

ISLE OF WIGHT COUNCIL PLANNING COMMITTEE - TUESDAY, 2 JUNE 2020

REPORT OF THE STRATEGIC MANAGER FOR PLANNING AND INFRASTRUCTURE

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.
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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.

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	Partial demolition, alterations and extension to form 1 retail unit and a cafe; new public toilet facilities		

01 Reference Number: [19/00634/FUL](#)

Description of application: Proposed brewery and bottling facility with associated office, retail, storage and visitors experience; formation of vehicular access (revised plans) showing changes to roof lines, fenestration detailing and additional forklift access on north elevation (additional information) landscape and visual impact assessment (readvertised application)

Site Address: Branstone Farm Studies Centre, Hale Common, Arreton, Sandown, PO36 0LT

Applicant: Mr A. Goddard

This application is recommended for conditional permission

REASON FOR COMMITTEE CONSIDERATION

The application relates to land which is owned by Isle of Wight Council and objections have been received. In line with the Council's Constitution, this application has been referred for committee consideration.

MAIN CONSIDERATIONS

- Principle
- Development of agricultural land
- The impact of the development on the character of the surrounding area
- Impact on nearby properties and uses
- Impact on trees and ecology
- Means of access/ highway safety
- Cultural heritage
- Flood risk and drainage
- Other matters

1. Location and Site Characteristics

- 1.1 The application site is located approximately 270m south east of Hale Common crossroads and 1.4km south of Arreton. The site forms a triangular field that is on the eastern side of the public highway (Hale Common), forming part of the wider Branstone Farm Studies Centre.

- 1.2 The surrounding area is generally rural in nature, being characterised by large agricultural fields that are enclosed by hedgerows and small areas of copse. The area is generally level, forming the floor of the Arreton Valley. There are views of downs in the distance to the north and south. While the area is predominately rural, there are numerous large scale nurseries and greenhouses in the area, particularly those approximately 300m to the north and north west, which are notable structures within the valley floor.
- 1.3 In terms of nearby properties and uses, the site is immediately southeast of Jubilee Garden Centre and a bungalow that occupies the southern section of the premises. The Cottage is located immediately south of the site, on the opposite side of the highway while a pair of semi-detached houses adjoin the south eastern corner of the application site. Holliers Farm is located to the southeast, again, on the opposite side of Hale Common.
- 1.4 The site is currently accessed via a field gate that opens on to the northern side of Hale Common. The field is laid to pasture and its boundaries are formed by tall trees and lower hedgerows. The boundary onto Hale Common is formed by low hedgerows, allowing views into the site and beyond.

2. Details of Application

- 2.1 Full planning permission is sought for the construction of a brewery and visitors centre. The plans show that the brewery would include three large barn style buildings, joined to form one group arranged as an offset 'J' shape. The two buildings that would form the north western side of the development would be open to the roof, comprising the storage areas, brewery, bottling hall and loading areas.
- 2.2 The south eastern building would comprise two storeys and include the visitor and staff facilities. At ground floor level this building would comprise the main visitor entrance, small retail spaces, exhibition space, staff facilities, toilets and washing areas. The first floor would comprise a bar and restaurant area, with an associated kitchen and serving area. The plans show that the internal western elevation of the restaurant would be fully glazed, allowing wide views over the adjoining brewery and bottling areas. The southern gable of the building would be glazed, allowing views of the countryside beyond. The buildings would be set 72m back from the highway (A3056).

- 2.3 The buildings would be simple, agricultural structures finished with a mix of timber cladding and farm-scape roofing. The western most building would measure 30.5m in depth, 12.8m in width and 9.4m in height to the ridge. The central linking building would measure 12.8m in depth, 28m in width and 9.8m in height to the ridge. This building would comprise a feature tower, that would be located centrally within the front elevation and measure 6.6m x 6.6m and 5.4m above the main ridge. The final eastern building would measure 24.3m in depth, 12.8m in width and 9.8m in height to the ridge.
- 2.4 The plans show that the parking areas for the development would be located to the rear of the proposed buildings, within the northern section of the site. A yard would be located immediately to the rear of the main buildings and this would provide the parking for staff as well as space for delivery vehicles to manoeuvre within the site. Customer spaces would be provided north of the staff parking area, comprising a total of 72 spaces. An entrance courtyard would link the rear of the building to the customer parking areas, and this would include cycle racks and a small external seating area. A larger customer seating area would be provided to the front of the building (facing south east) and this would overlook a large field that would be planted with crops or landscaping.
- 2.5 A new access road would be constructed alongside the north western boundary of the site, adjoining the northern carriageway of Hale Common (A3056). The access road would measure approximately 80m in length and 6m in width, widening to a 34m apron at the edge of the highway.

3. Relevant History

- 3.1. None.

4. Development Plan Policy

National Planning Policy

- 4.1. Section 6 of the NPPF (Supporting a prosperous rural economy) states that planning policies and decisions should enable:
- a) the sustainable growth and expansion of all types of business in rural areas, both through conversion of existing buildings and well-designed new buildings;
 - b) the development and diversification of agricultural and other land-based rural businesses;
 - c) sustainable rural tourism and leisure developments which respect the character of the countryside; and

d) the retention and development of accessible local services and community facilities, such as local shops, meeting places, sports venues, open space, cultural buildings, public houses and places of worship.

Local Planning Policy

4.3 The Island Plan Core Strategy defines the application site as being outside of the settlement boundaries defined by policy SP1 and within the Wider Rural Area. The following policies are relevant to this application:

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

- DM2 Design Quality for New Development
- DM8 Economic Development
- DM10 Rural Service Centres and the Wider Rural Area
- DM11 Historic and Built Environment
- DM12 Landscape, Seascape, Biodiversity and Geodiversity
- DM14 Flood Risk

4.4 Guidelines for Parking Provision as part of New Developments
Supplementary Planning Document (SPD)

5. **Consultee and Third Party Comments**

Internal Consultees

5.1 The Council's Tree Officer has advised that, provided the protective fencing identified within the applicant's Tree Report is followed, then trees of high amenity would be sufficiently protected.

5.2 The Council's Ecology Officer has advised that further species surveys should be undertaken prior to the determination of the application and that the suite of mitigation measures set out within the submitted Preliminary Ecology Report should be secured.

5.3 The Council's Environmental Health Officer has raised no objection to the proposed development in relation to noise or odour, confirming that operations would be infrequent and short-lived. The Officer has concluded that subject to conditions, the proposed processes at the site would not result in adverse affects on nearby sensitive receptors.

External Consultees

- 5.4 The Island Roads Highway Engineer raised no objection to the proposed development, confirming that the proposed access and parking arrangements would meet relevant design requirements and policy guidance. It is also recommended that a new footpath should be secured by condition, in order to connect the site to bus stops in the area.
- 5.5 The Environment Agency originally objected to the proposed development due to the applicant's intention to treat foul drainage on site, rather than connect to the local sewer system. The Agency have since withdrawn their objection, following the applicant's confirmation that foul drainage would be directed to the mains system.

Parish/Town Council Comments

- 5.6 Newchurch Parish Council supports the application.

Third Party Representations

- 5.7 One objection to the proposed development from a member of the public, which raises the following concerns:
- Noise
 - Additional traffic would mean increased risk of accidents
 - The site is greenfield and the existing Branstone site should be used
 - Wayside Cottage would be surrounded by a brewery rather than a green field
- 5.8 One supporting comment was received, which provided the following reasons:
- Goddards produce superb ales and the development would showcase their products
 - This would become a place to visit for tourists and Island residents
- 5.9 One comment was received that neither supported or objected to the proposal, but that made the following points:
- We see no reason to object to the proposal as it is a good use of the land
 - Drainage ditches at the site do not function properly, although it does not effect our property

- 5.10 CPRE Isle of Wight Branch has supported the proposals, concluding that the proposals would cause no additional harm to the countryside. CPRE have noted comments from Island Roads and supported their proposed conditions.
- 5.11 The Ramblers Association have requested that the footpath that aligns the north east boundary of the site is not enclosed and that care should be taken to ensure that conflict between walkers and vehicles would not occur. They have also requested that the footpath remains open during construction.

6. Evaluation

Principle

- 6.1 Section 6 of the NPPF (Supporting a prosperous rural economy) states that planning policies and decisions should enable:
- a) the sustainable growth and expansion of all types of business in rural areas, both through conversion of existing buildings and well-designed new buildings;
 - b) the development and diversification of agricultural and other land-based rural businesses;
 - c) sustainable rural tourism and leisure developments which respect the character of the countryside; and
 - d) the retention and development of accessible local services and community facilities, such as local shops, meeting places, sports venues, open space, cultural buildings, public houses and places of worship.
- 6.2 The Island Plan Core Strategy gives support to new development within defined settlement boundaries. Areas outside of regeneration areas and rural service centres will be considered to be the wider rural area where development will be restricted unless a specific local need is demonstrated. The application site is located outside of a defined settlement boundary and within the Wider Rural Area.
- 6.3 While this site is within the Wider Rural Area, policy SP1 accepts that some development may be justified, provided that a local need is demonstrated. In this case, the policy guidance contained within DM8 of the Island Plan is important because it states that the Council will support proposals for rural economic development opportunities and farm diversification schemes that contribute to the sustainability of the wider countryside. In particular, the policy supports the sustainable growth in

the rural economy, particularly that which supports the continued vitality and viability of the horticultural sector within the Arreton Valley.

- 6.4 Weight is also given to Policy SP4 which states that the Planning Authority will support the principle of high-quality tourism that would have the effect of increasing the quality of existing tourism destinations across the Island, in line with the principles of the Good Practice Guide for Tourism. The Planning Authority is well aware that tourism destinations often require rural rather than urban settings and therefore, does not require tourism development to be specifically located within settlement boundaries. Instead, tourism development should be sustainable and show a local need based on quality.
- 6.5 The proposals would involve the provision of a purpose-built brewery, bottling plant and visitors centre for Goddard's Brewery. The submitted information confirms that the business was established in 1993 at its current location, Barnsley Farm near Ryde. The business has expanded over this time and produced over 10 million pints of crafted beers. The business sells around 70% of its produce on the Island and distributes it via local pubs, National supermarkets and other breweries. The business has also begun to brew beer for other companies.
- 6.6 The submitted information confirms that the business requires new, purpose-built facilities to allow further expansion and diversification. The business has gained permission for expansion at its current site however, this was upon the proviso that no tourism would be permitted. Officers opinion is that the site at Barnsley Farm is not suitable for visitors, due to its more isolated nature and issues over highway safety. However, to allow the business to expand and diversify, a level of tourism is required. Currently, the business employs 9 members of staff, but should the current proposals be successful, this would double.
- 6.7 In terms of a local need for the development, the proposed use currently occupies a rural site. The proposed development would result in a purpose-built replacement facility for an established Island company, with linked high-quality visitor's facilities that would benefit from the rural outlook of the site but also its central and accessible location on the Island. The applicants have stated that they have undertaken searches for alternative sites due to the wish for a visitor function, that cannot be achieved at their current site. In doing so, the business would require a site that could meet the function of the brewery but also provide an attractive and accessible location for visitors.
- 6.8 The site at Arreton is centrally located within an area that comprises a range of existing rural businesses. To the north and west are existing large-scale commercial greenhouse sites, while directly adjacent to the site is a garden centre. North of the site and within Watery Lane is a

further large-scale garden centre and Amazon World. In addition, a recently consented cider visitor attraction (P/01579/16) is under construction on land adjacent to the Fighting Cocks Public House, north of the site.

- 6.9 Therefore, while a rural area, there is a collective grouping of employment and tourism/ rural retail businesses close to the site. This would increase the likelihood of combined trips within a central and accessible location, given the proximity of the highway, cycle network and regular bus route. The proposed development would introduce a new visitor attraction that would diversify the tourism facilities within the Arreton Valley while also allowing an established Island business to expand and consolidate close to existing businesses. Thus, while not a wholly sustainable location, given the factors above, it is considered that the principle of the proposed development is on balance acceptable and in accordance with the advice contained within policies SP1, SP4 and DM8 of the Island Plan.

Development of agricultural land

- 6.10 National guidance in respect of the classification of agricultural land and its protection is contained within the Natural England Technical Guidance Note (Agricultural Land Classification: protecting the best and most versatile agricultural land) and within the NPPF. Natural England recognise that agricultural land is an important natural resource that is vital to sustainable development and that as a result, the best and most versatile of productive land should be safeguarded. The Technical Guidance Note makes it clear that decisions with respect to the protection of the best and most versatile agricultural land rest with Local Planning Authorities and Government Guidance. To guide decision making, agricultural land is classified into five grades, which are as follows:

Grade 1	Excellent
Grade 2	Very good
Grade 3a	Good
Grade 3b	Moderate
Grade 4	Poor
Grade 5	Very poor

According to Natural England and the glossary to the NPPF (2018) the best and most versatile agricultural land are those areas that fall within grades 1 to 3a. Such land is considered by Natural England to be most flexible, productive and efficient in response to inputs and can best deliver future crops for food and no food uses.

- 6.11 In particular, paragraph 170 of the NPPF states that local planning authorities should recognise the economic and other benefits of the best and most versatile agricultural land. The footnote to this section of the NPPF states that where significant development of agricultural land is demonstrated to be necessary, local planning authorities should seek to use areas of poorer quality land in preference to that of a higher quality.
- 6.12 The maps provided by Natural England show that the land proposed to be developed includes both grades 2 and 4 farmland. Natural England guidance states that this is the land which is most flexible, productive and efficient in response to inputs and which can best deliver future crops for food and non-food uses such as biomass, fibres and pharmaceuticals. Current estimates are that Grades 1 and 2 together form about 21% of all farmland in England.
- 6.13 While the proposals would result in development of sections of high-grade agricultural land, the operations would retain much of the land for productive uses. Moreover, parts of the site are lower grade and thus, while a proportion of the land would be developed, the loss of high-grade farmland would be minor, given that a large proportion of the site would remain productive. As a result, there is no objection to the proposed development in relation to agricultural land classification.

Impact on the character of the area

- 6.14 Policy SP5 (Environment) of the Island Plan Core Strategy states that the Council will support proposals that protect, conserve and/or enhance the Island's natural and historic environments. All development proposals will be expected to take account of the environmental capacity of an area to accommodate new development and, where appropriate and practicable, to contribute to environmental conservation and enhancement.
- 6.15 Policy DM2 (Design Quality for New Development) states that the Council will support proposals for high quality and inclusive design to protect, conserve and enhance the Island's existing environment while allowing change to take place. The policy states that development proposals will be expected to provide an attractive built environment, be appropriately landscaped and compliment the character of the surrounding area.
- 6.16 While the application site is located within a rural area, it is in an area of lowland within the Arreton Valley basin that comprises significant areas of development related to the production of tomatoes. The areas of land close to the site include significant areas of large-scale greenhouses and

garden centres. The application site is located adjacent to the Newport to Sandown highway (Hale Common) and is therefore visually prominent.

6.17 The applicants have provided a Landscape and Visual Impact Appraisal (LVIA) which assesses the landscape and visual impact of the development from selected locations. This assesses the baseline character of the area and correctly notes the relevant Natural England National Character Area (127 Isle of Wight) and the more specific character areas defined by the East Wight Landscape Character Assessment.

6.18 The LVIA contains 17 viewpoints; 12 taken from locations close to the site and a further 5 from more distant locations. The viewpoints are listed at page 18 of the submitted LVIA, are shown on the maps in appendix 1 of this report and have been agreed with officers. Photomontages have been provided for each viewpoint, with before and after versions that show filled wireframe images of the development in order to provide an impression of its size and scale in views.

6.19 The LVIA assesses the level of impact of the development (significance of effect) by comparing the landscape sensitivity for each viewpoint, with the nature of effect based on high, medium, low and negligible categories. The significance of effect is categorised as very significant (most harmful), significant, moderate, slight and not significant (least harmful). Officer's agree with this approach and consider that it is in accordance with best practice. On this basis, the LVIA provides the following assessment for each viewpoint:

Viewpoints	Location group	Magnitude after 15 years	Significance of effect
1,2,4	Views into site from A3056	Low	Slight adverse
3,5,6	Shielded views along A3056	Negligible	Not significant/neutral
7,8	Views into site from east	Low	Slight adverse
9,10,11,12	Medium distance surround views	Negligible	Not significant/neutral
13,14,15,16,17	Long distance views from south	Negligible	Not significant/neutral

6.20 The LVIA advises that mitigation would be undertaken to reduce the impact of the proposed development and this would include the following:

- Improved tree screen along the north west boundary of the site
- Additional tree planting along the southern boundary (adjacent to the Hale Common (A3056))
- Reinstatement of a removed section of hedgerow within the south east corner of the site

- Potential secondary tree screen along the eastern boundary
- Additional tree planting surrounding the south and eastern elevations of the proposed buildings
- Additional tree planting to the north of the proposed development

The LVIA concludes that the proposals scale and mass has been designed in a sensitive manner and to avoid excessive disturbance to the landscape. The LVIA avers that mitigation planting would improve existing tree screening and that the development would not be detrimental to local landscape character.

6.21 Officers have undertaken an assessment of the development, taking into account the submitted LVIA. In terms of landscape quality, the application site is located within an undesignated landscape, approximately 2km from the AONB. The East Wight Landscape Character Assessment (LCA) defines the site as being within an area of changed countryside and close to arable farmland.

The site is within Character Area CC3 (Equestrian). According to the LCA CC3 includes the following features:

- Pastoral fields often sub-divided with highly visible paddock tape
- Presence of field shelters, stables, manure piles, hard standings, and other equestrian paraphernalia
- Can appear cluttered and urbanising in the landscape
- The areas have the ability to contribute to grassland management for the benefit of grassland species

The overall condition of the features of this character area are judged by the LCA to be **moderate** and the character of the area is judged to be **moderate**.

6.22 Arguably, the area surrounding the site is dominated by two adjoining character areas, these being Character Area CC2 (Business) and CC4 (Horticulture). CC2 includes large sites now used for business purposes outside of the main urban and settlement areas and all within the Hale Common area. The LCA refers to the presence of various large buildings such as aircraft hangars, garden centres and nurseries within the area. CC4 is, according to the LCA visually prominent within the East Wight, especially downland areas to the north and south, mainly due to the large blocks of commercial glasshouses and surrounding Leylandii hedges.

6.23 It is readily apparent from the LCA that the landscape character surrounding the site has changed significantly over the past century. The area benefits from high quality soils and over the past Century the land has been used for growing high value crops, with previous market gardens evolving to include the large-scale greenhouses that straddle the A3056 and that are readily visible from a range of locations. Officer's opinion is that this area is of local importance, rather than national or regional importance, given its own character, its distance from the AONB and the level of acknowledged landscape change and development within the area. It is considered that the landscape is not highly sensitive to change or of high landscape value and that as a result, some level of change arising from development could be accommodated, subject to scale and potential mitigation.

Distant vantage points

6.24 The landscape surrounding the site is large scale, forming a wide valley basin within which there are areas of large-scale development, but also wide zones of intensively farmed landscape, characterised by large fields separated by hedgerows or woodland. There are areas of landscape value and these surround the floodplain around the Yar and Medina Rivers, where the landscape tends to form areas of meadow where hedge lines and small pockets of scrubby woodland survive. These areas are distant from the site and are not seen to visually relate, either when seen in a wider panorama or at closer quarters.

6.25 The applicant has taken longer distance views from five viewpoints (13 to 17) and these are generally from areas to the south of the site. Viewpoints 13 and 16 are both taken from a right of way located 700m south and close to Bathingbourne Lane. From here, there are views towards the site, due to the open nature of farmland and the slightly elevated nature of the footpath. However, there is a significant tree screen within foreground views that would largely screen the development site and prevent the new buildings from being readily visible. When combined with distance, the impact of the development for these viewpoints would be **not significant**.

6.26 Viewpoints 14 and 15 are located to the south east and includes footpaths 27 and 36, at around 260m from the site. These areas share a similar land level to the site and again, the development site would be largely screened by trees within foreground views. When combined with distance, the impact of the development for these viewpoints would be **not significant**.

6.27 The final distant viewpoint has been taken from higher ground on St Martin's Down, to the south of the site. This area is within the AONB however, as the LVIA notes, the site is at great distance from the

viewpoint. The viewpoint is elevated, being located on the northern slopes of the down thus allowing clear views towards the application site. However, the views are panoramic and made complex by the wide foreground and flanks views that include a tapestry of farmland, settlements and the coast. The site is not prominent in this wide vista and even when developed, unlikely to be readily apparent. Thus, the impact of the development from this viewpoint would be **not significant**.

6.28 Officers have also assessed the impact of the development from two further distant vantage points, both from elevated locations within the AONB. The first was the Downs Road that passes the length of Arreton Down between the Robin Hill crossroads and Knighton Shute. This viewpoint reflects the views of both drivers using the highway and walkers using the many rights of way that traverse the southern slopes, that overlook the valley below.

6.29 From these locations, the views of drivers and walkers are very much directed southwest towards the valley basin due to the presence of downland to the north, which acts as a hard screen. The valley basin includes the existing greenhouse developments close to the site and these form large blocks of dominant development that readily draw the eye. Nevertheless, views are so wide that the countryside beyond remains the chief characteristic of the valley. The officer site visit showed that the application site is not visible from these areas, due to the greenhouses and tree screens that form foreground views. Thus the impact of the development from these areas would be **not significant**.

6.30 The final distant vantage point was taken from the southern end of St Georges Down, an area of downland northwest of the site that includes the Bembridge Trail. In some areas, the Trail is heavily enclosed by banks and vegetation but more open areas allow wide ranging views to the south and west over the Arreton Valley and towards Sandown Bay. However, in a similar manner to Arreton Down, the views are dominated by the existing commercial greenhouses, which block views of the application site, even when developed. Thus, the impact of the development from higher ground to the northwest would be **not significant**.

Closer vantage points

6.31 The submitted information assesses the impact of the development from numerous vantage points that are closer to the site, as listed above. Many of these can be grouped together due to similar levels of impact and their comparable locations and geographical context.

6.32 Viewpoints 1 and 2 are located directly adjacent to the application sites roadside boundary, shared with Hale Common. Viewpoints 3 and 4 are

taken from the same section of highway, but slightly further east towards Branstone Farm. Hale Common is the location from which the site is most prominent. When approaching the site from the highway to the north west, it is not visible due to the greenhouses and significant tree screens on the northern side of the highway, thus the proposed development would only become apparent when directly adjacent to its western boundary. From here, there are open views across the site, save for the low intervening roadside hedge, that offers little screening. As a result, the development would be readily visible, and change the character of the site and its immediate surroundings from farmland to a partially developed field comprising large buildings. The level of change would be readily noticeable given the size and scale of the buildings and their design.

- 6.33 The level of impact would, to an extent, be mitigated owing to the presence of existing development in the area, notably the groups of farm buildings at Holliers Farm to the south east, Branstone Farm to the east, existing cottages close to the site and the large scale greenhouses within this area of the Arreton Valley. Character Areas CC2 (Business) and CC4 (Horticulture) are located close to the site, containing their visibly dominant forms of development that are readily visible and give the area a rural but developed feel.
- 6.34 Nevertheless, from viewpoint 1, there would be open views of the front elevations of the buildings and viewpoint 2 and the cottages close to the site, further south east, there would be angled views of both the front and side (east) elevations. Viewpoints 3 and 4 would share similar views of the site, albeit at a slightly greater distance with increase tree and hedge screening between. The plans show that the building would be set back from the highway by 72m, a significant set back that would allow meaningful landscaping to be undertaken. The plans show that mitigatory landscaping would be undertaken within the field to the front of the development, including tree planting within the roadside boundary, north western boundary alongside the vehicle access and close the elevations of the building. In addition, the field would be planted with hops, which would grow to approximately 3m in height. An additional tree screen would be planted alongside the eastern boundary of the site to screen views in this direction, and the cottages to the south east.
- 6.35 Officers consider that the proposed landscaping would assist in providing meaningful screening that would alter clear views of the building, to more dappled views. Officers do consider that the level of tree planting should be increased adjacent to the building, but given the space surrounding the site, this could be secured by conditions. It is considered that the eastern tree screen and additional hedge planting would, once established, significantly reduce the landscape and visual impacts of the

development when seen from the highway and cottages south east of the site.

- 6.36 The development would remain visible from viewpoints 1 and 2, the highway around them and the cottages referred to. However, the landscaping, when combined with existing screening, would break up the form of the building and mitigate its impact. From viewpoints 3 and 4 there would be views of the upper eastern elevation and roof, but the eastern landscaping would largely screen this. Without landscaping, officers consider that the landscape and visual impact of the development would be **adverse** but that once established, the proposed landscaping would soften the appearance of the development, providing a foreground of tree and hedge planting that would reduce impacts to **moderate adverse** resulting in harm to the surrounding area.
- 6.37 Viewpoint 5 is located further east at the entrance to a property south east of Holliers Farm while viewpoint 6 is taken from Branstone Cross, towards Apse Heath. These are slightly more elevated locations due to the rising nature of the land to the east of the site. From here, views of the site are largely screened by intervening trees and buildings and thus, officers are satisfied that minor views of the proposed building's roof would be visible, but for short glimpses. Mitigation planting would reduce those views and thus, the level of impact from these locations and areas further east, would be minor and **not significant**.
- 6.38 Viewpoint 7 is located directly east of the site, along a public right of way that joins Hale Common to Winford Road. The footpath runs through attractive countryside but the officer site inspection showed that views towards the site are heavily screened by a line of trees and a small copse to the west. When walking further north views open a little, but existing trees screening and that proposed would mean that impacts would range between **not significant and slight adverse**.
- 6.39 Viewpoint 8 has been taken from the northern end of the application site, where there is another right of way. The right of way runs alongside the north eastern boundary of the site. The officer site visit showed that the southern end of the footpath allows views of the site, with the northern section screened by trees that would screen the development. There is a gap within the trees at a point at the northern tip of the application site that allows open views of the site from this location and from here, the proposed buildings but also the large proposed parking areas would be visible, at reasonably close proximity.
- 6.40 However, the submitted plans show that a belt of tree planting would be carried out adjacent to the right of way, which would, once established, screen views of the development. Moreover, the proposed tree planting

to the east of the site would provide further screening. The proposed development would remain visible due to its size, scale and intervening parking areas. However, the screening effects of existing tree screening and proposed landscaping would result in a level of impact that would be **slight adverse**, causing noticeable but not materially harmful impacts to the viewpoint or the character of the area north and north east of the site.

6.41 Viewpoints 9, 10, 11 and 12 have been taken from rural lanes that arc around north, north west and western landscape surrounding the application site, Watery Lane and Bathingbourne Lane. These lanes are enclosed by a mix of low and medium height hedges, with fields between them and the application site. The officer site visit showed that from viewpoints 9, 10 and 11 (all with Watery Lane) views towards the site are largely blocked by tall lines of trees and in the case of viewpoints 10 and 11, the propagation greenhouses west of Thompson's Garden Centre and nearby Jubilee Garden Centre. From these locations, there would be limited views of the building's roof, but these would be dappled and at distance. From viewpoint 9, the development would not be visible and therefore impacts would range between **slight adverse** for viewpoints 10 and 11 and **not significant** for viewpoint 9.

6.42 From viewpoint 12 and closer areas of Bathingbourne Lane, the application site is not readily visible, due to the hedgelines that align the highway and the more distant large trees that are north of this area. The area of land immediately north west of the application site is aligned by a tall evergreen tree screen and this blocks views of the application site and would do so the proposed building. Thus, the impact of the development for this viewpoint and the landscape surrounding it would be **not significant**.

Design and external appearance

6.43 The submitted plans show that the proposed building has been designed to reflect an agricultural character. The three sections of the building are formed of Dutch style barns that would be clad in timber. While a large building, the use of these structures and materials and the proposed dark colouring of the cladding would allow the building to reflect the appearance of a farm group. When originally submitted officers raised concerns in respect of a lack of elevational detailing and the roofline of the building.

6.44 However, revised plans have been submitted in response to officers concerns. The plans show that eaves would overhang elevations, providing shadow detailing that would enliven the appearance of the building. In addition, the use of a mix of hit and miss cladding, close boarded cladding and different shades of stain would break up otherwise

large and bland elevations. Moreover, the central ridge of the building has been dropped and this, when combined within the central tower feature would provide articulation to the form of the building. Added to this, the proposed glazed first floor feature, on the eastern side of the building, would further enliven the building. Overall, the building would appear as a modern development with an agricultural character, that officers consider appropriate to this location.

- 6.45 The appearance of the development would be further improved by the proposed range of landscaping. The plans show that the field to the front of the site would be planted with hops along with a range of tree planting alongside the building, the adjacent highway and proposed access road. The combination of this landscaping would aid the rural character of the development as well as screening the proposed building and access road.
- 6.46 The plans show that the development would include a large parking and turning area however this would be at the rear of the site, in a less visible location that would be screened by the proposed building from key vantage points. The parking and turning areas would be surrounded by proposed landscaping, which would soften the appearance of the presence of parked vehicles and allow the development to respect its rural surroundings. Therefore, the design, scale and appearance of the development is considered to be acceptable.

Conclusion

- 6.47 In conclusion, the officer site visits have shown that the landscape impact of the proposed development from distance would be **not significant**. This is due to the low-lying nature of the site and the screening effects of tree lines and hedgerows. Where visible, the site would be seen at great distance within wide panoramic vistas that would be dominated by nearby existing developments and the significant evergreen tree lines that are located close to the site.
- 6.48 From the majority of closer vantage points to the north east and west the impact of the development would be **not significant or slight adverse**. Many of these areas benefit from the tree screens close to or beyond the site and the buildings in the area, such as the greenhouses to the west. However, without mitigation the impact of the development when seen from a discrete narrow location at viewpoint 8 (directly north) would be **moderate adverse**. However, a tree belt would be planted close to this area and this would mitigate the impact to a level considered to be **slight adverse** and not materially harmful to the character of the area. It is officers opinion that from these locations, the development would not harm the landscape character of the area.

- 6.49 The greatest level of impact would be caused by the southern elevation of the development, when seen from the section of the A3056 south of the site (between Viewpoints 1 and 2). From these locations, the development would be readily visible for a noticeable duration and harmfully alter the appearance of the landscape, leading to **adverse** impacts on the surrounding area. The presence of existing development, namely the nearby greenhouses, farmsteads, cottages and Jubilee Garden Centre, would to an extent mitigate impacts owing to the slightly more developed character of the area. Nonetheless, foreground views are rural and the development would harmfully alter the backdrop of countryside.
- 6.50 As stated above, significant landscaping has been proposed and this, combined with the set-back nature of the buildings and the fact that parking areas would not be visible from these viewpoints, would reduce impacts. Moreover, the proposed buildings would have a high-quality design, that would reflect the agricultural nature of the area, so that rather than appearing stark or alien, the buildings and foreground field would have an appearance of a large farmstead, thus paying regard to the area. It is considered that these factors weigh in favour of the development, reducing its impact to **moderate adverse**, and a minor but noticeable level of harm to the area that must be balanced against the other merits of the scheme, within the 'planning balance' section of this report.

Impact on nearby properties and uses

- 6.51 While in a rural location, the application site is adjacent to several residential properties. Located adjacent to the south eastern boundary of the site is a pair of cottages (Wayside and Linfield) and to the south on the opposite side of Hale Common is a detached dwelling, The Cottage. To the west of the site is a bungalow within the grounds of Jubilee Garden Centre. The submitted plans show that the proposed building would be set at a similar ground level to all properties.
- 6.52 It is considered that the proposed development would result in a minor impact on any residential properties as a result of the size and scale of the buildings or loss of outlook, privacy or light. The bungalow within Jubilee Garden Centre would be largely screened by the thick line of trees that exist on north western boundary of the site, and which would be increased by proposed planting. Moreover, the proposed building would be set back from this property. While the proposed access road would align its boundary, it should be noted that the site would operate during daytime hours, at a time when traffic within Hale Common would generate existing levels of noise. Because the site would be closed after 18.00 hours, there would be little disruption cause by car lights.

- 6.53 The Cottage, while close to the site, is located approximately 85m from the proposed building. Because the main windows for this property face south east and north west, they face away from the site and therefore, the development would be seen at oblique angles, and with proposed landscaping, would not be readily noticeable.
- 6.54 Wayside and Lindfield are situated approximately 75m to the south east of the proposed building. While largely enclosed by trees, the upper windows of the properties would allow views to the development. However, the separation distance would significantly mitigate impacts related to the physical presence of the proposed building, as would the proposed eastern tree screen. The proposed first floor restaurant would be situated within the south east section of the building, thus being the closest element of the building to these cottages. However, it would aspect obliquely away from the rear elevations of the cottages, facing south west. When combined with distance and landscaping, the aspect of the building would prevent overlooking and disruption from customers.
- 6.55 The submitted information confirms that the brewery and its associated restaurant and visitors centre would close at 18.00 hours, thus preventing impacts to nearby properties related to noise and lighting as a result of the restaurant.
- 6.56 The central section of the proposed building would contain the brewery, with its range of equipment, including a hop kettle that would be the main source of odour. The Council's Environmental Health Officer has advised that the brewery would be used four times a week, with the brewing process lasting an hour. As a result, the officer has advised that such infrequent use would not contribute significantly to an adverse effect to sensitive receptors. The Environmental Health Officer has advised that an odour management plan be submitted and approved via conditions and this approach is considered to be acceptable.
- 6.57 In respect of noise, the Environmental Health Officer has noted the proposed external seating areas (one area directly to the front of the buildings and one at first floor level to the front of the proposed restaurant. In addition to this, other sources of noise would derive from external plant (extraction systems etc) and deliveries to the site. The officer has raised no objection in respect of noise from the proposed development and recommended that a noise control plan be submitted to control such matters.
- 6.58 In conclusion, it is considered that the proposed development would result in limited impacts to nearby properties that would not result in harm to residential amenity. The proposed brewery would be set a suitable distance from properties and intervening distances, existing landscaping,

proposed landscaping and the orientation of properties and the proposed building would mitigate impacts. Those impacts that occurred as a result of noise and odour would be controlled by planning conditions and Environmental Health legislation. As a result, it is considered that the development would comply with the requirements of policy DM2 of the Island Plan.

Impact on trees and ecology

- 6.59 The application site is not the subject of ecology designations and the officer site visit showed that it is a maintained agricultural field, that is regularly mown. There are no nationally or locally designated sites within close proximity of the site, with the nearest being 830m to the north west, with the large greenhouses between. The site does not include any protected trees or woodland, although the trees and hedgerows surrounding the site are of landscape value and likely to support wildlife.
- 6.60 The Council's Tree Officer has raised no objection to the proposed development, noting that the application is supported by a Tree Report. This highlights the presence of 23 'B' category trees and 1 'C' category tree at the site, recommending that none would be affected provided protective fencing is erected during the construction phase. The report advises that trees would not be affected by the proposed built development, because trees are all restricted to the outer boundaries. The Tree Officer has agreed with these conclusions and advised that the protective fencing should be secured. It is considered that this could be secured by condition and thus, prevent harm to high amenity trees and the ecology that they support.
- 6.61 In terms of ecology, the applicants have provided a Preliminary Ecology Appraisal, which is based on a desk top study of biodiversity records and a walkover survey. This concluded that the site is a species poor area of grassland surrounded by native hedgerows and trees, with no potential for dormice, limited habitat potential for invertebrates but potential for reptiles and habitats for nesting birds. The site showed no evidence of badgers. The Appraisal advises that there is potential for roosting bats in trees surrounding the site and foraging and commuting routes throughout the trees and hedgerows.
- 6.62 The Appraisal advises that further species surveys should be undertaken at the site, and the Council's Ecology Officer has agreed with this recommendation. However, to date the applicant's have not commissioned any further surveys. The Ecology Appraisal advises several mitigation measures to be followed in order to safeguard ecology, which include maintaining connectivity for wildlife at the site, should

nesting birds be encountered during construction that the advice of an ecologist should be sought and the installation of bird/bat boxes.

- 6.63 Further measures include a requirement for all vegetation to be cleared on a precautionary basis and by hand or light machinery to prevent harm to reptiles and outside of the hibernation season (October to March) and other species such as toads and hedgehogs. It is advised that any lighting to be installed should be suitably shielded to prevent impacts to foraging and commuting bats. In addition, it is advised that any new planting should include native species in order to enhance the site and create potential habitats, that open trenches should not be left to infill with water as these could potentially trap wildlife and, if during any stage of development of the site protected species are identified, an ecologist should be contacted to ensure compliance with wildlife regulations.
- 6.64 The Council's Ecology Officer has recommended that the mitigation measures are secured, but that detailed ecology surveys are carried out prior to determination. While the applicant has declined to provide further information, officers consider that on balance, further information could be provided via a pre-commencement condition in order to ensure that no harm would be caused to protected species that may utilise the site. That is because the proposed development would take place wholly within the area of the site that is considered to be of low ecological value, due to its use as an agricultural field.
- 6.65 The submitted plans and the Tree Report confirm that none of the trees or hedgerows at the site would be affected by the development, other than a limited section of hedgerow adjacent to the highway, that would be removed to form the new access. However, the plans show significant additional landscaping, which if undertaken within native species, would enhance the site and provide additional connectivity for wildlife. In particular, the plans show that a section of previously removed hedgerow within the south east corner of the site would be replanted, offsetting the removal of hedge to form the new access. Moreover, various tree belts and individual trees would be planted.
- 6.66 Officers advise that an ecology and landscaping strategy be provided for agreement prior to the commencement of the development (including any clearance or site preparation works) in order to secure mitigation and to set out measures that would prevent disruption and harm to wildlife during construction and operational phases, based on the suite of measures set out within the Preliminary Ecology Appraisal. In addition, no lighting should be installed without the agreement of the LPA in order to ensure that there would be no impact on commuting bats. It is considered that impacts relating to the illumination of the site would be minor, given that the site would close at 6pm each evening. Subject to these measures, it

is considered that sufficient controls would be in place to ensure that wildlife would not be harmed by this development and that enhancement would take place, in accordance with policies SP5 and DM12 of the Island Plan.

Means of access/ highway safety

- 6.67 The submitted plans show that the site would be accessed via a new priority junction, that would be located on the western corner of the site, adjoining the northern side of Hale Common (A3056), where there is an existing field gate. The junction would lead to an access road that would run between the western boundary and proposed building, to the rear of the site where there would be parking and turning areas, for visitors, staff and delivery vehicles.

Access and highway safety

- 6.68 The Island Roads Highway Engineer has raised no objection to the proposed development. Based on speed data contained within the submitted Transport Assessment, the Highway Engineer has advised that the proposed junction should include visibility splays measuring 147m in either direction, taken from a point set 2.4m back from the highway. The Engineer has confirmed that when looking north, visibility would measure 234m but to the south, deficient at 120m. However, the Engineer has advised that hedge trimming within land controlled by the applicant would overcome this issue.
- 6.69 In addition, the Highway Engineer has confirmed that all proposed parking bays would meet design standards (measuring 2.4m x 4.8m) with sufficient space for parking and turning, allowing drivers to safely enter and exit the site. Moreover, the engineer has confirmed that larger vehicles, such as coaches and busses could enter, park, turn and leave the site in forward gear. Therefore, it is considered that the proposed access and parking areas would meet highway safety standards and comply with the requirements of policy DM2 of the Island Plan.
- 6.70 Regarding highway capacity, the application has been submitted with traffic data, that showed that Hale Common has average daily road movements of 13,777. The Highway Engineer has advised some in some circumstances, a right hand turn lane would be required for developments of this nature, should the number of likely vehicle movements exceed 300 two-way movements per day. However, the engineer has advised that in this case, likely movements would equate to 200 movements per day, thus below the trigger for a right hand turn lane. Thus, the proposed priority junction is considered to be an acceptable solution for the development, not leading to congestion.

- 6.71 The Island Roads Highway Engineer has noted that the closest bus-stop to the site is located approximately 450m to the west, within Watery Lane. There are no footpaths to the bus stop, but there is a wide grass verge on the northern side of Hale Common, which allows good access by foot, but informally. The Highway Engineer has advised that a purpose built footpath should be constructed to provide a suitable means of access to the bus stop, thus improving sustainability. Officers agree that this should be a requirement should the application be approved, in order to promote sustainable means of transport to an otherwise isolated site. Given that the footpath could be constructed on highway land, it is considered that this could secure by condition.
- 6.72 The north eastern boundary of the site includes a public right way that runs within the site. The Ramblers Association has requested that the footpath is not enclosed and that any surface improvements are in keeping with a footpath within the countryside. Officers agree that the footpath should not be enclosed, nor should it be formalised with hard surfacing, as shown on the submitted plans, in order to protect the character of the right of way. Officers also agree with the Association's view that the right of way should remain open during construction. It is considered that the management of the right of way could be secured by condition.

Parking provision

- 6.73 Because the site is located within a rural area, it is categorised as falling within zone 2, as defined by the Council's Guidelines for Parking Provision as Part of New Developments SPD. The site would include a mix of industrial, restaurant, retail and office space and the plans shows that the applicant proposes to provide twenty-eight winter parking spaces, thirty-eight summer parking spaces, six disabled parking spaces, an area for staff parking suitable for circa sixteen vehicle spaces and cycle racks suitable for ten cycles.
- 6.74 Based on the guidance contained within the SPD, it is apparent that the development would comprise a suitable level of parking in compliance with policy guidance and therefore, comply with the requirements of policy DM2.

Cultural heritage

- 6.75 The site is not located close to heritage assets, with the nearest listed building located at Hale Manor Farm, approximately 1.1 km to the northwest. This is a farm group that includes the listed farmhouse (Hale Manor) and historic barns that are listed in their own right. The proposed works would alter the existing agricultural landscape to a pocket of

developed land. However, the officer site visit showed that there is no inter-visibility between Hale Manor Farm and the application site, due to the significant intervening distances, multiple lines of trees and existing buildings. Therefore, the proposed development would have no impact on this group of listed buildings. There are no further listed buildings or other heritage assets within close proximity to the site. As a result, it is considered that the development would not result in harm to the heritage assets and that the proposals would comply with policy DM11 of the Island Plan.

Flood risk and drainage

- 6.76 The application site is located within the Arreton valley basin, effectively a wide flood plain that surrounds the Medina and Eastern Yar rivers and the various contributing streams that run through the valley. Nevertheless, the site occupies a higher land level than the functional flood zone to the southwest (370m away), an area of marsh related to the Eastern Yar. The site is therefore within flood zone 1, so at the lower risk of flooding during a storm event. Due to this, the site is not at risk of flooding but given the size of the development and the amount of proposed hard standing and buildings, the site itself could result in localised flooding due to increased surface water run-off.
- 6.77 Currently, the site is not developed and therefore, the subject of greenfield run off rates for surface water. The geology within the Arreton Valley is made up off terraces of sandy gravels and loamy acidic soils and therefore, the ground is highly permeable and freely draining, as noted by the submitted flood risk and drainage strategy, which advises that an on-site attenuation and infiltration system would be suitable. It is considered that a detailed surface water drainage scheme could be secured by condition, but that based on the Flood Risk Assessment infiltration would be a suitable solution.
- 6.78 In terms of foul water, the supporting information originally stated that to connect to the public sewer would require access across third party land and therefore, had been discounted. The Environment Agency had raised objection to the applicant's intended use of an on-site treatment plant, within an area that contains main drainage.
- 6.79 Since receiving notification of the Agency's concerns regarding foul drainage, the applicants have confirmed that they would accept a condition to require connection to mains drainage. Officers consider the matter to be resolved, given that the Agency has now confirmed that they have no objection to the development, given the proposal to connect to mains drainage.

7. **Conclusion and planning balance**

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

Economic

7.2 Paragraph 80 of the NPPF states that planning policies and decisions should help create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development. The policies within the development plan are in accordance with the NPPF and policy SP3 supports the sustainable growth in the rural economy and policy SP4 supports high quality tourism products.

7.3 The proposals would deliver an expansion and diversification of an established Island brewing business, that is successful and supports rural employment. The proposed development would allow the business to provide modern premises but also the opportunity for visitors to view the brewing process within a high quality environment. According to the information that supports this planning application, the development would double the number of jobs that the business provides, which when considered in the context of rural employment, is an important number of roles. Thus, the provision of a further 9 jobs and the ability of the applicant company to expand, diversify and stabilise in an area that is adjacent to established horticultural sites would carry substantial weight.

Social

7.4 The NPPF states that the social objective is to support strong, vibrant and healthy communities, referring to supporting the community's health, social and cultural well-being. The Planning Authority has assessed the impact of the development on residential amenity, which given the relatively few residential properties close to the site, would carry limited weight in this assessment. Nonetheless, based on technical information, officer site visits and the comments of the Environmental Health Officer,

it is considered that the development would not compromise the amenity of nearby properties.

- 7.5 Moreover, the development would not impact on cultural heritage and given the provision of safe access arrangements and a new formalised footway to nearby bus stops within the A3056, the development would enhance connectivity. The provision of a moderate number of further jobs in a rural location would be likely to result in social improvements. Thus, the development would have a moderately beneficial social effect.

Environmental

- 7.6 The NPPF states that the environmental objective is to contribute to protecting and enhancing our natural, built and historic environment; including making effective use of land, helping to improve biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy. Section 15 of the NPPF (Conserving and enhancing the natural environment) states that great weight should be given to conserving and enhancing landscape and scenic beauty in Areas of Outstanding Natural Beauty and that conservation and enhancement of wildlife and cultural heritage are also important considerations in these areas. However, the site is located well away from a designated site (AONB or ecology designation). Instead, officers baseline assessment has shown the site to be in an area of low landscape value.

- 7.7 The development would not harm the built or historic environment, however, as established within this report, the development would result in material harm to the landscape, from a restricted number of viewpoints to the south of the site. However, these impacts would be largely mitigated and therefore, the development would not result in unacceptable impacts. Owing to the landscape baseline, it is considered that these impacts would result in material, but not substantial harm. When considering existing development in the area, it is considered that the development would not appear out of keeping. Officers are satisfied that the development would not harm protected species of flora or fauna.

Conclusion

- 7.8 The proposed development would result in substantial economic benefits to the rural economy, through the provision of additional rural jobs, the diversification of an established rural business and its expansion, together with a potential tourism destination. The social effects of the development would be limited and are considered to be moderately positive. While the environmental impacts would be moderately harmful, due to landscape impacts, these would relate to a specific area to the south of the site,

where the site would appear as an attractive rural development. From other locations, the impact of the development would be limited, and result in no harm. It is considered that when balanced, the economic benefits would, in the opinion of officers, weigh in favour of the proposal to an extent that would outweigh the identified landscape impacts and thus, comply with the policies within the development plan.

8. Recommendation

8.1 Conditional planning permission.

9. Statement of Proactive Working

9.1 In accordance with paragraphs 186 and 187 of the NPPF, the Isle of Wight Local Planning Authority 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 deficient in information relating to the design and appearance of the proposed buildings, a Landscape and Visual Impact Assessment and details of site drainage. Further information was provided 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 below:

001 P2

0010 P3

0011 P3

0012 P3

0015 P1

0020 P4

0021 P4

0025 P5

0028 P2

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 part of the buildings hereby approved shall be constructed above foundation level until details of the materials and finishes including the colour of cladding, roofing materials and other external finishes to be used in the construction of the external surfaces of the development hereby permitted have been submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.

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

- 4 No boundary treatments or bin stores shall be installed until details have been submitted to and approved in writing by the Local Planning Authority of the positions, design, materials and type of boundary treatment and bin stores to be erected. The boundary treatments and bin stores shall be completed before the development hereby permitted is first brought into use. Development shall be carried out and maintained in accordance with the approved details and retained thereafter.

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

- 5 No external hard surfaces for the development hereby approved shall be constructed above foundation level until details of the materials to be used for external hard surfaces have been submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.

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

- 6 No external lighting shall be installed until details of means of external lighting for the development have been submitted to and agreed in writing by the Local Planning Authority. Details shall include measures to minimise light pollution, prevent glare and impacts on protected species. The details shall confirm the operating times for external lighting. Development shall be carried and maintained out in accordance with the agreed details and be retained thereafter.

Reason: To protect the amenities of nearby residential properties, to prevent light pollution from harming the character of the surrounding area and protected species and to comply with the requirements of policies DM2 (Design Quality for New Development) and DM12 (Landscape, Seascape, Biodiversity and Geodiversity) of the Island Plan Core Strategy.

- 7 The building hereby permitted shall be brought into use until there has been submitted to and approved in writing by the Local Planning Authority a scheme of soft landscaping in accordance with the principles shown on the approved plans and supporting information. Soft landscape works shall include planting plans; written specifications (including cultivation and other operations associated with plant and grass establishment); schedules of plants, noting species, plant sizes and proposed numbers/densities. All plants shall be native species. All planting in the approved details of landscaping shall be carried out in the first planting and seeding seasons following the commencement of the approved development and any trees or plants which within a period of 5 years from the commencement of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species, unless the Local Planning Authority gives written consent to any variation.

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

8 No development shall take place until an Ecological Management Plan (EMP) has been submitted to and approved in writing by the Local Planning Authority. The EMP shall set out measures to protect wildlife during both construction and operational phases of the development, based on the principles of the Preliminary Ecology Appraisal and include detailed ecology surveys that build upon the Appraisal. The EMP shall include the following additional information:

- The methods of construction and works for clearing vegetation on a precautionary basis (by hand or using light machinery to be agreed as part of this condition) to prevent harm to protected species
- Measures to prevent open trenches from infilling with water, to prevent trapping of wildlife
- Details of working methods to prevent harm to protected species recorded through the additional species surveys
- Details of the location and number of bird and bat boxes to be installed at the site
- Methods of ensuring wildlife connectivity throughout the site
- Details of additional planting (in combination with condition 7) to ensure ecological enhancement

If during any stage of development of the site protected species are identified, an ecologist should be contacted to ensure compliance with wildlife regulations, including periods when works should cease due to nesting and hibernation seasons.

Reason: To avoid impacts to, and to ensure the favourable conservation status of protected species and habitats, in the interests of the ecological value and visual amenity of the area and to comply with the requirements of policies SP5 (Environment), DM2 (Design Quality for New Development) and DM12 (Landscape, Seascape, Biodiversity and Geodiversity) of the Island Plan Core Strategy. This is a pre-commencement condition due to the requirement to protect ecology at all stages of site works.

9 No site preparation or clearance shall begin, and no equipment, machinery or materials shall be brought onto the site for the purposes of the development hereby permitted, until details of measures for the protection of existing trees and hedgerows to be retained have been submitted to and approved in writing by the Local Planning Authority. The submitted details shall accord with the BS5837:2012 standard and include a plan showing the location of existing trees to be retained and the positions of any protective fencing. Development shall be carried out in accordance with the approved details and any protective fencing shall be erected prior to work commencing on site and will be maintained until all equipment, machinery and surplus materials related to the construction of the development have been removed

from the site. Nothing shall be stored or placed in any fenced area in accordance with this condition and the ground levels within those areas shall not be altered, nor shall any excavation be made, unless otherwise authorised by this permission or approved in writing by the Local Planning Authority.

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

- 10 Prior to the first use of the development hereby permitted, an Odour Management Plan setting out measures to control odour (including details of extract systems) from the development shall be submitted to and agreed in writing by the Local Planning Authority. The development shall be carried out in accordance with the agreed details thereafter.

Reason: To prevent annoyance and disturbance to nearby properties and uses and to comply with the requirements of policy DM2 (Design Quality for New Development) of the Island Plan Core Strategy.

- 11 Prior to the first use of the development hereby permitted, a Noise Management Plan setting out measures to control noise emissions from the development shall be submitted to and agreed in writing by the Local Planning Authority. The development shall be carried out in accordance with the agreed details thereafter.

Reason: To prevent annoyance and disturbance to nearby properties and uses and to comply with the requirements of policy DM2 (Design Quality for New Development) of the Island Plan Core Strategy.

- 12 No development shall take place until a Construction Environmental Management Plan has been submitted to and approved in writing by the Local Planning Authority. The Construction Environmental Management Plan shall identify the location of the site compound, parking, turning and delivery spaces for construction traffic, the access route to be used by construction traffic, steps to prevent material being deposited on the highway, the steps and procedures that will be implemented to minimise the creation and impact of noise, vibration and dust resulting from the site preparation, groundwork and construction phases of the development and manage Heavy Goods Vehicle (HGV) access to the site. Once approved,

the Construction Environmental Management Plan shall be adhered to at all times during the construction phase.

Reason: To prevent annoyance and disturbance to nearby properties from the development and to comply with the requirements of policy DM2 (Design Quality for New Development) of the Island Plan Core Strategy. This is a pre-commencement condition because the aim of the condition is to ensure that the construction phase is managed in a suitable manner.

- 13 The development hereby approved shall not commence (excluding site clearance works) until details of the design, surfacing, and construction of any new on site roads, footways, accesses and car parking areas, together with details of the means of disposal of surface water drainage there from have been submitted to and agreed in writing by the Local Planning Authority. The development shall be undertaken in accordance with the agreed details prior to the first use of the development hereby permitted.

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

- 14 The development hereby permitted (excluding site clearance) shall not be occupied until sight lines have been provided in accordance with the visibility splays shown on the approved plan TS7003-HW-1002. The sight lines shall be retained thereafter and nothing that may cause an obstruction to visibility when taken at a height of 1m above the adjacent carriageway/ public highway shall at any time be placed or be permitted to remain within the visibility splay.

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

- 15 Prior to the first use of the building hereby permitted, details of works to form a new 2m wide footpath link to connect the development to bus stops within Watery Lane shall be submitted to and agreed in writing by the Local Planning Authority in writing. The details shall include the location/ route of the new footpath along with means of construction and final surface materials. Development shall be carried out in accordance with the agreed details and the new footpath shall be completed prior to the occupation of the dwellings hereby approved.

Reason: In the interests of highway safety, to provide safe access to the footpath network and to comply with policies DM2 (Design Quality for New Development), DM17 (Sustainable Travel) and SP7 (Travel) of the Island Plan Core Strategy.

- 16 Prior to the first use of the building hereby permitted, details of works to upgrade the existing right of way that aligns the north east boundary of the site shall be submitted to and agreed in writing by the Local Planning Authority in writing. The details shall include the final surface materials of the footpath, measures to prevent obstruction during the construction and operational phases of the development and means of managing the safety of users of the right of way. Development shall be carried out in accordance with the agreed details and the upgraded right of way shall be completed prior to the occupation of the dwellings hereby approved.

Reason: In the interests of highway safety, to provide safe access to the footpath network and to comply with policies DM2 (Design Quality for New Development), DM17 (Sustainable Travel) and SP7 (Travel) of the Island Plan Core Strategy.

- 17 No development shall take place until a detailed scheme of drainage for the treatment of surface water from the site has been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out and be retained in accordance with the approved details. Foul drainage shall be discharged to the local mains sewer network.

Reason: To ensure that the site is satisfactorily drained, to prevent issues of localised flooding and to comply with the requirements of policies DM2 (Design Quality for New Development) and DM14 (Flood Risk) of the Island Plan Core Strategy.

- 18 The use hereby permitted shall not commence until details of delivery and dispatch time for the development have been submitted to and agreed in writing by the Local Planning Authority. The development shall be operated in accordance with the agreed details at all times.

Reason: To prevent the site from becoming a source of nuisance to nearby properties and uses and to comply with policy DM2 (Design Quality for New Development) of the Island Plan Core Strategy.

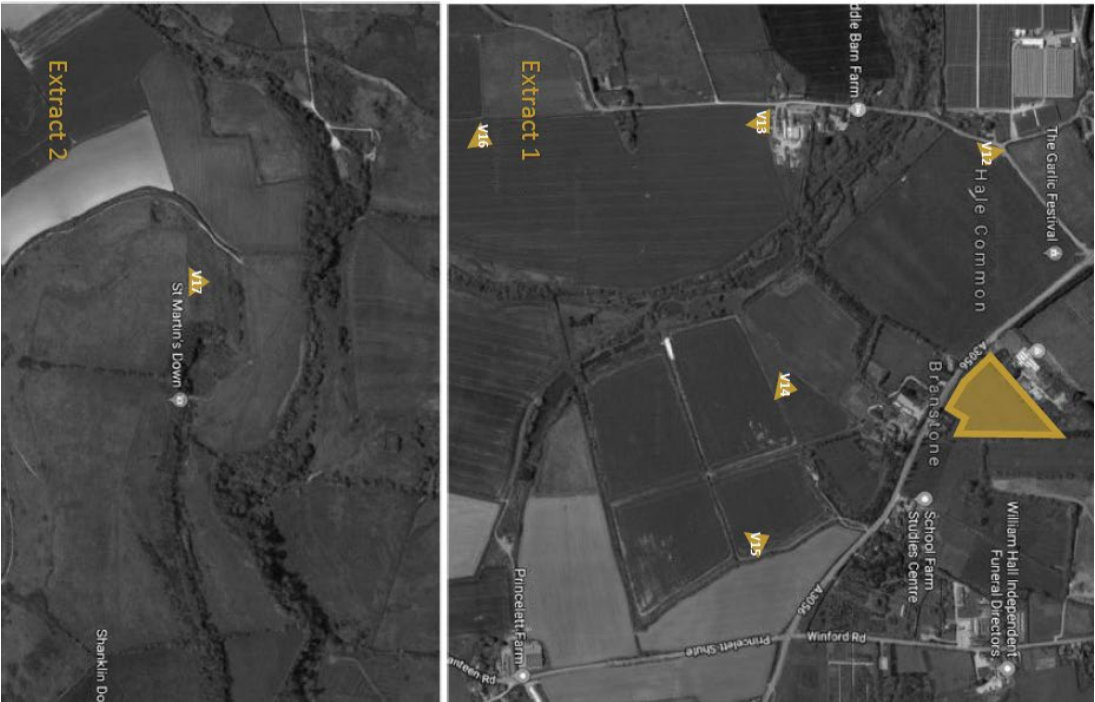
19 The use hereby permitted shall not be open outside of the following times:
07:00 to 18:00 hours Mondays to Sundays.

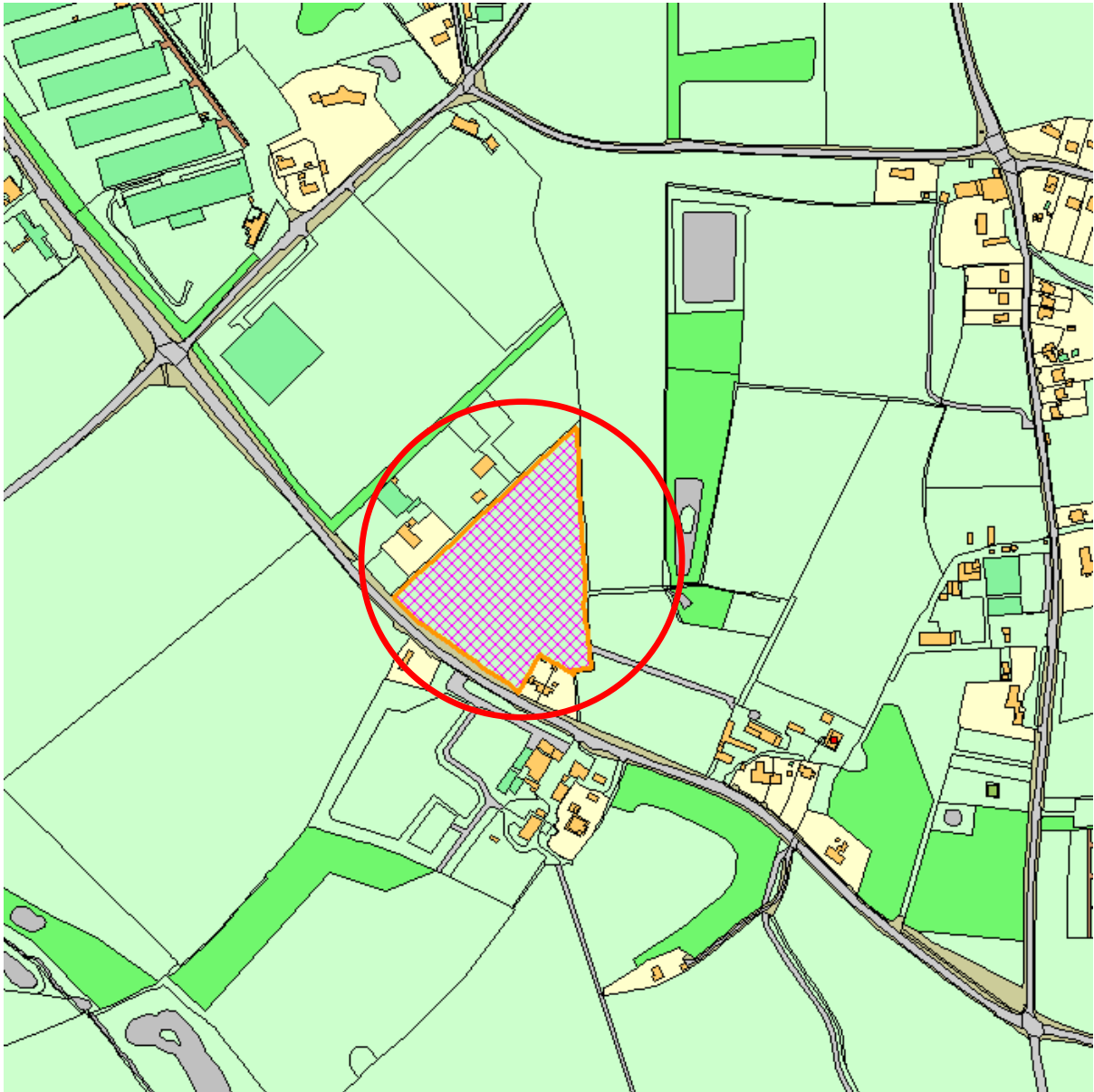
Reason: To prevent the site from becoming a source of nuisance to nearby properties and uses and to comply with policy DM2 (Design Quality for New Development) of the Island Plan Core Strategy.

Appendix 1 – LVIA viewpoints

APPENDIX 1







Scale: 1:5000

02 Reference Number: [19/01227/FUL](#)

Description of application: Proposed glamping pods, reception & ablution block, amenity ponds & associated parking (revised scheme) (revised plans)

Site Address: Land south of Newclose Cricket Grounds, Blackwater Road, Newport Isle of Wight

Applicant: Mr John Smith

This application is recommended for: Conditional Permission

REASON FOR COMMITTEE CONSIDERATION

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

- Highway/pedestrian safety
- Insufficient Parking
- Impact on neighbours (noise/odour)
- Drainage and surface water flooding
- Impact on dark skies
- Impact on ecology

MAIN CONSIDERATIONS

- Principle of the proposed development/use
- Impact on the character of the area
- Impact on neighbouring properties
- Highway Considerations
- Impact on trees
- Impact on ecology
- Drainage and surface water flooding

1. Location and Site Characteristics

- 1.1 The site lies between Blackwater Road to the east and the Sandown to Newport cycle path to the west. Newclose cricket ground lies to the immediate north and a small group of residential properties to the south. The northern extent of the site is immediately opposite the entrance to Standen House, a Grade II listed building. Dairy Cottage at Standen House and a barn at Standen House are also Grade II listed and form a 'cluster' of building with the main house.
- 1.2 The site is an undeveloped piece of land with numerous trees throughout and around the boundaries, which is believed to have been used for growing Christmas trees for selling at other site(s). There is an existing field access off

Blackwater Road.

- 1.3 The wider character of the area can be described as semi-rural, despite its proximity to Newport and the adjacent cricket club. When traveling past the site you have an impression of sporadic development in a rural setting.

2 Details of Application

- 2.1 The proposal is for 28 glamping pods and associated facilities. The glamping pods/yurts are shown to be two differing sizes (14 sqm and 30sqm), all would be circular and would consist of a heavy duty PVC material coloured olive green over a wooden structure that would sit on ground, so that there would be no foundations. The pods would surround a facilities area with a reception and ablution blocks, which would be formed of three flat roof single storey structures, located in the centre of the site.
- 2.2 Access to the site would be from the existing field gate off Blackwater Road, with a new access road leading to a parking area for 28 vehicles approximately 61 metres from the main road itself. Pedestrian paths would be provided throughout the site leading to the three zones.
- 2.3 A revised plan has been submitted during the determination process which shows the addition of a proposed permissive footpath running from the north-east corner of the site at the main road, along the northern boundary of the site, then running south and connecting to a proposed bridge to access the Newport to Sandown cycle path.
- 2.4 Two ponds would be created towards the rear of the site. These would provide ecological and landscape features with surface water being directed there.
- 2.5 To the west (rear) of the site, either side of the cycle path are two streams – these are within Flood Zones 2 and 3, which extends to the boundary of the application site. The proposed site plans show no yurts or other development/use within the most western/rear part of the site.

3 Relevant History

- 3.1 P/00150/18 - Proposed glamping pods, reception and ablution block, amenity ponds and associated car parking – Withdrawn – 04.05.2018.

4 Development Plan Policy

- 4.1 National Planning Policy

National Planning Policy Framework

Section 6 - Building a strong, competitive economy

Section 9 - Promoting sustainable transport

Section 12 - Achieving well-designed places.

Section 15 - Conserving and enhancing the natural environment

Local Planning Policy

- 4.2 The Island Plan Core Strategy defines the application site as being outside of the settlement boundaries defined by policy SP1 and within the Wider Rural Area. The following policies are relevant to this application:

SP1 - Spatial Strategy

SP3 - Economy

SP4 - Tourism

SP5 - Environment

SP7 - Travel

DM2 - Design Quality for New Development

DM8 - Economic Development

DM12 - Landscape, Seascape, Biodiversity and Geodiversity

DM13 - Green Infrastructure

DM14 - Flood Risk

DM17 - Sustainable Travel

- 4.3 The application site is located within the identified Solent Special Protection Area buffer zone and the Solent Recreation Mitigation Strategy is being used by the Isle of Wight Council in terms of requiring mitigation for impacts on the Solent Special Protection Area, as a result of increased recreational pressure from certain types of residential development that are located within 5.6km of the designated Solent Special Protection Areas.
- 4.4 The Guidelines for Parking Provision as Part of New Developments Supplementary Planning Document (SPD) was adopted by the Isle of Wight Council at its Executive meeting on 12 January 2017 and came into force on 23 January 2017.
- 4.5 The Guidelines for Recycling and Refuse Storage in New Developments Supplementary Planning Document (SPD) was adopted by the Isle of Wight Council at its Executive meeting on 12 January 2017 and came into force on 23 January 2017.

Other Council Strategies

- 4.6 Isle of Wight AONB Management Plan 2014-2019

The site is outside of this designation, but the boundary is to the west.

- 4.7 The Isle of Wight Council Tourism Development Plan

- 4.8 The Isle of Wight Council Destination Management Plan (Visit Isle of Wight)

5 Consultee and Third Party Comments

Internal Consultees

- 5.1 The Island Roads Highway Engineer has raised no objections, subject to the

imposition of conditions requiring visibility/splay lines to be provided, that any gates are set back/open inwards, along with details to be submitted and agreed for the bus stops, the pedestrian link and bridge and cycle storage facilities.

- 5.2 The Council's Tree Officer has raised no objection following the submission of revised information, subject to the imposition of conditions.
- 5.3 The Council's Rights of Way Manager raises no objection following the submission of a revised plan to provide a public footpath connecting the public right of way to the north-east of the site (A38) to the cycle path to the west. Further details would be required through a condition, including details of the path's surface and width and that it would remain available for the public for a minimum of 10 years).
- 5.4 The Council's Drainage Engineer raises no specific objection following the submission of additional information, but a condition is recommended requiring details of the drainage and disposal of surface and foul water.
- 5.5 The Council's Emergency Management Team do not raise an objection given that the proposed glamping pods would be located in flood zone 1.
- 5.6 The Council's Archaeological Officer has raised no objections, but has recommended conditions be attached, as there are archaeological features recorded on the HER within the site. They confirm that it is likely that there are alluvial deposits of high archaeological potential adjacent to the river. Excavation of the proposed ponds may encounter these deposits.
- 5.7 The Council's Ecology Officer has raised no objections, subject to the imposition of conditions requiring further surveys (badger activity, amphibians, dreys) and securing the measures set out in the ecological report.

External Consultees

- 5.8 Environment Agency has raised no objections referring to their comments on the previously withdrawn application. This noted that a soakaway used to serve a non-mains drainage system must be sited no less than 10m from the nearest watercourse, not less than 10m from any other foul soakaway and not less than 50m from the nearest potable water supply. They also outlined that a license would be required if the proposed ponds are to be filled from the river and also that an Environmental Permit may be required (recommended as an informative).

5.9 Parish/Town Council Comments

- 5.10 Arreton Parish Council raise an objection on grounds that can be summarised as follows:
- Lack of details;
 - No mention of infrastructure, especially lighting;
 - Concerns of security, no mention of CCTV, 24 hours staffing and that bridge would result in access to the rear of nearby properties
 - Should have a fire risk assessment of the site [Case Officer Note: it is

considered that this falls outside of the planning remit and covered by other legislation];

- Bus stops have been proposed but attempting to cross from the far side of the road would be extremely dangerous without a dedicated crossing;
- Inadequate parking – one space per unit and does not include staff;
- Refers to previous use for sale of Christmas trees not being in recent years, but were grown and sent to another site for sale so little traffic to/from the site;
- Little detail about drainage - waste disposal, sewage discharge and surface water run-off
- Inadequate toilet/shower facilities for number of visitors;
- No cooking, washing-up facilities;
- BBQs should not be encouraged given trees (flammable nature);
- Concerns of smoke from the wood-burning stoves [Case Officer Note: again it is considered that this falls outside of the planning remit and covered by other controls such as Environmental Health];
- There is a time limit on the cricket club of 11pm – could be difficult to enforce on this site – the siting of a marquee at the cricket club is already causing a noise nuisance to nearby residents;
- Notes the ecology survey but no mention of red squirrels;
- No indication of all-year round use;
- Insufficient details on ponds.

Third Party Representations

5.11 14 letters of objection (10 of these letters are from the same addresses) have been received the content of which can be summarised as follows:

- No information relating to the intended annual period of operation;
- Questions viability of the proposal – no catering facilities; yurts of poor quality and only suitable for limited seasonal use likely to lead to insufficient trade and market share;
- Only basic camping facilities in a dense arrangement – questions whether it would be high quality;
- Refers to previous use to grow Christmas trees, cut them down and transported off-site. No public came here;
- Substantial over intensification of the site and would have a serious and adverse effect upon the amenities of neighbouring residents, the local wildlife and the area in general;
- Considers the size of the yurts would mean the capacity of the site would be more than a 100 people at peak times – another comment says 60 and another 50;
- Noise pollution. Notes this is closer to the cricket club and its marquee which has a finish time limit of 11pm;
- Immediate neighbour to the south raises concerns of this boundary and need to screen the use/retain/reserve the trees here;
- Noise from people and vehicles;
- Smoke from wood burning stoves and bbq smoke and food cooking smells will be intrusive to local residents (neighbouring properties both uphill and downwind) and harmful to local wildlife;

- Impact on privacy of neighbouring properties;
- No noise management plan or any detail with regard to the control or reduction of potential noise pollution from the site.
- Further to EH comments does not feel a Noise Management Plan would work and refers to the nearby cricket ground and noise issues with the marquee there;
- Also queries EH Officer's comments over smoke and smells from bbqs – which could be 28 at the same time;
- No information regarding the prevention of light pollution;
- Notes tree survey but no indication of how many of the Spruce trees will be felled;
- No tree protections plan;
- No landscaping details;
- Close to two areas of AONB which would be diminished by increased levels of noise and light pollution;
- Undesirable incursion of development into the countryside
- Highway safety – concern particularly for any pedestrians accessing the site from the main road
- Adding bus stops help but a lay-by should be introduced for Newport bound buses. A traffic speed survey should be provided as this is a busy road for families to cross without a crossing point;
- Dangerous for pedestrians to use existing bus stops – nearest is about 100m away;
- Not enough parking for staff/commercial;
- Regular use by numerous cars and cyclists would increase danger and congestion;
- Questions the Highway Engineer's comments – for a crossing point to access the bus stops. Considers this would be highly dangerous;
- The road will become even busier with new stores to be opened at St Georges;
- Needs another badger survey (as the ecology survey undertaken in 2017);
- Regularly see wildlife in neighbouring gardens – include red squirrels, badgers, foxes, stoats, weasels, owls, buzzards, bats, frogs, toads, newts, slow worms;
- The Badger Trust state that a full badger survey needs to be undertaken – the submitted one is out of date, and note occasional badger deaths recorded on the road outside Newclose Cricket Club
- Not adequately addressed environmental impacts;
- No detail regarding size of pond i.e.; depth, method of construction, safety precautions, removal of spoil etc.;
- No indication where the Sewage Treatment Plant would be located and where effluent would be discharged;
- No information about the management of surface water;
- Surface water could pollute the river;
- Questions EA's comments not referring to the proposed bridge;
- Considers a Flood Risk Assessment should be carried out as water flows down from the hills; adjacent cricket ground suffers from flooding and the site is immediately adjacent to the river;

- Fire risk/fire precautions required, noting that Spruce trees are highly flammable;
- Security concerns – no details of 24-hour staffing; whether there would be gates; proposed bridge would increase the vulnerability of/to neighbouring properties;
- No information about rubbish collection;
- Lack of information about washing up facilities and waste disposal;
- The toilet block is too small for the number of people;
- Submitted documents given incorrect address (Case Officer Note: refers to the correct address as being South of Newclose Cricket Ground – this is the formal address used by the LPA and on the site notice);
- Submitted documents incorrectly refer to former commercial tree sales site – it has only been used for growing of trees and its use is agricultural;

5.12 CPRE IOW do not consider enough information has been submitted for them to be able to support the scheme. This includes land levels and difficult to assess how much of the verge to the front would be reduced (so cannot assess whether the scheme would enhance the character of the area). They are concerned on lack of parking for staff.

5.13 One comment on behalf of the Island's Invasive Species Project. This is not an objection but refers to the site having an infestation of Himalayan balsam on its banks with the River Medina and that this will need to be managed, noting also that The Invasive Alien Species Enforcement Order comes in to place on 1 December 2019 which strengthens powers and penalties relating to this plant. [Case Officer Note: a condition has been suggested relating to this].

5.14 4 third parties have commented in general support of the development, although some of the comments refer to matters which should be considered:

The Isle of Wight Local Access Forum supports the proposal as a useful addition to tourism facilities but would like to see a 3m wide permanent public bridleway path created on the northern boundary of the scheme leading from Blackwater Rd to the former railway track bed (the former permissive path – this would improve connectivity and allow users of the glamping site to access the cycle track more effectively and take families off Blackwater Rd.

3 further comments have been received in general support of the development and are summarised below:

- Supports camping facilities suitable for cycle tourists near to cycle paths – great opportunity if directly connected to the cycle path and with cycle storage on the site;
- Lives adjacent to the property and happy in principle to support a development which would enhance the local environment and economy with significant impacts on wildlife and neighbours but considers this is an opportunity to enhance the local environment and facilities – improve road safety for pedestrians and increase use of public transport; materials should blend in; additional hedging along the south boundary; alternative needed for steel roof on reception/ablution block; need to control sewage/surface water; to not impact on wildlife and trees; hours of opening

needed (i.e. seasonal);

- Ecologically sound, low impact and makes the most of the features of the surrounding area.
- It is centrally located and is on a bus route which should lead to tourists using public transport to access the site;
- It is also adjacent to the cycle route giving an easy means of getting into Newport or onto the cycle network;
- The proposal looks to be using the tree dominated nature of the site to its best advantage and the yurts could nestle nicely into the trees;
- The addition of ponds will mean that increased wildlife and biodiversity should add to the features of the camping area.

5.15 CycleWight has not raised any objections but states there needs to be access from the site onto the path on the northern side to link to the cycle network and that there is no provision for cycle parking.

6 Evaluation

Principle

- 6.1 Policy SP1 (Strategic Policy) of the Island Plan Core Strategy defines the application site as being within the Wider Rural Area where development will be resisted unless it meets a specific local need. However, it is specified that outside of defined settlements, proposals for tourism related development will be supported in principle in accordance with Policy SP4.
- 6.2 Policies SP3 (Economy) and SP4 (Tourism) seek to ensure that development proposals which can contribute to the Islands economy are supported. They also seek to direct economic employment opportunities to the key settlements but accept that tourism can benefit the rural economy. SP4 also encourages proposals which will contribute to a diverse and high-quality tourism offer, in line with the principles of the Good Practice Guide for Tourism.
- 6.3 The proposal would provide holiday accommodation within a relatively rural location within the wider rural area. However, the site is on a regular bus route and would have direct access onto the Sandown to Newport cycle path, with the revised scheme providing a direct link to the cycle path with a proposed bridge and path. This footpath would also link up with the public rights of way to the east of the site (via the footpath on the opposite side of the road from the site). Having regard to this access to sustainable transport opportunities officers consider that the site is in a good location for tourist accommodation, of this nature, which would comply with the section of Policy SP4 which encourages green and niche tourism products. It is therefore considered that the proposal would comply with Policy SP4 and would provide employment for 2 full-time and 5 part time employees and thus would contribute to the employment provision and economy of the Island.
- 6.4 Third party concerns raise a question over the viability of such a scheme and that the yurts would result in only seasonal use. Whilst the Core Strategy seeks to encourage all-year-round tourism use, the proposed yurts are a popular type of

tourist accommodation seen at a number of holiday locations across the Island (and mainland). It is not considered such a business plan is required at planning stage, noting also that the built form is relatively minor and should the use cease, a condition is suggested that this is removed from site.

- 6.5 Furthermore, several third parties refer to the site being agricultural and not commercial tree sales. In terms of this assessment, no weight has been given to its previous use and whilst the application form is not for a change of use, the application would represent a change of use, with the development set out in the proposed description of works.
- 6.6 As such, officers are satisfied that the principle of the tourist accommodation is acceptable in this instance and would comply with policy SP4.

Impact on the character of the area

- 6.7 The site is currently undeveloped comprising a large number of trees, many of which were planted in association with a Christmas tree business. The site also comprises some clearings, which would be utilised for the siting of the proposed yurts. The site slopes gently down from the road towards the river. The existing planting/trees/vegetation provides screening, so that the site of the yurts would not be readily visible from the road and cycle track.
- 6.8 The proposal would utilise the existing access with a new road extending into the site to a parking area, which would be positioned over 60 metres from Blackwater Road. It is proposed that the route through the site would be finished in gravel, which is considered to be appropriate for this rural location (as well as permeable for drainage). Officers also recommend a condition for details of the road, parking area and footpaths to be agreed, to ensure they would be finished in appropriate materials. A landscaping condition is also recommended for details of existing trees/vegetation to be retained and enhanced planting, particularly along boundaries and the car park, to ensure this existing screening is retained and enhanced. Having regard to the above officers consider this element of the proposal would result in minimal impacts to the street scene/wider landscape.
- 6.9 A number of paths would extend from the parking area to the glamping yurts and the centrally located facilities buildings. The yurts are shown to be separated into three areas, with each zone having a mix of the smaller and larger yurts. As outlined above the yurts would consist of a heavy-duty PVC material coloured olive green over a wooden structure that would sit on ground so that there would be no foundations. The olive-green colour would assist in ensuring the yurts would not appear prominent within the wooded site. The closest yurt to Blackwater Road would be approximately 28m from the road in a westerly direction. Trees/vegetation are positioned in between, which would provide significant screening. The yurts would be situated within the central core of the site with at least 21m to the closest site boundary. The number of existing trees and vegetation across the site would provide significant screening of the proposal, together with the trees/vegetation that surround the perimeter of the site. The screening provided by this vegetation is considered to ensure that there would not be any adverse impacts on the wider landscape or nearby AONB. Consideration

is also given to the submitted Design, Access and Planning Statement which includes a landscape, visual amenity and setting section, with an assessment from points close to the site – the cycle path, the main road, and from higher level views – Marvels Lane to the west, St. George’s Down to the north and east and from the footpath near the quarry (south-east) and which concludes that any views would be limited, and noting that the yurts would not be as high as existing trees and would therefore be screened from most public vantage points. . Officers agree with this assessment and consider the points taken for this assessment are appropriate.

- 6.10 The proposed facilities and reception buildings would be single storey with a flat roof and relatively small in scale so as to appear low-key. Furthermore, they would be central to the site, set back from the road and with a large number of existing trees/vegetation between the main road and the buildings and therefore officers do not consider these buildings would result in any adverse impacts visually.
- 6.11 Conditions are recommended for further landscaping enhancements and for restrictions on external lighting, along with restricting further tents, caravans and further roads/pathways, other than those set out in the plans, to ensure the character of the area is protected further.
- 6.12 Standen House, Dairy Cottage and a barn at Standen House are a group of listed buildings close to the site. However, these are set back from Blackwater Road, on the opposite side to the application site and is approximately 170m away from the closest part of the site, and with boundary hedges and the main road in between. With this distance and boundary treatments, it is not considered the proposal would result in any harm on these listed buildings nor on its setting.
- 6.13 Therefore, it is considered that the proposed holiday accommodation and associated structures/built form would not be overly prominent, would not be out of keeping in the street scene nor would have a significant impact on the wider landscape, character of the area or nearby AONB, nor on the setting of the nearby listed buildings and thus would be in accordance with Policies SP5, DM2, DM11 and DM12 of the Island Plan Core Strategy.

Impact on neighbouring properties

- 6.14 The site is within a semi-rural location but with sporadic development which includes a row of dwellings to the south. Little Birchfield is the closest property, a detached two storey dwelling which sits just to the other side of the common boundary. This dwelling has no flank windows, but there is a conservatory to the rear. The common boundary comprises a hedge and some trees. The rear garden of this property is shorter than its neighbours to the south, Birchfield House and Little Acre, which extend further westwards. Their common boundaries also comprise trees/vegetation.
- 6.15 In terms of visual impacts of the development, the closest units would be approximately 75m from the closest dwelling and 18m from the closest boundary (towards the end of this neighbouring garden). There are also a number of trees

and vegetation between the proposed units and this property, with further landscaping being recommended through a condition for a landscape plan, which would show existing planting to be retained and further planting provided. This would ensure adequate screening and separation between the glamping accommodation and the residential properties to the south,

- 6.16 Concerns have been raised by neighbours that the use would result in disturbance to these neighbouring properties. The Council's Environmental Health section has not raised an objection but does acknowledge some concerns over the potential for an adverse impact to occur from noise from customers using the campsite. However, in consultation with the Environmental Health Officer, a condition is recommended requiring a noise management plan to be submitted and agreed prior to the use commencing. Such a plan would include measures to reduce noise and disturbance and the site would need to operate in accordance with this plan. With the imposition of such a condition, officers consider that any noise generated by the use could be appropriately managed so as to result in no adverse impact on these neighbouring properties.
- 6.17 It is not considered the proposal would result in any adverse impacts on Standen House with the distance, the boundary hedges and main road in-between.
- 6.18 The Environmental Health Officer does note there is a growing trend for campsites to allow fire pits which would have the potential for smoke nuisance, which could also give rise to an adverse impact. They can also encourage sitting outside later into the evening. As such, a condition is recommended to restrict any open fires and to have only raised bbqs (also having regards to the wooded nature of the site and fire risk). Officers also note that, in terms of smoke, there would be a significant distance between the yurts and the neighbouring properties, with trees in between which would further provide a barrier, and also noting that the prevailing wind direction is away from these properties. Officers therefore consider the issue of smoke nuisance can be controlled by the imposition of such a condition. It is also noted that the yurts would have log burners but given the distance to the nearest neighbours (as above), it is not considered such smoke would result in adverse impacts on these neighbours.
- 6.19 Reference has been made to the planning approval of a marquee at the neighbouring cricket ground and that this site is closer to residential; properties and that this approval had restrictions on its use. However, a direct comparison cannot be made to this as the use differs significantly with the cricket grounds site being used for weddings and parties, which generally involve a greater number of people at one time and are events opposed to accommodation.
- 6.20 As such, with conditions requiring a noise management plan, details of any external lighting schemes, a landscaping scheme (reiterating the retention of enhancement of the southern section of the site) to be submitted and agreed, and a condition restricting open fires, officers consider that the proposed development would not result in further overlooking or a loss of privacy, and any impacts from noise can be managed through effect site management of the holiday accommodation, which includes the recommended condition relating to the management of the site and measures to reduce noise to prevent any adverse

impacts to any neighbouring residential properties in accordance with Policy DM2 of the Core Strategy.

Highway Consideration

- 6.21 It is proposed that this site be served by utilising an existing field access which forms a junction onto Blackwater Road. The main road is governed by a 40mph speed limit at the point in question. It forms part of the Islands strategic road network, being one of the main routes into Newport from the south / southeast. It is unilluminated and devoid of any footways outside the site.
- 6.22 Having regard to the number of vehicles that use the Blackwater Road and the importance of this route on the strategic highway network the Highway Engineer has confirmed that Design Manual for Roads and Bridges (DMRB) would apply. The level of vehicles using this road does not exceed the numbers which would trigger the need for more than a simple priority junction. Furthermore, whilst a stationary vehicle waiting to turn into the site would inhibit the flow of vehicles on the main road, when considering the level and nature of the development (28 tents/holiday use only) along with the fact that the associated peak traffic flows would typically fall outside of the AM/PM network peaks, the Highway Engineer states that it is not deemed to be sustainable to insist on the provision of a right turn lane in this instance.
- 6.23 The Highway Engineer states that the submitted information shows that compliant visibility splays can be achieved. A condition is recommended to ensure these are maintained.
- 6.24 The access is shown to be 12m at the highway junction narrowing to 8.0m at a 5.0m setback distance then retaining an average onsite access width of 5.5m. The Highway Engineer confirms that these dimensions are fully supported. No gate details have been proposed and therefore condition is recommended that if any gates are to be included within the access layout, then they would need to be setback to a distance of 11m from the public highway to accommodate any service vehicles that may access the site or multiple private motor vehicles, without obstructing the highway.
- 6.25 The Highway Engineer states that the onsite arrangement provides adequate space for the parking and turning of private motor cars. Officers are therefore satisfied that the on-site layout would be appropriate in respect of highway safety.
- 6.26 The Highways Engineer states that the traffic generation associated with this proposal would be deemed to not have a negative impact on the capacity of the highway/project network, nor generate any significant implications during the construction phase. On review of accident data, there have been no recorded accidents in the last 3 years within the vicinity of this site that are relevant to the proposal. The application is therefore considered to be acceptable in respect of traffic generation and would not have an unacceptable impact on the wider network.

- 6.27 The application includes for the provision of bus stops either side of Blackwater Road, to enhance visitor choice for more sustainable means of travel. Officers acknowledge that while the northern bound stop would be served by a footpath, no such facility is provided to serve the southern bound stop. However, due to the available visibility of stationary buses and the short distance one would have to walk in the carriageway or on the grass verge, this would not be deemed unacceptable and would not differ from many bus stops on the Island. The submitted information suggests that Southern Vectis have supported the location of these proposed bus stops.
- 6.28 Officers note that there is currently no connection or access to the cycle path to the west. The submitted plans show a footbridge connecting the site to the National Cycle Network (NCN23) and an indicative bridge design. This bridge would provide essential connectivity, but the suitability of the design to support the predicted loadings would need to be checked and approved by a structural engineer. A condition is therefore recommended for details of the footpath and a maintenance schedule to be submitted to and agreed with the LPA. The bridge would remain in private ownership but would be made accessible for use by all, by way of a condition/agreement.
- 6.29 The submitted layout plan clearly shows parking provision of twenty-eight vehicle bays, which have been scaled off at circa 2.4m x 4.8m. This is commensurate with the relevant SPD for a development of this type and scale. It is noted that the site is devoid of a covered cycle storage, however it is evident that there is ample space for one to be provided and therefore a condition is suggested for such details to be submitted and agreed.
- 6.30 Officers have taken into account the comments made by the highway engineer and that the use of the site for holiday accommodation would not result in a negative impact on highway network. Furthermore, that the proposal would ensure the site is accessible safely by pedestrians and cyclists with the connection to the rights of way and creation of a footbridge link and a further footpath leading to the rights of way, thus reducing vehicle movements by visitors. It is acknowledged that there are no pavements outside of the site and that visitors wishing to use the bus service would have to cross the main road (either to board a south bound bus or from exiting from one). However, officers do feel that the provision of bus stops here does provide an overall benefit to the scheme. Officers therefore consider that with the recommended conditions to ensure the site is linked to the public rights of way, and the other highway-related conditions, that the proposal is acceptable in highway terms and would accord with policies DM2 (Design Quality for New Development), DM17 (Sustainable Travel) and SP7 (Travel) of the Isle of Wight Core Strategy.

Impact on trees

- 6.31 This is a well treed site with predominantly *Picea abies* (Norway spruce) but also several large oak trees. Although it is presumed that the Spruce were originally planted as a commercial crop, they now have a collective amenity value. The oaks are of a size, age and quality that they may be considered to be veteran trees and are visible above many of the spruce trees from the road and as such

are considered to be of significant amenity value.

- 6.32 The Council's Tree Officer states that the submitted tree information recognises the amenity value of the oak trees and has some reference to the collective amenity value of the coniferous trees. There is some dispute over the grading of the oak trees within the site, and therefore the appropriate root protection area (RPA) for these. However, the Tree Officer recommends that a 15m buffer zone should be retained following completion of works, with the planting of vegetation that would help restrict use in these areas. To ensure that there would be no long-term impact on the veteran trees on site the Tree Officer also recommends the imposition of a condition to require yearly monitoring of the veteran trees and to review any impacts.
- 6.33 Officers note that the submitted information acknowledges that the existing pines have an unstable root stock and so they would be phased out once they die and be replaced by native species. This process can be controlled by way of a condition for a landscape management plan.
- 6.34 Officers therefore consider that the proposal has been designed and can be managed and controlled to have a minimal impacts on the individual and collective groupings of trees across the site which make up the characteristics of this site, utilising the existing clearings and noting that the yurts are low key structures which just sit on the ground rather than invasive foundations, and that the recommended conditions can protect these trees during construction and then during the use of the site, with landscaping conditions to retain and enhance the trees/landscaping on site.

Impact on ecology

- 6.35 The application has been submitted with a Preliminary Ecological Appraisal (with the site walk over and a separate water vole survey). Officers acknowledge that the submitted ecology appraisal was undertaken over 2 years ago but in this instance officers consider this is within a relevant timeframe, recognising that the site has not significantly changed since and that the proposal has been sensitively designed with appropriate measures set out in the ecological report including; the retention of native vegetation, improve wetland habitat onsite and the provision of ecological information for visitors to the site.
- 6.36 It is acknowledged that additional information would be required to ensure there are no adverse impacts on wildlife/ecology but Officers consider that it would be appropriate for this to be required by condition, prior to works commencing on site. Further surveys would include any badger activity and if necessary mitigation, for red squirrels' dreys prior to the removal of any spruce trees and then that suitable habitats for amphibians are provided. Such surveys are more appropriate to be carried out closer to the time of development because they are highly mobile species and both badgers and red squirrels are more generalist in their habitat types. A management plan for the eradication of Himalayan Balsam and a Construction Environment Management Plan (CEMP) would also be required detailing the construction of ponds, the timescale of works, how spoil will be managed and general good practice for construction works (i.e. not leaving deep

trenches uncovered overnight). Subsequently, any lighting would need to be sensitive to the surroundings; given bat records have been identified within the vicinity.

- 6.37 The application site is located within 5.6km of the designated Solent Special Protection Areas. The Bird Aware Strategy outlined in the policy section of this report requires that developments within these areas mitigate for the recreation pressure resulting from this nature of development, by way of a financial contribution. The applicant has stated they would enter 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.

Drainage and surface water run-off

- 6.38 The site sits between Blackwater Road and the River Medina, which is still Environment Agency controlled at this point. There is an approximate fall of 10.0m (from the OS contours) from the road to the river. There is a Southern Water mains water supply to the east of the Blackwater Road but there is no foul sewer present. The application proposes a reception and ablution block on the site, which would be connected to a 'Package Treatment Plant'. The Council's Drainage Engineer stated this would be acceptable subject to it being of sufficient capacity and maintenance and/or emptying procedures/frequencies. It is considered that this could be appropriately controlled by condition, with the recommended condition to include details of overflow connections to one of the proposed ponds.
- 6.39 The Council's Drainage Engineer states that because of the ground conditions of the site along with the presence of the water course and the slope of the land towards it, there is no requirement for details of surface water disposal from the yurts, which would 'sit' on the ground and permeable surfaces for the road, parking and footway areas would be suitable. Officers do not consider the proposed development would increase the potential for flooding but recommend a condition for details of the hardstanding areas to ensure they would be permeable surfaces.
- 6.40 Therefore, giving appropriate weight given to the underlying permeable ground conditions, the slope of the land from the road towards the watercourse to the west, officers consider that with suitable conditions imposed relating to the use of permeable hard surfacing for the access, road, parking area, footpaths and the disposal of foul water), then such drainage matters would be acceptable.

Other Matters

- 6.41 The Historic Environment Record (HER) identifies archaeological features within the development site (IWHER 7060). These comprise earthworks and cropmarks identified from air photographs during the National Mapping Programme (NMP) mapping programme and have been interpreted as field boundaries of unknown date.

- 6.42 Known archaeological deposits were recorded during field walking and archaeological excavation undertaken during the construction of the Cricket Ground immediately north of the development site, including a Pleistocene gravel terrace overlain by colluvial sediments, prehistoric worked flint scatters and below ground features including a small number of pits containing later prehistoric pottery.
- 6.43 It is likely that further similar features and deposits could be encountered during groundworks for the development, this includes the works for the reception and ablution block, any associated below ground services (e.g. for the package treatment plant), and during the excavation of ponds. It is likely that there are alluvial deposits of high archaeological potential adjacent to the river.
- 6.44 Having regard to the above, it is considered that any works or ground investigation carried out should be under archaeological supervision to ensure the recording of any archaeological or palaeoenvironmental deposits encountered, and to provide information to determine any subsequent programme of archaeological works. The Council's Archaeology Officer has recommended conditions to cover these matters and officers are therefore satisfied, subject to these conditions that the proposed development would comply with policy DM11.
- 6.45 Third parties have raised concerns with regards to the lack of information in relation to the collection of rubbish. The application form states that there would be internal provision for the storage of waste (plans show a storage area). The proposal/site would include adequate space for such storage. It is therefore considered that the proposal would conform to the refuse guidelines SPD.
- 6.46 Third parties have raised some concerns of security, including comments that the bridge would result in access to the rear of nearby properties. Officers reiterate that the proposal is to create a link to/from the site with the public right of way and not to neighbouring properties, which are set some distance away from the proposed bridge. Officers also recommend a condition for landscaping for the site and that this specifically refers to the southern boundary (the boundary with neighbours). Officers do not consider that the use of the site for tourism accommodation would result in an increase in the need for security measure as often the addition of accommodation within a location can actually increase levels of natural surveillance.

7 Conclusion

- 7.1 Having given due regard and appropriate weight to all material considerations, comments received in relation to this application and for the reasons set out above, the proposal is considered to comply with the requirements of the policies listed within this justification.

8 Recommendation

- 8.1 Conditional permission, subject to a planning obligation for the necessary contributions towards the Solent Protection Area and the maintenance of the bridge footpath for public access, together with the dedication of the footpath.

9 Statement of Proactive Working

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

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

In this instance the application was considered to be acceptable following the submission of further information, relating to the public right of way, clarification/inclusion of disabled bathroom facilities and trees.

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/labelled:

- PL01-002 Rev E Proposed Site Layout w/splays (revised, received 14/01/2020)
- PL01-003 Rev B Proposed Site layout w/zoning
- PL01-004 Rev E Proposed Plans and Elevations
- PL01-005 Visibility Splays

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

3. Notwithstanding the submitted plans, prior to the use of the site hereby approved, details of the glamping pods, reception & ablution block, including materials to be used in the construction of the external surfaces of the development, shall be submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.

Reason: In the interests of the amenities of the area, the nearby AONB and wider landscape, and to comply with Policy DM2 (Design Quality for New Development) of the Island Plan Core Strategy.

4. No development shall take place until a scheme for the drainage and disposal of surface and foul water from the development hereby permitted has been submitted to and approved in writing by the Local Planning Authority. The details shall confirm the Waste Water Treatment Works (WWTW) that will treat drainage from the development. Should the development be served by a WWTW other than the Southern Water facility at Sandown and discharge drainage into the Solent, details of a nutrient budget to prevent harmful impacts on the integrity of the Solent and Southampton Water Special Protection Area (SPA) shall be provided. Development shall be carried out in accordance with the approved scheme, which shall be completed prior to the occupation of the holiday accommodation hereby permitted and be retained thereafter.

Reason: To ensure that the site is suitably drained, to protect ground water and watercourses from pollution, to prevent harmful impacts on the Solent and Southampton Water SPA and to comply with policies SP5 (Environment), DM2 (Design Quality for New Development), DM12 (Landscape, Seascape, Biodiversity and Geodiversity) and DM14 (Flood Risk) of the Island Plan Core Strategy. This is a pre-commencement condition due to the early stage at which the drainage system would need to be installed.

5. No development shall take place until the applicant or their agents has secured the implementation of a programme of archaeological works in accordance with a Written Scheme of Investigation which has been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the agreed details.

Reason: To mitigate the effect of the works associated with the development upon any heritage assets and to ensure that information regarding these heritage assets is preserved by record in accordance with Policy DM11 of the Isle of Wight Council Island Plan Core Strategy. This condition is a pre-commencement condition to prevent damage to historic remains during excavations and construction.

6. To facilitate monitoring of the on-site archaeological works, notification of the start date and appointed archaeological contractor should be given in writing to the Local Planning Authority and the address below not less than 14 days before the commencement of any works:-

Isle of Wight County Archaeology and Historic Environment Service
Westridge Centre
Brading Road
Ryde
Isle of Wight
PO33 1QS

Reason: To mitigate the effect of the works associated with the development upon any heritage assets and to ensure that information regarding these heritage assets is preserved by record in accordance with Policy DM11 of the Isle of Wight Council Island Plan Core Strategy. This condition is a pre-commencement condition to prevent damage to historic remains during excavations and construction.

7. Prior to commencement a Construction Environment Management Plan relating to the construction of the ponds shall be submitted to and approved in writing by the LPA. This shall include the timescale of works, how spoil will be managed and general good practice for construction works (i.e. not leaving deep trenches uncovered overnight). The approved statement shall be adhered to throughout the construction period.

Reason: In order to avoid impacts to features of ecological interest and adjacent to the SINC and to comply with Policies SP5 (Environment) and DM12 (Landscape, Seascape, Biodiversity and Geodiversity) of the Island Plan Core Strategy.

8. 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.

9. Development and site clearance shall be undertaken in strict accordance with the measures detailed in the Preliminary Ecological Appraisal (Eagle Eye, January 2017) and the Water Vole Survey (Eagle Eye, April 2018).

Reason: To mitigate impacts to protected species and enhance biodiversity in accordance with Policies SP5 (Environment) and DM12 (Landscape, Seascape, Biodiversity and Geodiversity) of the Island Plan Core Strategy and the Wildlife and Countryside Act 1981, NPPF and the Natural Environment and Rural Communities Act 2006.

10. Development shall not begin until a Method Statement for removing or the long-term management /control of Himalayan balsam, to include:
 1. measures that will be used to prevent the spread of Himalayan balsam during any operations e.g. mowing, strimming or soil movement

2. contain measures to ensure that any soil brought to the site are free of the seeds/root/stem of any intrusive plant listed under the Wildlife and Countryside Act 1981, as amended.

The agreed plan shall be adhered to throughout the development.

Reason: In order to avoid impacts to features of ecological interest, that no unacceptable impact on protected species results from the development and to prevent the spread of Himalayan balsam which is an invasive species, and to comply with Policies SP5 (Environment) and DM12 (Landscape, Seascape, Biodiversity and Geodiversity) of the Island Plan Core Strategy and paragraph 109 of the National Planning Policy Framework (NPPF).

11. Prior to commencement of works a survey, (undertaken by a suitably qualified ecologist), shall be undertaken to ensure that badger activity at the site has not changed. If evidence of current use is found from any setts, no works shall commence until a further survey is carried out along with details of any mitigation measures proposed, and this shall be submitted to the planning authority for approval in writing. The works shall only be undertaken in accordance with the agreed details and any mitigation shall be implemented in full during the works and prior to the first use of the development.

Reason: To ensure mitigation and compensation is adequately provided in accordance with the aims of Policies SP5 (Environment) and DM12 (Landscape, Seascape, Biodiversity and Geodiversity) of the Island Plan Core Strategy.

12. Prior to the removal of any of the Spruce trees on the site, a survey (undertaken by a suitably qualified ecologist) for dreys shall be carried out. If evidence of current use by red squirrels is found from any dreys, no works shall commence until a further survey is carried out along with details of any mitigation measures proposed, and this shall be submitted to the planning authority for approval in writing. The works shall only be undertaken in accordance with the agreed details and any mitigation shall be implemented in full during the works and prior to the first use of the development.

Reason: To ensure mitigation and compensation is adequately provided in accordance with the aims of Policies SP5 (Environment) and DM12 (Landscape, Seascape, Biodiversity and Geodiversity) of the Island Plan Core Strategy.

13. The use hereby permitted shall not commence until details have been submitted and agreed by the Local Planning Authority for details to provide suitable habitats for amphibians to deliver additional net gains for biodiversity.

Reason: To ensure mitigation and compensation is adequately provided in accordance with the aims of Policies SP5 (Environment) and DM12 (Landscape, Seascape, Biodiversity and Geodiversity) of the Island Plan Core Strategy.

14. No development shall take place until details of the cycle/pedestrian link based on the principles of drawing number PL01-002 Rev E Proposed Site Layout w/splays (revised, received 14/01/2020) has been submitted to, and approved in writing by, the Local Planning Authority. Details shall include:
- The links to be multi-use;
 - The surface and construction of the paths;
 - The bridge required to link to the Newport-Sandown cycle path;
 - Drainage of the paths to ensure all-year-round use;
 - Tree surveys/reports where the link is proposed to go close to trees;
 - Appropriate Ecology surveys.

The development shall be carried out in accordance with the agreed details and prior to occupation/bringing the site into use, this pedestrian link from the cycle path to the north-east of the site, including the timber footbridge shall be provided.

Reason: In the interests of the amenities of the area and to provide cycle and pedestrian access to the site and improved access to the local area and comply with Policies DM2 (Design Quality for New Development) and DM17 (Sustainable Travel) of the Island Plan Core Strategy.

15. No development shall take place until details of the materials and drainage of the access road, car park and footpaths serving the yurts based on the principles of drawing number PL01-006 Proposed Site Layout with levels has been submitted to, and approved in writing by, the Local Planning Authority. Details shall include:

The development shall be carried out in accordance with the agreed details.

Reason: In the interests of the amenities of the area, the nearby AONB and wider landscape, and having regard to drainage of the site, and to comply with Policies DM2 (Design Quality for New Development) and DM14 (Flood Risk) of the Island Plan Core Strategy.

16. The use hereby permitted shall not commence until sight lines have been provided in accordance with the visibility splays shown on the approved plan PL01-002 Rev. C by the setting back of the hedgerow. Nothing that may cause an obstruction to visibility when taken at a height of 1.0m above the adjacent carriageway / public highway shall at any time be placed or be permitted to remain within that visibility splay.

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

17. The use hereby permitted shall not commence until a covered cycle storage has been installed suitable for five bicycles in accordance with details that have been submitted to and approved by the Local Planning Authority in writing. The space shall not thereafter be used for any purpose other than that approved in accordance with this condition.

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

18. Prior to occupation/bringing the site into use the development hereby approved, the bus stops, Kassel kerbing and associated footway and tactile crossing works based on the principles of drawing no. PL01-002 Rev. C shall be provided in accordance with details that have been submitted to and approved by the Local Planning Authority in writing.

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

19. The holiday accommodation hereby approved, shall not be brought into use until full details of a management scheme for the site has been submitted to and approved in writing by the Local Planning Authority. These details shall include measures to reduce noise and disturbance having regard to neighbouring properties to the south. The site shall operate out in accordance with the agreed details.

Reason: In the interests of the general amenities of the area and to safeguard the residential amenities of neighbouring properties in accordance with Policy DM2 (Design Criteria for New Development) of the Island Plan Core Strategy.

20. A base line ecological and arboricultural survey shall be carried out on the veteran trees of the site prior to the camping activities being made operational. One year after the camping activities commence, further ecological and arboricultural surveys shall be carried out to assess the impact of the activities on site upon the aforementioned veteran trees and a report compiled to make comparisons with the base line survey and make recommendations for any changes in operations needed to limit impacts where seen to be required. The surveys and report shall be submitted to and agreed in writing by the Local Planning Authority and any identified recommendations shall be carried out in accordance with the agreed details.

Reason: To mitigate impacts to the afore mentioned veteran trees in accordance with Policy SP5 Environment and Policy DM12 Landscape, Seascape, Biodiversity and Geodiversity of the Island Plan Core Strategy and the National Planning Policy Framework.

21. Prior to occupation/bringing the site into use the development hereby approved, the existing storage container in the south-east corner of the site shall be removed from site.

Reason: In the interests of the general amenities of the area in accordance with Policy DM2 (Design Criteria for New Development) of the Island Plan Core Strategy.

22. Prior to occupation/bringing the site into use the development hereby approved, details of the fencing around the ponds shall be submitted to and approved by the Local Planning Authority in writing. The fencing shall be maintained in accordance with the agreed details.

Reason: In the interests of ecology and the general amenities of the area in accordance with Policies SP5 (Environment), DM2 (Design Criteria for New Development) and DM12 (Landscape, Seascape, Biodiversity and Geodiversity) Policy of the Island Plan Core Strategy.

23. The use hereby approved shall not begin until there has been submitted to and approved in writing by the Local Planning Authority a scheme of landscaping, which shall include indications of all existing trees and hedgerows on the land, and details of any to be retained, together with new soft landscaping proposed. Details shall include the retention and enhancement of trees and vegetation/landscaping along the southern section of the site between the proposed glamping pods and parking areas and the southern boundary and to provide a 15m buffer zone around trees marked T82, T83, 88 and 89.

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.

24. All planting, seeding or turfing comprised in the approved details of landscaping shall be carried out in the first planting and seeding seasons following the occupation of the buildings or the completion of the development, whichever is the sooner, and any trees or plants which within a period of 5 years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species, unless the Local Planning Authority gives written consent to any variation.

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.

25. There shall be no open fires except in raised barbecues.

Reason: In the interests of the amenities and character of the area in accordance with Policy DM2 (Design Criteria for New Development) of the Island Plan Core Strategy.

26. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking and re-enacting that Order with or without modification), no gates shall be erected other than gates that are set back a minimum distance of 11.0 metres from the edge of the carriageway of the adjoining highway and open into the site only.

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

27. Notwithstanding the provisions of the Caravan Sites and Control of Development Act 1960 (as amended) and the Public Health Act 1936 (as amended), the 28 glamping pods shall only be sited in the location on the approved Block Plan (drawing number PL01-002 Rev E), and no further pods, yurts or other units, nor any static caravans or tents, shall be placed at the site at any time.

Reason: To protect the visual amenities of the area in general, the nearby AONB and to comply with the NPPF, Policies SP4 (Tourism), SP5 (Environment), DM2 (Design Quality for New Development) and DM12 (Landscape, Seascape, Biodiversity and Geodiversity) of the Island Plan Core Strategy.

28. No external lighting shall be installed at the site until a lighting scheme has been submitted to, and agreed in writing by, the Local Planning Authority. These details shall include; the type, height, luminance and location of external light fittings and a statement setting out curfew periods when all external lighting will be switched off. The external lighting scheme shall be installed, retained and maintained in accordance with the approved details.

Reason: To protect the visual amenities of the area and neighbouring properties and in the interests of dark skies, nature conservation and to comply with policies DM2 (Design Quality for New Development) and DM12 (Landscape, Seascape, Biodiversity and Geodiversity) of the Island Plan Core Strategy.

29. The holiday accommodation site hereby approved shall only be used for tourism purposes and not for any other purpose including uses falling within Use Class C3 of the Schedule of the Town and Country Planning (Use Classes) Order 1987 (as amended) and shall be retained within one ownership and not sold separately.

Reason: The site lies outside of a defined settlement in an area where additional permanent residential accommodation would not be acceptable, and to ensure that the accommodation hereby approved is retained for holiday use in accordance with the aims of Policy SP4 (Tourism) of the Island Plan Core Strategy.

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

Reason: To ensure that the accommodation hereby approved is retained for holiday use in accordance with the aims of Policy SP4 (Tourism) of the Island Plan Core Strategy.

31. Notwithstanding the provisions of the Caravan Sites and Control of Development Act 1960 (as amended) and the Public Health Act 1936 (as amended), no roads, pathways or hardstanding other than those shown on the approved plans shall be constructed within the application site without the prior written approval of the Local Planning Authority.

Reason: To protect the visual amenities of the area in general, the AONB and to comply with the NPPF, Policies SP4 (Tourism), SP5 (Environment), DM2 (Design Quality for New Development) and DM12 (Landscape, Seascape, Biodiversity and Geodiversity) of the Island Plan Core Strategy.

32. The structures and associated development shall be removed from the site after this use is no longer required and the land restored to its condition before the development took place.

Reason: In the interests of the amenities of the area in general and to comply with the NPPF, Policies SP4 (Tourism), SP5 (Environment), DM2 (Design Quality for New Development) and DM12 (Landscape, Seascape, Biodiversity and Geodiversity) of the Island Plan Core Strategy.

Informative(s):-

1. The applicant is advised that an Environmental Permit from the Environment Agency. Please note that the granting of planning permission does not guarantee the granting of an Environmental Permit.

For further information, it is advised to contact the Environment Agency, Canal Walk, ROMSEY, Hampshire, SO51 7LP. Customer services line: 03708 506 506; www.gov.uk/environment-agency

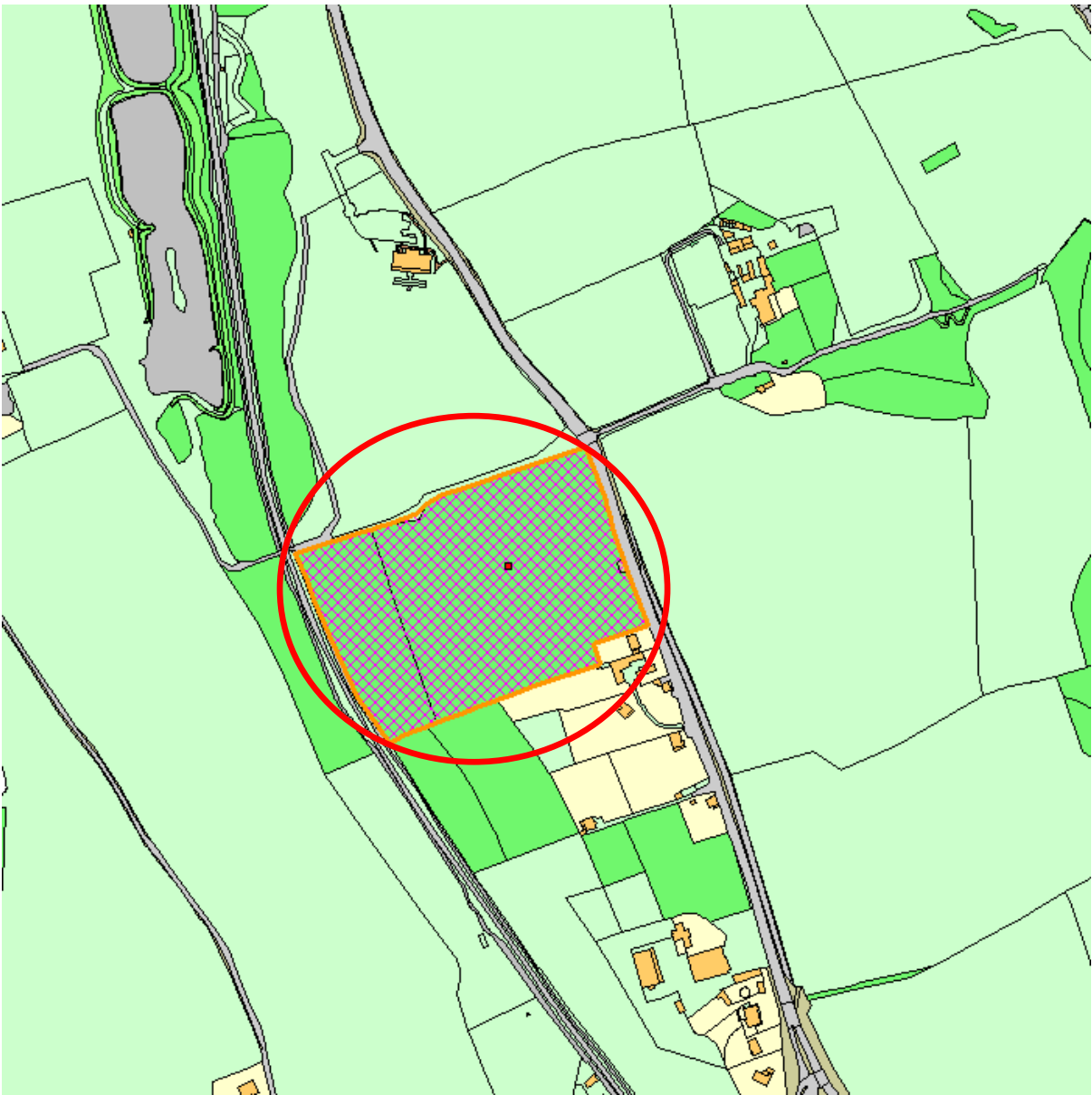
2. The applicant is advised that:

- Domestic effluent discharged from a treatment plant/septic tank at 2 cubic metres or less to ground or 5 cubic metres or less to surface water in any 24 hour period must comply with General Binding Rules provided that no public foul sewer is available to serve the development and that the site is not within an inner Groundwater Source Protection Zone;
- A soakaway used to serve a non-mains drainage system must be sited no less than 10 metres from the nearest watercourse, not less than 10 metres from any other foul soakaway and not less than 50 metres from the nearest potable water supply.
- Where the proposed development involves the connection of foul drainage to an existing non-mains drainage system, the applicant should ensure that it is in a good state of repair, regularly de-sludged and of sufficient capacity to deal with any potential increase in flow and loading which may occur as a result of the development.
- Where the existing non-mains drainage system is covered by a permit to discharge then an application to vary the permit will need to be made to reflect the increase in volume being discharged. It can take up to 13 weeks before we decide whether to vary a permit.

For further information, it is advised to contact the Environment Agency, Canal Walk, ROMSEY, Hampshire, SO51 7LP. Customer services line: 03708 506 506; www.gov.uk/environment-agency

3. The applicant is advised that the application proposes creating amenity ponds and there is no information on how these ponds will be filled - if the intention is to fill from a river and then an abstraction licence may be required – the applicant is advised by the Environment Agency to review the following guidance:

<https://www.gov.uk/guidance/water-management-apply-for-a-water-abstraction-or-impoundment-licence>



Scale: 1:5000

03 Reference Number: [20/00183/FUL](#)

Description of application: Partial demolition, alterations and extension to form 1 retail unit and a café; new public toilets facilities

Site Address: Ocean Bay Beach Shop and Public Conveniences, Pier Street, Sandown, Isle of Wight

Applicant: Isle of Wight Council

This application is recommended for Conditional Permission

REASON FOR COMMITTEE CONSIDERATION

The application relates to land which is owned by Isle of Wight Council. Third party objections to the proposal have been received which in line with the Constitution requires that this application be referred for committee consideration.

MAIN CONSIDERATIONS

- Principle of development
- Impact on the character and appearance of the site, surrounding area and designated conservation area
- Impact on neighbouring uses
- Highway considerations

1. Location and Site Characteristics

- 1.1. The application site lies on the north western side of Esplanade and to the south east of Pier Street, Sandown. It is an irregular section of land which extends along the Esplanade frontage and slopes up quite sharply to the north.
- 1.2. At present, the site incorporates a single storey building set within the slope of the land. The building operates as a beach shop and ice cream kiosk and also provides public convenience facilities. The entrance to the shop is on the south facing elevation of the building via steps or an alternative ramped access.
- 1.3. The building is fairly simple and low key in its appearance and is of a flat roof design. This means that the roof of the building is level with the

pavement of Pier Street to the north, with the building sitting at a lower level but slightly elevated from Esplanade.

1.4 The remainder of the site includes a section of Esplanade as well as two wide sets of steps providing pedestrian access between Pier Street and Esplanade.

1.5 The site lies within the designated Conservation Area of Sandown and is mixed in character. There are a variety of uses within the locality which are reflective of the seafront position of the site. These include Sandown Pier, a number of hotels, cafes, bars and other such facilities as well as residential units and other commercial premises.

2. Details of Application

2.1 Consent is sought for the redevelopment of the site to provide a total of two commercial units together with new public convenience facilities. The submitted plans detail this would be achieved through demolition of existing raised concrete platform and flowerbeds at Esplanade level and alterations to and the extension of the existing building.

2.2 It is proposed to construct a first floor extension over the existing structure in order to provide a café facility with direct access off Pier Street and provide a terrace on the seaward (Esplanade) facing elevation. This upper floor level would incorporate 'back of house' facilities as well as a counter, seating, accessible w.c. and internal staircase to the lower floor level.

2.3 The lower floor level would comprise further facilities for the proposed cafe as well as a retail unit and associated storage etc. for that use. It is also proposed to construct a separate new building to the south west to provide a total of six unisex toilets (including one accessible w.c.) and a changing places facility.

2.4 The originally submitted plans detailed that the proposal would include for the remodelling of a section of Esplanade as well as the provision of a new turning head and an uncontrolled pedestrian crossing. Following concerns raised, these elements have now been removed from the proposal.

3. Relevant History

3.1. None relevant.

4. Development Plan Policy

National Planning Policy

- 4.1. The NPPF explains that sustainable development has 3 objectives, economic, social and environmental, and that these overarching objectives are interdependent and need to be pursued in mutually supportive ways (so that opportunities can be taken to secure net gains across each of the different objectives). It adds at paragraph 9 that these objectives should be delivered through the implementation of plans and the application of policies in the NPPF, but they are not criteria against which every decision can or should be judged.
- 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 an up-to-date development plan without delay; or where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:
- i. The application of policies in the NPPF that protect areas or assets of particular importance provide a clear reason for refusing the development proposed; or
 - ii. Any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against policies in the NPPF taken as a whole.

Local Planning Policy

- 4.3 The Island Plan Core Strategy defines the application site as being within The Bay Key Regeneration Area. The following policies are relevant to this application:
- SP1 Spatial Strategy
 - SP3 Economy
 - SP4 Tourism
 - SP5 Environment
 - DM2 Design Quality for New Development
 - DM8 Economic Development
 - DM11 Historic and Built Environment
- 4.4 The Isle of Wight Tourism Development Plan.

5. Consultee and Third Party Comments

External Consultees

- 5.1 Island Roads, on behalf of the Highways Authority, initially raised concern over the highway remodelling works proposed and therefore recommended refusal. Following confirmation that those works have been removed from the scheme, the Highway Engineer has recommended a condition.
- 5.2 Southern Water have provided a generic comment on the application highlighting the requirements of the developer in relation to water and sewer works.

Third Party Representations

- 5.3 Two third party representations have been received in support of the proposal making the following points:
- Imaginative redesign of a prominent public space
 - Separation of public toilets from main building is a good idea
 - Incorporation of raised apron to front of building and potential performance space suits Sandown's modern strengths – would complement existing events
 - Great opportunity to combine modernity and tradition
 - Continued much needed regeneration of town
 - Modern clean public conveniences
 - Proposed new planting scheme, retail unit and performance area would improve this prime area of the town
- 5.4 A further three letters (including one from Cycle Wight) have been received stating support for the principle of redeveloping the site but raising the following concerns:
- Potential difficulty in leasing proposed commercial units due to seasonal nature of the area and other empty premises
 - Submitted plans misleading
 - Impact on protected views with conservation area
 - Suitability of materials – extensive glazing not in keeping with area, use of blinds would render it a 'solid' building, light pollution
 - Loss of outlook and views
 - Competition for existing outlets
 - Excessive in scale
 - Should be single storey only
 - Proposed toilets small and lack of beach shower facilities

- Potential performance area would be within new café and therefore not a public facility
- Cycle parking should allow easy access and should include re-charging point for electric bicycles
- Diversionary route should not go up Pier Street and should remain as a flat and safe route

5.5 Five third party objections have been received in relation to this application objecting on the following grounds:

- Development would block views from existing commercial outlets
- Impact on trade/business
- Loss of views
- Detrimental visual impact due to height, design and materials
- Impact on tourist economy
- Partial loss of public amenities such as public toilets and showers
- Impact on parking in the area
- Proposed materials and appearance would be out of keeping
- Size of public toilets
- Out of character and context
- Emphasis appears to be on providing retail units as opposed to public amenities
- Impact on trades – saturation of cafes and restaurants in area
- Application contains misleading information in form of street views
- New public toilets should form part of a separate application

6. **Evaluation**

Principle of development

- 6.1 The application site lies within an established commercial and tourism part of Sandown along the coastline opposite the beach and pier. The existing building on site provides facilities for visitors to the area including refreshments, seaside paraphernalia and public conveniences. These amenities complement the array of tourist facilities available in this part of Sandown including numerous hotels, pubs, restaurants and cafes as well as the pier itself and nearby residential properties.
- 6.2 This application relates to the redevelopment of the site to alter and extend the existing building to provide a retail facility and new café as well as new public conveniences and changing facilities within a separate building.
- 6.3 Policy SP3 (Economy) of the Island Plan Core Strategy states that economic growth on the Island through the plan period will be focussed

upon employment, retail and high quality tourism where development will be primarily located within the Key and Smaller Regeneration Areas.

- 6.4 In terms of tourism, policy SP4 outlines that the Council will support sustainable growth in high quality tourism and proposals that increase the quality of existing tourism destinations and accommodation across the Island. In addition, there is an aspiration to see the Island become an all year round tourism destination which develops green and niche tourism products and development proposals will be expected to reflect this.
- 6.5 The Isle of Wight Tourism Development Plan seeks to ensure that the Isle of Wight maximises the potential of the tourism industry and enables it to grow in a way that is economically, socially and environmentally sustainable. In respect of tourist attractions, the plan highlights the need to refresh and update the content of attractions across the Island and encourage new and return visitors and that priority should be given to improving the quality of all existing attractions.
- 6.6 The proposed redevelopment of this site would provide improved and enhanced facilities from those which currently exist. The resultant building would provide additional retail/commercial floor space as well as providing a separate building for public toilets and changing facilities. The addition of these would complement the existing array of amenities within the site and surrounding area. As such, it is considered that the proposal would serve to improve the existing offer of the site and contribute to improving the economic and tourism benefits and regeneration of Sandown.
- 6.7 Given that the proposed development would contribute to the improvement and regeneration of an existing and established commercial/tourism site, it is considered that it would be acceptable in principle. The application therefore accords with the requirements of policies SP3 (Economy) and SP4 (Tourism) of the Island Plan Core Strategy as well as the objectives of the Isle of Wight Tourism Development Plan.

Impact on the character and appearance of the site, surrounding area and designated conservation area

- 6.8 Policy DM2 (Design Quality for New Development) states that the Council will support proposals for high quality and inclusive design to protect, conserve and enhance the Island's existing environment while allowing change to take place. The policy states that development proposals will be expected to provide an attractive built environment, be appropriately landscaped and compliment the character of the surrounding area.
- 6.9 Further to the above, given that the site lies within the designated conservation area, there is a requirement through Section 72 of the Town

and Country Planning (Listed Buildings and Conservation Areas) Act 1990 and policy DM11 (Historic and Built Environment) to ensure that development proposals positively conserve and enhance the special character of the Island's historic and built environment.

- 6.10 The visual appearance of the existing site and building offers little to the character of the area. As such, there is no objection to the partial demolition and redevelopment of the site to improve the facilities. On this basis, the assessment of this application will be based on the detail and design of the proposal and the resultant impacts the development would have.
- 6.11 As detailed above, it is proposed to alter and extend the existing single storey building to provide a two storey structure comprising of a retail unit and new café. In addition, the development would result in the construction of a single storey building to house public toilets. Given the low key scale and appearance of the existing building, it is acknowledged that the proposal would result in a markedly different appearance to the site as a whole.
- 6.12 The resultant building would retain a comparable footprint to that of the existing building with the additional floorspace being provide through a new first floor extension. The exception to this would be the new single storey building proposed to the south west of the main building which is to provide new toilet/changing facilities. This would be a modest addition to the site that would not be excessive in terms of its footprint or scale and would effectively replace the existing raised flower beds which occupy this part of the site. Taking this into account, whilst it is acknowledged that the development would be undoubtedly larger than the existing, it would not cause the site to appear cramped or overdeveloped. Adequate circulation routes and defensible space around the built form would be retained and would ensure that the area would not feel unduly enclosed or oppressive when viewed from Esplanade.
- 6.13 The provision of a new first floor to the existing building would result in an increase to the mass and built form when viewing the site within the street scene of Pier View. At present, due to the single storey height and flat roof nature of the existing building, it is not prominent when travelling south along Pier Street towards the seafront. The proposed café would benefit from level access directly off Pier Street with the development detailed to include an outside seating area at this point and widening of the pedestrian footway. It is acknowledged that the proposed extension would result in the altered building being apparent when approaching the site from north. However, this would appear as single storey only, due to the topography of the land, and would be constructed predominantly of full height glazing. This would ensure that the resultant building would not appear unduly

prominent or overbearing within this vista with the use of glass also enabling views through the structure.

- 6.14 Concern has been raised by third parties that the proposal would result in a loss of a protected view down Pier Street towards the shoreline. Although the development would introduce additional built form at Pier Street level, this would not be excessive in either its height or footprint and would be viewed in context with the surrounding buildings. There are many large, imposing structures within the vicinity of the application site which are evident from a variety of viewpoints and noted within the Conservation Appraisal for Sandown. The resultant building would continue to appear subservient to those existing buildings by virtue of its scale and would be of a contrasting and striking design so as not to compete with them. As detailed above, given the majority of the first floor is shown to include full height glazing, this would allow views to be retained and also minimise/soften the appearance of the new first floor.
- 6.15 Turning to the design of the proposal, it is apparent that the resultant building would have a notably different appearance to the existing structure. The elevational plans provided detail a modern and contemporary design solution with a flat roof and covered terrace on the Esplanade elevation. Prominent support posts would be utilised to support the roof structure and also offer a unique design feature. The external elevations would be finished in a mix of white render and aluminium framed curtain wall systems.
- 6.16 Officers are satisfied that the proposed development would not detract from or cause any detrimental visual impacts to the character of the site or surrounding area. Whilst the resultant building would be of contemporary design, this would ensure that it would provide an appropriate contrast to the more traditional buildings that are apparent within this area. The overall form and style of the structure would enable it to integrate with the existing street scene whilst the use of materials would reflect those prevalent within the area and noted within the Conservation Area Appraisal document. The Summary of Special Interest for the Resort Centre part of the Conservation Area states “...*Bordered by tall hotels glowing with expanses of glass and bright white walls, the esplanade is conveniently linked through secret paths and short winding streets to the narrow High Street from which it is almost hidden.... The potential for restoration to revive the former glory from under a temporary coat of neglect is important to the significance of the area and its heritage value.*” Although the proposed development would not follow the traditional design/style of the existing buildings in this area, it would nonetheless complement the imposing scale of them as well as using unique design features and materials such as render and glazing.

6.17 Having regard to the above, it is considered that the development would not cause any detrimental impacts to the character of the site, surrounding area or designated conservation area. The resultant building would be appropriate in terms of its scale and mass and would not cause the site to appear overdeveloped or cramped. Whilst of a differing design/style, the modern approach would complement that more traditional buildings in the area and would not compete with them. Taking these points into account, the proposal complies with policies DM2 (Design Quality for New Development) and DM11 (Historic and Built Environment) together with the principles of the National Planning Policy Framework and Section 72 of the Town and Country Planning (Listed Buildings and Conservation Areas) Act 1990.

Impact on neighbouring uses

6.18 By virtue of the location of the application site, the existing and resultant buildings would not be immediately adjacent to any other buildings or uses. However, there are a number of other commercial/tourist uses in the vicinity and it is important to ensure that those would not be adversely impacted upon by the proposal.

6.19 The proposed building would be located a sufficient distance away from the surrounding properties to ensure that it would not appear visually prominent or intrusive, particularly when having regard to the extensively glazed nature of the first floor element. In addition, it would not cause any loss of privacy or overlooking.

6.20 Concerns have been raised by third parties/local residents that the introduction of a new first floor would 'block' views from the surrounding commercial premises which currently offer sea views. Any resultant loss of view is not a material planning consideration and as such an application cannot be refused on the basis that it would result in a loss of view, regardless of whether this would be to a commercial or residential premise. Therefore, this cannot prejudice the determination of this application. Furthermore and as detailed above, the proposed first floor would be of a flat roof design and would be largely glazed thereby allowing views through and beyond to the seafront.

6.21 Within the comments received, objection has been raised as to the impact of the proposal on other trades/businesses in the area and a "saturation" of cafes/restaurants in the area. In this regard, it must be acknowledged that the site lies within a seafront location, important for the tourism trade whereby there are a number of associated facilities for locals and visitors to enjoy. It is considered that the proposal would complement the existing array of amenities and would add to the tourist offer of this area. In addition,

business competition is not a material planning consideration and as such can be afforded no weight in this instance.

- 6.22 In light of the above conclusions, officers are satisfied that the proposal would not result in any adverse impacts to the amenities of the occupants of surrounding buildings and therefore complies with policy DM2 (Design Quality for New Development) of the Island Plan Core Strategy.

Highway considerations

- 6.23 As detailed above, the application as originally submitted included for a number of highway works, particularly along the section of Esplanade between the site and Sandown Pier. Island Roads reviewed the proposal and returned a recommendation for refusal. This recommendation was based on significant concerns in respect of highway safety due to the proposed alterations to the public highway to the front of the site.
- 6.24 In addition to the above, Island Roads also considered the proposal was deficient in detail in respect of layout (carriageway / footway running across the roadside frontage and to the northeast of Sandown Pier, the proposed Performance Space and associated access ramps, footways and steps, loading/ unloading facilities, vehicle and service access to Sandown Pier), construction details and levels so that the Local Planning Authority was unable to consider fully the effects of the proposal in terms of highway safety.
- 6.25 As a result of the level of concern raised in respect of these elements, the applicants have subsequently withdrawn the highway remodelling and re-profiling works from the development at this time.
- 6.26 Following the withdrawal of the highway works from the application, the only remaining element of concern raised by Island Roads would be the proposed footway widening works around the Pier Street entrance to the commercial unit. The application details that these works would provide a clear usable width of 2 metres between the back edge of the proposed planters and the decked area of the unit, with the planters allowing for a 450mm set back from the face of the kerb. This localised widening is supported and deemed necessary due to the anticipated uplift in pedestrian movements attributable to the proposal. However, it is questioned as to whether the use of planters would be appropriate in this instance as they would pose an additional and unnecessary maintenance issue which could have highway safety implications if the features are not maintained, such as negative impacts on pedestrian and motorist visibility. It is therefore considered that alternative street furniture to serve a similar purpose would be better suited and as such a condition has been recommended requiring further details of this element of the proposal to be submitted and agreed.

- 6.27 The site falls within Zone 2 as defined by the Council's Guidelines for Parking Provision as Part of New Developments SPD and accordance with that guidance, a development of this nature should typically provide 20 vehicle parking spaces, 10 cycle spaces and bin storage, unless evidence is presented in the form of a Parking Provision Assessment (PPA) to justify the level proposed. The application does not include for any on-site parking provision however, the application has been accompanied by a PPA which concludes that the any additional parking needs could be adequately accommodated in nearby public car parks and other on-street parking in the area.
- 6.28 Whilst it is acknowledged that the submitted survey was undertaken outside of the summer season, officers are satisfied that the site is located in a highly sustainable and accessible location in close proximity to a number of other parking opportunities and public transport links. Furthermore, it is not anticipated that the proposal would be a significant generator of vehicular traffic and instead would be more likely to attract pedestrian footfall and shared trips to the surrounding facilities and area.
- 6.29 Subject to conditions, it is considered that the revised proposal is acceptable 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.

7. Conclusion

- 7.1 For the reasons set out above, it is considered that the proposal complies with the requirements of the policies listed within this justification. Therefore, it is recommended that the development is approved subject to appropriate conditions.

8. Recommendation

- 8.1 Conditional permission.

9. Statement of Proactive Working

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

- The IWC offers a pre-application advice service; and
- 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, extensive pre-application discussions were held between the applicant and Local Planning Authority. Significant concerns were raised regarding the highway elements of the proposal however these have subsequently been withdraw and the remainder of the scheme is considered acceptable.

Conditions:

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

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

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

2374-01-0111 P6
 2374-01-0112 P5
 2374-01-0113 P4
 2374-01-0114 P4
 2374-01-0115 P4
 2374-01-0100

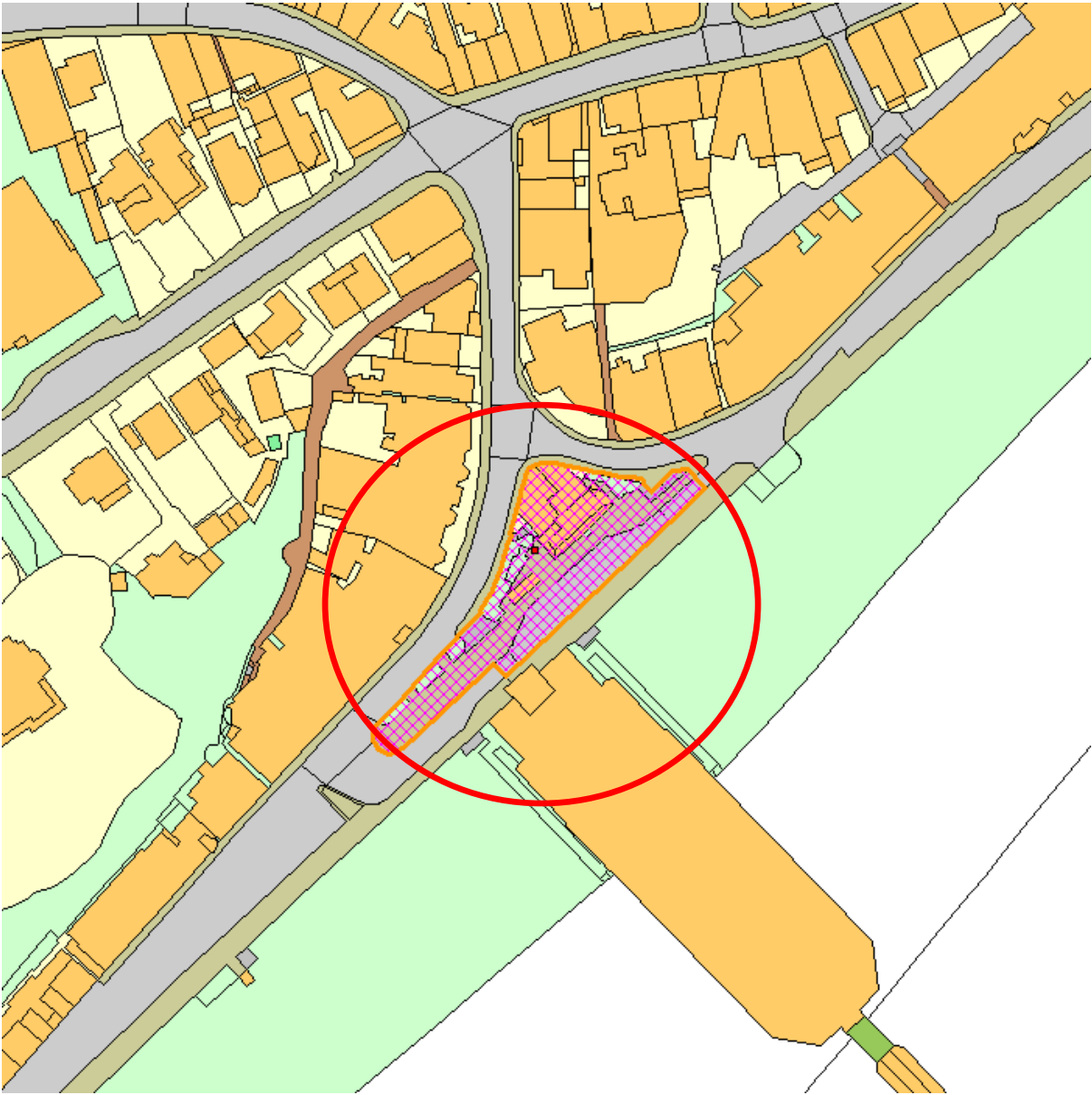
Reason: For the avoidance of doubt and to ensure the satisfactory implementation of the development in accordance with the aims of policy DM2 (Design Quality for New Development) of the Island Plan Core Strategy.

- 3 Should the materials for the external surfaces of the development hereby permitted be different to those shown on the approved plans, prior to their use in the construction of the development hereby permitted they shall be submitted to and agreed in writing by the Local Planning Authority. Development shall be carried out in accordance with the agreed details.

Reason: To ensure a high quality finish for the development in the interests of protecting the amenities of the area in accordance with policy DM2 (Design Quality for New Development) of the Island Plan Core Strategy.

- 4 Prior to commencement of works associated with the footway widening works on Pier Street hereby permitted, details of the width, alignment, gradient, drainage and construction of the footway remodelling works and associated street furniture as detailed on drawing 0112 Rev P4 dated 05.2019 about the pedestrian access serving Unit 1 from Pier Street shall be submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.

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



Scale: 1:1250