

# Public Document Pack



Monitoring Officer  
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## Agenda

Name of meeting	<b>PLANNING COMMITTEE</b>
Date	<b>TUESDAY 22 SEPTEMBER 2020</b>
Time	<b>4.00 PM</b>
Venue	<b>MICROSOFT TEAMS MEETING - ONLINE</b>
Members of the Committee	Cllrs C Quirk (Chairman), M Price (Vice-Chairman), M Beston, G Brodie, G Cameron, P Fuller, R Hollis, J Howe, J Jones-Evans, J Kilpatrick, B Tyndall and Vacancy  Cabinet Member for Planning and Housing: Cllr B Abraham (Non voting)  Democratic Services Officer: Marie Bartlett democratic.services@iow.gov.uk

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1. **Minutes** (Pages 3 - 6)

To confirm as a true record the Minutes of the meeting held on 30 June 2020

2. **Declarations of Interest**

To invite Members to declare any interest they might have in the matters on the agenda.



**To observe the meeting as a member of the public/press please use the link provided. This link will be made available 24 hours prior to the start of the meeting. Please ensure you access the meeting in good time. Committee members and pre-arranged attendees will be contacted by the committee clerk to supply the appropriate link to participate in the meeting.**

**Guidance on how to access the public meeting can be found [here](#)**

Details of this and other Council committee meetings can be viewed on the Isle of Wight Council's website at <http://www.iwight.com/Meetings/current/>. This information may be available in alternative formats on request.

3. **Public Question Time - 15 Minutes Maximum**

Questions are restricted to matters not on the agenda. Questions must be delivered in writing or by electronic mail, to Democratic Services at [democratic.services@iow.gov.uk](mailto:democratic.services@iow.gov.uk) no later than 4.00 pm on Friday, 18 September 2020 Each question must give the name and address of the questioner.

4. **Report of the Strategic Manager for Planning and Infrastructure** (Pages 7 - 88)

Planning applications and related matters.

5. **Motion submitted to Full Council 15 July 2020** (Pages 89 - 90)

To consider a Motion submitted to Full Council on 15 July 2020.

6. **Members' Question Time**

A question must be submitted in writing or by electronic mail to democratic Services no later than 4.00pm on 21 September 2020.

GEOFF WILD  
Monitoring Officer  
Monday, 14 September 2020



## Minutes

Name of meeting	<b>PLANNING COMMITTEE</b>
Date and time	<b>TUESDAY, 30 JUNE 2020 COMMENCING AT 4.00PM</b>
Venue	<b>MICROSOFT TEAMS - ONLINE</b>
Present	Cllrs Chris Quirk (Chairman), Michael Beston, George Cameron, Paul Fuller, Andrew Garratt, Richard Hollis, Julie Jones-Evans, John Kilpatrick, Matthew Price, Brian Tyndall, Shirley Smart
Also Present (non voting)	Cabinet Member for Planning and Housing: Cllr Barry Abraham (non voting)
Officers Present	Marie Bartlett, Ollie Boulter, Russell Chick, Ben Gard, Sarah Wilkinson

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### 5. Minutes

#### RESOLVED :

THAT the Minutes of the meeting held on 2 June 2020 be confirmed.

### 6. Declarations of Interest

Councillor Julie Jones-Evans declared a pecuniary interest in minute number 8 (1) 105 High Street, Sandown as she was Director of the company.

It was noted that all members on the Planning Committee knew Cllr Jones-Evans.

### 7. Public Question Time

Questions were put to the Chairman as follows :

Name	Subject	Comment
Mr Edwards	Planning Ref 19/01426/FUL and 19/01415/OUT regarding the discharge of sewerage.	The Chairman provided a written response which was available on the following link (PQ 19/20)

## 8. **Report of the Strategic Manager for Planning and Infrastructure Delivery**

### **Planning Applications and Related Matters**

Consideration was given to items 1 - 1 of the report of the Strategic Manager for Planning and Infrastructure Delivery.

#### **RESOLVED :**

THAT the applications be determined as detailed below :

The reasons for the resolutions made in accordance with Officer recommendation were given in the Planning report. Where resolutions are made contrary to Officer recommendation the reasons for doing so are contained in the minutes.

A schedule of additional representations received after the printing of the report were submitted at the beginning of the meeting and were drawn to the attention of Members when considering the application. A note is made to that effect in the minutes.

#### **Application:**

19/01438/FUL

#### **Details:**

Proposed change of use from A3 to sui generis for micro brewery and bar

105 High Street, Sandown, Isle of Wight.

#### **Public Participants:**

Mr Paul Coueslant – Supporter (Statement read out)

Mr Guy Eades – Supporter (Statement read out)

Ms Tracy Mikich – Applicant (Statement read out)

#### **Additional Representations:**

Amendments had been made to the reason for committee consideration and to paragraphs 2.1 and 6.4 of the report.

A noise management plan had been supplied by the applicant, officers consulted with Environmental Health who confirmed the plan should control noise, an amendment to Condition 3 had been proposed.

Correspondence had been received from the tenant of the flat above the application premises confirming there had not been any inconvenience from sound in the premises and that sound checks had been made.

#### **Comment:**

Councillor Debbie Andre spoke as Local Member on this item.

The Committee asked if there was sufficient toilet facilities for the number of tables proposed, officers advised that it was not a planning consideration.

**Decision:**

The Committee had taken into consideration and agreed with the reasons for the recommendation as set out under the paragraph entitled Justification for Recommendation of the report and

**RESOLVED:**

THAT the application be approved

**Amended Condition:**

3. The Noise Management Plan submitted in respect of this application shall be implemented and adhered to in full. Should the annual review outlined within the Plan raise issues a revised Plan shall be submitted to and agreed in writing with the Local Planning Authority.

Reason: In the interests of the amenities of neighbouring properties in accordance with policy DM2 (Design Quality for New Development) of the Island Plan Core Strategy.

As per report (Item 1)

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CHAIRMAN

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## ISLE OF WIGHT COUNCIL PLANNING COMMITTEE - TUESDAY, 22 SEPTEMBER 2020

### REPORT OF THE STRATEGIC MANAGER FOR PLANNING AND INFRASTRUCTURE DELIVERY

#### WARNING

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

#### Background Papers

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

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

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

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## INDEX

1	19/00921/FUL	Parish: Ryde	<b>Conditional Permission</b>
	Land Off, Nicholson Road, Ryde.	Ward: Ryde East	
	<p>Proposed infrastructure works in connection with outline for mixed use community hub and business park application 19/00922/OUT (Revised plans showing changes to the red line site/ location plans, proposed revised junction at the south west corner of the site and Smallbrook Lane, associated changes to internal road layout, drainage &amp; landscaping, changes to proposed passing bays within Smallbrook Lane and the alignment of existing hedgerows. Additional off-site highway works related to the junctions between Great Preston Road and Nicholson Road and Great Preston Road and Smallbrook Lane. Additional information relating to ecology &amp; nitrogen impacts, tree protection, highway impacts, rights of way works, drainage and landscaping. Updated design and access statement, design codes and building parameter plans.)(readadvertised application)</p>		
2	19/00922/OUT	Parish: Ryde	<b>Conditional Permission</b>
	Land Off, Nicholson Road, Ryde.	Ward: Ryde East	
	<p>Outline for mixed use community hub and business park comprising retail (A1), restaurant/cafe (A3), dwellings (C3), GP surgery (D1), leisure (D2), business (B1), general industrial (B2); formation of vehicular access (Revised plans showing changes to the red line site/ location plans, proposed revised junction at the south west corner of the site and Smallbrook Lane, associated changes to internal road layout, drainage &amp; landscaping, changes to proposed passing bays within Smallbrook Lane and the alignment of existing hedgerows. Additional off-site highway works related to the junctions between Great Preston Road and Nicholson Road and Great Preston Road and Smallbrook Lane. Additional information relating to ecology &amp; nitrogen impacts, tree protection, highway impacts, rights of way works, drainage and landscaping. Updated design and access statement, design codes and building parameter plans)(readadvertised application)</p>		

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**1 & 2 Reference Numbers: 19/00921/FUL & 19/00922/OUT**

**Description of applications:**

19/00921/FUL

**Proposed infrastructure works in connection with outline for mixed use community hub and business park application 19/00922/OUT (Revised plans showing changes to the red line site/ location plans, proposed revised junction at the south west corner of the site and Smallbrook Lane, associated changes to internal road layout, drainage & landscaping, changes to proposed passing bays within Smallbrook Lane and the alignment of existing hedgerows. Additional off-site highway works related to the junctions between Great Preston Road and Nicholson Road and Great Preston Road and Smallbrook Lane. Additional information relating to ecology & nitrogen impacts, tree protection, highway impacts, rights of way works, drainage and landscaping. Updated design and access statement, design codes and building parameter plans) (re-advertised application)**

19/00922/OUT

**Outline for mixed use community hub and business park comprising retail (A1), restaurant/cafe (A3), dwellings (C3), GP surgery (D1), leisure (D2), business (B1), general industrial (B2); formation of vehicular access (Revised plans showing changes to the red line site/ location plans, proposed revised junction at the south west corner of the site and Smallbrook Lane, associated changes to internal road layout, drainage & landscaping, changes to proposed passing bays within Smallbrook Lane and the alignment of existing hedgerows. Additional off-site highway works related to the junctions between Great Preston Road and Nicholson Road and Great Preston Road and Smallbrook Lane. Additional information relating to ecology & nitrogen impacts, tree protection, highway impacts, rights of way works, drainage and landscaping. Updated design and access statement, design codes and building parameter plans) (re-advertised application)**

**Site Address: Land off Nicholson Road, Ryde, Isle of Wight**

**Applicant: Mr Paul Thomas (Isle of Wight Council)**

**These applications are recommended for: conditional permission**

## **REASON FOR COMMITTEE CONSIDERATION**

The applications relate to land which is owned by Isle of Wight Council and relates to a large-scale development which raises Island wide issues. In line with the Council's Constitution, this application has been referred for committee consideration.

## **MAIN CONSIDERATIONS**

- Principle including matters relating to employment land and residential uses
- Development of agricultural land/ minerals designations
- Design and layout
- Impact on the character of the area
- Impact on heritage assets
- Impact on nearby properties and uses
- Transport and highway considerations
- Rights of Way
- Impact on ecology and trees
- Flood risk and drainage
- Ground conditions

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

- 1.1. The application site covers an area of 15.1 hectares, located within the south eastern area of Ryde approximately 1.4km from the town centre. The site is located immediately to the south of the existing employment site within Nicholson Road, which includes large industrial and office units occupied by uses such as a Royal Mail sorting office, a health & beauty supplier and building supply depots. Immediately to the south of the site is Smallbrook Lane and countryside beyond, which benefits from outline planning permission for a mix of housing and commercial uses (P/01456/14). To the east of the site are areas of housing arranged around Great Preston Road while to the west there is a railway line and a mix of woodland and fields beyond.
- 1.2 The application site is currently pasture, enclosed by mature hedgerows that include larger trees. The site occupies a slightly elevated area of the surrounding landscape and slopes down to the Monktonmead Brook and railway line to the west. The land level falls from around 38m AOD on the eastern boundary to 10m AOD on the western boundary. The lowest section of the site includes an area of meadowland. The site is currently accessed via a field gate that adjoins the northern side of Smallbrook Lane. There is a right of way that aligns the northern boundary of the site and this connects a right of way that aligns the railway line to the west and Great Preston Road to the east.

## **2. Details of Applications**

- 2.1 Two planning applications have been submitted for this site, which are inter-linked. The first, 19/00921/FUL, seeks full planning permission for the access and infrastructure works related to the overall development and these would include new internal roads and their associated earthworks, a new roundabout junction onto Smallbrook Lane & connection to the Nicholson Road, various drainage channels, swales and balancing ponds, landscaping, lighting and other associated infrastructure works.
- 2.2 The application site would be accessed via two locations, the first being a connection to the existing spine road that serves the Nicholson Road industrial estate, directly north of the application site. The plans show that the road would simply be extended into the site, with a crossing point for an existing right of way at the site entrance. The second access would take the form of a new compact roundabout, located within the south west section of the site and Smallbrook Lane. The roundabout would include both pedestrian and cycle links and have the ability to allow a further junction to be added, to provide access to the nearby Pennyfeathers housing development, should it be constructed.
- 2.4 In terms of off-site works, the planning application proposes various alterations to the highway network; a new passing bay would be provided within Smallbrook Lane, east of the proposed new roundabout access. In addition, the applicants have proposed alterations to the junction between Smallbrook Lane and Great Preston Road. These works would include widening the junction to allow the formation of right and left turn lanes on the approach to Great Preston Road as well as improvements to visibility splays. The applicants also propose a new mini roundabout to replace the existing 'T' junction at the junction between Alexandra Road and St John's Hill, north of the site.
- 2.5 The application includes the following proposed off site highway works:
- Passing bay on Smallbrook Lane
  - Alteration to the junction between Smallbrook Lane and Great Preston Road
  - Mini roundabout at the junction between Alexandra Road and St. John's Hill
  - Relocation of bus stops on Great Preston Road
  - Provision of a pedestrian crossing point within Great Preston Road
  - Dropped kerb crossing at the junction of Nicholson Road
- 2.6 The plans show that a new central boulevard would be provided south of Nicholson Road. Running north-south, this would provide the main access to the site, connecting the new roundabout onto Smallbrook Lane to Nicholson Road. Two further cul-de-sac access roads would run east of the central

boulevard to serve the business uses that would occupy the eastern section of the site.

- 2.7 The plans also show various pedestrian routes/ pavements throughout the site and these would form part of the full planning application, along with the swales, drainage channels and underground infrastructure that would direct surface water to the balancing ponds within the western section of the site and the outfall onto Monktonmead Brook as well as foul water infrastructure, including a pumping station, a substation and gas governor. The landscaping works around the balancing ponds also form part of the proposals.
- 2.8 The second planning application, 19/00922/OUT, seeks outline permission for the various buildings and uses at the site and the remaining landscaping. The matters for consideration at this stage are limited to access, with the scale, appearance and landscaping to be considered at a later stage. Therefore, indicative drawings have been provided to demonstrate the likely layout, design and scale of proposed buildings and surrounding spaces. These will be discussed in detail within the main report. The plans show that buildings would be arranged in three character areas, that would include a community hub to be located adjacent and west of the northern access to the site, an office campus to be located on the western side of the access road and the larger business park that would occupy the eastern side of the site.
- 2.10 The proposed community hub would form the entrance to the site and the supporting information states that it would act as a new civic hub for the southern area of Ryde and a focal point for the business park. The hub would include space for a gym, GP surgery, pharmacy, community café, a small element of retail and 15 dwellings. The uses would be accommodated in 4 buildings ranging between single and 5 storeys, arranged around a central square. A sequence of wide steps to the west of the square would lead to a secret garden that would overlook the open space within the western area of the site. A car parking area would be located immediately north of the community hub.
- 2.11 The office campus would be located to the south of the community hub, overlooking the balancing ponds and open space to the west. The campus would be set at a lower level than the main access road, with a landscape belt and parking area between. The office campus would include four three-storey office blocks with flat roofs that would include green planting, arranged around a narrow open space and be reached by a wide boardwalk.
- 2.12 The eastern side of the site would include industrial style buildings that would accommodate a mix of general and light industrial uses. The indicative drawings show that these would be larger rectangular buildings arranged around shared courtyard spaces that would provide on-site parking and circulation spaces. The parameter plans show that the buildings would range in height between 25m (the community hub) and 9m.

2.13 The supporting information states that a total of up to 28,000 m2 GIA of floorspace would be provided throughout the site, that would include the following uses:

- 299 sqm of retail
- 120 sqm café
- 4,746 sqm of office space
- 5,072 sqm of light industrial uses
- 14,638 sqm of B2 general industrial uses
- 1,216 sqm Drs surgery
- 869 sqm of community uses

2.14 In terms of landscaping, the plans show that the majority of the large mature hedges at the site would be retained, to form green corridors throughout the site. These would be arranged on an east-west and north-south alignment connecting the western open space/ wetland area to the remaining site boundaries and central areas of the site. Pedestrian routes would follow these areas, providing access across the site and to existing access points, such as the public footpaths to the north and west.

2.15 The supporting information confirms that the site could be developed in a phased manner as shown in the plan at appendix 1 of this report. The current proposed approach sets out the following stages for the delivery of the development:

On site access arrangements to be provided in accordance with the full planning application, followed by the outline proposals below.

Phase 1 – delivery of the community hub, upgraded junction onto Nicholson Road, landscaped east to west route, landscape buffers for the southern boundary and attenuation ponds required for this phase.

Phase 2 – development of the office campus buildings and supporting infrastructure, remaining attenuation ponds, new highways connection to Smallbrook Lane and all enabling works for business park phases 2B, 2C and 2D

Phase 3 – development of general industrial units in business park phase 3B

Phase 4 – development of general industrial units and all enabling works for business park phases 4B and 4C

### **3. Relevant History**

3.1. The site has not been the subject of planning applications but is allocated for employment uses within the Island Plan Core Strategy. However, it should be

noted that outline planning permission has been granted for a housing led development on land south of the application, known as Pennyfeathers (P/01456/14). This grants outline consent for a maximum of 904 residential units, a school, community centre, commercial buildings, the relocation of Westridge Garage, a community energy centre, a sports building and changing rooms along with structural landscaping, play areas and associated highway improvements. The permission was issued on 1<sup>st</sup> September 2017.

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

##### **National Planning Policy**

- 4.1. The National Planning Policy Framework (NPPF) advises that the purpose of the planning system is to contribute to the achievement of sustainable development. The NPPF confirms that in the context of sustainable development the planning system has three overarching objectives, which are economic, social and environmental objectives, which are interdependent. The NPPF states that there is a presumption in favour of sustainable development.
- 4.2 Section 6 (Building a strong, competitive economy) of the NPPF states that planning policies and decisions should help create conditions in which business can invest, expand and adapt. The NPPF goes on to advise that 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.
- 4.3 Section 8 of the NPPF states that planning policies and decisions should promote social interaction, including opportunities for meetings between people who might not otherwise come into contact with each other – for example through mixed-use developments, strong neighbourhood centres, street layouts that allow for easy pedestrian and cycle connections within and between neighbourhoods, and active street frontages. The NPPF also advocates access to a network or high-quality open spaces and opportunities for sport and physical activity in order to promote health and well-being.

Section 12 (Achieving well-design places) of the NPPF states that planning decisions should ensure that developments:

- a) Will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;
- b) Are visually attractive with good architecture, efficient site layout and appropriate and effective landscaping;
- c) Are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change;



- d) Establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit; and
- e) Optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development.
- f) Create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users<sup>46</sup>; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

## Local Planning Policy

4.4 The Island Plan Core Strategy defines the application site as being within the settlement boundary for Ryde and the Ryde Key Regeneration Area. The site is partially within a mineral safeguarding area. The site is also allocated for employment purposes by policy SP3 (Economy). The following policies are relevant to this application:

- SP1 Spatial Strategy
- SP2 Housing
- SP3 Economy
- SP3(d) South of Nicholson Road
- SP4 Tourism
- SP5 Environment
- SP6 Renewables
- SP7 Travel
- SP8 Waste
- SP9 Minerals
  
- DM2 Design Quality for New Development
- DM3 Balanced Mix of Housing
- DM4 Locally Affordable Housing
- DM7 Social and Community Infrastructure
- DM8 Economic Development
- DM9 Town Centres
- DM11 Historic and Built Environment
- DM12 Landscape, Seascape, Biodiversity and Geodiversity
- DM13 Green Infrastructure
- DM14 Flood Risk
- DM17 Sustainable Travel
- DM20 Minerals
- DM22 Developer Contributions

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

Other relevant guidance

- 4.6 Isle of Wight Regeneration Strategy 2019 – 2030
- 4.7 Island Transport Plan (ITP) – this sets out the transport strategy for the Isle of Wight and covers the period from 2011 to 2039

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

### Internal Consultees

- 5.1 The Council's Archaeological Officer has commented that pre-commencement site investigations would be required and recommended that information is secured via a pre-commencement condition.
- 5.2 The Council's Environmental Health Officer considered the impact of the development on nearby properties and uses, taking into account air quality, noise and general disturbance. The Officer raised no objection to the proposals and recommended conditions.
- 5.3 The Council's Rights of Way Manager supported the proposed works to rights of way but requested detailed drawings of onsite works and off-site improvements at a later stage. The comment highlighted that a connection could be made between the south west corner of the site and the southern end of R54.
- 5.4 The Council's Ecology Officer welcomed the applicant's proposed suite of ecological mitigation and avoidance measures and requested conditions to control the development.
- 5.5 The Council's Tree Officer raised no objection to the scheme, following the receipt of additional information and proposals to condition impacts on specific trees during construction.

### External Consultees

- 5.6 Island Roads confirmed that the proposed on-site access and parking arrangements would be acceptable and that the proposed compact roundabout within Smallbrook Lane would meet design standards. Island Roads also confirmed that proposed improvements to the junction between Nicholson Road and Great Preston Road would meet design standards as would the proposed mini roundabout at the St John's Hill/ Alexandra Road junction. However, concerns were raised in respect of the proposed works to the junction between Smallbrook Lane and Great Preston Road along with traffic impacts to the existing Westridge Cross junction and highway safety issues related to the existing mini roundabout between Smallbrook Lane and Ashey Road.

Island Roads noted that the applicant had agreed to enter into a legal agreement to secure funding for improvements to junctions in Ryde.

- 5.7 Natural England raised no objection to the proposed development in relation to European designated sites. Natural England requested conditions relating to drainage for the site, landscape management and limitations on the amount of water use.

#### Parish/Town Council Comments

- 5.8 Ryde Town Council supported the proposals subject to the following stipulations:

For the full planning application:

- That the proposals are consistent with the findings of the Island Roads Report on road infrastructure in the area that will be made available in September 2020
- That the provision for cycling and walking within the plan to minimise the impact of traffic is adhered to as outlined in the Proposed Highways General Arrangement (Revised)
- That the Infrastructure works be completed within Phase One of the development

For the outline planning application:

- A Memorandum of Understanding or similar is agreed between the Isle of Wight Council, Ryde Town Council and the Ryde Community with regard the proposal application. The understanding should provide for the local community to be consulted prior to the Isle of Wight Council formally submitting their application for full planning application. **Officer comment** – this is not a material consideration for this planning application.
- That there is clarification on the number of residential units being proposed within the application. **Officer comment** – The proposals confirm that there would be 15 units.
- That there is a clear explanation as to why no affordable housing has been proposed for this application. **Officer comment** – The applicants have confirmed that all residential units would be reserved as affordable housing for key workers.
- That further information be made available on the feasibility of a Doctors Surgery along with further details on public access to the facility. **Officer comment** – There is not requirement for this information to be provided.

### Third Party Representations

5.9 The Planning Authority has received 28 objections in relation to the proposed development (both applications), with 24 received during the first consultation and 4 during the second. The comments included response from the Ryde Society and Cyclewright. The material planning considerations can be summarised as follows:

- Support the principle of the proposals but not without necessary highway infrastructure
- Is there a need for the proposed B1 units?
- Would the business units be sustainable, and would they benefit the community?
- Brownfield sites should be used first
- This is not the right site or the right design
- The existing Nicholson Road was poor quality, rushed with no thought given to junction infrastructure and this scheme risks repeating that
- Loss of green fields
- Impact on wildlife
- Impact on Dark Skies
- Loss of hedgerows
- How will the GP surgery be manned? There is a lack of GPs nationally
- GP surgery could be better placed for pedestrians and could result in the loss of surgeries in the town
- The hospital cannot cope
- The Community Hub is too far to walk
- Can the development be scaled down?
- The site is out of scale and proportion with the area
- Impact of the development on the capacity of the local highway network, particularly Great Preston Road and Smallbrook Lane
- Impact on cyclists using Great Preston Road
- No pedestrian crossing in Great Preston Road
- Poorly designed for cyclists and appears to be car designed first
- What is the weight limit for Smallbrook Bridge?
- Highway safety concerns relating to local roads, due to lack of width, size of vehicles, speed of traffic, lack of crossing points and pavements, pedestrian safety
- The roundabout at the western end of Smallbrook Lane is an accident black spot
- The application should be deferred until the Ryde Infrastructure Plan is complete
- The Pennyfeathers scheme shows Smallbrook Lane as a greenway – **Officer comment** – the proposals for Pennyfeathers are a separate application that cannot be controlled through these applications
- The proposals will not improve road safety and health

- Proposed access arrangements not sufficient
- Impact on residential amenity as a result of noise, light and visual pollution
- Increased impacts on air quality as a result of traffic
- Increased risk of crime
- Impact on drainage infrastructure

5.10 One letter of support was received in relation to the proposed development, from a local business stating that they believed a mixed use community hub and business park is essential in the area as they are finding it very difficult to find business space available to expand and without this may have to move part of their distillery to the mainland with a net loss of jobs for the Island. The business owner also stated that they believe that a new GP surgery is required.

5.11 The Ramblers Associated commented on the proposals and outlined the following matters:

- The section of R55 that crosses the western section of the site is not shown on the plans
- Suitable safety measures must be in place for the crossing point for R55 across the proposed Nicholson Road access
- The necessary consents should be gained for changing the footpaths to dual use (cycle and pedestrian) within suitable warning signs and barriers
- The Rights of Way department should be consulted
- In the event of approval, materials and machinery should be kept clear of the right of way

## 6. **Evaluation**

### Principle

6.1 The application site is located within the settlement boundary for Ryde and within the Ryde Key Regeneration Area as defined by the Island Plan Core Strategy. The Core Strategy states that it is expected that the greatest level of development over the plan period will occur within the Key Regeneration Areas, with the priority being to locate the majority of housing and employment development in locations that minimise the need to travel. Given the sites location within the settlement boundary, it is considered that the broad principle of the proposals complies with the strategic policy guidance set out within policy SP1 of the Island Plan. The proposals show that the site would be focussed on delivering a range of employment uses but in order to deliver a high quality and attractive development, a range of supporting uses are proposed, such as housing, retail and community uses. These will be discussed in detail below.

### *Employment and non-residential uses*

- 6.2 Policy SP3 (Employment) of the Island Plan states that economic growth of the Island over the plan period will be focussed upon employment, retail and high-quality tourism, with a target of creating 7,550 new jobs. As a result, the policy targets the delivery of at least 42 hectares of new economic development land, primarily within the KRAs. The site at Nicholson Road is, allocated for employment uses. Policy SP3, in which the allocation is listed, states that the site should be used for a range of small scale B1 and B2 uses. In addition, policy DM7 (Social and Community Infrastructure) states that the Council will support development proposals that improve cultural, educational, leisure and community facilities where they consider the needs and requirements of all people in the community, create opportunities to provide multi-use facilities and are located within settlement boundaries.
- 6.3 In 2015 the Council commissioned an update to the Employment Land Demand Study (ELDS) that had been undertaken in 2008. The purpose of the review was to provide an appropriate policy response to the existing employment land stock and give clear guidance on what provision for new employment sites might be made on the Island. The ELDS identified a need for between 1.3 to 6.3ha of employment space in Ryde between 2011 to 2036 in the form of different sized units to meet the needs of a range of operators, such as small start-ups to existing businesses wishing to expand.
- 6.4 While the site at Nicholson Road is allocated for B1 and B2 uses, the ELDS found that there would not be sufficient demand for the site to be wholly developed in a manner restricted to those uses. Thus, the ELDS advised that the site should instead be brought forward to comprise a mix of uses. This would accord with the approach set out within the NPPF which states that planning policies and decisions should help create the conditions in which businesses can invest, expand and adapt and that 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 NPPF continues to advise that planning policies should be flexible enough to accommodate needs not anticipated in the plan, allow for new and flexible working practices (such as live-work accommodation), and to enable a rapid response to changes in economic circumstances.
- 6.5 Background information for the draft Island Planning Strategy reasons that the site at Nicholson Road has the flexibility to cater for B1, B2 and B8 uses along with potential supporting uses to benefit the local community.
- 6.6 The submitted plans show that the current proposals would deliver a mix of employment uses including not only general industrial (B2) and light industrial (B1) uses, but also a small section of retail, a café, a gym and health centre, centred within a community hub alongside a modern officer campus. The Planning Statement reasons that the aim of this mix of uses would be to deliver

a sustainable solution that would allow businesses to flourish but also create a distinct place where people would want to reside, meet, work and play. The Statement goes on to advise that the mix of uses and in particular, the community hub would provide social infrastructure to support local business and encourage greater footfall through the site, as well as providing a stronger sense of space and identity.

- 6.7 Officers consider that the proposed business park element of the scheme would assist in delivering the jobs required for this area of the Island. The ELDS shows that there is demand, albeit lower than the allocation for this site refers to, for employment uses falling within the B1, B2 and B8 use classes and these proposals would assist in delivering a modern, attractive and flexible development that could provide the space for existing and incoming companies to become established and expand. The eastern side of the site would provide opportunities for a range of manufacturing, distribution and ancillary style uses that require larger more flexible spaces to operate and thus, address the needs set out within the ELDS and the more recent information that supports the draft Island Planning Strategy.
- 6.8 The western side of the site would be more focussed on service and community sector jobs such as office accommodation and healthcare uses. The plans show that an office campus would be provided, and this would deliver up to 4,746 sqm of employment space. This would combine with the business park to provide development that could cater for a wide array of employment uses, such as manufacture and research and development.
- 6.9 The proposed community hub would be located at the entrance to the site and Officers agree that this would provide an active and accessible public hub that would enliven the wider site, providing a central location for interaction. More historic employment sites tend to be heavily focussed on light and general industrial uses and thus, lack connectivity with surrounded areas and outside of business hours, appear desolate.
- 6.10 The proposed community hub, with its mix of uses including a gym and a small number of residential units arranged around a public square with views over a landscaped open space, would enliven the appearance of the site and provide an attractive place to work and pass through. Space would be provided for a Drs surgery and pharmacy and it is considered that the site would offer an accessible location for such a facility. Officers understand that consultation with the local community and existing surgeries has identified a need for a new, modern facility in this area of Ryde. A small retail outlet would be provided, and this would be able to serve the convenience needs of workers throughout the site, the adjacent employment uses within Nicholson Road and to an extent, nearby properties to the east.

- 6.11 The site is sustainably located with good links to the principal transport network, cycle and foot links as well as the nearby railway line. The site is also located adjacent to an existing and successful employment zone around Nicholson Road and these proposals would expand on the current range of employers in this area. Furthermore, the site is located close to a significant residential area and thus provide a link between housing and jobs for local residents.
- 6.12 As a result, it is considered that the proposed mix of uses would deliver a high-quality employment site in an accessible location, that is allocated within the development plan. The proposed mix of uses would provide flexibility that would allow the site to respond to changes to the economy as well as the needs of a range of businesses and the community while providing an opportunity for investment and the provision of new jobs. Therefore, it is considered that the proposed employment development would be in accordance with the guidance set out within the NPPF and specifically section 6 (Building a strong, competitive economy) and the requirements of policies SP1, SP3 and DM8 of the Island Plan Core Strategy.

*Residential development*

- 6.13 Policy SP2 of the Island Plan states that 2,100 dwellings will be delivered throughout Ryde. The proposal would deliver up to 15 residential units and therefore make a moderate contribution to this requirement. Given the outline nature of the proposals related to the housing, no detail has been provided in respect of the number of bedrooms that each unit would include, however they would be flats. In addition, it has been confirmed that all units would be allocated for use by key workers, including staff working within the nearby proposed health centre.
- 6.14 For the purposes of planning proposals, Key workers are essential public and private sector employees who provide a service to the community and this term extends to roles such as:
- Clinical NHS staff
  - Teachers and nursery staff
  - Police officers
  - Prison Service staff
  - Social workers, nursery nurses, occupational therapists etc
  - Firefighters and related staff
  - Certain staff employed by the MoD
- 6.15 Policy DM4 of the Island Plan supports the provision of affordable housing and this term extends to key workers. The general approach is that housing for key workers is marketed at discounted market value, shared ownership or affordable rent, given the recognition that key worker staff below a certain level,



receive a lower than average income. Thus, material weight can be attributed to the provision of housing for key workers.

- 6.16 While the proposed housing would be located within an area that is currently characterised by employment uses, it is considered that it would complement the proposed community hub by adding activity and movement, particularly during evening hours. Combined with its sustainable location and the links to employment uses and the proposed health centre, the housing would be situated within an area proposed for less disruptive uses, such as offices, a gym and shop. When combined with the attractive public square and the nearby landscaped open spaces, it is considered that the proposed units would be within an appropriate location for residential development, and therefore comply with the requirements of policies SP2 and DM4 of the Island Plan.

#### Development of agricultural land/ minerals designations

- 6.17 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. 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 3	Good to 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.

- 6.18 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.
- 6.19 DEFRA land classification maps confirm that the land in this area is grade 3b and thus, not subject to protective policies. As a result, there is no objection to the proposed development in relation to agricultural land classification.

- 6.20 The Council's maps show that the site includes a moderate area of minerals deposits. Policy DM20 (Minerals) seeks to protect Minerals Safeguarding Areas unless it can be shown that the deposit is no longer of any value, the minerals could be extracted prior to the development taking place, or there is an overriding need for the development. In this case, the deposit is a relatively small area of a much larger area of geology to the east, that to date has not been extracted. Discussions with the Planning Policy Team have shown that the deposits at the site are not of high quality and thus, would yield a minor amount of minerals. As a result, it is considered that the deposit is of minor value and that development in the absence of extraction would not be contrary to policy DM20.

#### Design and layout

- 6.21 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 and be appropriately landscaped.
- 6.22 The plans relating to the layout, design and scale of the proposed buildings and public realm throughout the site are in outline, however the submitted information includes a Design Code which would direct the detailed design of any reserved matters application in the future. The aim of the Design Code is to ensure high quality development, provide a robust framework to inform future reserved matters applications, define the character of the physical environment through the various character areas and provide the requirements for any buildings and associated public realm to support the specific character areas. The submitted plans confirm that the site would be divided in to four-character areas, which would provide a business park, office campus and community hub, along with areas of public realm throughout the site.
- 6.23 The design and access statement advises that the proposed groups of buildings at the site would be arranged in quadrangles, to replicate the layout of a traditional farmstead, incorporating central yards between buildings for access and parking, with planting around them. In addition, the information reasons that the sloping topography of the site would be used to reduce the scale of buildings, so that the height of those within the upper eastern sections of the site would be lower, whereas higher buildings would be confined to the lower western section of the site. The existing mature hedgerows that surround and divide the site would be retained and bolstered with new planting within 8m buffers to form wildlife corridors but also to form vistas throughout the site. According to the statement, pedestrian, cycle and vehicle routes have been designed to minimise breaks in the hedgerows.

- 6.24 Officers consider that the proposed development would adopt a high-quality design approach that would complement and improve the surrounding urban areas, whilst reducing the impact of the development. The submitted plans and Design Codes show that the business park element of the site would be designed to deliver a high quality, modern commercial area. It is noted that the nearby existing business park within Nicholson Road is relatively typical of modern industrial estates, with large box-like buildings arranged in rows adjacent to the highway, with little landscaping and sense of enclosure due to the prominence of fencing. There is one exception to this, relating to the Liz Earle building close to the site. This has been set back from the road, with a courtyard to the front and range of materials, glazed features and landscaping (including a green wall) to deliver a modern and attractive commercial development.
- 6.25 The plans show that the application site would be developed in a more sensitive manner to deliver a more spacious and rural appearance. The various buildings within the business park would range between smaller starter units and larger industrial buildings. However, the proposed farmstead layout would place parking and circulation spaces within central areas, breaking up built form and reducing the impact of parked vehicles. The plans show that significant landscaping would be provided within the business park area, with a wide green corridor running from east to west.
- 6.26 Throughout the business park would be a mix of the existing mature hedgerows, combined with additional tree and hedgerow planting that would link to the site boundaries and provide a visual link to the countryside beyond. The Design Code advises that the proposed buildings within the business park would be arranged to ensure that gables would face onto street frontages and that elevations and roofs should be finished with materials that would pay reference to the farmstead ethos of the site, such as timber cladding and characterful roof forms.
- 6.27 Officers consider that the proposed design approach for the business park would be high quality and allow the site to blend with its semi-rural context and the network of farms that occupy the valley to the south. The use of courtyard spaces and landscaping would enhance this approach and deliver an interesting and transformative style of business park, that would enhance the current business park to the north, while reflecting the high-quality design approach used for the Liz Earle building nearby.
- 6.28 The proposed community hub and office campus would be sited within a lower section of the site, below the main access road. Again, these areas would be laid out in spacious manner, with landscaping allowed to dominate rather than built form. The plans show that the community hub would have a more traditional design approach. The Design Code explains that buildings should respect the rural character of the area and conform to the proposed farmstead

approach and thus include high quality natural materials (UPCV windows would not be appropriate), no flat roofs, the use of roof over hangs, interesting fenestration and active frontages.

- 6.29 The layout of the community hub, situated around a central public square that would open onto the meadow to the west, when combined with the design approach set out within the submitted information would provide a high quality built environment that would complement the remainder of the site and the surrounding area.
- 6.30 The proposed office campus would include larger blocks of offices, set around a raised timber walkway and landscaped squares. Design Code explains that elevations must be rational and uncluttered to ensure the buildings are not overly disruptive within the landscape. The Code also sets out that UPVC would not be used for glazing, but that glazing should be set back from building frameworks to reduce the mass of buildings, but also to allow external balconies and walkways, where planters could be used to enhance the green appearance of the site and combine with the use of green roofs.
- 6.31 Officers consider that the examples provided for the office campus show a modern, clean design approach for buildings. The use of lightweight and glazed elevations combined with set-back glazing with walkways in front would reduce the mass of the buildings but also provide interesting and high-quality office blocks. The use of planters and green roofs would link to the remaining public realm throughout the site and the countryside beyond. The buildings would be situated close together, reducing the overall footprint of development but the use of a wide timber walkway and the allowance for landscaping to adjoin the elevations would, nonetheless, provide a sense of space and informality.
- 6.32 The proposed development would include relatively large buildings however, the plans show that the sloping landscape within the site would be used to reduce scale and allow the development to sit well within its surroundings. Nearby Nicholson Road and Great Preston Road include a mix of residential and commercial buildings that occupy views of the horizon, giving a built context to the area. However, the application site is situated at a lower level, with a fall of 18m across the areas proposed for buildings. The submitted 'building heights parameter plan' shows that in the more elevated sections of the site, proposed buildings would not exceed 9m in height (including the roof) with the higher buildings to be located within the lower sections. To aid this, buildings within the highest section of the site would be set away from site boundaries while all buildings would be situated in excavated level plateaus to further reduce building heights and assist in concealing the various parking and circulation areas.

- 6.33 The proposed public realm and existing hedgerows would further reduce the scale and massing of the proposed buildings by providing screening and a sense of height for landscaping. The plans show that significant networks of green corridors and planting would sub-divide the various buildings into smaller blocks, much like the current layout of the fields at the site and this would assist in reducing the overall scale and mass of the development and result in a network of blocks, surrounded by extensive and attractive landscaping. The landscaping would also align the various roads, parking areas and pedestrian routes throughout the site, to reduce their impact on the surrounding area. Where the roads and paths would intersect hedgerows and green corridors, the hedgerows would remain up to the edge of hard surfaces, with additional tree planting immediately adjacent to soften breaks and provide a sense of continuous green corridors. Furthermore, the banks that would be formed through excavations would be retained at a shallow incline to allow landscaping, combined with stepped gabion walls, to prevent unpleasant and high retaining walls.
- 6.34 In terms of lighting, the submitted Lighting Strategy advises that external lighting would be sited away from the boundaries of the site. The information confirms that for pedestrian routes and yards low level bollards would be used and that 6m lighting columns fitted with flat glass luminaires to prevent upward spillage would be used for the main vehicle route through the site. Lighting would not be placed within the landscaped buffers but where close to them, would be fitted with glare shields. In addition, the strategy recommends that lighting would only be provided in areas where it would be required and that an electrical control strategy (lighting controlled by timers, motion sensors and/or photocells) should be developed so as to provide illumination only when required.
- 6.35 The plans show that much of the site would remain unlit and when combined with the controlled timers and mitigation measures, lighting would not appear unduly prominent within the area. It is considered that the Lighting Strategy sets out a sensitive approach that would prevent the site from appearing intrusive during darker hours and that the detailed design of lighting could be secured by condition.
- 6.36 It should be noted that construction works across the whole site would be likely to cause significant landscape impacts. However, the submitted information outlines a phased approach to development, that would initially focus on the delivery of the key infrastructure that forms the detailed application, with the community hub, office campus and business park to follow in later stages. This would reduce the impact of the construction phase and because landscaping would be part of the initial works (as part of the full planning application) allowing planting to become established at an early stage in the process.

- 6.37 In conclusion, it is considered that the development would comprise high quality buildings appropriate to their use type and the surrounding area. The design approach, utilising a farmstead ethos, utilising traditional materials and dividing buildings into smaller blocks would allow the development to blend into its surroundings. The use of topography and the extensive landscaped areas, combined with the western wetland meadow would deliver a high quality, well laid out development that would enhance the current business park to the north and allow this allocated site to introduce an attractive form of business park. Therefore, it is considered that the indicative design and appearance of the site would comply with the requirements of policies SP5, DM2, DM11 and DM12 of the Island Plan.

Impact on the character of the area

- 6.38 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.
- 6.39 Policies DM2 and DM12 of the Island Plan require development proposals to compliment the character of the surrounding area, and to conserve, enhance and promote the Island's landscape.

*The applicant's assessment*

- 6.40 The applicants have provided an Extended Landscape and Visual Appraisal (ELVA) 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, which defines the site as being part of an urban settlement, rather than falling within a character area.
- 6.41 The ELVA assesses the level of impact of the development by comparing the sensitivity of a receptor (high, medium or low) with the magnitude of effect. The magnitude of effect is broken into several categories which are defined as Major adverse, Moderate Adverse, Slight Adverse, Negligible adverse, No change, Neutral, Negligible benefit, Slight Benefit, Moderate benefit and Major Benefit. The definitions for these terms are set out within appendix 2 of this report. Officer's agree with the methodology set out within the ELVA and consider that it is in accordance with best practice. A study area of 2.5km has been adopted by the ELVA (taken from the site) with the impact of the proposals assessed from 8 viewpoints within the study area, which are as follows:

1. Public footpath running along western boundary of the site
2. Public footpath running along northern boundary of the site
3. Great Preston Road (between Preston Close and High Park Road)
4. Junction of Great Preston Road and Smallbrook Lane
5. Grass verge adjacent to site entrance within Smallbrook Lane
6. Ashey Road (immediately south of Swanmore and close to riding centre)
7. Junction of Cothey Way and Brading Road (A3055)
8. Public footpath close to Busy Bee garden centre running to Island Line.

6.42 Based on the methodology, the ELVA provides the following visual impact assessment for each viewpoint:

Viewpoints	Sensitivity to change	Magnitude of effect
1	Medium to high	Negligible, beneficial
2	High	Moderate, Major adverse
3	High	Slight adverse
4	(site not perceptible)	No change
5	Low to medium	Moderate, adverse
6	(site not perceptible)	No change
7	(site not perceptible)	No change
8	(site not perceptible)	No change

6.43 The ELVA provides the following landscape assessment for various landscape character/ feature areas within the study area, including heritage assets:

Landscape feature or character area	Sensitivity to change	Magnitude of effect
The site (landform)	Medium	Negligible to slight
Settlement (SE area of Ryde)	Medium	Neutral
Public rights of way	Medium to High	Slight
Vegetation within site	Medium	Moderate
AONB	High	Neutral
Ryde and Ryde St John's CAs	Medium to High	- (no effects)
Listed buildings within 0.7 km of site	High	- (no effects)
National character area 127	Medium to High	Negligible
LCA VF7 (Monktonmead Brook valley floor)	Medium to High	- (no effects)
LCA PL2 (north eastern pasture land)	Medium to High	- (no effects)
The site (landscape character)	Medium	Moderate

6.44 The ELVA reasons that the site has limited visibility from local and medium distance views within the landscape as a result of built form, landform and

intervening trees, hedgerows, copses and woodlands. The ELVA also advises that the site may be visible from elevated areas of the AONB but that due to distance (over 3km away) the impact would be minor and seen in the context of existing development around Ryde. The ELVA lists a range of design principles that would mitigate impacts, including new landscaping, allowing local views to be maintained, setting development away from site boundaries, providing on site green infrastructure, and limiting the height of buildings to be relevant to the landform of the site.

- 6.45 The ELVA concludes that the site has potential to accommodate new development subject to the adoption of a robust landscape framework strategy. The document advises that roads and buildings have been laid out in a north-south arrangement to create viewing corridors in order to allow views to the south to be appreciated. In addition, substantial new tree and structure planting would be used to compliment the surrounding landscape but also to filter views of the development and to break up and soften rooflines. The ELVA concludes that the landscaping strategy for the site would allow the proposed mixed-use development to assimilate within the landscape and be in accordance with the adjacent existing settlement character.

*Officer assessment*

- 6.46 Officers have undertaken extensive site visits to assess the landscape and visual impact of the proposed development. This has included visiting the various viewpoints and landscape areas within the applicant's ELVA but also an assessment of additional receptors and landscape areas that Officers considered to be relevant to these proposals.
- 6.47 The application site is located within a transitional area of landscape to the south of Ryde. To the north and east are areas of business and residential development laid out in a dense manner, while to the south east are areas of lower density business developments that align the eastern side of Brading Road. These areas of development are elevated and from viewpoints to the south and west, occupy the horizon. The site is positioned below these areas and forms several hedge-lined fields which slope to the west, so that much of the site is not readily visible.
- 6.48 Further south and west are areas of attractive farmland that form the slopes and floor of a wide valley that winds between Smallbrook and Ashe. These areas are characterised by pasture, enclosed by a mix of trees and hedgerows and extensive areas of woodland. The eastern side of the valley is dominated by the linear chalk downs that run between Brading and Arreton and part of the AONB. The western edge of the valley is formed by a network of lower but more undulating tree topped hills that run between the south west outskirts of Ryde, towards Ashe and Havenstreet. Ryde itself forms the northern end of



the valley, with a mix of residential and commercial areas occupying the narrower valley basin and slopes.

- 6.49 When within the site and its outlying areas, it is apparent that locations to the north, east and south east are dominated by existing development by virtue of the housing in and around Great Preston Road and the commercial developments within Nicholson Road and Brading Road. The application site slopes away from these areas and other than immediate views from properties and businesses that bound the site, there are few views of the site from these locations. Even when developed, the various lines of existing buildings, mature hedgerows and tree belts would largely screen the site from the landscape and built areas to the north, east and south east and where visible, the development would be seen in the context of existing development around the outskirts of Ryde. Due to its sloping nature, much of the site would be low lying from these viewpoints and thus only a proportion of the development would be visible and be largely softened by the proposed extensive landscaping. Thus, Officers consider that the visual impact from these areas would range between **No change to Slight adverse**.
- 6.50 The eastern boundary of the site is aligned by numerous properties that front onto Great Preston Road while larger industrial buildings occupy the northern boundary. There is a public right of way that runs alongside the northern boundary, close to the buildings within Nicholson Road. The visual impact of the development from the industrial buildings and their surroundings within Nicholson Road would be minor (**Negligible adverse**) given their use, intervening landscaping and built form and the fact that the site slopes away from this area.
- 6.51 The visual impact of the development when viewed from the public footpath would be greater, given its current aspect to the south and west, where there are currently views across fields and hedgerows. These views would change significantly given the buildings that would be located along the northern boundary. However, the impact would be mitigated by the provision of wide landscaped belt next to the footpath, retaining some sense of open, green space that is alongside the existing buildings already within Nicholson Road. Nonetheless, the development would be readily noticeable from this right of way and Officers agree with the submitted ELVA, which concludes that the level of impact would be **Moderate, Major adverse**. However, it is considered that this would not result in an over-riding level of harm. The footpath leads to a relatively enclosed right of way that aligns the western boundary and this is screened by extensive tree lined banks. The presence of the landscape meadows within the western area of the site would retain the more rural feel to the area and thus, reduce impacts and allow people to continue to appreciate the rural areas beyond, reducing the duration of the impact of the development and mitigating harm.

- 6.52 Properties within Great Preston Road benefit from views across the site towards the more rural landscape around Upton Road. The plans show that the proposed buildings would be set 40m away from the site boundaries, with a 25m wide area of hedge and tree planting between. Due to the sloping nature of the site, the proposed buildings closest to the eastern boundary would be set 3m lower than properties with Great Preston Road. The submitted parameter plans show that these buildings would not exceed 9m in height and therefore, their roofs would not interrupt existing views across the site and thus not appear dominant in scale.
- 6.53 In addition, the plans show that wide separation distances would be provided between the western most buildings, allowing vistas through the site to the woodland beyond. When considering the much lower land levels for the remainder of the site, the screening offered by existing and proposed landscaping and the appreciation of nearby development, it is considered that the proposed development would not appear harmful when viewed from the housing to the east. Clearly, the current appearance of the site would be changed from open fields, to an urban development comprising a mix of larger buildings, roads and hard standings. However, the plans show that the site would include significant landscaping to soften the appearance of the development and allow it to connect to the landscape to the south and west. Views across the site towards rural areas would remain and therefore, Officers consider that the impact of the development on housing close to the site would be **Slight adverse**.
- 6.54 The urban areas north and north west of the site, including the Ryde and Ryde St John's Conservation Areas, share little relationship the application site, due to its distance from these locations and the blocking effects of existing buildings. Many streets within Ryde are elevated but despite this, the heavily developed nature of the town means that there are few opportunities for vistas towards the site. The existing Nicholson Road Business Park is not particularly visible from these areas and the site, which occupies a slightly decreasing land level, would be beyond and thus cause little impact to the character of the town or visual impacts, resulting in **No change**, as stated within the applicant's information.
- 6.55 The landscape to the south and south west of the site is distinctly rural, forming a transition between the southern environs of Ryde and the countryside towards Havenstreet. Officer site visits showed that the site appears distant and not prominent from these areas, being seen in discrete vistas across a valley floor. Where visible (mainly the areas east of Upton Road) foreground views of pasture, woodland and lines of houses are more dominant, with the site being screened by these elements.
- 6.56 To an extent, the new development would be read in the context of existing housing and commercial development that encloses the site. In addition, the

retention of mature hedgerows and new planting would allow the site to reflect the positive characteristic of the character areas, thus mitigating impacts further. It is therefore considered that the development would result in a **Neutral** level of impact on these areas of landscape. The areas of landscape west of Upton Road (which occupies a high point in the landscape) bear no relationship to the landscape further east, due to the falling topography and distance.

- 6.57 The Monktonmead Valley Floor character area is immediately adjacent to the western boundary of the application site. The Officer site inspection showed that this area and the footpaths within it are enclosed when close to the site, by scrubby but attractive woodland. The submitted plans show that a large area of the application site would be left undeveloped, and instead form an area of meadow with a network of larger and smaller ponds. These areas would not be formally landscaped but instead be left as rural open space, with the heavily wooded boundary retained between the site and the brook
- 6.58 Due to the retained wooded boundary, there would be little immediate connectivity between the character area and the site when within them, but when viewed from wider vistas, the meadow area would prevent development from impinging on the more rural appearance of the Monktonmead brook and its surrounding woodland corridor. Moreover, the open space would reflect the scrubby grassland areas that adjoin parts of the character area and allow the two areas to complement one another.
- 6.59 The remainder of the site would clearly alter the appearance of the area, but it would not result in direct effects on the Monktonmead Valley. The most densely developed areas of the development would be set away from the character area and the retention and bolstering of significant hedgerows would split the site into smaller blocks. This would allow a range of vistas and green corridors to reduce the overall scale and form of the development, when seen in the context of the valley floor below, and instead allow linkages to the existing woodland and hedgerows. The distance provided between the character area and built form would reduce the scale of the development and Officers consider that the overall level of impact on the Monktonmead Valley Floor character area and the visual receptors within it would be **Slight adverse**.
- 6.60 The more distant landscape to the south of the site is formed by the valley that stretches from Smallbrook towards Ashey and Havenstreet to the south west and Nunwell and the chalk Downs further south. The western section of this valley is within the AONB designation, as are the Downs to the south. The lowland areas here are attractive and form part of the Northern Clay Pastureland as defined by the LCA as discussed above. However, in the areas between Nunwell, Ashey and Havenstreet the more typically irregular shaped fields are mixed with those of a more linear shape, with straight well managed hedgerows. There are also numerous examples of large and attractive field

trees. The broad valley floor means that there are wide vistas in which the rolling nature of the landscape and the mix of woods and field trees provide attractive scenery. From some areas, there are views of the southern extent of Ryde.

- 6.61 The application site and much of the outskirts of Ryde are not visible from the areas of landscape around Havenstreet and parts of Asheys, which form part of the AONB. This is due to the distance between the site and this landscape area, but also the blocking effect of the low wooded hills that skirt around the north western parts of Asheys and Upton. Thus, the development would not change this section of the landscape or visual receptors within it. When moving further east into the landscape between Asheys and Nunwell, from more elevated areas there are medium distance views of the outskirts of Ryde and some of the larger existing buildings in Nicholson Road are apparent. However, these are broad, panoramic views that take in multiple areas, within which the site would be a narrow and relatively subtle element of views. From Nunwell, views are blocked by the woodland around Harding Shute and Brading Road.
- 6.62 The plans show that the proposed buildings would be scaled to take account of land levels, in order to reduce scale and benefit from the screening around the site. When considering the multiple layers of hedgerows, field trees and lines of trees that occupy the foreground of views towards the site and when combined with distance and the higher lines of development around Ryde, it is considered that little change would be caused to the lowland valley around Asheys as a result of the proposed development.
- 6.63 The closer sections of the valley floor extend to Smallbrook Lane and these would share a greater landscape and visual relationship with the site. However, these do not form part of the AONB designation, and the Officer site inspection showed that the site, although sloping up towards Westridge, is not a prominent feature of the landscape or when viewed from much of Smallbrook Lane. Because the valley floor is low, many views here are confined to surrounding fields, which are edged by tree lines and high mature hedges. Therefore, the relationship shared between the site and the landscape immediately south is limited.
- 6.64 The existing views include the housing to the east and the submitted plans show that these vistas would in time, be enclosed by hedge planting that would follow the curvature of the proposed roundabout junction in Smallbrook Lane, improving the current gap in the hedgerows. Once hedge planting had established, the views would therefore include the new roundabout junction and upper sections of employment buildings, set well back from the highway. These features would significantly mitigate the level of change from Smallbrook Lane, particularly when noting that the applicant proposes to install hedge planting in advance of the construction of the business park element of the proposals. In essence, the views from Smallbrook Lane would remain largely

unchanged, with glimpses of elevations and roofs from various sections of the highway, mitigated by planting. Thus, the level of impact to this receptor would be **Negligible adverse** and not harmful.

- 6.65 The chalk Downs to the south are a significant distance from the site. Officers have visited these areas to assess the relationship shared between the site and these designated and scenic landscapes. Due to their level of elevation (the Downs rise to circa 120m above sea level) there are long distance views towards Ryde, but there are extremely broad vistas that take in the whole width of Ryde, the Solent and Portsmouth beyond as well as the landscape in both foreground and flanking views.
- 6.66 The application site is visible but forms a small and almost imperceptible part of complex and wide panoramic vistas from a range of locations along the Downs. Officers have reached the conclusion that the site makes no contribution to the scenic quality of these otherwise highly sensitive locations, given separation distances. Thus, while the site would change from a collection of distant fields to further buildings on the outskirts of Ryde, it would cause **No change** to the chalk downs and visual receptors to the south.
- 6.67 The application site is located directly to the north of a major housing development on land known as Pennyfeathers. This site benefits from outline planning permission for up to 904 houses, along with various employment and non-residential buildings, roads and public spaces. The masterplan for the site shows that sections of housing would be located immediately south of the Nicholson Road site, set within large areas of open space and landscaping.
- 6.68 Officer site visits showed that from locations within Asheys, Upton Road and Smallbrook Lane, the two development sites would be viewed in tandem, changing the area of countryside south of Ryde to a more urban character, with pockets of green space. However, the combined impacts would be mitigated by the various existing hedgerows and trees throughout the valley floor towards Asheys and the mature hedgerows along Smallbrook Lane. Neither site would be prominent from these areas but clearly, there would be a change to landscape character that would be noticeable and result in the character of the countryside being degraded. Officers consider that the combined effect would be **Moderate Adverse**.

#### *Conclusion*

- 6.69 The applicant's assessments and those of Officers have shown that the proposed development would not result in harm to the visual receptors or landscape character areas at a long or moderate distance from the site. From these locations, mainly to the south and south-west of the site, the site is not prominent and when seen, done so at distance with intervening and surrounding landscape, woodland and development in foreground and

peripheral views. The development of the site would not be readily visible from these locations and where visible, would not cause harm.

- 6.70 Nearby visual receptors such as the dwellings within the western side of Great Preston Road and users of the highways and footpaths close to the site would experience noticeable changes to views. But these would be mitigated by the high-quality design of the development, the large spaces left between blocks of buildings in order to protect key vistas, the screening effects of existing mature hedgerows and the significant landscaped buffers proposed around the site.
- 6.71 The key impacts to landscape would be confined to the areas of countryside close to the applications site, particularly the pastureland in and around Nicholson Road and south of Smallbrook Lane. These areas would be changed from countryside that connects to the valley floor that runs through Ashey to commercial development that would extend the developed areas of Ryde south. Alone, the development would result in slight adverse effects to the immediate landscape and in combination with the approved development to the south (Pennyfeathers) there would be a Moderate Adverse effect on landscape character that would result in some harm.
- 6.72 However, both sites would include significant areas of open space and retained hedgerows and trees that would assist in breaking up the blocks of buildings, allowing connections between sites and the landscape beyond. The application site is not overly prominent, and buildings have been designed to use declining levels in order to reduce impacts with large landscaped buffers and green corridors that would screen buildings and reduce impacts to the surrounding landscape. Moreover, significant weight must be apportioned to the economic benefits that the development would bring. The site is allocated for employment uses within the development plan and the need for additional employment buildings within Ryde and the wider Island has been shown by the Council's Employment Land Demand Study.
- 6.73 The Island Plan sets out the need for housing within this area of the Island but it should be noted that alongside this, is an overriding need for development that would deliver additional jobs and assist the Council's aspirations to improve job security, reduce unemployment, the reliance on seasonal and public sector jobs and to foster growth in knowledge driven roles and allow the expansion of existing companies. The application site is well located and adjacent to an existing employment site at Nicholson Road. It is considered that these significant benefits, when combined with the high-quality design for the site and the significant landscaping scheme, would outweigh the moderate level of harm that has been identified for a limited area of landscape that is already seen in the context of built development in Ryde. Therefore, it is considered that the proposed development would comply with the requirements of policies SP5, DM2, DM11 and DM12 of the Island Plan.

### Impact on heritage assets

- 6.74 Heritage assets include conservation areas, listed buildings, registered parks and gardens, scheduled monuments and locally listed buildings. The application site is not the subject of these designations and is located within an area of countryside adjacent to modern commercial and residential developments. The Ryde and Ryde St Johns conservation areas are located 1km and 0.45km north of the site and the impact of this development on those Conservation Areas is assessed within the visual impact section of this report. Officers conclude that the development would have no impact on these areas, given its distance from them but also the intervening topography and development that result in the site sharing no visual or historic relationship with them. Thus, in accordance with Section 72 of the Planning (Listed Buildings and Conservation Areas) Act, Officers consider that the development would not compromise the special architectural or historic interest of these conservation areas.
- 6.75 There are several listed buildings located within the surrounding area and these include nearby Smallbrook Farmhouse, which is located 150m to the south west of the site. The listing for the house confirms that it dates from the 17<sup>th</sup>/ 18<sup>th</sup> Century and is constructed of stone rubble under a tiled roof. The Officer site inspection showed that the farmhouse is attractive and set back from the road with the former farmyard between. A range of barns enclose the yard, and these also screen the farmhouse from the countryside to the north east, where the application site lies. The boundary between the farm and Smallbrook Lane is heavily enclosed by a mature line of trees, as is the remainder of Smallbrook Lane towards the nearby railway bridge. Therefore, the site does not form part of the immediate setting of the listed building and its curtilage being both distant and heavily screened by trees.
- 6.76 While the setting of any farmhouse is related to the countryside close to it, Officers consider that the most relevant countryside for Smallbrook Farm is that to the south and west, which would not be altered as a result of this development. The countryside to the north and west is disjointed from the listed building and in particular, physically divided by the railway line and bridge. Thus, while the development would change the application site from existing farmland to urban development, it is considered that it would not materially compromise the setting or the architectural quality or interest of this listed building.
- 6.77 The only other listed buildings within view of the site (or relative proximity) are the Church and Vicarage of St Michael and All Angels, which lie within Swanmore, around 700m north west of the site. The Church in particular is a prominent landmark within the southern part of Ryde, given its broad and high square tower and dominant belfry openings. However, the Church is not visually related to the application site and being a town church, its setting is

already formed of the dense residential areas that surround it. The intervening valley, development and countryside that aligns the Monktonmead Brook mean that the Church is not read in context with the application site. Thus, it is considered that the development would not affect the setting or the architectural quality or interest of this listed building.

- 6.78 There are no further listed buildings or other heritage assets within close proximity to the site or that share a relationship with it. 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.
- 6.79 In terms of archaeological deposits at the site, the applicants have provided a desk-based assessment which has reviewed data from the Isle of Wight Historic Environment Record, cartographic and other available sources. The assessment has concluded that there is potential for the site to contain further prehistoric artefacts and moderate potential for the site to contain buried archaeological features from the prehistoric period. It also reasons that there is moderate potential for peripheral remains associated with a medieval mill along the westernmost part of the study site, as well as with the deserted medieval settlement at Preston, in the north-eastern corner of the study site.
- 6.80 The Council's Archaeological Officer has noted the conclusions of the desk-based assessment and advised that because site has not been subject to previous development there has been no previous archaeological investigation. Therefore, the Officer advises that it is unlikely that any below ground archaeological deposits that may be present within the development site have been disturbed making it difficult to predict the nature, extent or significance of any likely archaeological deposits without any further assessment.
- 6.81 Therefore, the Archaeological Officer has recommended that a staged programme of archaeological works is carried out during the development and that this should include pre-commencement trial trenching to investigate the presence, nature and extent of below ground archaeological deposits and features. The Officer has advised that further geotechnical investigation should be monitored by an appropriate geo-archaeologist/archaeologist and thus recommended that this issue is controlled by a condition, to secure these works prior to commencement.

#### Impact on nearby properties and uses

- 6.82 The application site adjoins both commercial and residential properties to the north and east. The various commercial buildings within Nicholson Road overlook the northern section of the site, while a line of bungalows and two



storey houses located within Great Preston Road, overlook its upper eastern sections.

- 6.83 The proposed development has the potential to result in various impacts to nearby properties and uses including visual impacts and loss of air quality as a result of traffic along with noise and disturbance caused by general industrial uses. The construction phase could without mitigation, cause disturbance to nearby properties and uses. These issues will be discussed below.

*Visual impacts and residential amenity*

- 6.84 The visual impact of the proposed development on nearby properties is assessed in the visual impact section of this report. This concludes that the proposed development would not compromise the outlook of houses within Great Preston Road, due to the significant landscape buffer that would be provided directly to the rear of gardens. Moreover, the submitted plans show that buildings would be set away and set 3m below the land level of these properties, so that roof and elevations would not affect their outlook. Clearly the proposed buildings would be visible, but these would be at a suitable distance and when combined with landscaping, would not appear dominant nor would they harm the outlook, natural light levels or privacy of these properties. (60 m would be provided between the elevations or houses and the proposed buildings). In addition, it is considered that the impact of external lighting on nearby properties could be controlled via conditions, given the recommendations within the submitted Lighting Strategy (as set out within the design section above).
- 6.85 The impact of the proposed development upon the existing uses within the Nicholson Road business park would be comparable to the existing situation. The submitted layout plans show that a wide green corridor would be provided south of the public right of way that separates the sites and this would protect the outlook and natural light experienced from these buildings.

*Noise and disturbance*

- 6.86 The proposed uses within the community hub and office campus would be located within the lower section of the site, well away from residential properties but close to the nearby Royal Mail Sorting office and other commercial buildings to the north. However, the nature of the proposed uses with these areas is unlikely to result in excessive levels of noise or to affect the buildings within the business park to the north. The community hub would include residential flats and therefore, it would be necessary to impose standard conditions related to the operating and delivery times for the non-residential uses within the community hub, business park and office campus. It is considered that these could be imposed via a reserved matters application, should the outline application be approved.

- 6.87 At this stage, the proposals relating to the mix of uses and various buildings within the business park are in outline and thus, the future uses of the buildings is unknown. Likely impacts related to these uses such as emissions from flues, noise emitted by external plant and operations within the buildings could be assessed and mitigation secured through future detailed applications, should the outline application be approved.
- 6.88 However, the applicants have submitted a Noise Impact Assessment that considers the impact of noise related to the development on nearby sensitive receptors. To inform this, noise assessments were undertaken at the site and these are then compared to the likely noise caused during the operational phases of the development, from fixed plant and machinery within buildings as well as deliveries to and from the site. Monitoring found that existing background noise levels at the closest sensitive receptors (gardens serving properties in Great Preston Road) were 45dB during daytime hours and at night-time, 20dB. The Assessment advises that noise from the development at the boundary of nearby properties would not exceed 30dBA.
- 6.89 The Council's Environmental Health Officer has noted that there are no details as to the type of plant that may be installed on buildings at the site. However, the Officer has advised that the applicant's Noise Impact Assessment suggests a cumulative noise limit for the site to achieve a level of 30dBA at the boundary of any residential property and has accepted this level and recommended a condition to secure suitable limitations. Officers consider that this condition could be imposed through the outline application and therefore, ensure that any future use would not exceed the advised noise level.
- 6.90 The Environmental Health Officer has also noted that at this stage there is no information in relation to the processes /activities that would take place within each of the proposed units but advised that General Industrial (B2) uses could allow for industrial processes that would generate high noise levels and cause a severe impact on neighbouring uses. However, the Officer has accepted that it is not possible to make predictions in respect of such impacts at this stage but advised that conditions would need to be included on appropriate planning permissions to avoid significant adverse impacts occurring from unsuitable activities/processes.
- 6.91 In terms of noise generated by traffic, the Environmental Health Officer has advised no adverse comment in respect of this application, regarding the impact of proposed and existing road traffic, and existing rail network on the proposed residential properties within the Community Hub. In addition, the Officer has confirmed no adverse comment in respect of the impact of road traffic generated by the proposed development on existing or approved residential properties within the area. The Officer has reported that the assessment relating to delivery vehicles to the site has been based on deliveries taking place between the hours of 06:00 and 23:00. The Noise Impact Assessment confirms that noise from deliveries would result in some

adverse impact, but only between the hours of 06:00 and 07:00. Therefore, the Officer has concluded that there may be a need to impose conditions on any future detailed planning permission for the park to restrict delivery times to between the hours of 06:00 and 23:00 and to require the submission of a Noise Management Plan.

6.92 It should be noted that at this stage the proposals relate to the indicative layout of the site as a business park. The Island Plan allocates the site for a mix of industrial uses and therefore, the principle of a variety of employment uses is accepted. The Noise Impact Assessment has demonstrated that a mix of industrial units could be accommodated at the site without causing a loss of amenity to nearby properties, subject to conditions to control impacts such as noise and emissions. Should the outline planning application be approved, then any future detailed application for industrial uses would be required to be supported by detailed information relating to noise and air emissions, including details of any processes, internal machinery, external plant, deliveries and means of mitigation to control impacts. This would allow the Planning Authority and specialist consultees to assess impacts with certainty and to impose suitable controls via planning conditions. Given the extensive size of the site, it is considered that future uses could be sensitively located to reduce impacts to nearby properties.

6.93 Vehicular traffic would access the site via the existing Nicholson Road junction and a proposed new access within Smallbrook Lane. The Nicholson Road junction is located opposite to existing houses within Great Preston Road. However, the occupants of these properties already experience the general impact of a busy highway and therefore, it is considered that the proposed development would not impact on the living standards of occupants of the properties. The junction within Smallbrook Lane would not be close to residential properties although it is noted that residential development has been approved on land to the south, known as Pennyfeathers. However, the masterplans for that site show a similar junction arrangement in the same location of Smallbrook Lane, with residential development set further east, with an area of landscaping between. Therefore, it is considered that traffic utilising the site would not impact on existing or proposed residential properties, as advised by the Environmental Health Officer.

#### *Air quality*

6.94 No Air Quality Impact Assessment has been provided with this application. However, the guidance EPUK & IAQM Land-Use Planning & Development Control: Planning for Air Quality outlines criteria where an impact assessment should be undertaken (e.g. increase of 100 HGVs or 500 cars). The Environmental Health Officer has advised that it appears traffic generated by the proposals would be below the criteria mentioned above, and where traffic

of a proposed development is below the criteria, the impact is likely to be negligible.

- 6.95 It should be noted that the Planning Policy Team has recently commissioned an air quality impact assessment across the Island, using computer modelling to assess potential areas at risk of air quality issues. The predictions for the relevant junctions and road in that area for Nitrogen Dioxide, Particulate Matter (PM<sub>10</sub> and PM<sub>2.5</sub>) are significantly below the air quality objectives. On that basis the Environmental Health Officer has confirmed that there is no reason to request any impact assessment to be undertaken and concluded that this proposal is unlikely to cause exceedances of the air quality objectives. In addition, the Officer has noted that the submitted Traffic Plan aims to minimise road traffic, which in turn would minimise the impact of air pollution, concluding that the guidance lists good design principles. The proposals within the Travel Plan are considered within the highway section of this report, but it should be noted that these could be secured by condition. In conclusion, it is considered that the proposed development would not result in air quality impacts to the surrounding area.

*Construction works*

- 6.96 The planning applications have been supported by a high-level Construction Environmental Management Plan (CEMP) which aims to address the impacts of the construction stage upon nearby properties. The CEMP sets out the processes related to the construction phases, which would include the following:

- Preparation works - including setting up works compounds, erecting site hoarding and forming temporary site access if needed
- Site clearance works
- Utilities works and services installations and off-site connections;
- Constructing construction platforms and ground re-profiling
- Installation of drainage to provide sustainable drainage systems (SUDS) including an attenuation pond
- Highway construction works for roads, parking, cycle paths and footpaths
- Sub-structure works
- Superstructure works and internal building fitting out and associated building services works and retaining walls
- Hard and soft landscaping works including planting.

It should be noted that works related to the construction of highways, utilities and landscaping are related to the full planning application that is considered by this report and thus, should permission be granted, these activities would not require a further planning application. The additional works, such as construction of buildings are the subject of the outline application, also

considered by this report, but if approved, further detailed applications would be required to allow commencement of works.

6.97 The CEMP sets out a range of recommendations that would be employed to prevent harm occurring to nearby properties and these would involve the following stipulations:

- No noisy activities to be confined to 07:00 to 19:00 weekdays, 07:00 to 13:00 Saturdays at no time on Sundays
- All lighting to comply with the requirements of the Environmental Protection Act, confined to task areas and the minimum required
- All key static plant to be within agreed locations
- All staff on site to be trained in relation to the CEMP
- Designated on site vehicle routes to be provided and speed limit of 10mph imposed
- A range of dust management and noise/ vibration protocols to be employed (set out within the current CEMP)
- Measures to protect water and ground quality controls to be imposed in accordance with relevant legislation
- Boundary screening to be retained to reduce visual effects
- Pollution control and emergency procedures to be employed in accordance with Environment Agency guidelines

6.98 It is considered that the proposed CEMP would sufficiently control the construction impacts of the development and prevent harm from being caused to nearby properties and uses. The fine detail of the CEMP could be agreed by condition prior to commencement and once agreed, this would allow the Planning Authority to control hours of working for all stages of the construction project in order to protect residential amenity, particularly during evenings and weekends and to secure suitable working practices for the site that would protect the amenity of nearby properties and uses.

6.99 In conclusion, it is considered that the proposed development would not compromise the amenity of nearby existing properties or uses, as result of the layout and scale of the development or the proposed mix of uses, subject to conditions being imposed to control operational development. Therefore, the proposed development is considered to comply with the requirements of policy DM2 of the Island Plan.

#### Transport and highway considerations

6.100 The proposed development would result in a large increase in commercial uses within this area of Ryde and also require the formation of new or altered means of access. Therefore, the impact of the development on the capacity of the wider transport network must be considered, as should the highway safety implications of new access arrangements and matters that relate to on-site

access and parking arrangements. These matters are considered in turn below.

*Impacts on the highway network*

- 6.101 Policy SP7 (Travel) of the Island Plan states that the Council will support proposals that increase travel choice and provide alternative means of transport whilst stating that proposals should not negatively impact on the Island's strategic road network. Policy DM17 builds upon the requirements of SP7 and states that developments should increase travel choice and provide alternative means of travel to the car. The submitted plans show that the site would be accessed via the existing Nicholson Road junction, which adjoins the western carriageway of Great Preston Road and a new roundabout junction that would be formed within Smallbrook Lane, adjacent to the south western boundary of site. The submitted plans also show that the junction of Alexandra Road and St John's Hill would be upgraded to a mini roundabout.
- 6.102 To reduce traffic flows the applicants have provided a Travel Plan (TP) and this outlines techniques to reduce vehicle movements and alternative means of transport to the car. Firstly, the applicants have entered into discussions with Southern Vectis in order to extend the current bus routes that pass through Great Preston Road, into the development site. While those discussions are ongoing, if secured, this would provide a sustainable means of transport. Even so, as noted by the Island Roads Highway Engineer, the site is well connected to the bus stops within nearby Great Preston Road, via Nicholson Road and the existing right of way that aligns the northern boundary of the site. This route would be upgraded by the proposed development (see public rights of way section below), allowing a suitable means of access to bus stops and pedestrian routes between the site, residential properties and Ryde.
- 6.103 To further enhance travel choice, the TP sets out a range of measures to be undertaken for the development which include:
- 3m wide shared footways/ cycleways through the site, connecting to existing surrounding roads and rights of way
  - Dedicated pedestrian and cycle accesses to the site
  - Cycle parking to comply with the Guidelines for Parking Provision as part of New Developments SPD
  - Some units to include showers and lockers for cyclists and walkers
  - Electric charging points to be provided as needed as the development progresses
  - Staff to be encouraged to car-share
  - Public transport to be signposted through the site

The TP is currently in draft, given the outline nature of the proposals for the wider site. However, Officers consider that the proposals within the document

outline a high-level approach that would assist in delivering a range of transport options that would assist in reducing vehicle travel. The site is well connected to the various walking and cycling routes in the area and the plans show that these would be factored into designs and this would combine with a range of improvements to the right of way network to foster safe and accessible links to the nearby bus stops and train station. It is considered that detailed Travel Plans could be secured via reserved matters applications should the outline application be approved.

- 6.104 The applicants have provided a Transport Assessment (TA) to assess the impact of traffic generated by the development on the local and wider highway network. The TA has assessed the current traffic flows within Ryde, using data taken from their own surveys, existing data provided in relation to planning applications in the nearby areas of Ryde and consultants working on behalf of the Council. Island Roads have confirmed that the use of different data sources is an acceptable approach. The TA also takes into account future traffic flows from approved housing developments in the area, such as Rosemary Vineyard, Pennyfeathers and West Acre and predicted growth.
- 6.105 The TA has assessed the existing (baseline) traffic flows of 12 junctions and the location of these are set out within appendix 3 of this report. The TA then provides the likely daily transport movements associated with the proposed mix of uses within the application site (predicted to be 334 two-way movements per day) using the Nationally recognised TRICs database. Using this data, the TA then predicts which of the proposed vehicles accesses drivers would use to enter and exit the site. This allows onward traffic flows to be attributed to the various existing junctions within Ryde. The Island Roads Highway Engineer has not questioned the methodology of the TA but had previously raised concerns regarding the proportion of traffic said to be diverted to the new link road onto Smallbrook Lane. This was predicted to be 75%. However, additional information has since been provided and this downplays the level of movements that would use the spine road, reducing to 50%, with the remaining 50% predicted to use the existing route through Great Preston Road. In their latest comments, Island Roads have not disputed this revised assessment.
- 6.106 The data within the TA has predicted that of the twelve junctions assessed within the local and wider transport network, all but three would operate within capacity. The junctions shown to operate above current capacity are as follows:
- The junction between Great Preston Road, Marlborough Road and Bullen Road (Westridge junction)
  - The junction of Alexandra Road and St John's Hill
  - The junction of Smallbrook Lane and Great Preston Road

- 6.107 The Island Roads Highway Engineer has advised that the proposed new compact roundabout junction to be formed onto Smallbrook Lane and the existing Nicholson Road / Great Preston Road priority junction would operate within capacity, should the development be approved, when taking into consideration forecast growth and committed development. The Highway Engineer has acknowledged the benefits in respect to capacity that maybe attributable to the Alexandra Road / St Johns Hill junction. These works would be delivered by the applicant prior to the occupation of phase 2C of the development, as agreed with Island Roads. Thus, these improvements could be secured by planning condition.
- 6.108 However, Island Roads Highway Engineer has advised that the Westridge Cross signalised junction is demonstrated to be approaching capacity in all scenarios, having further exceeded the reserve capacity of the junction with the addition of the development on the Bullen Road and Great Preston Road approaches in both the AM and PM peaks. The Highway Engineer has reasoned that during the AM peak the addition of the development-based traffic is shown to increase the queue length of Great Preston Road by circa 10 vehicles.
- 6.109 The Highway Engineer has advised with the addition of the junction improvements proposed as part of the Pennyfeathers development Westridge Cross is shown to operate within capacity with the addition of the development proposal but commented that here is no guarantee as to when or if the 'Pennyfeathers' development will be delivered.
- 6.110 It should be noted that there are a number of other housing developments either consented or proposed in close proximity to the application site and that each of these would result in impacts to various junctions within eastern Ryde. Each development proposes slightly different highway improvement schemes to address their own impacts on the highway network and when these would be delivered, would depend on the phasing of those developments. There is a concern that if this is not managed properly it could result in an incoherent range of works to the highway network. As a result, the Council, in its role as Highways Authority and Planning Authority, has recently commissioned consultants to undertake a review of junction improvement options for junctions within the Ryde East area, in order to bring about a coherent range of highway improvement schemes to junctions that would be affected by future developments.
- 6.111 The aim is therefore, for the Council to adopt suitable junction designs and then lead on the delivery of coherent and holistic junction improvement schemes at an appropriate time. These works would be funded by s.106 monies that have already been collected and future contributions/ direct works from nearby proposed developments. The Highway Authority has confirmed that the review is scheduled to be completed in Autumn 2020. The outcome of the review



would allow the Council to select suitable junction designs that would mitigate the impacts of new developments in the area.

- 6.112 The applicant has confirmed that they would provide a proportionate planning contribution that could be used to fund works to address geometric and safety issues for junctions within the local area. It should be noted that works to Westridge Crossroads and the junction between Great Preston Road and Smallbrook Lane would require land held by third parties and thus not in control of the applicant. Therefore, it would be unreasonable to require the applicant to undertake these works. The Council has previously collected similar contributions from the nearby Rosemary Vineyard development and therefore, this approach is considered to be reasonable by Officers. The Island Roads Highway Engineer has advised that based on the submitted information, the contribution should be secured prior to the occupation of phase 3.
- 6.113 In conclusion, Officers consider that the proposed development would not compromise the local and wider highway network as a result of additional transport movements, subject to the collection of a planning contribution towards future junction works and off-site highway works to be undertaken by the applicant in relation to the Alexandra Road/ St Johns Hill junction. Therefore, the development is considered to comply with the requirements of policies SP7 and DM17 of the Island Plan.

*Highway safety*

- 6.114 Policy DM2 of the Island Plan requires developments be accessible and safe. The submitted plans related to the full planning application show that the site would be accessed at two locations; the first would involve linking the site to the existing road that serves Nicholson Road business park to the north of the site, leading to its junction with Great Preston Road. The second access would be on the mid-point of Smallbrook Lane, where a new compact roundabout would be constructed (including cycle and pedestrian links) within the highway and using sections of the site. A new spine road would run between the two accesses, with two arms leading east to serve the business park and the various parking areas within it.
- 6.115 In addition, a range of off-site highway works are proposed, and these are listed below:
- Footway improvements within Nicholson Road in the form of uncontrolled tactile crossings through the length of the road between its junction with Great Preston Road through to the proposed site access
  - Nicholson Road – footway links on the eastern and western side of the road at its southern extents and continuing into the site on the eastern

side linking into the proposed shared use path and public right of way R55

- Remodelling of the Nicholson Road / Great Preston Road junction with associated bus stop, zebra crossing, parking restriction, uncontrol pedestrian crossing works – to include for the removal of the existing pedestrian refuse
- Remodelling of the Alexandra Road / St Johns Hill junction – mini roundabout
- Contribution towards the remodelling of the Smallbrook Lane/ Ashey Road / Carter Road mini roundabout
- Upgrading of public right of way R54 and R55
- Widening of Smallbrook Lane from its junction with Great Preston Road through to the proposed site access (Compact Roundabout) to improve the safety of highway users by providing for a minimum clear usable carriageway width of 6.0m.

- 6.116 In terms of the on-site highway works, the Island Roads Highway Engineer has confirmed that these would meet relevant design standards. The proposed spine road would measure an average width of 7.50m, narrowing to 5.50m to accommodate the shared surface (footway / cycleway crossing point) that is proposed to run east to west across the site linking public right of way R55 through to R52a. The access roads leading from this central road would measure 6.0m in width and associated turning heads and 3.0m wide shared use paths abutting them, to provide connectivity throughout and linkage between Nicholson Road and Smallbrook Lane.
- 6.117 The Island Roads Highway Engineer has concluded that subject to the imposition of conditions, the onsite road layout is deemed to be acceptable from a highway safety, design and accessibility perspective when considering the scale and nature of the development.
- 6.118 The submitted plans show that the proposed compact roundabout would deliver a purpose built and acceptable junction to serve the development but also, to improve access in and around this area of Ryde. The roundabout and the proposed spine road would provide a safe alternative route to the current Smallbrook Lane/ Great Preston Road junction, allowing links between traffic approaching from Ashey Road, seeking access to eastern Ryde.
- 6.119 The Highway Engineer has advised that subject to the imposition of conditions relating to detailed design and junction and forward visibility splays, the proposed compact roundabout layout would comply with highway design standards while providing for a suitable means of vehicle access. The Engineer has also commented that the new junction would also give rise to adequate pedestrian and cycle connectivity to the local public rights of way network and the residential developments approved but yet to be delivered to the west and south of the site. This would allow the right of way network and existing and

approved residential developments to link, providing additional connectivity in the area and assist with highway safety beyond the site as well as reducing the need for car travel.

- 6.120 The submitted plans show that the existing junction of Nicholson Road and Great Preston Road would remain as existing, however a range of related alterations would be made to improve highway safety. The bus stops that are currently adjacent to the entrance to Nicholson Road would be moved in order to improve the free flow of traffic and cease overtaking manoeuvres close to the junction. The northbound bus stop would be moved approximately 70m north from its current position while the south bound bus stop would be moved approximately 20m south. In addition, the current informal pedestrian Island would be removed from the mouth of Nicholson Road. Instead a new purpose-built signalised crossing would be constructed within Great Preston Road, north of the junction.
- 6.121 Tactile crossing points would be placed within Nicholson Road and these improvements would allow a safe crossing point within a busy section of the highway network. The Island Roads Highway Engineer has confirmed that these alterations would meet highway standards. Officers consider that these changes to the highway network would deliver substantial highway safety benefits to all road users, adding the free flow of traffic while providing safer bus stops and crossing facilities for pedestrians. In terms of the proposed mini roundabout proposed for the junction of Alexandra Road and St John's Hill, Island Roads have confirmed that this would meet design standards.
- 6.122 The junction between Smallbrook Lane and Great Preston Road (located west of the Westridge Cross junction) is currently substandard, due to a lack of visibility splays and width. Thus, as currently laid out, the junction does not conform to design standards for any road user. The applicants have sought to address the current issues for this junction through widening it and in doing so, moving the current pedestrian Island further east to allow a right and left turn lane within the western carriageway and this would allow vehicles travelling within Smallbrook Lane to filter into right and left turn lanes, thus helping to reduce queues during peak travel times and improving the flow of traffic. In addition, works would be undertaken to improve the current lack of visibility through cutting back hedgerows that align the southern side of Great Preston Road. The Island Roads Highway Engineer has advised that these changes would result in compliant visibility splays about the junction.
- 6.123 The Highway Engineer has however, advised that even with the proposed changes, the junction would not allow for the free flow of service vehicles, stating that the pedestrian Island would hinder their ability to enter Smallbrook Lane from Great Preston Road, with particularly articulated lorries having to run into the opposing lane. The Highway Engineer has concluded that due to the nature of the development, there would be an increase in larger vehicles

using the junction, despite a 6'6" restriction already being in place for Smallbrook Lane.

- 6.124 Moreover, the Island Roads Highway Engineer has raised concern that the eastern end of Smallbrook Lane is limited in terms of width. The applicants have proposed a passing bay between the proposed roundabout and the junction of Great Preston Road, to allow for vehicles to pass, rather than widening the whole length of this section of the lane, which would require the current mature hedgerow that forms the southern boundary of the site to be removed. This level of removal would have significant impacts on protected species that use the hedgerows.
- 6.125 Officers note the comments made by Island Roads in respect of the proposed junction and the width of Smallbrook Lane. The information contained within the Transport Assessment has shown that the development would result in an increase in the use of this junction and section of Smallbrook Lane. As the Highway Engineer has noted, third party land not controlled by the applicant would be required to form a fully design compliant junction between Smallbrook Lane and Great Preston Road. Nevertheless, it is considered that the proposed improvements to the junction and Smallbrook Lane would strike a balance between providing a safe form of highway access, the need to safeguard protected species and the ability to deliver an allocated employment site. It should be noted that the improved junction would be design compliant for smaller vehicles and pedestrians, which would be able to negotiate the junction in a safer manner, when compared to the current situation. The provision of two turn lanes for vehicles approaching the Great Preston Road junction from Smallbrook Lane, would improve queue length and allow traffic to flow more easily. In addition, the improved visibility would apply for all forms of traffic, improving highway safety.
- 6.126 The remaining issue relating to the manoeuvring of larger service vehicles would hinder the junction, but this is an existing issue. It is acknowledged that the development would increase the potential for larger vehicles to use the junction, but it should also be noted that the proposed new spine road would allow a choice of routes to be used, allowing drivers of larger vehicles to choose to use the Nicholson Road junction with Great Preston Road (fully design compliant) rather than the junction of Smallbrook Lane and Great Preston Road. Where vehicles did use the improved junction, the new passing bay would allow vehicles to pass within Smallbrook Lane, assisting an existing situation while the improvements to visibility about the junction would allow vehicles to see and be seen, allowing time for drivers to adjust and allow larger vehicles to pass.
- 6.127 Clearly, the situation relating to the proposed junction and the limited passing width in Smallbrook Lane would not be fully design compliant and would have the potential to cause conflict between vehicles, as highlighted by the Island

Roads Highway Engineer. However, the deficiencies in terms of highway matters should be balanced along with the other benefits that would be delivered by these planning applications.

- 6.128 The development would result in the delivery of an allocated site, which would provide high quality and flexible buildings for employment uses within a modern and well-designed employment site. The delivery of additional jobs and benefits to the wider Island economy must, in the opinion of Officers, carry significant weight in the determination of these applications. Moreover, the proposed extension of Nicholson Road would provide a further vehicle route within this area of Ryde, potentially aiding the flow of traffic while providing cycle and pedestrian links. When considering the fact that the proposals would improve the visibility for the current junction between Smallbrook Lane and Great Preston Road it is considered that the deficiencies for larger vehicles approaching Smallbrook Lane should not outweigh the significant economic benefits that the development would deliver to Ryde and the wider Island economy. Thus, on balance it is considered that subject to the completion of off-site highway works at the correct time and the provision of planning contributions as outlined above, the proposed development would comply with the requirements of policy DM2 of the Island Plan in terms of highway safety.
- 6.129 Members will note that the proposed Pennyfeathers development to the south of the site benefits from outline planning permission (P/01456/14) and that the developers have recently applied for planning permission to vary the condition that controls reserved matters submissions, so that an reserved matters application can then be submitted (20/00607/RVC). Thus, the development at Pennyfeathers is a material consideration for the applications for Nicholson Road and at this stage, there is potential for the development would go ahead, subject to detailed consents.
- 6.130 The plans submitted as part of the outline planning permission showed significant changes to the eastern end of Smallbrook Lane. The revised masterplan for the development shows that the eastern end of the lane, between the Nicholson Road site and the junction between Smallbrook Lane and Great Preston Road, to be closed vehicle traffic and instead, to form a cycle route. Vehicular traffic would be redirected to a new purpose-built road further south, within the Pennyfeathers site. The new road would then connect to a remodelled 'T' junction between the new road and Great Preston Road. While this would resolve the current issues for Smallbrook Lane, it cannot be predicted when or if the Pennyfeathers development would deliver these works. However, as stated above, it is considered that the current design solutions for the proposed development at Nicholson Road would, on balance, be acceptable in highway terms.
- 6.131 The agent acting on behalf of the Pennyfeathers development has questioned whether the proposed highway works associated with the current full and

outline applications have taken account of the development site to the south. However, it should be noted that the full planning application has been revised to include a compact roundabout onto Smallbrook Lane, so that the highway works associated with the Pennyfeathers development could connect to that junction as and when required. Thus, it is considered that if approved, this development would not compromise the delivery of the development site to the south.

#### Rights of Way

- 6.132 The application site includes two existing rights of way. Footpath R55 runs adjacent to the northern boundary of the site, connecting Great Preston Road to the second right of way, which runs north to south and aligns the nearby railway line. R55 runs across an open field within the western side of the site.
- 6.133 The submitted plans show that a network of pedestrian and cycle routes would run through the site, connecting to the existing rights of way, which would be retained and improved. R55 would be re-surfaced and a purpose-built crossing installed at the point of the northern site access. In addition, a new route would run from the western end of R55 to pass through the proposed landscaped wet meadow, connecting with the new spine road, and a further new pedestrian/ cycle path that would run through the centre of the site, east to west. The new network of paths would also connect to the new access onto Smallbrook Lane, allowing connections to the new housing site to the south and the public right of way network beyond, via the crossing points and pavements that would be built into the proposed roundabout.
- 6.134 In addition, the proposals set out off-site improvements to the existing rights of way that aligns the railway line, towards Slade Road. This would involve re-surfacing to improve access to the railway station at Ryde St John's and the remainder of the town centre. The Council's Rights of Way Manager has supported the proposed network of rights of way through the site and improvements to the existing network. The Officer has recommended that detailed drawings are provided for the various crossing points and new surfaces but noted that these could be secured at a later date.
- 6.135 The Officer has commented that a further connection could be made within the south western corner of the site, to provide a more direct route between the park and the southern end of R54. However, works to provide such a link would require the removal of a mature section of hedgerow and this would potentially impact on protected species. Given the link between R54 and R55 and the onward links to the new cycle/ foot links through the site, it is considered that this link would not be required. It is considered that the proposals would create a high quality and purpose-built network of foot and cycle paths that would aid connectivity within the wider area and therefore, comply with policies SP7, DM2 and DM17 of the Island Plan.

### Ecology and trees

- 6.136 The application site is not the subject of designations for ecology reasons. However, the site is near to various designated ecological sites. The nearest protected area is Swanmore Meadows Site of Importance for Nature Conservation (SINC) which is 50m to the west. This is a lowland grassland habitat separated from the site by the Monktonmead Brook and the Island Line railway. Small ancient woodland copses lie 70m to the north and 160m to the south. The site is also located within proximity of European designated sites of ecological importance. This includes the Solent and Southampton Water Ramsar, Special Protection Area (SPA) and Special Area of Conservation (SAC), Ryde Sands to the north and Wootton Creek Site of Special Scientific Interest (SSSI) 1.5 km to the west. In addition, the Briddlesford Copse SAC is located approximately 3.8 km to the west.
- 6.137 The site itself is currently several fields with a network of wide, mature hedges. The hedgerows are a mix of traditional hedgerow plants with several large mature standard trees growing in the hedges across the site. The applicants have commissioned an Ecological Assessment Report (EAR) to assess habitats and species at and close to the site as well as a Habitats Regulations Assessment (HRA) to assess impacts on European sites. Species surveys have been carried out in relation to the protected species that may be present at the site, with targeted surveys for badgers, bats, dormice, reptiles, red squirrels and great crested newts.
- 6.138 In addition, it should be noted that prior to the submission of the planning applications for the site, the Planning Authority carried out a formal screening opinion in accordance with the requirements of the Environmental Impact Assessment Regulations. The screening opinion was compiled with input from the Council's Ecology Officer and Natural England and this concluded that the proposals would not result in significant effects on the environment and therefore, not require an Environmental Statement. This section will assess the impact of development on species and habitats and then potential recreational disturbance on the SPA caused by occupants of new dwellings. The impact of potentially increased nitrates caused by foul and surface water drainage will be considered in the following flood risk and drainage section.

### *Species and habitats*

- 6.139 The applicant's EAR found that the site includes scrub, semi-improved neutral grassland, tall ruderal plants, pond and species rich hedgerow habitats and all were found to be of local importance or less. The species surveys found that the site supports 9 species of bats but at a low level with trees unlikely to support roosts, dormice (one nest found) but no evidence of great crested newts or water voles. The surveys showed that there were good populations of reptiles, including high numbers of slow worms, good numbers of common

lizard. Red squirrels were not found to be present, but the EAR acknowledges that they are present in nearby woodland close to the site and therefore, may use the site for movement. Hedgerows were found to be suitable for a wide range of nesting birds and the adjoining scrubland edges suitable for barn owls to hunt and feed. No badger setts were found, but badger tracks were present. Other species that may use the site include hedgehogs, brown hare, common toad and various invertebrates.

6.140 The submitted plans show that the site would be re-developed, and this would include a range of buildings, roads and hard standings throughout the various existing fields. In addition, to form the various roads and walking/ cycling routes gaps would be made in the existing mature hedgerows. Members will note that the applications are the subject of revised plans, which show a larger junction to be created onto Smallbrook Lane, requiring a wider gap within existing hedgerows. As a result, an addendum has been provided which updates the EAR, to reflect the revised plans.

6.141 The information sets out a range of mitigation and avoidance measures that seek to protect important habitats and protected species. These include the following:

- Retaining hedgerows at the Development Site boundaries and strengthening through supplementary shrub planting
- Layout of internal road and pedestrian/ cycle paths designed to minimise the number of hedgerow intersections and maintaining connections to existing surrounding habitats
- Narrowing of road intersections where safety considerations allow (central E-W hedgerow) to minimise hedgerow loss
- Provision of 8m wide 'habitat buffers' on either side of retained hedgerows to protect hedgerow shrubs and trees from damage and other disturbance from development, and to support the continued function of retained hedgerows and associated field margins as habitat resources for bats and dormice, reptiles, and other wildlife
- Replacement hedgerow planting behind proposed passing places along Smallbrook Lane
- New tree and shrub planting within a 30m wide buffer along the eastern boundary of the Development Site to replace dormouse habitat and to strengthen habitat connectivity
- Strategic landscape planting at pedestrian/ cycle path hedgerow intersections to provide connectivity for commuting bats and dormice via the tree canopy
- Creation of areas of tussocky grassland and species-rich grassland within the hedgerow buffers to provide suitable habitat for reptiles and amphibians, and foraging habitat for bats



- Additional, parallel hedgerow planting in buffer along central E-W hedgerow to mitigation for hedgerow losses elsewhere on Development Site
- New tree and shrub planting to comprise native species of value for dormice and bats.

- 6.142 In addition, the EAR outlines that a new bio-diversity area would be created within the western area of the site, through retaining an area of grassland within the north western section of the site (rear of the Royal Mail sorting office) and retention of the existing field pond and landscape surrounding it within the south western section of the site. The EAR also outlines that sensitive lighting would be used throughout the site to reduce impacts to species, using directional fittings to prevent light spillage. Moreover, the EAR confirms that no lighting would be installed within the buffer zones. Drainage would be designed to avoid adverse effects on the Monktonmead Brook (utilising a network of swales and wetlands) and that trees would be retained.
- 6.143 To provide enhancement (net gain) the EAR proposes a wide range of measures that would include formation of new water bodies (swales, wetland and ponds) and the improvement of existing ponds, use of nectar rich grassland plants, wetland creation and the management of a range of grassland and habitat buffers. The final detail of these measures would be secured by condition.
- 6.144 To mitigate the impact of the proposed new roundabout within the south west corner of the site, the EAR addendum proposes additional measures that would include new hedgerows to align the northern section of the roundabout. The hedges would be planted of equal or greater numbers of species to the existing hedge and where possible, existing hedge plants and shrubs to be re-used through translocation. In addition, a species rich hedgerow buffer would be provided, and dormouse bridge installed to allow continued connectivity between the hedgerows either side of the junction.
- 6.145 During the construction phase a range of measures would be implemented including pre-construction checks for species and habitats, installation of fencing to prevent access to retained habitats (including root protection areas of trees and hedges), backfilling trenches at the end of each day or provision of ramps to allow easy exit, careful site clearance measures, management of dust generation and lighting, pollution control measures and quiet working measures. These could be controlled via a CEMP.
- 6.146 Natural England have commented on the proposed development and in doing so raised no objection, including the revised proposals. They have advised that the detailed suite of landscaping proposals should be secured by condition, to ensure that a net gain for the environment is achieved and where not possible, there is not net harm to the environment as a minimum. Natural England have

advised that planting should only include native species and that a management plan for landscaping should be secured.

- 6.147 The Council's Ecology Officer has noted the proposed measures to avoid impacts to protected species, including extensive buffer zones, protection of ecological networks, enhancement planting and new areas created for wildlife. The Officer has advised that the full suite of proposed measures and plans set out within the EAR and supporting addendum are welcomed (including timing of works, construction and environmental management, landscaping, planting, sensitive lighting and drainage measures) and recommended that their implementation should be secured by condition with any planning permission.
- 6.148 The Ecology Officer has advised that in order to ensure that the proposals include adequate habitat provision, detailed strategies and plans would be required should the applications be approved. The Ecology Officer has noted that the proposed measures to conserve protected species onsite include hedgerow retention and enhancement and advised that the applicant would need to demonstrate that any hedgerow planting would be of similar quality and age, as well as quantity, to existing hedgerows to ensure no loss of habitat in the short term. Therefore, the Officer has recommended that plans should include planting details to show species, age, structure and mix to be introduced on the site as well as a methodology for the translocation of existing species on site. The Officer has advised that currently, the proposals show a neutral bio-diversity value post-development and therefore, advised that detailed planting and management plans set out how the advised 10% biodiversity gain would be achieved. The Officer has also recommended that the effectiveness of the proposed biodiversity bridge is monitored.
- 6.149 It is apparent that the site currently includes a range of habitats that support protected species, although surveys have shown that in most cases, existing numbers are low. The submission outlines a range of measures to retain and protect habitats, allowing their future management and improvement. The site is not currently managed for biodiversity and therefore, Officers consider that the proposed EAR and the supporting addendum set out an outline strategy that with detail, would secure a range of measures to allow habitats to improve and be monitored. Given the comments provided by Natural England and the Council's Ecology Officer, it is considered that in terms of on-site species and habitats, subject to conditions, the proposals would comply with the requirements of policies SP5 and DM12 of the Island Plan.

#### *Recreational disturbance*

- 6.150 The proposal seeks permission for 15 residential units and therefore, would result in increased residential accommodation within the Solent SPA Buffer Zone. As a result, without mitigation the proposal would be likely to result in adverse impacts on the Solent SPA in terms of increased recreational

disturbance. The applicant has agreed to enter into a legal agreement to secure the required mitigation payments as set out within the Bird Aware Solent Mitigation Strategy. Given the comments provided by Natural England, it is considered that the proposal would therefore comply with the aims of policy DM12 of the Island Plan, the NPPF and the Habitat Regulations which seek to protect, conserve and enhance these designated areas and to avoid adverse impacts on them from development.

### *Trees*

- 6.151 The application site includes a significant number of trees within the western section and these mainly comprise common and sessile oaks, along with field maples and ash. Collectively, the trees are of high amenity and contribute to the character of the area. The submitted plans show that all trees apart from a single common oak would be retained as part of the development. The oak to be removed, would allow access to the car parking area to serve the proposed office campus, west of the new spine road. This is a C grade tree situated within a line of B grade Oaks and it is considered that its loss would be minor when considering additional landscaping that would be undertaken.
- 6.152 The Council's Tree Officer previously commented that the scale of tree loss caused by the proposed footpaths that would cut through tree group G28 was unknown. This hedgerow contains a collection of oak, ash and hawthorn trees of varying sizes and ages and forms a thick hedge line that splits the proposed western meadow. The applicants have since confirmed that no trees would be lost as a result of the proposed footpath route and that instead, trees would be protected as part of the construction process, with footpaths to be built to prevent impacts on trees and their root protection areas. The applicants have proposed that the works are controlled by condition, where further information would be provided in respect of tree protection measures. This approach has been supported by the Tree Officer, who raises no further objections to the proposals. Therefore, it is considered that the impact of the development in trees would be minor and in compliance with the requirements of policies DM2 and DM12 of the Island Plan.

### Flood risk and drainage (including nitrates)

#### *Nitrates*

- 6.153 Natural England has published standing advice relating to issues of high levels of nutrients within the Solent water environment, which have resulted in dense mats of green algae in coastal areas. The Southampton and Solent Water Special Protection Area (SPA) is an important habitat for protected species of birds, which use the coast for feeding. Natural England's concern is that the nutrients levels have resulted in algae in coastal areas, which prevent protected species from feeding. Natural England's standing advice is that these issues are caused by wastewater from housing and agriculture.

- 6.154 Natural England's current advice is that development should not add to existing nutrient burdens on designated sites and thus, achieve nutrient neutrality. In respect of the Island, this can either be achieved through draining development to the Waste Water Treatment Works (WWTW) at Sandown (which discharge away from the Solent) or to impose conditions that require the developer to demonstrate nutrient neutrality.
- 6.155 In respect of this development, the applicants have provided a Nitrogen Impact Assessment (NIA). This outlines that in terms of surface water, the site would be drained to mimic the existing situation through the use of a range of attenuation cells, swales and ponds, which would be used to slow drainage flows and filter water to a suitable quality. Water would then be drained to Ryde Waste Treatment Works.
- 6.156 In relation to foul water, the NIA has set out the likely level of nitrogen that would be caused by the proposed residential development (32.2kg per year). The NIA then confirms that as a result of this development, 15.17 hectares of the site would no longer be used for agriculture and instead, include 8 hectares of built development and 7.2 hectares of open space. As a result, the NIA concludes that taking a precautionary approach, the development would result in a 17.6kg per year reduction in nitrogen and thus would not require mitigation.
- 6.157 Natural England have confirmed that the applicant's NIA shows the development would not lead to increased nutrient flow to the protected sites and that provided the Council, as the competent authority, is assured and satisfied with the site areas are correct and that the existing land uses are appropriately precautionary, the no further concerns would be raised with regard to the nutrient budget. Natural England have therefore advised that conditions should be imposed to limit the use of water to 110 litres per person per day and to secure a management plan for the 7.2 hectares of open space, to ensure that it would not revert back to agricultural use or other uses that would affect nutrient impacts. Officers are satisfied that these requirements could be secured via conditions and a legal agreement and can confirm that the measurements for the site are correct.

#### *Flood risk and drainage*

- 6.158 In terms of flood risk, Officers can confirm that the proposed buildings and roads would be in flood zone 1 and therefore, at the least risk of flooding. However, the introduction of hard surfaces could result in increased surface water run-off to the nearby Monktonmead Brook and therefore, impact on areas of development within Ryde, by increasing the risk of flooding.
- 6.159 The applicant's Flood Risk and Surface Water Strategy states that it is proposed to collect surface water runoff from the development site into a detention basin and wetland area via swales and piped drainage systems

which would then discharge into the Monktonmead Brook at a controlled rate via a pipe and headwall and flow control device. Existing greenfield run off rates for the site stand at 7.7 litres per second per hectare and 67.7 litres per second for the whole site. The proposed drainage strategy has taken increased rainfall as a result of climate change into account and therefore, the drainage infrastructure for the site has been designed to reduce flow to the Monktonmead Brook through using a hydro break should it be necessary, to be no greater than greenfield run off rates and thus, not increase the potential for flooding.

- 6.160 The applicant's information confirms that the foul water for the would be directed to the existing Southern Water mains sewer that is located to the north, within Nicholson Road. The sewer would be extended to the site and new pump station installed to provide connection. Southern Water have confirmed that there is adequate capacity for the sewer system to serve the proposed development. Thus, subject to the proposed strategy being secured by condition and implemented, it is considered that the proposed development would comply with the requirements of policy DM14 of the Island Plan.

6.161 Ground conditions

The applicants have provided a Ground Conditions Assessment, and this assesses the geology for the site and potential contamination as a result of previous uses. Historical maps have been used and these show no evidence of previous uses, such as clay pits, waste dumps etc having taken place at the site. The maps do show such uses on other areas close to the site, but most have since been developed. There are no recorded pollution incidents for the site.

- 6.162 To aid the desk top assessment, intrusive ground condition surveys were undertaken, and these involved the excavation of twelve 3m deep trial pits to obtain information on the variation of the near surface ground conditions with recovery of soils samples for geotechnical and geochemical analysis. Soils were then subject to laboratory testing to determine geotechnical properties and concentrations of potential contaminants of the soils encountered. These tests showed no presence of contaminants such as asbestos or ground gas and one very low deposit of hydrocarbons. Thus, it is considered that the risk of contamination at the site is very low and not a constraint to development.

- 6.163 In terms of ground works, the plans show a series of cut and fill excavations, to form the level areas for various buildings and roads. Excavated material would be re-used at the site. The site is not within an area of known ground stability but it is considered necessary and reasonable to require details of existing and proposed levels to be provided via conditions prior to the commencement of the full planning application and for the detailed matters applications, should the applications be granted consent.

## **7. Conclusion**

- 7.1 Members will note that the application site is allocated for employment uses within the Island Plan, as set out within policy SP3 (Economy). The proposals seek to bring the site forward for employment purposes, with a mix of light industrial and office (B1 but now within the new E use class as of 1<sup>st</sup> September 2020), general industrial (B2) and B8 (Storage and distribution) uses. The proposals would deliver a significant level of employment space and therefore, assist the aspirations of the development plan and the Council's Regeneration Strategy in providing jobs from a range of sectors. The proposed buildings would be flexible, with a diverse range of sizes that would cater for existing companies wishing to expand or utilise more modern buildings, whilst also providing a high-quality site that could attract new companies to the Island. This would enable the Council to deliver greater numbers of jobs, reduce seasonality and improve income levels. In the context of the economic advice provided by the NPPF and the Island Plan, it is considered that the employment benefits that could be derived by through the delivery of this allocated site, carry significant and material weight.
- 7.2 The proposals would also deliver a new community hub, that could cater for the needs of the site, through a proposed convenience retail store, and also nearby residential communities through the proposed health centre and gym. The proposed key workers housing would create a sense of activity outside of traditional working hours while providing much needed affordable housing for essential workers. The site is sustainably located, with good transport links to the surrounding area, either by foot, cycle, public transport and where needed, road travel.
- 7.3 The proposals show that the site would be developed to a high standard. The proposed buildings would be laid out and designed in accordance with a farmyard ethos, that would be secured via the design code. This would allow the site to provide a blend between the developed areas around it and the rural landscape to the south and south west. Officers have assessed the landscape and visual impacts of the proposals and consider that they would not result in material harm to surrounding visual receptors or landscape character areas. There would be change to the immediate landscape, but the site would include significant areas of open space, landscaping and green corridors that would mitigate landscape impacts and result in a high-quality onsite environment. Officers consider that the level of impact to nearby landscape as a result of the development would be outweighed by the significant social and economic benefits that the development would provide.
- 7.4 Subject to controls imposed by planning conditions for the full planning application and to secured via future detailed planning applications, the development would not result in harm to nearby properties or uses, nor would it compromise on site high amenity trees, protected species or habitats or the integrity of national and internationally designated sites for ecology. In addition,

the development would not compromise the setting or historic character of nearby heritage assets or be affected by flood risk.

7.5 The proposed development would deliver a range of benefits to the existing highway network and rights of way network and the proposed key accesses to the site would meet highway design standards, as would onsite access arrangements. The site would include a purpose-built network of walking and cycling routes, that would aid connectivity in the surrounding area. It is noted that the traffic associated with the development, once fully operational would impact on the capacity of certain junctions, particularly the nearby Westridge Crossroads and Great Preston Road/ Smallbrook Lane junctions. However, the applicants have agreed to provide a financial contribution that would be used for highway improvement works within the area and this would be used in conjunction with existing secured contributions and those which could be secured through via potential future developments, if approved, to deliver improvements to those junctions, that would be designed by the Council as Highway Authority.

7.6 In conclusion, it is considered that the proposals set out a high-quality development that would foster economic development and deliver jobs within this area of Ryde, complimenting the housing that is envisaged for this area through the development plan. As a result, it is considered that the two planning applications are in compliance with the strategic advice contained within the NPPF and the requirements of the Island Plan Core Strategy.

7.7 Members will note that there are a range of matters that will require the completion of a planning obligation under S.106 of the Planning Act. The obligation would secure the following:

- Ecological mitigation in relation to recreational disturbance and water quality within the Southampton and Solent Waters SPA as well as the potential to provide off-site ecological improvements if required for net gain
- The management of the network of green corridors, open spaces and buffers at the site
- The provision of affordable key worker housing
- Contributions towards off-site highway improvements to junctions within the Ryde area prior to the occupation of phase 3
- The requirements of the design code that will guide future detailed planning applications for the site

Should the planning applications be resolved for approval, it is proposed that the completion and final detail of the legal agreement would be delegated to Officers.

## **8. Recommendation**

- 8.1 For full and outline planning permission to be granted, subject to conditions and the prior execution of a planning obligation under S.106 of the Planning Act.

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

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

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

In this instance the Planning Authority updated the applicants on a regular basis in relation to the processing of the planning application. Due to matters raised by consultees the Planning Authority required the submitted of additional information relating to a range of matters, including transport and highway issues, trees and ecology. The information is considered to have overcome concerns and therefore, the proposal is considered to represent an acceptable form of sustainable development.

## **Conditions/Reasons**

### **The full planning application**

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

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

2. The development hereby permitted shall be carried out in complete accordance with the details shown on the submitted plans, numbered below, except where varied by any other conditions of this permission.

RYDE-RCK-ZZ-XX-DR-A-0002-S3-P3  
RYDE-RCK-ZZ-XX-DR-A-0001-S3-P5  
RYDE-RCK-ZZ-XX-DR-A-0002-S3-P3  
RYDE-RCK-ZZ-XX-DR-A-20100-S3-P6



RYDE-RCK-ZZ-XX-DR-A-20101-S3-P6  
RYDE-RCK-ZZ-XX-DR-A-20102-S3-P6  
RYDE-RCK-ZZ-XX-DR-A-20103-S3-P6  
844-100 Rev 01  
844-102 Rev 01  
844-200  
844-201  
844-202  
300  
301  
302

40908/5501/014 - St John's Hill / Alexandra Road Concept Junction  
40908/5501/021B - Great Preston Road / Nicholson Road - Proposed Zebra Crossing  
40908/5501/022B - Ryde Business Park Extension - Pedestrian Improvements  
40908/5501/030A - Smallbrook Lane / Business Park Access Concept Compact Roundabout - 36m ICD  
40908/5501/031A - Smallbrook Lane / Business Park Access Concept Compact Roundabout - 36m ICD  
40908/5501/034 - Smallbrook Lane / Business Park Access Concept - Crossing Visibility  
40908/5501/036 - Great Preston Road / Smallbrook Lane Junction Concept - Option 1  
40908/5501/023D - Great Preston Road / Smallbrook Lane Junction Concept - Option 2

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

3. No external lighting shall be installed in relation to the development hereby permitted until details of means of external lighting have been submitted to and agreed in writing by the Local Planning Authority. Details shall include the number, location, height and design of lighting, measures to minimise light pollution and to prevent glare. 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 wildlife 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.

4. No development shall take place until a Construction Environmental Management Plan (CEMP) has been submitted to and approved in writing by the local planning authority, based on the principles of the high level Construction Environmental Management Plan, Ecological Assessment Report and Habitats Regulations Assessment. Works associated with the development hereby shall be carried out in accordance with the approved CEMP.

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

A map or plan showing habitat areas to be specifically protected during the works and the means of protection

Location of the contractors compound

The means of access/egress for construction traffic

The loading and unloading of plant and materials

How operative and construction traffic parking would be managed based on the principles of Section 8 of the Transport Assessment 'Considerate Contractor Framework'

Locations for the storage and handling of plant, materials, fuels, chemicals and wastes

Measures to control the emission of dust and dirt during construction

Wheel cleaning facilities

Demolition/ construction/ loading and unloading and working hours

Measures to protect occupants of the development which become used during the demolition construction phases

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

Details of any piling operation undertaken

External lighting associated with the construction and clearance phases

Measures to protect water and ground quality including temporary drainage measures

Pollution control and emergency procedures

The erection of security hoarding including decorative displays and facilities for public viewing where appropriate

Reason: In order to ensure that the works are undertaken in an appropriate manner to minimise impact on the amenities of neighbouring uses, protected species and habitats, and to ensure safe access into the site during the construction period 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 timing at which the agreed works would need to be employed.

5. Development shall not begin until a detailed strategy and timetable for the delivery of the ecological mitigation and enhancement measures based on the principles of the Ecological Assessment Report and Habitats Regulations Assessment, has been submitted to and approved in writing by the Local Planning Authority. Details shall include, but not be limited to, the following:

Measures for the periodic monitoring of dormouse populations on site and the effectiveness of the proposed wildlife bridge

A Management Plan that outlines the management responsibilities and maintenance schedules in respect the areas of open space and wetland/ ponds

Measures to the ensure that the open spaces for the development achieve the specifications of the Nitrogen Budget for the site

Development shall be undertaken in accordance with the approved details and no open space/ landscaped area shall be used for the purposes of agriculture.

Reason: To secure the delivery of on site ecological mitigation and enhancement, to prevent impacts to the Solent and Southampton Water SPA and Ramsar, Solent Maritime Special Area of Conservation (SAC) and the Solent and Dorset Coast Potential Special Protection Area (SAC) 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 nature of the works.

6. No hard or soft landscaping shall take place until there has been submitted to and approved in writing by the Local Planning Authority a scheme of hard and soft landscaping based on the principles of the approved plans. Hard landscaping shall include details of materials for paving, footpaths, parking spaces and other areas of hard standing. 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 and details of measures to meet 10% ecological net gain compared to baseline conditions for the site as outlined within the Ecological Assessment Report. 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. The agreed hard landscaping shall be completed prior to the occupation of the buildings hereby permitted and be retained thereafter.

Reason: To ensure the appearance of the development is satisfactory 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.

7. The development shall be carried out in accordance with a detailed scheme of drainage for the treatment of foul and surface water, which has been submitted to and agreed in writing by the Local Planning Authority prior to the commencement of the works hereby permitted. Details shall be based on the principles of the submitted Flood Risk Assessment and Drainage Strategy. Details shall include sustainable drainage techniques to limit surface water run-off to equivalent greenfield rates and the ability to accommodate 1 in 100year events plus an appropriate allowance for climate change. Details shall include measures to prevent pollution of nearby water courses, including trash screens, hydrocarbon interceptors and silt filters.

Reason: To ensure that the site is satisfactorily drained, to prevent issues of localised flooding, to ensure that surface water does not impact on the water quality of the Monktonmead Brook and to comply with the requirements of policies SP5 (Environment), DM2 (Design Quality for New Development), DM12 (Landscape, Seascape, Biodiversity and Geodiversity) and DM14 (Flood Risk of the Island Plan Core Strategy. This is a pre-commencement condition, due to the stage of construction during which drainage infrastructure would be delivered.

8. 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 agreed in writing by the County Archaeology and Historic Environment Service and approved 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 is a pre-commencement condition due to the timing at which the archaeological works would need to be employed.

9. 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 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 is a pre-commencement condition due to the timing at which the archaeological works would need to be employed.

10. Prior to the construction of the highway works hereby permitted, details of works to provide new pedestrian and cycle links throughout the site and to upgrade the existing rights of way R54, R55 & R56 shall be submitted to and agreed in writing by the Local Planning Authority in writing. The details shall include the width, alignment and final surface materials of the rights of way, cycle and pedestrian links, the design and specification of crossing points, measures to prevent obstruction to existing rights of way during the construction and operational phases of the development and means of managing the safety of users during the construction and operational phases. Development shall be carried out in accordance with the agreed details and the pedestrian and cycle links and upgraded rights of way shall be completed prior to the first operational use (excluding construction works) of the highway works hereby approved and the buildings and uses permitted by the outline application.

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. This is a pre-commencement condition due to the timing at which the agreed works would need to be employed.

11. 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 trees and hedgerows will be minimised during construction works, including details of protective tree fencing to be installed for the duration of construction works. Details shall include:

An updated topographical survey in respect of area G28 as indicated on drawing PR12206-03 Sheet 1-3 of ACD Environmental report 'Aboriginal Impact Assessment & Method' (Feb 2020). The topographical survey for this area should be updated to identify all trees in this area over 75mm dia at 1.5m above ground level for the first 20m of the western edge of this group.

A tree protection plan for area G28. Any works within area G28 should then be undertaken in accordance with the approved tree protection plan.

The agreed method statement will then be adhered to throughout the development of the site.

Reason: To ensure that the high amenity trees and hedgerows to be retained are 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. This is a pre-commencement condition due to the requirement to protect trees at all stages of site works.

12. Prior to the commencement of construction works, details of existing and proposed site levels shall be submitted to and agreed in writing by the Local Planning Authority. The details shall outline the height, size and designs of proposed retaining structures and the location and extent of areas for the depositing of excavated materials. Development shall be carried out in accordance with the agreed details.

Reason: To ensure that the site is of a satisfactory appearance in relation to the character and appearance of the surrounding area 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.

13. No operations shall be carried out until the site access road and pedestrian access has been constructed based on the principles as shown on drawing no. 40908-PBA-XX-C-DR-103 Rev. 3 and in accordance with details to be submitted to and approved in writing by the Local Planning Authority. Nothing that may cause an obstruction to visibility shall be placed at any time in the visibility splays. No other vehicular access to or egress from the site shall be used at any time and all other vehicular accesses to the site shall be stopped up in accordance with details to be submitted to and approved in writing by the Local Planning Authority.

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

14. Development shall not begin until details of the design, surfacing and construction of any new roads, footways, cycleways, accesses and car parking areas based on the principles as shown on drawings;

o 40908-PBA-XX-C-DR-104 Rev 2A Highway Layout

o 40908-PBA-XX-C-DR-103 Rev 3	Highway Layout
o 40908-PBA-XX-C-DR-502 Rev 1	Drainage Layout
o 40908-PBA-XX-C-DR-503 Rev 1A	Drainage Layout
o 40908-PBA-XX-C-DR-701 Rev 2	Pavement Layout
o 40908-PBA-XX-C-DR-702 Rev 2A	Pavement Layout
o 40908-PBA-XX-C-DR-1101 Rev 2	Kerbing Layout
o 40908-PBA-XX-C-DR-1102 Rev 2A	Kerbing Layout
o 40908-PBA-XX-C-DR-102 Rev 5A	General Arrangement

together with details of the means of disposal of surface water drainage (including Microdrainage calculations (+40% climate change) and Simulation results with any attenuation catering for a 1:100 year event) there from have been submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details prior to occupation.

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. Development shall not begin until details of the design, surfacing and construction of the compact Roundabout serving the site from Smallbrook Lane along with the associated footway and cycleway links based on the principles as shown on drawings no. 40908-5501-30 Rev A dated the 08.06.2020, 40908-PBA-XX-C-DR Rev 3A dated 26.06.2020 and 40908/5501/034 (these details shall include but not be restricted to , long sections, cross sections, General Arrangement, Site Clearance, Drainage and Signing and Lining, the findings of the Road Safety Audit (vehicle containment barrier etc.) together with details of the means of disposal of surface water drainage have been submitted to and approved in writing by the Local Planning Authority. Development shall subsequently be carried out in accordance with the approved details with the junction and all associated works being constructed prior to occupation of any building or use approved via the outline planning application for this site.

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

16. Prior to bringing into operation the compact roundabout junction approved to serve the site from Smallbrook Lane, the visibility splays and sightlines as detailed on drawings no. 40908-PBA-XX-C-DR Rev 3A dated 26.06.2020 and 40908/5501/034 shall be provided and thereafter retained. 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 the visibility splays.

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. Development shall not begin until details of the design, surfacing and construction of the vehicle passing bay / localised carriageway widening within Smallbrook Lane based on the principles as shown on drawing no. 40908-PBA-XX-C-DR Rev 3A dated 26.06.2020 have been submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details with the carriageway widening works being constructed prior to occupation of any building or use approved by the outline planning application for this site.

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

#### The outline planning application

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

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

2. Before any works or development hereby approved is commenced on site details relating to the layout, scale, appearance and landscaping of the site and the allocation of each use class for the buildings hereby permitted shall be submitted to and approved by the Local Planning Authority. These details shall comprise the 'reserved matters' and shall be submitted within the time constraints referred to in condition 1 above before any development is commenced.

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

3. The reserved matters submitted under condition 2 shall be in general accordance with the principles and parameters of the RCKA design code, Illustrative Masterplan and Illustrative Landscape Masterplan.

Reason: To ensure that the development takes the form and appearance agreed by the authority and therefore complies with the requirements of policies DM2 (Design Quality for New Development), DM11 (Built and Historic



Environment) and DM12 (Landscape, Seascape, Biodiversity and Geodiversity) of the Island Plan Core Strategy.

4. The construction of the buildings hereby approved shall be carried out in accordance with a phasing plan, based on the principles of the indicative phasing plan, that has been submitted to and agreed in writing by the Local Planning Authority. Each phase of development shall be completed with associated drainage and highway infrastructure, landscaping and other matters as approved by the other conditions for this planning permission prior to commencement of the next phase, unless agreed otherwise in writing by the Local Planning Authority.

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

5. No external lighting shall be installed in relation to the development hereby permitted until details of means of external lighting have been submitted to and agreed in writing by the Local Planning Authority. Details shall include the number, location, height and design of lighting, measures to minimise light pollution and to prevent glare. 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 wildlife 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.

6. No development shall take place until a Construction Environmental Management Plan (CEMP) has been submitted to and approved in writing by the local planning authority, based on the principles of the high level Construction Environmental Management Plan, Ecological Assessment Report and Habitats Regulations Assessment. Works associated with the development hereby shall be carried out in accordance with the approved CEMP.

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

A map or plan showing habitat areas to be specifically protected during the works and the means of protection

Location of the contractors compound

The means of access/egress for construction traffic

The loading and unloading of plant and materials

How operative and construction traffic parking would be managed based on the principles of Section 8 of the Transport Assessment 'Considerate Contractor Framework'

Locations for the storage and handling of plant, materials, fuels, chemicals and wastes

Measures to control the emission of dust and dirt during construction

Wheel cleaning facilities

Demolition/ construction/ loading and unloading and working hours

Measures to protect occupants of the development which become used during the demolition construction phases

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

Details of any piling operation undertaken

External lighting associated with the construction and clearance phases

Measures to protect water and ground quality including temporary drainage measures

Pollution control and emergency procedures

The erection of security hoarding including decorative displays and facilities for public viewing where appropriate

Reason: In order to ensure that the works are undertaken in an appropriate manner to minimise impact on the amenities of neighbouring uses, protected species and habitats, and to ensure safe access into the site during the construction period 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 timing at which the agreed works would need to be employed.

7. Development shall not begin until a detailed strategy and timetable for the delivery of the ecological mitigation and enhancement measures based on the principles of the Ecological Assessment Report and Habitats Regulations Assessment, has been submitted to and approved in writing by the Local Planning Authority. Details shall include, but not be limited to, the following:

Measures for the periodic monitoring of dormouse populations on site and the effectiveness of the proposed wildlife bridge

A Management Plan that outlines the management responsibilities and maintenance schedules in respect the areas of open space and wetland/ ponds

Measures to the ensure that the open spaces for the development achieve the specifications of the Nitrogen Budget for the site

Development shall be undertaken in accordance with the approved details and no open space/ landscaped area shall be used for the purposes of agriculture.

Reason: To secure the delivery of on site ecological mitigation and enhancement, to prevent impacts to the Solent and Southampton Water SPA and Ramsar, Solent Maritime Special Area of Conservation (SAC) and the Solent and Dorset Coast Potential Special Protection Area (SAC) 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 nature of the works.

8. No hard or soft landscaping shall take place for each phase of the development until there has been submitted to and approved in writing by the Local Planning Authority a scheme of hard and soft landscaping based on the principles of the approved plans. Hard landscaping shall include details of materials for paving, footpaths, parking spaces and other areas of hard standing. 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 and details of measures to meet 10% ecological net gain compared to baseline conditions for the site as outlined within the Ecological Assessment Report. 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 phase of approved development to which it relates and any trees or plants which within a period of 5 years from the commencement of that phase 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. The agreed hard landscaping shall be completed prior to the occupation of the buildings within the relevant phase hereby permitted and be retained thereafter.

Reason: To ensure the appearance of the development is satisfactory 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.

9. Each phase of the development shall be carried out in accordance with a detailed scheme of drainage for the treatment of foul and surface water, which has been submitted to and agreed in writing by the Local Planning Authority prior to the commencement of each phase. Details shall be based on the principles of the submitted Flood Risk Assessment and Drainage Strategy. Details shall include sustainable drainage techniques to limit surface water run-off to equivalent greenfield rates and the ability to accommodate 1 in 100 year events plus an appropriate allowance for climate change. Details shall include measures to prevent pollution of nearby water courses, including trash screens, hydrocarbon interceptors and silt filters.

Each phase of the development shall be carried out in accordance with the approved details. Foul drainage shall be discharged to the local mains sewer network and shall be treated at the Ryde Waste Water Treatment Works.

Reason: To ensure that the site is satisfactorily drained, to prevent issues of localised flooding, to ensure that surface water does not impact on the water quality of the Monktonmead Brook and to comply with the requirements of policies SP5 (Environment), DM2 (Design Quality for New Development), DM12 (Landscape, Seascape, Biodiversity and Geodiversity) and DM14 (Flood Risk of the Island Plan Core Strategy. This is a pre-commencement condition, due to the stage of construction during which drainage infrastructure would be delivered.

10. No development shall take place until a scheme of efficiency measures to reduce water consumption to no greater than 110 litres per day per person has been submitted to and agreed in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.

Reason: To prevent excess extraction of water from the Rivers Itchen and Test, to prevent impacts to the Solent and Southampton Water SPA and Ramsar site 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 stage of construction during which drainage infrastructure would be delivered.

11. 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 agreed in writing by the County Archaeology and Historic Environment Service and approved 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 is a pre-commencement condition due to the timing at which the archaeological works would need to be employed.

12. 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 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 is a pre-commencement condition due to the timing at which the archaeological works would need to be employed.

13. 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 trees and hedgerows 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: To ensure that the high amenity trees and hedgerows to be retained are 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. This is a pre-commencement condition due to the requirement to protect trees at all stages of site works.

14. Prior to the commencement of construction works for each phase of the development, details of existing and proposed site levels and finished floor levels for buildings shall be submitted to and agreed in writing by the Local Planning Authority. The details shall outline the height, size and designs of proposed retaining structures and the location and extent of areas for the depositing of excavated materials. Development shall be carried out in accordance with the agreed details.

Reason: To ensure that the site is of a satisfactory appearance in relation to the character and appearance of the surrounding area 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.

15. Prior to the occupation of any building hereby permitted, details of boundary treatments and bin stores shall be submitted to and approved in writing by the

Local Planning Authority. The boundary treatments and bin stores shall be completed before the dwellings hereby permitted are 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.

16. No part of the buildings hereby approved shall be constructed above foundation level until samples of the materials and finishes including mortar colour, brick/ block detailing, cladding, roof systems and rainwater goods etc to be used in the construction of the external surfaces and details of windows and doors 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.

17. Prior to the use of the buildings hereby permitted (not including residential units), details of opening/ operational times shall be 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.

18. Prior to the use of the buildings hereby permitted (not including residential units), details of times for deliveries and despatches shall be 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. No part of the development hereby approved shall be occupied / brought into use until the junction of Nicholson Road with Great Preston Road has been remodelled constructed drained and surfaced accordance with details to be submitted to and approved in writing by the Local Planning Authority based on the principles of drawing no. 40908-5501-021 Rev. B (to include for the provision of an associated zebra crossing, bus stop relocation / remodelling works, footway works and all associated Traffic Regulation Order works within Great Preston Road, and the removal of the existing and provision of a uncontrolled pedestrian crossing facility within Nicholson Road to the

immediate west of the junction). The junction improvements shall be undertaken in accordance with the approved details prior to the first use/ occupation of any building 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.

20. No part of the development hereby approved shall be occupied / brought into use until the existing footway network within Nicholson Road from its junction with Great Preston Road through to the site access has been remodelled constructed drained and surfaced accordance with details to be submitted to and approved in writing by the Local Planning Authority based on the principal of drawing nos. 40908-5501-022 Rev. B and 40908-5501-024 Rev. A.

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

21. Prior to the occupation/bringing into operation Phase 2C of the development hereby approved the junction of Alexandra Road with St Johns Hill shall be remodelled, drained and surfaced in accordance with details to be submitted to and approved in writing by the Local Planning Authority based on the principles as shown on drawing 40908-5501-014. Development shall be carried out in accordance with the approved details.

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

22. Prior to the occupation/bringing into operation of any use/ building hereby approved the junction of Great Preston Road with Smallbrook Lane shall be remodelled, drained and surfaced in accordance with details to be submitted to and approved in writing by the Local Planning Authority based on the principles of the layout as detailed on drawing number 40908-5501-036 and providing for the associated junction visibility splays as detailed on this drawing. 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.

23. No building/dwelling hereby permitted shall be occupied until space has been laid out within the site commensurate with the requirements as set out in the Local Authority 'Guidelines for Parking Provision as Part of New Developments SPD dated January 2017' for each separate phase of development and drained and surfaced in accordance with details that have been submitted to and approved by the Local Planning Authority in writing. Details shall include measures for the provision of secure cycle parking facilities, charging points

for electrical vehicles and the location of changing/ washing facilities for walkers and cyclists as outlined within the submitted Travel Plan. The agreed cycle and vehicles spaces shall not thereafter be used for any purpose other than that approved in accordance with this condition.

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

24. Prior to the first occupation of any building hereby permitted, a list of measures to promote sustainable travel, based on the principles of the Travel Plan, and their timetable for implementation shall be submitted to and agreed in writing by the Local Planning Authority. The development shall be operated in accordance with the agreed details.

Reason: To promote sustainable forms of travel and to comply with policy DM17 (Sustainable Transport) and policy DM2 (Design Quality for New Development) of the Island Plan Core Strategy.

25. No industrial process as defined in the Town and Country Planning (Use Classes) Order 1987 as amended, shall be carried on at the premises outside the building(s) hereby approved.

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.

26. The buildings within the office campus plot P-02-01 (as detailed on drawing number RYDE-RCK-ZZ-XX-DR-A-20101-S3-P6) shall be used for purposes falling within class E (g) (i) & (ii) and for no other purpose (including any other purpose in Class E of the Schedule of the Town and Country Planning (Use Classes) Order 1987, or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification).

Reason: To prevent any alternative use being made of the premises which could be a source of nuisance or disturbance to occupants of neighbouring properties and to comply with policy DM2 (Design Quality for New Development) of the Island Plan Core Strategy.

27. The buildings within the plots that form the business park (as detailed on drawing number RYDE-RCK-ZZ-XX-DR-A-20101-S3-P6) shall be used for purposes falling within following classes:

P-01-02 & P-02-02 - Class E (g)(i, ii & iii)

P-01-03, P-02-03, P-03-01, P-04-01 - Class E (g) (i, ii, & iii) & Class B2



The buildings shall be used for no other purpose other than that outlined above (including any other purpose in Class E of the Schedule of the Town and Country Planning (Use Classes) Order 1987, or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification).

Reason: To prevent any alternative use being made of the premises which could be a source of nuisance or disturbance to occupants of neighbouring properties and to comply with policy DM2 (Design Quality for New Development) of the Island Plan Core Strategy.

28. The buildings within the plots that form the community hub (as detailed on drawing number RYDE-RCK-ZZ-XX-DR-A-20101-S3-P6) shall be used for purposes falling within following classes:

Class E (a & b)  
Class E (d, e & f)  
Class E (g)(i & ii)  
C3

The buildings shall be used for no other purpose other than that outlined above (including any other purpose in Classes C4 & E of the Schedule of the Town and Country Planning (Use Classes) Order 1987, or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification).

Reason: To prevent any alternative use being made of the premises which could be a source of nuisance or disturbance to occupants of neighbouring properties and to comply with policy DM2 (Design Quality for New Development) of the Island Plan Core Strategy.

29. No building hereby permitted shall be occupied until details of any external fixed plant and machinery (including extract systems, flues and air conditioning units) have been submitted to and approved in writing by the Local Planning Authority. The information shall set out measures to comply with the requirements of condition 34 in respect of noise, as well as the control of any emissions that could affect the amenity of nearby properties and uses. Plant and machinery shall be carried out and retained in working order in accordance with the approved details and any plant or machinery that becomes dysfunctional or no longer in use (whichever is the sooner) shall be removed.

Reason: To the premises hereby approved from becoming a source of nuisance or disturbance to occupants of neighbouring properties and to comply with policy DM2 (Design Quality for New Development) of the Island Plan Core Strategy.

30. Noise emitted from plant and machinery related to any unit shall not exceed LAeq 15 minute of 27 dB and shall have no perceptible tonal component between 23:00 and 07:00 hours daily, and shall not exceed LAeq 60 minute of 30 dB at any time and shall have no perceptible tonal component between 07:00 and 23:00 hours daily. The noise levels shall be determined at 1 metre from the boundary of any residential property by measurement or calculation. The measurements and or calculation shall be made in accordance with BS4142: 2014. n.b. BS4142:2014 outlines both an objective and subjective methodology for the assessment of tonal noise. The method adopted should be agreed in advance with the Local Planning Authority in accordance with condition 33.

Reason: To the premises hereby approved from becoming a source of nuisance or disturbance to occupants of neighbouring properties and to comply with policy DM2 (Design Quality for New Development) of the Island Plan Core Strategy.

## Appendix 1 – Phasing Plan



## Appendix 2 – Terms of ELVA

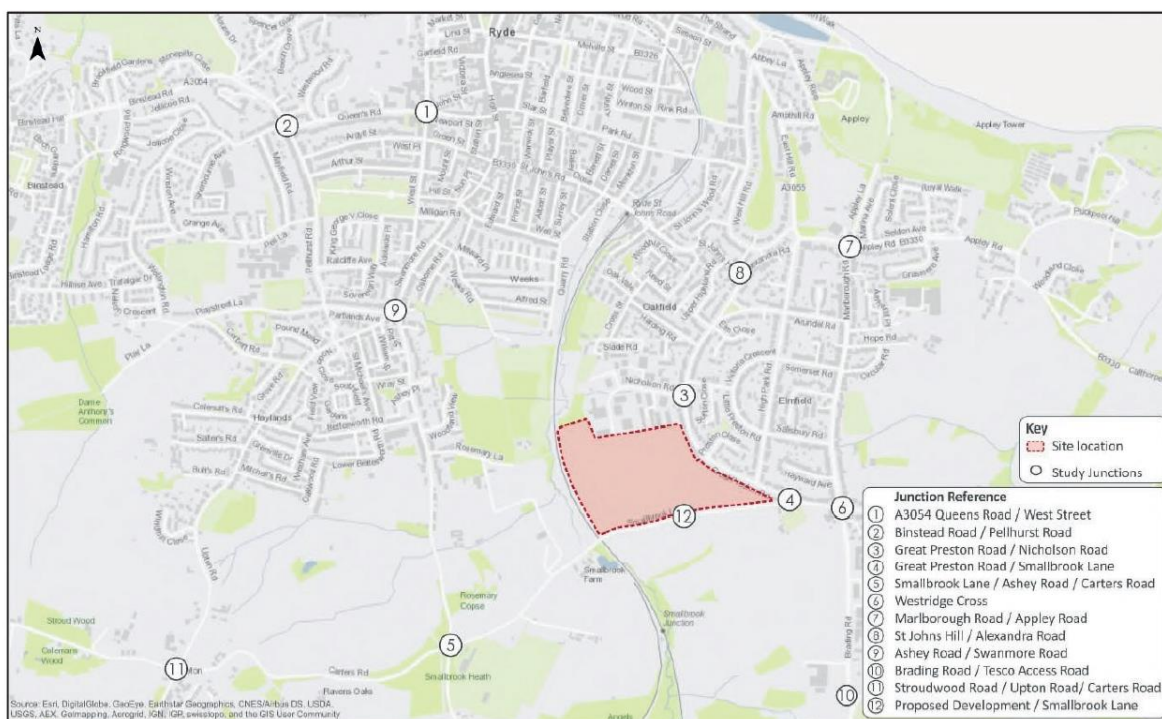
Category	Landscape Description	Visual Description
Major adverse	The proposals will result in a total change in the key characteristics of landscape character; will introduce elements totally uncharacteristic to the attributes of the receiving landscape such as its massing, scale, pattern and features; and/or will destroy or permanently degrade the integrity of landscape character; or is in total conflict with established planning objectives for landscape and visual elements of enhancement of the landscape; and/or result in a substantial or total loss, or alteration of key elements/features/characteristics.	The proposals will cause a dominant or complete change or contrast to the view, resulting from the loss or addition of features in the view and will substantially degrade the appreciation or composition of the view.
Moderate adverse	The proposals will result in a partial change in the key characteristics of landscape character; will introduce elements uncharacteristic to, out of scale or at odds with the attributes of the receiving landscape, such as its massing, scale, pattern and features; and/or will result in partial loss, or alteration of key elements/features/characteristics; or is in conflict with established planning objectives for landscape and visual elements of enhancement of the landscape.	The proposals will cause a clearly noticeable change or contrast to the view, which would have some effect on the composition, resulting from the loss or addition of features in the view and will noticeably degrade the appreciation of the view.
Slight adverse	The proposals will result in little change in the key characteristics of landscape character and will introduce elements that do not quite fit with the attributes of the receiving landscape such as its massing, scale, pattern and features; and/or will result in a minor loss or alteration of elements/features/characteristics; and/or contribute to degrading the landscape character.	The proposals will cause a perceptible change or contrast to the view, but which would not materially affect the composition or the appreciation of the view.
Negligible adverse	The proposals will result in a just discernible change to landscape character/elements/features/characteristics, which is not quite in keeping with the existing landscape and landscape character.	The proposals will cause a barely perceptible change or contrast to the view, which would not affect the composition or the appreciation of the view.
No change	The proposals will not cause any change to the landscape character/elements/features/characteristics.	The proposals will maintain the existing view and cause no change to the view.
Neutral	As a result of the proposals, there will be a change to the landscape elements/features/characteristics, but the change will be in keeping with, and complement, the existing landscape character such that the existing character is maintained and does not cause degradation or enhancement of the character.	There will be a change to the composition of the view, but the change will be entirely in keeping with the existing elements of the view and maintain the composition of the existing view.
Negligible benefit	The proposals will result in a just discernible improvement to the landscape character/elements/characteristics, such as massing, scale, pattern or features.	The proposals will cause a barely perceptible change or contrast to the view, which would not affect the composition or the appreciation of the view.
Slight benefit	The proposals will achieve a degree of fit with the landscape character/elements/features/characteristics and provides some enhancement to the condition or character of the landscape.	The proposals will cause a perceptible change or contrast to the view, but which would not materially affect the composition or the appreciation of the view.

Category	Landscape Description	Visual Description
Moderate benefit	The proposals will achieve a good fit with the landscape character/elements/features/characteristics, such as massing, scale, and pattern; or would noticeably improve the condition or character of the landscape and enhance characteristic features through the use of local materials; and/or support established planning objectives for landscape and visual elements of enhancement of the landscape.	The proposals will cause a clearly noticeable change or contrast to the view, which would have some effect on the composition, resulting from the loss or addition of features in the view and will noticeably enhance the appreciation of the view.
Major benefit	The proposals will totally accord with the landscape character/elements/features/characteristics, including scale, pattern, massing; or would restore, recreate or permanently enhance the condition or character of the landscape and enhance characteristic features through the use of local materials or planting; and/or delivers established planning objectives for landscape and visual elements of enhancement of the landscape.	The proposals will cause a dominant or complete change or contrast to the view, resulting from the loss or addition of features in the view and will substantially enhance the appreciation or composition of the view.

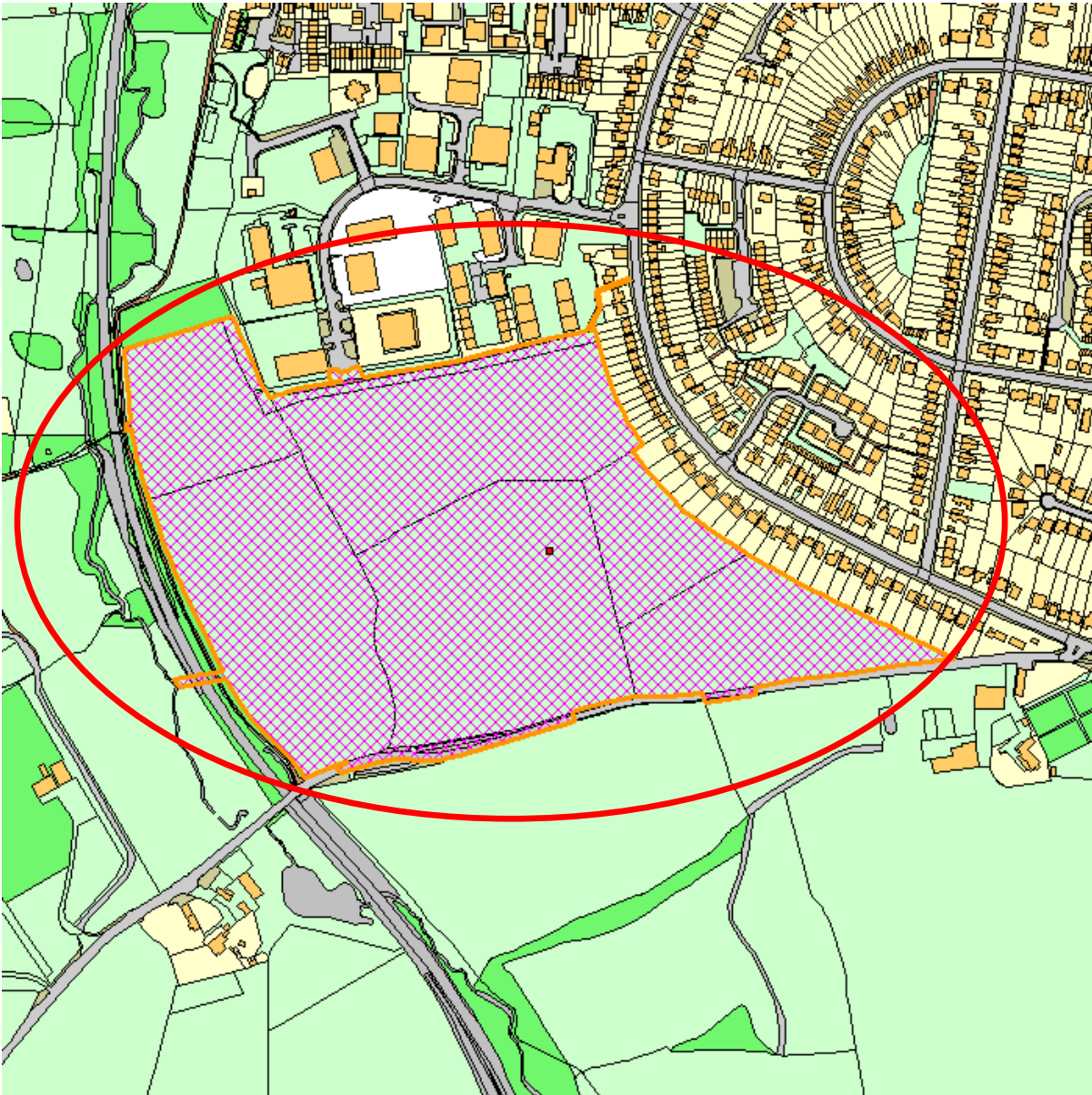


## Appendix 3 – Traffic Assessment junction survey locations

Junction Number	Junction Name	Survey Source	Survey Date
1	A3054 Queens Road / West Street	WYG	Jul-17
2	Binstead Road / Pellhurst Road	WYG	Jul-17
3	Great Preston Road / Nicholson Road priority	PBA	Jul-19
4	Great Preston Road / Smallbrook Lane priority	WYG	Jul-17
5	Smallbrook Lane / Ashey Road / Carters Road	Rosemary Vineyard	Mar-16
6	Westridge Cross (Marlborough Road / Bullen Road / Brading Road Great Preston Road)	WYG	Jul-17
7	Marlborough Road / Appley Road	PBA	Jul-19
8	St Johns Hill / Alexandra Road	PBA	Jul-19
9	Ashey Road / Swanmore Road	Rosemary Vineyard	Mar-16
10	Brading Road / Tesco's Access Road	PBA	Jul-19
11	Stroudwood Road / Upton Road/ Carters Road/ Gatehouse Road	Rosemary Vineyard	Mar-16
12	Proposed Development Site Access / Smallbrook Lane	PBA	Jul-19



Source: Traffic Assessment, Stantech August 2029



Scale: 1:5000

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## **MOTION SUBMITTED UNDER PROCEDURE RULE 11 OF THE COUNCIL'S CONSTITUTION AT FULL COUNCIL ON WEDNESDAY, 15 JULY 2020**

### **BY COUNCILLOR JOHN MEDLAND**

This Council believes that the current procedure for the public consultation on the oil application planned for Arreton 20/00513/FUL is inadequate as it fails to comply with relevant legislative provisions. In particular, it appears that the current consultation procedure being followed is not proportionate to the potential impact of the development. Therefore, this Council believes that the procedure for the public consultation should be temporarily withdrawn and reintroduced at a time that allows (a) the public to inspect paper copies of the plans, (b) physical attendance at the Arreton Parish Council and IWC Planning Committees, (c) for all the normal rights of political association and public meetings and demonstration guaranteed under Article 11 of the Human Rights Act 1998, and (d) attendance by the members of the Planning Committee at a site visit.

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