2500



P/00751/18 - Queensgate Foundation Primary School, Beatrice  
Avenue, East Cowes, Isle Of Wight, PO32 6PA

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Ordnance Survey 100019229



**Reference Number:** P/00749/18

**Description of application:** Demolition of buildings; construction of a 2 storey building to provide a 420 place primary school with associated landscaping; retain and alter the existing pre-school building including a new pedestrian path

**Site Address:** Gurnard Primary School, Baring Road, Cowes, Isle Of Wight, PO318DS

**Applicant:** Sir Robert McAlpine Ltd.

**This application is recommended for conditional permission**

### **REASON FOR COMMITTEE CONSIDERATION**

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

### **MAIN CONSIDERATIONS**

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

#### **1. Location and Site Characteristics**

- 1.1. The application site is located on the western side of Baring Road and to the north-east of Cow Lane. The existing school is accessed off Baring Road approximately 87 metres from the junction with Woodvale Road. It is currently occupied by Gurnard Primary School, which was the former Solent Middle School.
- 1.2. The current building is located on the western boundary of the site, adjacent to Cow Lane. The existing building is a single storey brick construction with white UPVC and painted green cladding under a flat roof.
- 1.3. The current building sits close to the rear of properties fronting Baring Road. The existing boundaries of the site are delineated by natural

growth, with some large trees.

- 1.4 The area surrounding the school is strongly residential in character, with properties on all boundaries.
- 1.5 The existing site has a narrow access off Baring Road, which provides access for pedestrians and vehicles. There is currently car park on site 21 spaces to the east of the building.

## **2. Details of Application**

- 2.1 The application seeks consent to demolish the existing school building and construct a new purpose built school of the same capacity, but over two floors (420 places, two form entry). The development is proposed on behalf of the Education & Skills Funding Agency (ESFA) through their Priority Schools building programme.
- 2.2 The proposal would also see alterations to the existing early years unit (Gurnard pre-school), which is currently attached to the school building. Following demolition of the existing school building the end elevation/gable wall of the pre-school would be 'made good' with cladding to match the proposed new school and a low level brickwork plinth.
- 2.3 The pre-school is currently accessed from a pedestrian entrance off Cow Lane. The proposals include for a new internal footpath connecting the pre-school with the main school and a defined vehicle route for service vehicles.
- 2.4 The proposed building would be positioned to the north of the existing school building, on an existing hard surfaced sports area and a small section of the existing car park. This positioning would allow a consistency of educational provision through the construction process, without the need to utilise temporary buildings. The existing school buildings would be demolished post construction of the new school, with the site on which they are located being utilised to re-provide the hard play areas. The proposed development would ensure that there was no net loss in external formal sports provision.
- 2.5 The proposed school building would be an 'L' shape with the longer elevation onto the side boundary of the site curving around the southern boundary, at a slightly reduced height, providing the dining room and main hall. The ground floor would also accommodate two reception classrooms, four infant classrooms, dining area, the main hall and welfare/office space. The first floor would include eight junior

classrooms, a food/science/technology room, staff room and further office/welfare space. The building would include a lift.

- 2.6 The building would be constructed of grey brickwork to the ground floor and white/light grey and feature green render above of the main teaching block. The kitchen and main hall would have only a plinth of brickwork with a mixture of timber cladding and dark grey render.
- 2.7 The proposed development seeks to utilise the existing access with a slightly reconfigured car park, providing 24 car parking spaces (a betterment of 3 spaces). The school would also retain access to an area of overflow car parking, which is inside the school boundary but outside of its ownership.
- 2.8 As the proposed replacement school would be funded by the ESFA it would also support vocational courses and community use of specific facilities.

### **3. Relevant History**

- 3.1. None relevant to this application.

### **4. Development Plan Policy**

National Planning Policy

- 4.1. National Planning Policy Framework (NPPF) constitutes guidance for local planning authorities and decision-takers both in drawing up plans and as a material consideration on determining applications. At the heart of the NPPF is a presumption in favour of sustainable development.
- 4.2 Section 8 “Promoting Healthy Communities” contains information that is relevant to this proposal as it covers the issue of educational development, and also issues relating to development on open space, sports or recreational facilities. Paragraph 94 sets out a requirement for a “proactive, positive and collaborative” approach and giving “great weight to the need to create, expand or alter schools”.

Local Planning Policy

- 4.3 The Island Plan Core Strategy defines the application site as being within the settlement boundary of Cowes. The following policies are relevant to this application:

- SP1 Spatial Strategy
- SP5 Environment
- SP7 Travel
- DM2 Design Quality for New Development
- DM7 Social and Community Infrastructure
- DM11 Historic and Built Environment
- DM12 Landscape, Seascape, Biodiversity and Geodiversity
- DM13 Green Infrastructure
- DM14 Flood Risk
- DM17 Sustainable Travel

4.4 Gurnard Neighbourhood Plan

## **5. Consultee and Third Party Comments**

### Internal Consultees

5.1 The Council's Rights of Way Manager has requested that a condition be placed on any permission ensuring no motor vehicle access is gained to any part of Cow Lane, which is recorded on the Definitive Map as public footpath CS5.

5.2 The Council's Tree Officer has recommended conditions, should the application be approved.

5.3 The Council's Ecology Officer has recommended conditions, should the application be approved.

### External Consultees

5.4 Sport England have confirmed that they do not wish to raise an objection to this application.

5.5 Island Roads on behalf of the Highway Authority has recommended condition permission. Further details are outlined within the evaluation of this report.

### Parish/Town Council Comments

5.6 Gurnard Parish Council has confirmed that they raise no objection to the application.

### Third Party Representations

5.7 3 letters have been received from local residents none of which have

objected but have raised questions/concerns which can be summarised as follows:

- Request ramp and buggy park off Cow Lane are removed as part of the demolition work.
- Request for the retention of the shrubbery on the western boundary
- Access gate should include a control system to restrict access to walkers, skateboarders etc.
- Parking should not be too close to boundary so that space to allow for an effective screen
- Residents should have a say in the nature of the planting
- Flag pole should not be positioned too close to boundary with neighbouring property.
- Consideration could be given to lowering the site levels to reduce the visual impact on the building on neighbouring properties.

5.8 The residents who commented above also outlined areas of support for the application:

- Revised position of security gate
- Relocation of the bins
- Road remains the same
- Number of parking spaces is not to be increased.

## 6. **Evaluation**

### Principle of the proposed development

6.1 The proposed development seeks to replace the existing out dated school site with a purpose built replacement school. This is acceptable in principle and accords with policy DM7.

6.2 The project is being funded by the Education & Skills Funding Agency, who work in collaboration with the Department of Education. The need for re-development of the site was identified through the Priority Schools Building Programme (BSBP), which identified in 2011 that the school facilities were in need of significant improvement. Various pre-application discussions have been held with the ESFA and their partners which have looked at options relating to the extent of accommodation, potential options for the location of the new/additional accommodation within the site and design solutions. These discussions culminated in the proposals that are the subject of this application as the preferred option which was seen as being the most appropriate for the site and which would meet educational requirements.

- 6.3 Given the identified requirement for a replacement school and the benefit that this would provide for students and the local community, it is considered that the proposed development would comply with the principle requirements of policies SP1 and DM7 of the Island Plan.

Impact on the character of the area

- 6.4 The existing building is of little architectural merit and therefore officers have raised no objection to its demolition. The access into the site restricts views from Baring Road with the main visual receptors being neighbouring residential properties.
- 6.5 The proposed building would be slightly more visible from Baring Road due its repositioning on site and an increase in height from single to two storeys, albeit with a slightly lower element, which would accommodate the hall and kitchen. However, the building would still only be seen in glimpses and would not be visually intrusive or harmful to the character of the area.
- 6.6 As an ESFA funded scheme it is essential that the ‘baseline designs’ and standardised specifications are adhered to. This ensures the scheme is the most cost effective design which meets the space requirements for the school. These baseline designs mean that the form of the building is regulated to ensure the funding is secured, limiting the ability for differing shapes to the footprint or materials. The design of the building would see the use of robust materials, that reflect those used in the surrounding area, including render, timber and brick. The flat roof and range of materials would assist in lessening the mass of the building, by visually breaking the different element of the building (these being the teaching block, the hall and the entrance).
- 6.7 Hard and soft landscaping would bring legibility to the site, guiding users and visitors to the entrance, with a plaza space.
- 6.8 The proposed building would sit comfortably within the site and would not have an unacceptable impact on character of the area.

Impact on neighbouring properties

- 6.9 The proposed repositioning of the building would move the built form away from properties which front Baring Road, although it is acknowledged that the pre-school would be retained in its current position on the boundary with these houses. Nonetheless, the overall relationship with the building and these dwellings would be improved, the area of the existing building being given over to grass following

demolition works.

- 6.10 The proposed building would be moved away from the boundary with Kenley House and Hummingbirds, Cow Lane but would be closer to numbers 8, 10 and 11 Woodvale Close. However when having due regard to the existing building treatment and the position of the building a minimum of 24 metres from the boundary, the scheme is considered to have an acceptable relationship with these properties.
- 6.11 The school would retain the same level of pupils and it is therefore not proposed to make any significant changes to the entrance or the level of car parking on site. Local residents have supported the status quo, with no additional impact from traffic using the access road, which runs between two properties.
- 6.12 Having due regard to the above officers are satisfied that the proposed development would have an acceptable level of impact on neighbouring properties.

#### Highway considerations

- 6.13 The proposed development would utilise the existing access into the site. As a result of a site inspection it is evident that visibility splays at the junction of the site with Baring Road exceed the minimum design standards. The proposed pedestrian, parking and service vehicle turning layouts also comply with highway design standards.
- 6.14 However, while two-way vehicles flows are permitted along the length of the access its width (3.70m) does not enable two vehicles to pass, posing the hazard of standing vehicles on Baring Road and the risk of vehicles reversing onto the public highway. This matter is further compounded by the presence of gates at setback distances of 12.0m and 70.0m from the junction with Baring Road. While it is accepted that these setback distances enable vehicles to pull clear of the public highway the restricted width of the access still poses a problem. However, as the capacity of the school would remain the same and this is an existing situation Officers do not consider that it would form a sustainable reason for refusal.
- 6.15 While it is acknowledged that a direct pedestrian link between the pre-school and the principal vehicle access is not being proposed, which would reduce the number of pedestrians using Cow Lane, it may marginally increase the use of the access drive. This is considered to be a greater increase in respect of pedestrians than vehicles, who cannot currently access the facility, and therefore it is more important that the segregated pedestrian footway is retained rather than providing a wider,

and potentially faster access road. Island Roads have requested, if it would be sustainable, that the site access be remodelled to provide for vehicle passing bays along its length to aid the flow of traffic. However, officers do not consider that this would be feasible or necessary, considering that the application is for a replacement, rather than a new school.

- 6.16 On review of the onsite layout, provision is made for segregated pedestrian links to minimise the potential of conflict between pedestrians and vehicles and space is provided within the confines of the site for the parking and turning of service and conventional private motor vehicles along with the accommodation of cycle / scooter parking. Provision is also made for a service / emergency service vehicle access route from the onsite access road to the pre-school.
- 6.17 The submitted includes details of the existing car park and the proposed line for site hoarding during the construction stage. It is evident that during the build and demolition phases there would be a considerable reduction in onsite parking facilities, with the applicant referring to site users utilising the local highway network. It is acknowledged that during the AM/PM school peak hours on-street parking on the local highway network is at saturation. Concern is therefore raised by Island Roads in respect to the impact the proposal may have on the operation of the highway network during the construction/demolition process.
- 6.18 Therefore, acknowledging that this pressure relates to very specific times of the day and the drop off and collection of pupils, Island Roads recommend that the applicant be obligated to monitor the impact of the proposal throughout the duration of the works and through a measurable construction, traffic management, and school travel plan, seek to minimise the dependence on the motor vehicle promoting alternative means of travel and seek to ensure that site deliveries are restricted to fall outside of the AM/PM network and school peak hours.
- 6.19 The exiting layout provides for 22 marked and accessible parking bays (7 of which are under sized) and 11 bays of unregulated size that are accommodated within an overflow grass car park. The site also accommodates room for the parking of 48 cycles and 10 scooters. The proposed permanent layout provides for 24 fully compliant car bays and an over flow car park capable of accommodating 18 cars in an unregulated formation. The existing level of cycle and scooter parking will also be retained. When considering the nature of this proposal (rebuild of an existing school retaining the current capacity and staffing levels) the proposed level of permanent parking is deemed to be acceptable.
- 6.20 On review of accident data, there has been one recorded incident in the



last 3 years within the vicinity of this site on the junction of Baring Road with Woodvale Road when a Vehicle travelling southeast along Baring Road failed to anticipate stopping vehicle. A car intending to turn right into Woodvale Road stopped as it was unable to complete the manoeuvre due to the morning school run. It is considered by officers that this incident did not relate to a safety issue but driver error.

- 6.21 Having due regard to the nature of the development and appropriate conditions the application is considered to be acceptable in highway terms.

#### Other matters

- 6.22 The application would result in the loss of 8 trees; these are predominantly holm oak and a hawthorn. All of these are internal to the site and their loss would have little impact on the amenity of the wider area when seen from a public view point (to be subject to a tree protection order a tree must be visually important to the character of an area). The trees would need to be lost to facilitate the new parking area and access paths. Having due regard to the low public amenity of these trees their loss is considered to be acceptable, and could be appropriately mitigated within the soft landscaping proposal, which shows several trees to be planted on site.

- 6.23 Potential impacts to protected species have been identified as a result of the proposals and a suite of mitigation and enhancement measures have been recommended. Notably impacts to nesting birds, foraging/commuting bats, badger movement, and the GI network require mitigation. To ensure necessary mitigation and enhancement measures are secured, a condition is recommended to ensure that the submitted mitigation measures are adhered to and managed appropriately.

## **7. Conclusion**

- 7.1 Giving due regard and appropriate weight to all material considerations referred to above the application is considered to represent an opportunity to significantly improve the educational facilities on site, as well as providing a building which would not have an unacceptable impact on the character of the area and would not result in an unacceptable impact on the amenities of neighbouring properties, trees or the existing highway network.

## **8. Recommendation**

8.1 Conditional permission

**9. Statement of Proactive Working**

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

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

In this instance the applicant was provided with pre application advice and following the submission of further information on highways, during the course of the application concerns were overcome.

**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:

- GPS-SLR-00-XX-DR-L-(90.4)0003 P01
- GPS-SLR-00-XX-DR-L-(90.4)0002 P01
- GPS-SLR-00-XX-DR-L-(90.4)0004 P02
- GPS-SLR-00-XX-DR-L-(90.4)0005 P01
- GPS-SLR-00-XX-DR-L-(90.4)0006 P02
- GPS-SLR-00-XX-DR-L-(90.4)0007 P02
- GPS-SLR-00-XX-DR-L-(90.4)0008 P02
- GPS-SLR-00-XX-DR-L-(90.4)0009 P01
- GPS-SLR-00-XX-DR-L-(90.4)0010 P01

GPS-SLR-00-XX-DR-L-(90.4)0011 P01  
GPS-SLR-00-XX-DR-L-(90.4)0012 P01  
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GPS-SLR-00-XX-DR-L-(90.4)0014 P01  
GPS-SLR-00-XX-DR-L-(90.4)0015 P01  
SPA-00-02-DR-A-(01)-0001 Rev. P01  
SPA-00-XX-DR-A-(02)-0002 Rev. P01  
SPA-00-ZZ-DR-A-(90)-0001 Rev. P01  
SPA-00-ZZ-DR-A-(91)-0002 Rev. P01  
SPA-00-XX-DR-A-(02)-0001 Rev. P01  
SPA-00-01-DR-A-(01)-0001 Rev. P01  
SPA-00-00-DR-A-(01)-0001 Rev. P01  
SPA-00-ZZ-DR-A-(91)-0001 Rev. P01  
SPA-00-ZZ-DR-A-(03)-0001 Rev. P01

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

- 3 No development 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.

- 4 Works on the construction of the new building shall take place until full details of a soft landscape scheme for the site has been submitted to and approved in writing by the Local Planning Authority. These details shall include a schedule of plants, noting species, plant sizes and proposed numbers/densities, planting methodology and an implementation programme. Planting shall be carried out in accordance with the agreed details and shall be regularly maintained. Any trees or plants that die, are removed become

seriously damaged or diseased within 5 years of planting are to be replaced in the following planting season with specimens of a like size or species) unless the Local Planning Authority gives written consent to any variation for a period for five years from the date of the approved scheme was completed.

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

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

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

- 6 The building hereby permitted shall not be occupied until space has been laid out within the site in accordance with drawing number 008062-SLR-00-XX-DR-L-(90.4)0002 Rev P03 and drained and surfaced in accordance with details that have been submitted to and approved by the Local Planning Authority for vehicles to be parked and loaded and unloaded and for vehicles to turn so that they may enter and leave the site in forward gear; and within 7 months of the occupation of the building or the completion of the demolition phase whichever is the sooner the parking, loading, unloading and vehicle turning area shall be remodelled in accordance with the layout as detailed on drawing no. 008062-SLR-00-XX-DR-L-(90.4)0002 Rev P03 and drained and surfaced in accordance with details

that have been submitted to and approved by the Local Planning Authority in writing and thereafter retained for the parking of 24 car (plus the addition of an overflow car as referenced on the approved drawing), turning, loading and loading of vehicles so they may enter and exit the public highway in forward gear.

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

- 7 The building hereby approved shall not be occupied until the parts of the service roads, footway and cycle links which provide access to it have been constructed surfaced and drained in accordance with details which have been submitted to and approved by the Local Planning Authority based on the layouts as detailed on drawing no. 008062-SLR-00-XX-DR-L-(90.4)0002 Rev P03.

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

- 8 The submitted 'Traffic Management Plan' dated 23.08.18 shall be adhered to for the course of the construction/demolition process and shall be continually monitored for the impact of the development relating to traffic and parking on the local network within the vicinity of the site at school peak hours. Should monitoring identify that displaced car parking is exacerbating existing capacity issues mitigation shall be agreed in writing with the Local Planning Authority,

**Reason:** To minimise the risk of construction related traffic movements conflicting with networks and school peaks hours and in the interests of highway safety and to comply with policy DM2 (Design Quality for New Development) of the Island Plan Core Strategy.

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

**Reason:** In the interest of the amenities of the neighbouring

properties in accordance with Policy DM2 (Design Standards of New Development) of the Island Plan Core Strategy.

- 10 Development and site clearance shall be undertaken in strict accordance with the measures detailed in the Ecological Impact Assessment report (SLR, June 2018). Post construction, a report shall be submitted to the LPA for written approval, confirming that the works have been carried out as per the approved plans.

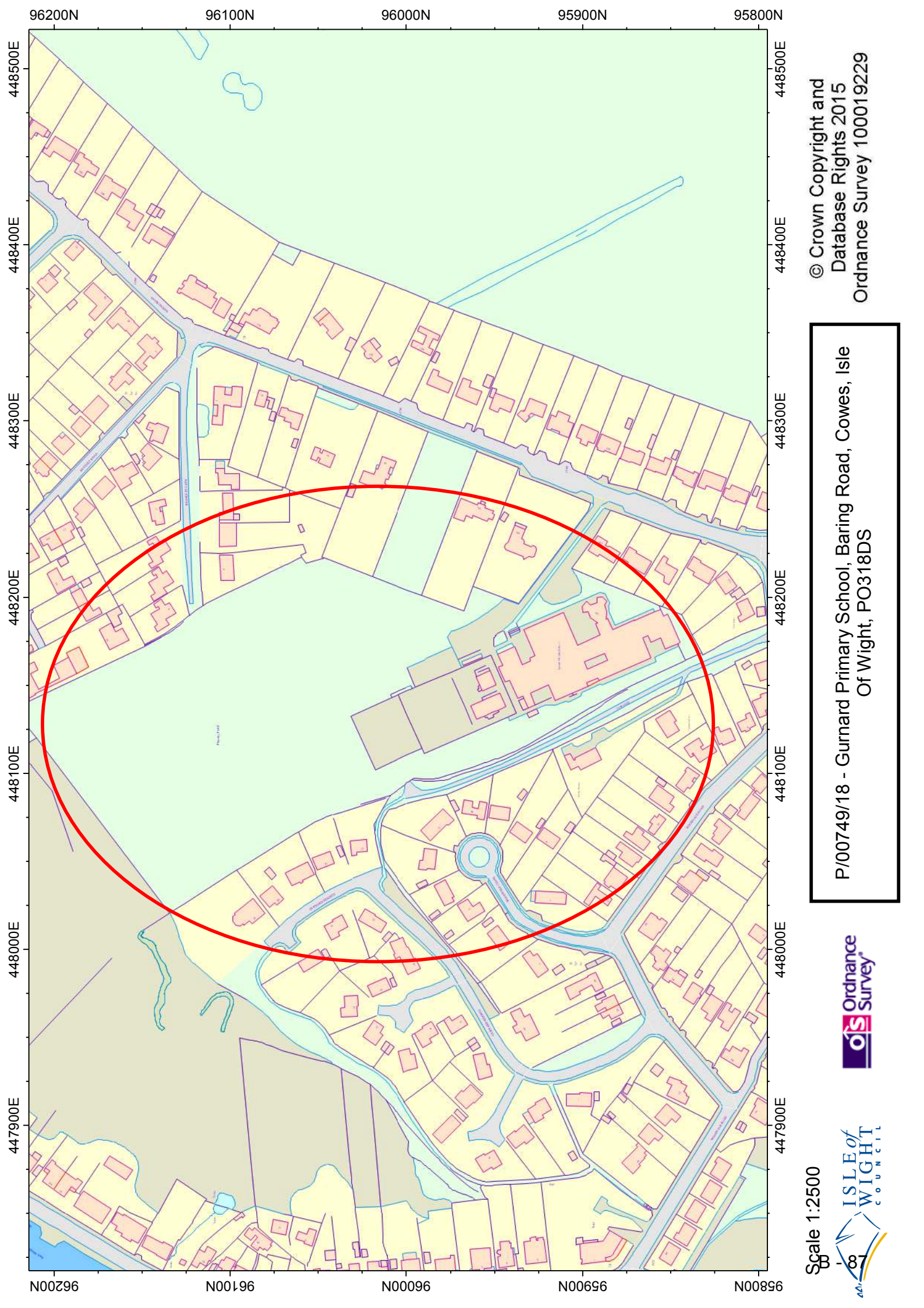
**Reason:** To ensure mitigation is adequately provided for reptiles as protected under the Wildlife and Countryside Act 1981 amended.

- 11 Notwithstanding the submitted details, development shall not begin until an Ecological Mitigation and Management Strategy setting out prescriptions for the creation and management of all ecological features as set out within the Ecological Impact Assessment report (SLR, June 2018), , have been submitted to and approved in writing by the Local Planning Authority. These details shall include:

- Methodology for wildflower meadow creation and details on long term management
- Tree planting plans, including species mix and composition
- Landscaping plans
- Pond creation
- Lighting strategy during construction and for the lifetime of development
- Installation of bird and bat boxes

The agreed plan shall be adhered to throughout the development.

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



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