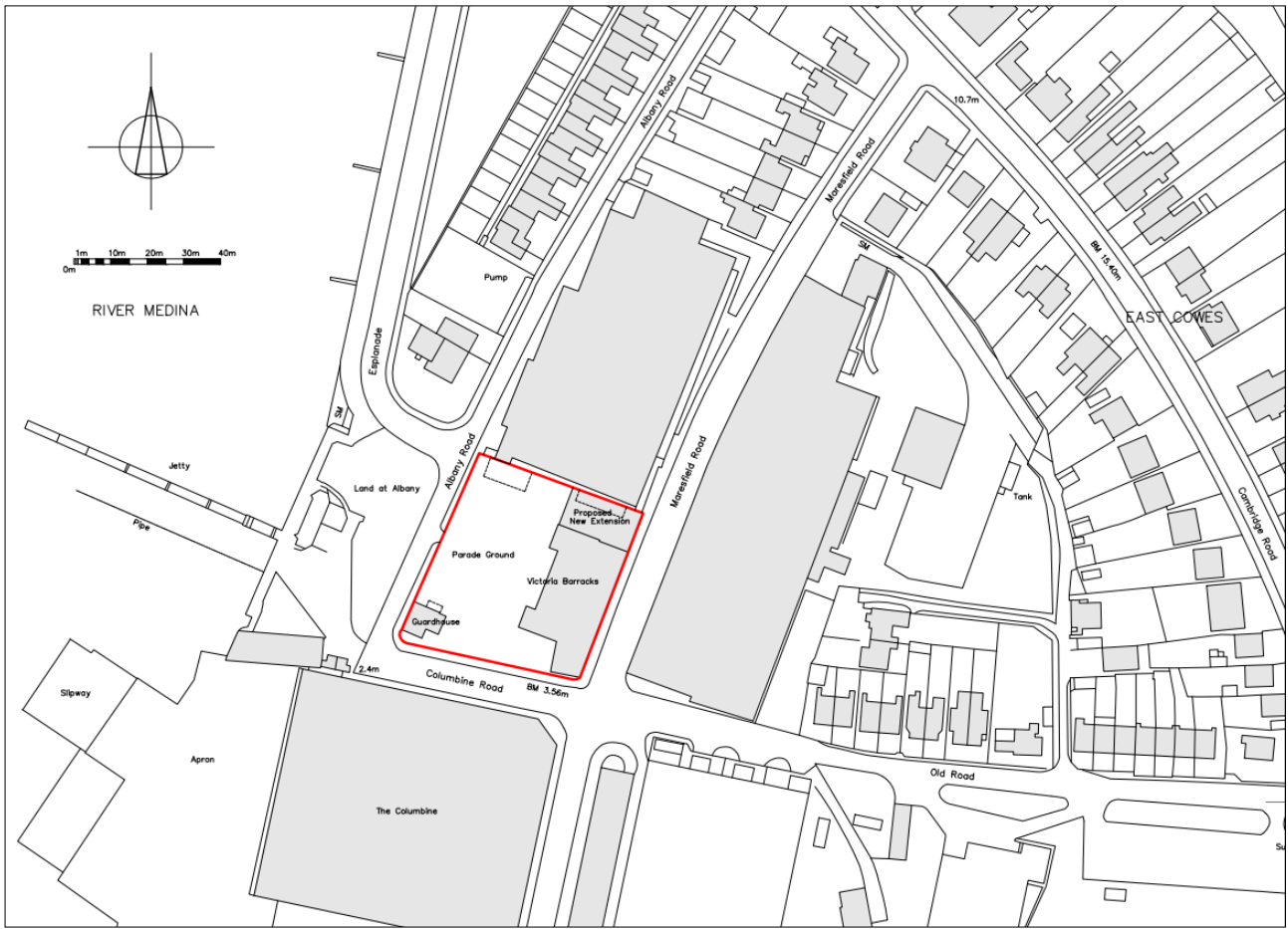




Purpose: For Decision

Planning Committee Report

Report of	STRATEGIC MANAGER FOR PLANNING AND INFRASTRUCTURE DELIVERY
Date	21 March 2023
Application Reference	<u>22/02168/FUL</u>
Application type	Full
Application Description	Remedial work to existing buildings to include internal and external changes, altered fenestration, roof glazing, demolition of outbuildings, storage areas/lean-to shed; new single storey extension; landscaping works, to include reconfigured parking layout, new steps, ramps and handrails, and replacement access barrier; change of use of barracks building for training/education and residential boarding accommodation, and use of guardhouse as a store (revised description) (re-advertised application)
Site address	Victoria Barracks, Albany Road, East Cowes, Isle of Wight
Parish	East Cowes
Ward Councillor	Cllr Karl Love
Applicant	Isle of Wight Council
Planning Officer	Stuart Van-Cuylenburg
Reason for Planning Committee consideration	The proposed development involves council-owned land and property
Recommendation	Conditional permission



Main considerations

- Principle of development
- Impact on heritage assets - the locally listed buildings and the East Cowes Conservation Area, including trees
- Highways and transport
- Ecology and biodiversity, including protected species and impact on Solent Habitats (SPA/SAC) Sites
- Other matters – Contamination risks, flood risks and impact on neighbouring properties

1 Recommendation

1.1 Conditional permission subject to planning conditions covering the following matters:

- Compliance with submitted plans
- Timing of works
- Archaeology access for building recording
- Contamination assessment and remediation scheme (if required)
- Tree protection
- Surface Water and Foul Drainage
- Materials to be used
- Details of new/replacement windows/doors

- Landscaping works and refurbishment of boundary railings
- On-site parking provision
- Parking management and travel plan
- External lighting
- Flood resilience measures
- Flood warning and evacuation plan
- SPA Code of Conduct

and a planning obligation securing a contribution towards the Solent Recreation Mitigation Strategy of £3042.

2 Location and Site Characteristics

- 2.1** The application relates to the site of the locally listed Victoria Barracks and guardhouse located opposite the locally listed Columbine building, to the north of Columbine Road, and between Albany Road and Maresfield Road, to the west and east. To the immediate north of the site is a large factory building, known as The Albany building, which is currently occupied by a company called Teemill.
- 2.2** The site is mostly hard surfaced, with the former parade ground to the front of the barracks building (currently used for parking). Existing stone and brick walls and railings enclose the site, and there are existing trees within the site along its western and southern perimeters.
- 2.3** The barracks building is set back within the site behind the former open parade ground, and has been historically extended to the rear with a single storey addition (1930s) up to the boundary with Maresfield Road. The guardhouse is located at the front within the southwestern corner, and faces into the site, its west side abutting and oversailing the western boundary with the public highway. The guardhouse has also been historically extended at its northern end.
- 2.4** There are a series of covered sheds and stores located along the northern site boundary with the neighbouring Albany factory building. Existing vehicular access is from Albany Road, with existing pedestrian exit/entrance points within the southern and eastern boundaries with Columbine Road and Maresfield Road.
- 2.5** The site is located within the East Cowes (Esplanade) Conservation Area, which has an open and leisurely appearance, with public open space and seafront amenities along the Esplanade, and a variety of industrial, commercial, and residential uses can be found within vicinity of the site and the wider area.
- 2.6** To the south of the site, the waterfront is dominated by larger industrial sheds and yards, as well as the Red Funnel car ferry terminal. There are residential properties to the north and south, but the main built-up residential area is to the west, with properties along Old Road and Cambridge Road.
- 2.7** The site is located within Flood Zone 3, and therefore is at higher risk of flooding. The Solent and Dorset Coast SPA and Solent Maritime SAC are located 43m and 90m respectively from the site to the west.
- 2.8** Although currently vacant and in poor condition, the buildings have previously been in industrial/office use.

3 **Details of Application**

3.1 The proposal seeks permission for change of use of the barracks building to be used for education/training and residential boarding accommodation, and use of the guardhouse as a store. To facilitate these uses, permission is also sought for remedial works to the existing barracks and guardhouse buildings, a new single storey extension to the barracks building (north end) to form a new entrance foyer, removal of a series of outbuildings/stores along the northern boundary of the site with The Albany factory building, provision of access steps and ramps, as well as stepped seating to the front of the building, and landscaping within the former parade ground (current parking area) to the front of the barracks building to provide parking, as well as outdoor green/teaching space.

Barracks building

- 3.2** Works to the barracks would include a replacement roof, stabilisation of the existing walls, and the replacement of windows and doors. There would be alterations to existing door/window openings within the southwest (side) and northwest (front) elevations, which would include reinstatement of an original window opening within the front wall – this original opening can be appreciated in the historic photograph of the building on the front cover page of the submitted Design, Access & Heritage Statement.
- 3.3** Elements of the later (1930s) single storey addition at the rear, between the original building and Maresfield Road boundary, would be renewed, including the flat roof and existing high level glazing. It is also proposed to remove the existing roof lanterns within the existing flat roof and install flatter profile roof glazing to provide lightwells into this space. The supporting statement refers to possible installation of solar panels on the flat roof, however these are not detailed on the plans or mentioned on the application form and so it is considered installation of solar panels does not form part of the current application. Installation of solar panels on the building may be possible utilising existing permitted development rights, and an informative is recommended below to direct the applicant to the Council's planning service should they wish to obtain further advice concerning installation of solar PV on the building(s).
- 3.4** The new extension would be contained between the north side of the barracks and the existing northern and eastern boundary walls, and would measure approximately 11m in width and just over 20m in depth. The plans show the extension height would range from 4m (Maresfield Road level) to 5.4m (internal site level) due to the fall in ground level across the site from Maresfield Road. The extension would have a flat roof, the level of which would sit just below the front and rear parapet walls. The walls are proposed to be white rendered blockwork.
- 3.5** Internally, the plan form of the barracks would be altered, with new ceilings, floors and wider staircase and services proposed. The plans show that the ground floor would accommodate a reception, common room, dining room/multifunctional space, kitchen, showers/toilets, and drying area, 5 bedrooms and laundry/plant rooms. The first floor would accommodate toilets/showers and a further 10 bedrooms.
- 3.6** The finished ground floor level of the original barracks building would be raised by

650mm from its existing level of 3.45m above ordnance datum (AOD) to 4.1m AOD. This would provide level access with the new extension, and would also ensure the ground floor level of the barracks would be raised above the predicated flood level over the lifetime of the proposed use. A stairlift would be provided to ensure access for all to the lower ground floor level of the later rear part of the building, which is shown to be retained at a lower level.

Guardhouse building

3.7 Remedial works are proposed to the guardhouse to make it safe and usable and would include:

- Replacement roof structure
- Replacement of existing windows and doors
- Removal of existing lean-to shed (not part of original building)
- Restoration of blocked up window openings and new windows
- Provision of a new concrete floor

External works

3.8 The plans show that the external areas of the site forward of the barracks building and new extension would be enhanced with new hard and soft landscaping works, which would provide:

- new stepped and ramped access
- an external concourse and stepped sitting area in front of the barracks
- new lawned areas and pathways
- hard surfaced parking area
- re-provision of a security barrier across the existing vehicular access from Albany Road.

The parking area is shown to accommodate nine parking spaces (including two accessible bays), and three larger minibus/delivery bays.

3.9 Existing trees and boundary walls and railings are proposed to be retained, with the railings refurbished.

4 Relevant History

4.1 [P/00941/16](#) Full planning permission for alterations and change of use:

1. of parts of the Columbine building to provide marina facilities comprising showers/ toilets, retail, restaurant/cafe/bar and cabin accommodation forming part of hotel;
2. of Promenade building to restaurant/cafe/bar;
3. of Barracks building to hotel and restaurant/cafe/bar;
4. of Guardhouse building to retail and restaurant/cafe/bar;
5. of Pump house building to retail, restaurant/cafe/bar and marina management facilities

including associated public realm and landscaping, plant, highway alterations, access, parking and servicing.

Outline planning permission for:

1. demolition of Albany buildings, partial demolition of outbuildings and extensions to Barracks building;
2. construction of new building on Albany site for residential (53 units) with marina car parking (105 spaces) and retail unit;
3. extension to Barracks building for hotel and restaurant/cafe/bar;
4. extension to Promenade building for restaurant/cafe/bar;
5. alterations to Pump house building;

including associated public realm and landscaping, plant, highway alterations, access, parking and servicing.

This was granted on 04/05/2018.

- 4.2** [P/00640/14](#) Conversion and change of use of barracks to A3/A4 restaurant/bar and B1/D1/D2 marine related use and change of use of guard house to B1/D1/D2 marine related uses; parking – Granted 28/07/2014.
- 4.3** [P/01481/10](#) Demolition of outbuildings; alterations; conversion and change of use of barracks to A3/A4 restaurant/bar and B1/D1/D2 marine related uses and change of use of guard house to B1/D1/D2 marine related uses; parking – Granted 18/05/2011.

5 Development Plan Policy

National Planning Policy

- 5.1** At the heart of the NPPF (2021) is a presumption in favour of sustainable development. For decision-taking this means approving development proposals that accord with the development plan without delay, or where the development plan is absent, silent or relevant policies are out-of-date, granting permission unless any adverse impacts of doing so would significantly or demonstrably outweigh the benefits or specific policies in the NPPF indicate development should be restricted.
- 5.2** Paragraph 8 sets out the three overarching objectives to achieving sustainable development. These being:
- “a) **an economic objective** – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;
- b) **a social objective** – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering well-designed, beautiful and safe places, with accessible services and open spaces that reflect current and future needs and support communities’ health, social and cultural well-being; and

c) **an environmental objective** – to protect and enhance our natural, built and historic environment; including making effective use of land, improving biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.”

5.3 Paragraph 9 clarifies that “These objectives should be delivered through the preparation and implementation of plans and the application of the policies in this Framework; they are not criteria against which every decision can or should be judged. Planning policies and decisions should play an active role in guiding development towards sustainable solutions, but in doing so should take local circumstances into account, to reflect the character, needs and opportunities of each area.”

5.4 Paragraph 10 sets out that; “so that sustainable development is pursued in a positive way, at the heart of the Framework is a presumption in favour of sustainable development.”

5.5 Section 16 of the NPPF covers conserving and enhancing the historic environment, and looks specifically at proposals affecting heritage assets and considering potential impacts.

5.6 Paragraph 200 states that “Any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification. Substantial harm to or loss of:

a) grade II listed buildings, or grade II registered parks or gardens, should be exceptional;

b) assets of the highest significance, notably scheduled monuments, protected wreck sites, registered battlefields, grade I and II* listed buildings, grade I and II* registered parks and gardens, and World Heritage Sites, should be wholly exceptional”.

5.7 It then goes on to say in paragraph 201:

Where a proposed development will lead to substantial harm to (or total loss of significance of) a designated heritage asset, local planning authorities should refuse consent, unless it can be demonstrated that the substantial harm or total loss is necessary to achieve substantial public benefits that outweigh that harm or loss, or all of the following apply:

a) the nature of the heritage asset prevents all reasonable uses of the site; and

b) no viable use of the heritage asset itself can be found in the medium term through appropriate marketing that will enable its conservation; and

c) conservation by grant-funding or some form of not for profit, charitable or public ownership is demonstrably not possible; and

d) the harm or loss is outweighed by the benefit of bringing the site back into use.

5.8 Paragraph 202 then establishes “Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm

should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use”.

5.9 Paragraph 203 states that in weighing applications that directly or indirectly affect non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset.

5.10 Paragraph 111 explains that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

Local Planning Policy

5.11 The Island Plan Core Strategy identifies the application site as being located within the Medina Valley Key Regeneration Area and inside the defined settlement boundary that covers East Cowes, Cowes, Gurnard and Northwood. The following policies are considered to be relevant to this application:

- SP1 Spatial Strategy
- SP5 Environment
- SP7 Travel
- DM2 Design Quality for New Development
- DM7 Social and Community Infrastructure
- DM8 Economic Development
- DM11 Historic and Built Environment
- DM12 Landscape, Seascape, Biodiversity and Geodiversity
- DM14 Flood Risk
- DM17 Sustainable Travel

Neighbourhood Planning Policy

5.12 There is no adopted neighbourhood plan in place covering East Cowes.

Relevant Supplementary Planning Documents (SPDs) and other guidance

5.13 In arriving at the recommendation in this report officers have given due regard to the following documents:

- [East Cowes \(Esplanade\) Conservation Area Character Appraisal](#)
- [East Cowes Masterplan Scoping Study \(September 2021\)](#)
- [Guidelines for Parking Provision as Part of New Developments Supplementary Planning Document \(SPD\)](#)
- [Guidelines for Recycling and Refuse Storage in New Developments Supplementary Planning Document \(SPD\)](#)
- [Isle of Wight Regeneration Strategy 2019-2030](#)
- [Isle of Wight Council Position Statement: Nitrogen neutral housing development \(January 2023\)](#)
- [Solent Recreation Mitigation Strategy \(December 2017\)](#)
- [East Cowes Town and Neighbourhood Plans: Town Plan 2021-2036.](#)

6. Consultee and Third Party Comments

Internal Consultees

- 6.1** The Archaeology Officer has recommended a condition to ensure access would be provided for the Archaeology and Historic Environment Service for building recording prior to the works.
- 6.2** Environmental Health has recommended a condition to ensure potential contamination risks would be adequately assessed, and if necessary, the site remediated as part of the development to protect the environment and human health.
- 6.3** Island Roads, commenting on behalf of the Local Highway Authority, has recommended conditional approval.
- 6.4** The Ecology Officer has advised that precautionary measures set out in the submitted ecological appraisal should be secured.
- 6.5** The Planning Tree Officer has recommended a condition is used to ensure tree protection measures would be set out in a cohesive Arboreal Method Statement and followed during development.

External Consultees

- 6.6** The Environment Agency has no objections subject to inclusion of two recommended conditions to secure implementation of the submitted Flood Risk Assessment (FRA), including flood resilience measures and preparation of a flood evacuation plan prior to occupation of the development, and agreement and implementation of a remediation strategy should contamination be found to be present at the site during development.
- 6.7** Natural England has confirmed that it concurs with the conclusions of the Council's Appropriate Assessment that the proposal would not have adverse effects on Solent Habitats (SAC/SPA) Sites subject to securing of mitigation measures by planning condition(s) or obligation. Further general advice has also been provided on protected species and other natural environment issues.

Parish/Town Council Comments

- 6.8** East Cowes Town Council supports the application.

Third Party Representations

- 6.9** One comment has been received from a local resident in support of the application. They consider the UKSA plans would be a good addition to East Cowes and make good use of the barracks for the future. They also refer to this project forming part of the Government-funded regeneration of the area.

7 **Evaluation**

Principle of development

- 7.1** The application site is located within the Medina Valley Key Regeneration Area and within the settlement boundary for East Cowes, Cowes, Gurnard and Northwood. Furthermore, the proposal seeks to bring the buildings/site back into use for training/education with on-site residential boarding accommodation to support that use.
- 7.2** Policy SP1 of the Core Strategy (CS) states that the Council will, in principle and in line with its overarching approach to economic-led regeneration and national policy, support development on appropriate land within or immediately adjacent to the defined settlement boundaries of the Key Regeneration Areas, and will prioritise the redevelopment of previously developed land where such land is available, suitable, and viable for the development proposed.
- 7.3** Policy DM7 of the CS is supportive of development proposals that improve cultural, educational, leisure and community facilities, and where such facilities are located within defined settlements.
- 7.4** Policy DM8 of the CS supports growth in economic development, the conversion and re-use of existing buildings, and the development of start-up units and premises that offer room for the expansion of existing Island companies and potential inward investors.
- 7.5** The proposal would be consistent with the aims of policies SP1, DM7 and DM8, which are supportive of development within the Key Regeneration Areas, economic-led regeneration and growth, and improvement of educational facilities on the Island. The proposal can therefore be supported, in principle, in line with these CS policies.

Impact on heritage assets - the locally listed buildings and the East Cowes Conservation Area, including trees

- 7.6** The Council's appraisal of the conservation area describes it as a quiet and unspoilt esplanade that has not been commercialised as most have, being more of a local attraction and retaining an air of the 1950s. It is the local beach and promenade, with low key buildings and structures leading gently into the conservation area, becoming less and less evident the further eastward one goes. In terms of setting, it refers to the existing road network, beach and mouth of the harbour, wider backdrop of West Cowes, and its green and treed setting, becoming more urban closer to the town, running from domestic gardens, to unkempt space and then the commercial sheds of the early 20th century. Its openness is considered to be its main characteristic.
- 7.7** The appraisal refers to the most significant buildings being the Regency style terrace at the bottom of Cambridge Road, the coastguard cottages, and the barracks buildings towards the town. The latter being the application buildings. These buildings are heritage assets and while not listed buildings are locally listed. This means that when a planning application is determined, their heritage significance should be considered. The significance of the application buildings

derives from their historic association with Queen Victoria and the development of the town, the Victorian architecture, as well as the significant positive contribution these buildings make to the character and appearance of the conservation area, as well as the seascape/townscape. The barracks buildings, as well as the existing boundary walls and railings, and mature trees are listed as positive elements of the area within the East Cowes Conservation Area Appraisal. Later additions to the barracks are specifically noted within the appraisal as being negative elements of the conservation area. The Council's Local List entry for the barracks states:

Accommodation barracks for Queen Victoria's troops, built in 1872 and enclosed by a handsome wall and railings. Believed to have originally included a large hall at ground floor level. Recently used as offices by Westland Aerospace.

- 7.8** This proposal is an opportunity to tackle the poor condition of these buildings and bring a vacant site located at the southern extent of the conservation area back into active use to support the regeneration of the area. The proposed remedial works to the buildings would be sensitive to the history and character of the buildings of the site, as well as the original Victorian architecture, with minor changes to fenestration, which for the most part would restore previously altered features. The proposal would see the removal of some of the later additions that denude the heritage value of the site and surrounding area, including the lean-to to the guardhouse and the covered stores. It can be conditioned that any materials used in the remedial works would match existing, or are agreed in writing with the Local Planning Authority. Details of new/replacement windows/doors can also be agreed by condition to ensure the proposed remedial works would be appropriate and sympathetic to the Victorian architecture and character of these buildings, and would take the opportunity to restore character to the building where it has been denuded in the past.
- 7.9** The proposed extension at the north end of the barracks building would be a clean and evidently modern addition that would contrast with, rather than seek to imitate, the original Victorian building. Officers are supportive of this approach as it would appear as a 'light touch' enabling the Victorian building to retain command of the site. The slight set back, subordinate scale, and light colour of the extension would assist with this. Officers consider that an off-white, as opposed to a pure white colour would be more appropriate and would offer a more subdued appearance. The colour and type of render to be applied can be controlled by condition to ensure that the extension would be a relatively innocuous addition.
- 7.10** The extension would be visible from surrounding roads, neighbouring buildings, as well as from the Maresfield Road car park. However, from certain vantage points/directions the extension would be partly obscured by existing boundary treatments, trees, and the adjacent factory building. Therefore, the visual impact of the extension on the site and surrounding area would be limited when viewed from outside of the site. It would however add to the bulk and visual presence of the later (1930s) rear addition, and further enclose the northern corner of the site between the barracks and the adjacent factory, and this would cause some harm to the building, its setting, and the conservation area due to the reduction in space here, as well as concealment of the lower half of the building and its chimneys.

However, conversely, the extension would also conceal part of the adjacent factory wall, which is unsightly and detracts from the appearance and setting of the site and area.

- 7.11** The proposed external works would reduce the area of hard standing, and provide for a more open and green appearance and setting for the barracks buildings and the site. Retention of the boundary walls and refurbishment of the existing railings would also have a positive effect on site appearance and the area. The proposed stepped and ramped accesses with guardrails would be offset to the side of the barracks and would be relatively low key and innocuous additions, essential for the proposed use of the building. The materials and finishes to be used in the construction of these elements, means of enclosure, waste storage, as well as finished levels and hard surfacing materials to be used in site landscaping can be agreed by planning condition to ensure they would be appropriate and sympathetic and would enhance the overall appearance and setting of the site and buildings. This also goes for the indicated security barrier at the Albany Road entrance.
- 7.12** The application is supported by an Arboricultural Impact Assessment and Arboreal Method Statement (AMS), which explains that the main impact from development would be to the roots of the existing (regularly pollarded) lime trees around the western and southern site perimeters. The root protection areas of these trees are shown to extend up to the guardhouse and into the proposed parking outdoor areas that would be subject to demolition and landscaping works. These trees collectively provide a verdant character to the site/area and as such are considered to make an important positive contribution to the setting of the buildings and the character of the conservation area.
- 7.13** The Council's Planning Tree Officer has advised that the development would have little impact on the trees with the exception of the parking spaces and demolition near the structures. The applicant has submitted a method statement and external landscaping plan which further details proposed demolition and landscaping works, and how these works would be undertaken to minimise the impacts to the roots of these trees. This would include construction of parking spaces within the root protection areas of the trees using a cellular confinement system.
- 7.14** Officers consider that provided the development was carried out in accordance with the details on this landscaping plan, and within the method statement, as well as use of protective fencing during the works, the development would have regard to the constraints of these trees and would be unlikely to have any adverse implications in terms of their health and contribution they make to the amenity and character of the conservation area. The Tree Officer has advised that provisions within the submitted landscaping plan, method statement, and for fencing should be combined into one singular document (the AMS) to provide a cohesive workable document to be followed by site operatives during the works. A condition has been recommended for agreement and implementation of an AMS prior to commencement of development.
- 7.15** The proposed remedial works to the existing buildings, removal of later additions, as well as the external works proposed, would have a significant positive effect on the significance, character and appearance of the existing buildings and their

immediate setting, as well as on the character and appearance of the conservation area. Furthermore, there would be public benefits in redressing past unsympathetic interventions at this site, partly obscuring the adjacent factory wall, and in bringing these buildings back into use, particularly for the purposes of marine-related education and training and associated accommodation. These uses would promote regeneration of the site and wider area, and have social and economic benefits for the local and wider community, as well as for those future users of the facility. It is therefore considered that the public benefits of the proposal outweigh the limited less than substantial harm that would result from reduction in open space and concealment of part of lower flank wall and chimneys of the barracks building.

- 7.16** Having regard to the above, it is considered that the proposal would comply with the aims of policies DM2 and DM11 of the CS, which seek to protect, conserve, and enhance heritage assets and their settings, their reuse, repair, and refurbishment, especially where they are, or are likely to become, at risk, and deliver economic-led regeneration. Furthermore, the proposal would be consistent with the NPPF, which states that great weight should be afforded the conservation of designated heritage assets and their settings, and that where less than substantial harm would result, this harm should be weighed against the public benefits of the proposal. The proposal would also be in accordance with the Council's duty under Section 72(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 (as amended) which requires the Council to pay special attention to the desirability of preserving or enhancing the character and appearance of the conservation area when exercising its planning functions.
- 7.17** It is considered that significant positive weight can be afforded the overall positive effects this proposal would have on the significance, condition, and appearance of the locally listed buildings, securing their viable reuse, and enhancing the setting of these buildings and the character and appearance of the designated conservation area.

Highways and transport

- 7.18** The application is supported by a Transport Statement (TS) and Technical Note (TN) response to Island Roads' initial comment on the application that there was no parking provision assessment to justify the level of on-site parking proposed.
- 7.19** The existing vehicular access would be retained and used to access the on-site parking, which would be laid out to provide nine car parking bays (including two accessible bays), and three bays for minibuses/deliveries. Existing pedestrian exits/entrances onto Maresfield Road and Columbine Road would also be retained. As a result of the proposed landscaping works and parking layout, about half the existing frontage would remain for parking.
- 7.20** Island Roads has confirmed that access visibility exceeds the minimum requirements and that all parking bays could be accessed, and vehicles turned within the site so they could enter and exit in forward gear. Island Roads has also advised that the proposed development would reduce the number of vehicle movements using the vehicular access, and that traffic generation associated with the proposal would not have an impact on the capacity of the highway network.

- 7.21** The submitted TS has assessed the development on the basis of it being a training and accommodation facility for the residential and non-residential courses run by UKSA. It should be noted that whilst UKSA may be the end user/operator of the facility, UKSA is not the applicant and the application must be assessed on the basis of the use proposed, which would not be restricted to any particular user/operator. The TS explains that although some parking would be provided for staff and students, travel to the site would primarily be by minibuses or by foot and that the proposed level of on-site parking reflects this. The TS also considers the proposal would result in a significant reduction in vehicular movements overall, particularly during peak hours, when compared to the more recent industrial/office uses of the site.
- 7.22** The site benefits from direct access to the existing footway network which provides access to the Esplanade, as well as the town centre and local facilities/services, including the car ferry and floating bridge (on to Cowes and the Red Jet passenger ferry), and bus services. Maresfield Road carpark is located directly opposite the site, and time-limited parking is available along the Esplanade (Mon-Sat 8am to 6pm 2 hours, no return within 2 hours). It is therefore considered that the site is within an accessible and sustainable location, and that travel to and from the site would not be reliant on the private car. Given that the existing UKSA site in Arctic Road (West) Cowes is about a 10-minute walk from the floating bridge and that the floating bridge is about a 5-minute walk from the site, save for time taken to cross the river, the site would be about a 15-minute walk between this site and the existing UKSA site. Therefore, it is considered walking and cycling between these sites would be a realistic option. Furthermore, given proximity to the Esplanade, as well as the maritime focus and nature of UKSA training/activities, travel to/from the site could also be undertaken via the water.
- 7.23** The TS explains that the facility would be designed to accommodate up to 72 students and six teachers, and that the majority of UKSA courses would be targeted at local or mainland schools, with the remainder open to the public. Only a limited number of staff would be permanently based on site, with the majority of training and administrative staff operating from the UKSA Arctic Road site. The majority of school children would arrive to site by minibus with their teachers, with any regular travel between the two sites via minibuses or by foot via the floating bridge. The TS envisages that there would only be a limited number of daily vehicular movements to the site, in the region of 18 movements per day, with no movements of large training equipment (i.e. dinghies) anticipated on a regular basis.
- 7.24** In addition to the TS, Officers would comment that the existing UKSA site in Arctic Road operates with limited on-site parking provision, and that on-street parking is also limited in Arctic Road. Officers are not aware that the existing operation at this site is having any negative impact on the capacity and use of the local highway network, and Island Roads have also raised no such concerns.
- 7.25** Should planning permission be granted, it would not be restricted to UKSA, Island Roads has recommended conditions to ensure the on-site parking and turning space would be laid out and retained to serve the proposed use, and that a parking management/travel plan is prepared, agreed, and implemented for the site.

- 7.26** Subject to the recommended conditions, it is concluded that the proposal would provide for an appropriate level of on-site parking to serve the proposed use, that travel by more sustainable modes would be promoted, and that the development would not have a negative or severe impact on the use or capacity of the highway network, in accordance with the aims of policies SP7, DM2 and DM17 of the CS and the NPPF.
- 7.27** On the basis that the proposal would be likely to result in less vehicular movements to/from the site, and would be likely to promote more sustainable travel, with less reliance on the private car, it is considered that moderate positive weight can be attributed to this matter.

Ecology and biodiversity, including protected species and impact on Solent Habitats Sites

- 7.28** The application is supported by a Preliminary Ecological appraisal (11 May 2022) which identifies that, whilst surveys have shown no evidence of use, the buildings have the potential to support nesting birds, and that bats are using the site for commuting and the area for foraging. Measures are recommended to avoid adverse impacts to protected species and to enhance the site for these species, as well as provide a biodiversity net gain. These measures include:
- Timing of works
 - Use of bitumen roofing felt only
 - Sensitive lighting
 - Provision of bird and bat boxes

Planning conditions are recommended to ensure these measures would be implemented as part of the development, that there would be no adverse impacts to protected species, and that opportunities would be taken through development to enhance biodiversity.

- 7.29** The proposal would result in a net increase in residential accommodation within the SPA Buffer Zone, where there is the potential for an in-combination adverse impact with other residential development on the Solent and Southampton Water SPA in terms of increased recreational pressure on the SPA. A contribution from the development towards the Solent Recreation Mitigation Strategy would be secured by planning obligation to mitigate for these potential in-combination impacts on the SPA. Given the likely marine-related nature of the proposed training/education facility, it is also recommended that an SPA Code of Conduct is agreed by condition to mitigate for potential alone impacts of this development on the SPA (i.e. water leisure/sport activity). This would be similar to the approach taken for the new reception and accommodation block at the main UKSA site in Arctic Road, Cowes – see [P/00616/18](#).
- 7.30** Wastewater from the development would be discharged via the existing public sewer system which is served by Sandown Wastewater Treatment Works (WTW). A planning condition has been recommended to ensure this. Therefore, the proposal would not add to existing nutrient burdens in the Solent (Sandown WTW discharges to the English Channel), or adversely affect water quality for designated SPA/SAC (Habitats) sites within the Solent.

- 7.31** The Council's Habitats Regulations Assessment (HRA) concludes that subject to securing the financial contribution towards the Solent Recreation Mitigation Strategy, and imposing conditions to secure wastewater disposal via the public sewer and Sandown WTW, and the agreement and implementation of an SPA Code of Conduct, the proposed development would not have any adverse implications for Solent Habitats (SPA/SAC) sites. Natural England has confirmed that it agrees with the conclusions of the Council's HRA.
- 7.32** Having regard to the above, subject to completion of the planning obligation and recommended conditions, it is concluded the proposal would protect, conserve, and enhance ecology and biodiversity in accordance with the aims of policies DM2 and DM12 of the CS, the NPPF, and the Council's duty under section 40 of the Natural Environment and Rural Communities Act 2006 (as amended) to conserve and enhance biodiversity, as well as the requirements of Regulation 63 of The Conservation of Species and Habitats Regulations 2017 (as amended).

Other matters

Contamination risks

- 7.33** Given a new structure would be built and the area does have a potentially contaminative history, the Council's Environmental Health Officer has recommended a condition to ensure potential contamination risks would be assessed, and if necessary, a remediation scheme agreed for the site. The Environment Agency has also recommended a condition to ensure a remediation strategy would be agreed should contamination be encountered during development. Subject to the recommended condition (number 4), it is considered contamination risks would be assessed, the environment protected, and the site rendered suitable for the propose use in accordance with the aims of policies DM2 and DM14 of the CS, the NPPF and the online planning practice guidance – land affected by contamination.

Flood risks

- 7.34** The application is supported by a site-specific Flood Risk Assessment (15 November 2022) which identifies that the site is located within Flood Zone 3 and that the proposal would result in a more vulnerable use of the site, with the past use of the site being industrial and therefore less vulnerable. Given the proposal is for minor development (as defined by footnote 56 of the NPPF – non-domestic extensions of less than 250sqm) and change of use, in this case it is considered that the sequential and exception tests set out in the NPPF do not have to be applied. Notwithstanding this, the site-specific FRA sets out a series of measures to ensure the development and its users would be safe for the life of the development.
- 7.35** The FRA identifies that the dominant source of flooding over the design life of the proposed development (75 years) would be from extreme tidal events, and that this could result in the site flooding up to 1.1m, given existing external levels averaging 2.7m. Accounting for climate change over the life of the development, the flood level at the site could reach 3.77m AOD. To mitigate for this flood risk, the FRA explains that the most vulnerable parts of the site (sleeping accommodation) have been sequentially located above this predicated flood level.

This is to be achieved by raising the ground floor level of the barracks building in these areas to a minimum of 4.1m AOD, giving a 0.33m freeboard above the flood level. The new extension floor level would also be set at 4.1mAOD, as would the proposed evacuation route to Maresfield Road, which is, and would remain, within Flood Zone 1 over the life of the proposed development.

- 7.36** The FRA concludes that as well as raising the ground floor level and providing an escape route to Flood Zone 1, there would be nominal opportunity to improve the existing buildings through incorporation and retrofitting of flood resilient materials. This would especially be the case for the new extension. A condition has been recommended to agree exterior materials to be used in construction of the development, where these may differ from existing, including those for the new extension.
- 7.37** The Environment Agency has reviewed the application, as well as the submitted FRA, and raised no objections subject to recommended conditions being imposed to ensure the FRA measures would be implemented, and a Flood Evacuation Plan agreed for the site prior to occupation. These have been incorporated within the recommended conditions set out toward the end of the report.
- 7.38** Subject to the conditions, it is concluded that the proposed development would be safe for its lifetime, that residual flood risks would be appropriately mitigated/managed, and that raising of the ground floor levels, as well as incorporation of flood resilient materials where possible in the development, would increase the flood resilience of the existing buildings and reduce flood risk in accordance with the aims of policies DM2 and DM14 of the CS and the NPPF. This matter is considered to be a neutral factor, neither weighing for or against the proposal.

Impact on neighbouring properties

- 7.39** Given the waterfront location, this area does have a mix of industrial, commercial, and residential uses, with the open space opposite to the site, and the Esplanade, providing an open leisurely public space. Whilst there is some potential for the proposed use to cause noise and disturbance, particularly given proximity of existing residential development at the junction of the Esplanade/Albany Road to the northwest, and at the junction of Old Road/Castle Street to the southeast, given this variety of uses, including nearby industrial uses, and public open space, it is considered that the proposal would be unlikely to result in any harmful impacts on the amenities and use of neighbouring properties, including existing residential properties in the vicinity of the site.
- 7.40** Given the height of the adjacent factory building to the north, that this building is predominantly lit by roof glazing, and its industrial/commercial use, it is considered that the proposed extension would have no adverse implications for the use and operation of this adjacent building/business.
- 7.41** Enhancement of the buildings and site through the proposed alteration, remedial and landscaping works, would be likely to enhance the visual amenities and outlook for neighbouring property occupiers.
- 7.42** There is also a planning application (23/00257/FUL) to improve the public realm in

the land immediately to the west of the site. Whilst these two applications are not dependent upon each, and they need to be considered on their own merits, Officers note that the Isle of Wight Council is the applicant for both schemes and as such consider that the applications would have been prepared to be cognisant of each other.

7.43 This matter is considered to be a neutral factor, neither weighing for or against the proposal.

8. Planning balance and conclusions

8.1 The National Planning Policy Framework states that the planning system is planned and that the purpose of the planning system is to achieve sustainable development. In the same way, planning law requires that applications for planning permission must be determined in accordance with the development plan, unless material considerations indicate otherwise. The role of the planning system is to balance issues, particularly where they compete and compare the benefits of a proposed development with any identified harm. In this context, as set out in paragraph 5.2 above, the NPPF advises that the planning system has three overarching objectives, these being economic, social and environmental objectives. These issues are balanced below:

Economic

8.2 The NPPF states that the economic objective is to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth. The proposal would make use of existing vacant buildings in a prominent seafront location to provide education and training facilities with a marine focus to keep up with demand. This would not only promote job creation, both during construction and operation of the development, it would promote revitalisation of the seafront and regeneration of East Cowes, provide additional facilities that can be utilised by local businesses (UKSA), support education and skills development locally and further afield, and further promote the Island as a visitor destination and sailing mecca, and its local economy, including marine industry. It is also considered that there would be further benefits to the retailer and hospitality sectors in the town, due to the spend power on an increased number of visitors, as well as multiplier effect on the local economy. Substantial weight in favour of the development is afforded to these economic benefits of the scheme.

Social

8.3 The NPPF states that the social objective is to support strong, vibrant and healthy communities, referring to supporting the community's health, social and cultural well-being.

8.4 The proposal would bring back into use the existing buildings/site which are part of history/story of East Cowes' development as a town, as well as its past association with Queen Victoria, and its industrial heritage. Furthermore, it would promote education and skills development, as well as opportunities to undertake water-based activities, for local people and for those visiting the Island. This would promote community health and wellbeing, as well as opportunities and learning for children and young adults.

8.5 Significant weight is given to the proposed improvements in terms of creating a higher quality site through its regeneration, which would positively contribute to a better sense of place, which in turn would positively contribute to a sense of arrival at one of the Island's key gateway towns.

8.6 Overall, substantial positive weight is afforded to the social benefits.

Environmental

8.7 The NPPF states that the environmental objective is to contribute to protecting and enhancing our natural, built and historic environment; including making effective use of land, helping to improve biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.

8.8 Environmentally, the proposed development would enhance the appearance and environment of the barracks site (including the locally listed buildings and boundary railings) and the East Cowes (Esplanade) Conservation Area, improve its facilities and its resilience to future flood risks and climate change. Potential for impacts to designated sites and protected species would be mitigated, and opportunities would be taken through development to enhance the site for biodiversity/protected species. Through a reduction in on-site parking and a parking management and travel plan for the site, reduced reliance on car travel and promotion of other more sustainable travel options can be supported.

8.9 Substantial positive weight can be afforded these environmental benefits.

Conclusion

8.10 Having regard to the above, it is concluded that overall, the proposal would have substantial social, economic and environmental benefits, and would comply with the provisions of the Island Plan Core Strategy, the National Planning Policy Framework as a whole, and the requirements of section 72(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 (as amended), as well as Regulation 63 of The Conservation of Habitats and Species Regulations 2017 (as amended), and Section 40 of the Natural Environment and Rural Communities Act 2006 (as amended).

9 Statement of Proactive Working

9.1 ARTICLE 31 - WORKING WITH THE APPLICANT

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

- By offering a pre-application advice service; and
- Updating applicants/agents of any issues that may arise in the processing of their application and, where there is not a principle objection to the

proposed development, suggest solutions where possible.

In this instance the applicant was updated and advised of any issues, and given the opportunity to submit additional information to address those issues. Following receipt of additional information, the application was considered to be acceptable and therefore no further discussions were required.

Conditions and reasons

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

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

- 2** Except where varied by details approved in accordance with other conditions of this permission, the development hereby permitted shall only be carried out in accordance with the details shown on the submitted plans, numbered:

0001 Planning – Location Plan and Proposed Site Development Plan
0005 Planning – Proposed GA Ground Floor and Site Plan
0006 Planning – Proposed GA First Floor Plan
0007 Planning – Proposed GA Elevations
0008 Planning – Proposed GA Sections
0009 Planning – Proposed Guardhouse Plans, GA Elevations and Sections
0500 P1 External Landscaping Plan

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

- 3** Prior to commencement of the development, the applicant/developer shall afford access to the staff of the County Archaeology and Historic Environment Service, and shall enable them to record the barracks, guardhouse, and associated features.

Notification of commencement of development, and information as to whom the archaeologist should contact on site, shall 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: This a pre-commencement condition to mitigate the effect of the works associated with the development upon any heritage assets and to ensure that information regarding these heritage assets prior to the works being carried out would be preserved by record in accordance with policy DM11 (Historic and Built Environment) of the Island Plan Core Strategy and the National Planning Policy Framework.

4 No part of the development hereby permitted shall commence until there has been submitted to and approved in writing by the Local Planning Authority parts a) and b) below. Parts c) and d) shall be required as necessary.

- a) a desk-top study documenting all previous and existing land uses of the site and adjacent land in accordance with national guidance as set out in Land Contamination Risk Management (LCRM) Guidance and BS10175:2011+A2:2017, and which also considers UXO risk; and, unless otherwise agreed in writing by the Local Planning Authority,
- b) a site investigation report documenting the ground conditions of the site and incorporating chemical and gas analysis identified as appropriate by the desk-top study in accordance with BS10175: 2011+A2:2017 – “Investigation of Potentially Contaminated Sites – Code of Practice”; and, unless otherwise agreed in writing by the Local Planning Authority,
- c) a remediation scheme to deal with any contaminant including an implementation timetable, monitoring proposals and a remediation verification methodology. The verification methodology shall include a sampling and analysis programme to confirm the adequacy of decontamination and an appropriately qualified person shall oversee the implementation of all remediation;
- d) The investigator shall provide a report, which shall include confirmation that all remediation measures have been carried out fully in accordance with the scheme. The report shall also include results of the verification programme of post-remediation sampling and monitoring in order to demonstrate that the required remediation has been carried out.

Development (other than demolition) shall not begin until such time as is approved in writing by the Local Planning Authority.

If, during development, any areas of contamination are found to be present at the site then, unless otherwise agreed in writing with the Local Planning Authority, no further development shall be carried out until a remediation strategy detailing how this contamination would be dealt with has been submitted to and approved in writing by the Local Authority.

Reason: This is a pre-commencement condition to protect the environment, prevent harm to human health, and ensure the site would be suitable for the use hereby permitted by ensuring that, where necessary, the land would be remediated to an appropriate standard in accordance with the aims of policy DM2 (Design Quality for New Development) of the Island Plan Core Strategy, the National Planning Policy Framework, and Part 2A of the Environmental Protection Act 1990.

5 No development shall take place until a scheme for the drainage and disposal of surface and foul water from the development hereby permitted has been submitted to and approved in writing by the Local Planning Authority. Foul drainage shall be connected to the public sewer served by Southern Water’s Wastewater Treatment Works at Sandown. Development shall be carried out in accordance with the approved scheme, and the approved drainage works completed prior to the building(s) being brought into use.

Reason: This is a pre-commencement condition to ensure that the site would be

suitably drained, to protect water quality, and prevent harmful impacts on Habitats (SPA/SAC) Sites within the Solent Catchment, to reduce flood risks, and to comply with policies SP5 (Environment), DM2 (Design Quality for New Development), DM12 (Landscape, Seascape, Biodiversity and Geodiversity) and DM14 (Flood Risk) of the Island Plan Core Strategy.

- 6** Notwithstanding the submitted details, no development shall take place until an Arboreal Method Statement (AMS) has been submitted to and approved in writing by the Local Planning Authority detailing how the potential impact to the trees would be minimised during construction works. The submitted AMS shall incorporate the measures set out in the submitted East Cowes Barracks: Method Statement, and the submitted External Landscaping Plan, drawing number 0500 P1, unless otherwise agreed in writing with the Local Planning Authority, and include details of protective tree fencing to be installed for the duration of construction works. The agreed method statement (AMS) will then be adhered to throughout the development of the site.

Reason: This is a pre-commencement condition to prevent damage to trees during construction and to ensure that the high amenity tree(s) to be retained would be adequately protected from damage to health and stability throughout the construction period in the interests of the amenities, character and appearance of the East Cowes (Esplanade) Conservation Area, and to comply with the aims of policies DM2 (Design Quality for New Development) and DM11 (Historic and Built Environment) of the Island Plan Core Strategy, the National Planning Policy Framework, and to reflect the requirements of Section 72(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 (as amended).

- 7** All works to the buildings hereby permitted shall be undertaken outside of the bird nesting season (01 March to 31 August), unless supervised by a suitably qualified ecologist, and timing of works shall be in accordance with 6.2.1 of the Preliminary Ecological Appraisal (Arc Consulting Isle of Wight Ltd, dated 20 July 2022).

Reason: To avoid disturbance/harm to wildlife, including protected species, and damage to their nests in accordance with the aims of policies DM2 (Design Quality for New Development) and DM12 (Landscape, Seascape, Biodiversity and Geodiversity) of the Island Plan Core Strategy and the National Planning Policy Framework.

- 8** No construction work shall proceed above foundation level until details of flood resilient measures to be incorporated into the development have been submitted to and approved in writing by the Local Planning Authority. Submitted details shall have regard to the measures set out in section 7 of the submitted Flood Risk Assessment (dated 15 November 2022). Development shall be carried out in accordance with the approved details.

Reason: To reduce flood risks to the development and surrounding land in accordance with the aims of policies DM2 (Design Quality for New Development) and DM14 (Flood Risk) of the Island Plan Core Strategy and the National Planning Policy Framework.

- 9** No exterior works to be barracks building shall begin until details of the bat and bird boxes to be installed within this building have been submitted to and

approved in writing by the Local Planning Authority. The boxes shall be installed in accordance with the approved details before the barracks building is brought into use.

Reason: To ensure ecology and biodiversity would be enhanced in accordance with the aims of policies DM2 (Design Quality for New Development) and DM12 (Landscape, Seascape, Biodiversity and Geodiversity) of the Island Plan Core Strategy and the National Planning Policy Framework.

10 Notwithstanding the submitted plans, no landscaping works hereby permitted, including hard surfacing, means of enclosure/boundary treatments, or construction of the access ramps/steps, shall begin and the buildings shall not be brought into use until the following details have been submitted to and approved in writing by the Local Planning Authority:

- Hard surfacing materials
- Means of enclosure and boundary treatments – including any barrier to be erected at the Albany Road vehicular access
- Finished levels
- Access ramp/steps and guardrail height, design, and appearance (including materials, finishes and colour)
- Recycling and refuse storage facilities
- Timetable for the carrying out and completion of the landscaping works

Submitted details shall have regard to sections 7 and 8 of the submitted Flood Risk Assessment (dated 15 November 2022), as well as the Council's Guidelines for Recycling and Refuse Storage in New Developments Supplementary Planning Document.

Development shall be carried out in accordance with the approved details and timetable, and the agreed recycling and refuse storage facilities shall be provided prior to the buildings being brought into use and thereafter maintained and retained in accordance with the approved details.

Reason: To ensure the character and appearance and setting of the locally listed buildings, and the character and appearance of the East Cowes (Esplanade) Conservation Area would be preserved and enhanced in accordance with the aims of policies DM2 (Design Quality for New Development) and DM11 (Historic and Built Environment) of the Island Plan Core Strategy, the National Planning Policy Framework, and to reflect the requirements of Section 72(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 (as amended).

11 Notwithstanding the submitted plans/details, construction of the extension hereby permitted shall not proceed above foundation level until the details of the materials and finishes (including colour) to be used in the construction of the external surfaces of the extension 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: To ensure the character and appearance of the locally listed buildings, and the character and appearance of the East Cowes (Esplanade) Conservation Area would be preserved and enhanced in accordance with the aims of policies

DM2 (Design Quality for New Development) and DM11 (Historic and Built Environment) of the Island Plan Core Strategy, the National Planning Policy Framework, and to reflect the requirements of Section 72(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 (as amended).

- 12** The materials to be used in any exterior work to the existing buildings hereby permitted shall match the materials used in the construction of the exterior of the buildings, unless otherwise approved in writing by the Local Planning Authority.

Reason: To ensure the character and appearance of the locally listed buildings, and the character and appearance of the East Cowes (Esplanade) Conservation Area would be preserved and enhanced in accordance with the aims of policies DM2 (Design Quality for New Development) and DM11 (Historic and Built Environment) of the Island Plan Core Strategy, the National Planning Policy Framework, and to reflect the requirements of Section 72(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 (as amended).

- 13** No new or replacement window, roof glazing, or external door shall be installed until details of new/replacement windows, roof glazing and external doors to be installed have been submitted to and approved in writing by the Local Planning Authority. Submitted details shall include specifications detailing the size and proportions of the units to be installed, details of the glazing, materials, finishes and colour. Development shall be carried out in accordance with the approved details.

Reason: To ensure the character and appearance of the locally listed buildings, and the character and appearance of the East Cowes (Esplanade) Conservation Area would be preserved and enhanced in accordance with the aims of policies DM2 (Design Quality for New Development) and DM11 (Historic and Built Environment) of the Island Plan Core Strategy, the National Planning Policy Framework, and to reflect the requirements of Section 72(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 (as amended).

- 14** Any roof underlining used in the development hereby permitted shall include bitumen roofing felt only, and not breathable roofing membranes.

Reason: To prevent harm to protected bat species in accordance with the aims of policies DM2 (Design Quality for New Development) and DM12 (Landscape, Seascape, Biodiversity and Geodiversity) of the Island Plan Core Strategy.

- 15** Prior to the buildings being brought into use, details of the refurbishment of the existing boundary railings, and a timetable for completion of these works, shall be submitted to and approved in writing by the Local Planning Authority. Refurbishment of the boundary railings shall be carried out and completed in accordance with the agreed details and timetable.

Reason: To ensure the setting of the locally listed buildings, and the character and appearance of the East Cowes (Esplanade) Conservation Area would be preserved and enhanced in accordance with the aims of policies DM2 (Design Quality for New Development) and DM11 (Historic and Built Environment) of the Island Plan Core Strategy, the National Planning Policy Framework, and to reflect the requirements of Section 72(1) of the Planning (Listed Buildings and

Conservation Areas) Act 1990 (as amended).

- 16** The use hereby permitted shall not begin until space has been laid out within the site in accordance with drawing number 0005, and the details agreed in accordance with condition 10, for vehicles to park and turn within the site so they may enter and leave in forward gear. Thereafter this space shall not be used for any purpose other than that approved in accordance with this condition.

Reason: To ensure an adequate level of on-site parking would be provided to serve the development, in the interests of highway safety, and to comply with the aims of policies DM2 (Design Quality for New Development) and DM17 (Sustainable Travel) of the Island Plan Core Strategy.

- 17** Prior to commencement of the use hereby permitted a parking management and travel plan for the site, including measures to discourage travel to the site by motor vehicles and promote more sustainable modes of transport, shall be submitted to and approved in writing by the Local Planning Authority. The agreed parking management and travel plan shall be implemented and adhered to for the duration of the use hereby permitted.

Reason: In the interests of highway safety and to promote sustainable travel in accordance with the aims of policies DM2 (Design Quality for New Development) and DM17 (Sustainable Travel) of the Island Plan Core Strategy.

- 18** The use hereby permitted shall not begin until a Flood Warning and Evacuation Plan for the site has been submitted to and approved in writing by the Local Planning Authority. The submitted plan shall have regard to the Council's most up-to-date version of its Flood Warning and Evacuation Plan guidance. The approved plan shall be implemented and adhered to for the duration of the use hereby permitted.

Reason: To ensure residual flood risks would be appropriately managed and that the development would be safe for all users through its lifetime in accordance with the aims of policies DM2 (Design Quality for New Development) and DM14 (Flood Risk) of the Island Plan Core Strategy and the National Planning Policy Framework.

- 19** Prior to the barracks building being brought into use, the building finished floor level on the ground floor where it provides for overnight (sleeping) accommodation and/or means of escape from the building to Maresfield Road shall be raised so that it is no lower than 4.10 metres above Ordnance Datum (AOD) in accordance with section 5.8 and 7 of the submitted Flood Risk Assessment (dated 15 November 2022). Thereafter, the finished floor level of the ground floor of the building where it provides for overnight (sleeping accommodation) and/or means of escape to Maresfield Road shall not at any time be lower than 4.10 metres AOD.

Reason: To reduce flood risks and that the development would be safe for all users through its lifetime in accordance with the aims of policies DM2 (Design Quality for New Development) and DM14 (Flood Risk) of the Island Plan Core Strategy and the National Planning Policy Framework.

20 The use hereby permitted shall not begin until an SPA Code of Conduct has been submitted to and approved in writing by the Local Planning Authority. The submitted code shall set out measures to mitigate for the potential effects of the use of the site, including offsite activities associated with that use, on the Solent and Dorset Coast SPA and the Solent and Southampton Water SPA. The agreed Code of Conduct shall be implemented and adhered to for the duration of the use hereby permitted.

Reason: To mitigate for potential impacts to the Solent and Dorset Coast and Solent and Southampton Water SPAs from activities associated with the use of the site hereby permitted, and to ensure the SPA would be protected and conserved in accordance with the aims of policy DM12 (Landscape, Seascape, Biodiversity and Geodiversity) of the Island Plan Core Strategy, the National Planning Policy Framework, and the requirements of Regulation 63 of The Conservation of Habitats and Species Regulations 2017 (as amended).

21 No exterior lighting shall be installed within the site as part of the development hereby permitted, except where it has been installed in accordance with an exterior lighting scheme that has been submitted to and approved in writing by the Local Planning Authority. Any submitted scheme shall include details of the location, orientation, size, height, design, and appearance of any lighting units, as well as the light temperature of the units, and shall have regard to the recommendations contained within section 6.2.2 of the submitted Preliminary Ecological Appraisal (Arc Consulting Isle of Wight Ltd, dated 20 July 2022).

Reason: To ensure any lighting would be designed and installed to minimise its effect on wildlife and the surrounding area in accordance with the aims of policies DM2 (Design Quality for New Development) and DM12 (Landscape, Seascape, Biodiversity and Geodiversity) of the Island Plan Core Strategy.

11 **Informatives**

1 The possible addition of solar panels to the existing flat roof of the building, referred to in section 3.0 – Proposals – of the submitted Design, Access and Heritage Statement is not considered to form part of the planning application or permission hereby granted. Further advice from the Local Planning Authority can be obtained on any future proposals to install solar panels on the buildings or within the site.