



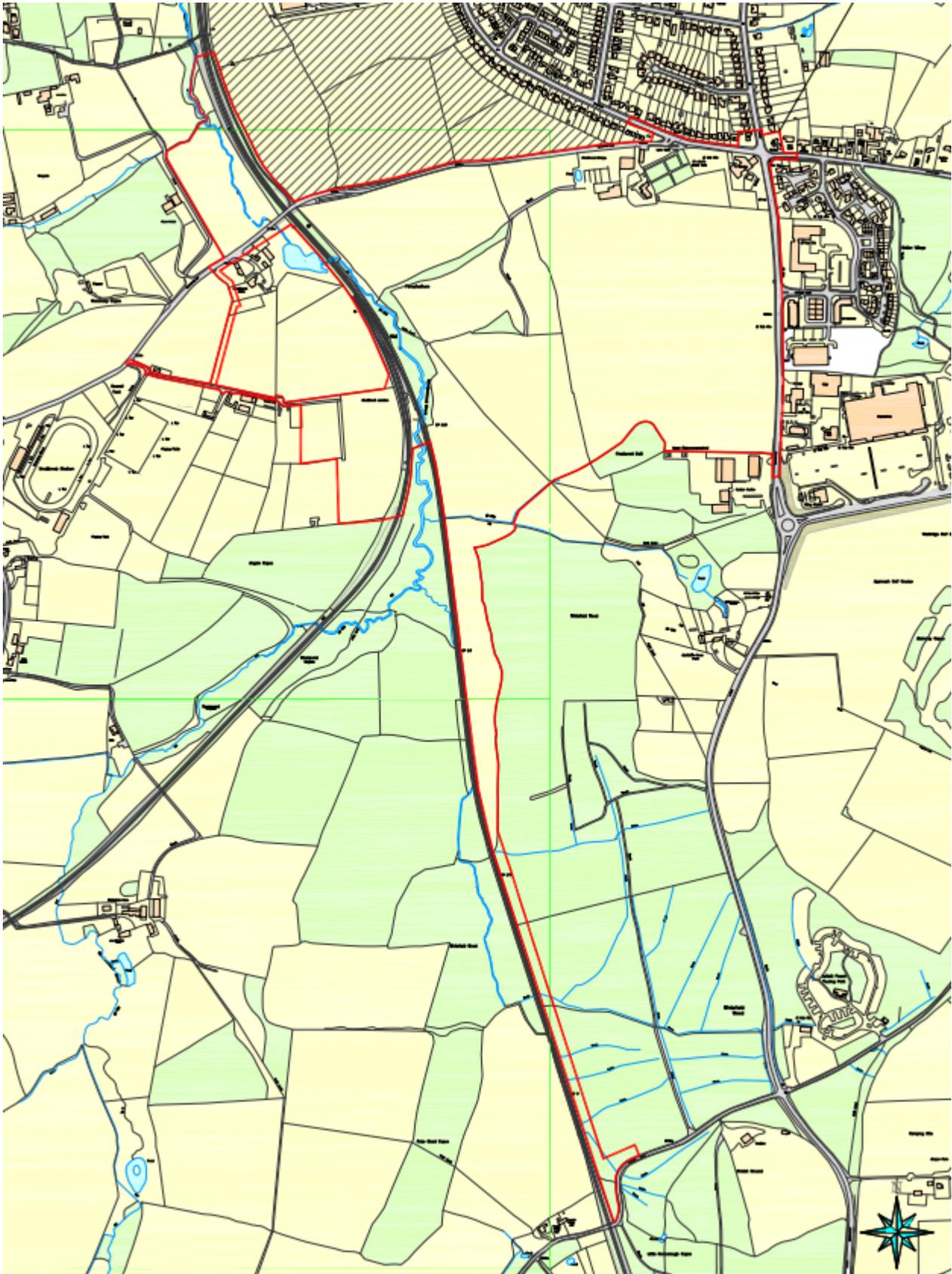
Purpose: For Decision

Planning Committee Report

Report of	STRATEGIC MANAGER FOR PLANNING AND INFRASTRUCTURE DELIVERY
Date	21 MARCH 2023
Application Reference	20/02159/ARM
Application type	Approval of Reserved Matter (AORM)
Application Description	Reserved Matters Application relating to P/01456/14: 904 residential units, school; community centre; commercial buildings; relocation of Westridge Garage; community energy centre; sports building and changing rooms; structural landscaping; play areas and associated highway improvements (readvertised application)
Site address	Land known as Pennyfeathers land to the south of Smallbrook Lane and to the west of Brading Road, Ryde Isle of Wight
Parish	Ryde
Ward Councillor	Cllr Warren Drew
Applicant	Mr Glen Hepburn
Planning Officer	Sarah Wilkinson

Reason for Planning Committee consideration	The application is considered it will have a genuine Island wide significance due to its size.
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Recommendation	Conditional permission
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Main considerations

- Compliance with the outline permission
- Landscape and visual impacts
- Highways and transport

- Trees and ecology
- Foul and surface drainage
- Other matters
- Condition compliance

1 Recommendation

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

- Compliance with approved plans
- Long term maintenance of trees
- Landscape implementation
- Drainage
- Contamination
- Noise

2 Location and Site Characteristics

2.1 The application site covers an area of 52.6 hectares to the south of Ryde, approximately 1.5km from the town centre. The site occupies an area off Brading Road between Busy Bee Garden Centre and Westridge garage, including the garage itself and Westridge Cross junction. The main boundaries are formed by Brading Road to the east, the railway to the west and Smallbrook Lane to the north. The site boundary then includes a narrow strip of land from the south-western corner of the site to the Cricket Club (off Harding Shute) 1.2km to the south and two parcels of land to the west on the opposite side of the railway.

2.2 The land within the site is mainly agricultural fields of a Grade 3a and 3b quality, but also includes Pennyfeathers woodland and part of Whitefield Woods, the agricultural buildings associated with Prestwood Grange, the former 'pound shop' and Westridge Garage.

2.3 The site itself falls in a westerly direction from the Brading Road to Monkton Brook. The gradients on site range from 1 in 20 to 1 in 13 with the level falling from around 48.5m AOD to 9.90m AOD.

3 Details of Application

3.1 The application seeks permission for the approval of the matters which were reserved at the outline stage. These include access, appearance, landscaping, layout and scale.

3.2 The outline consent granted permission for maximum of 904 residential units, school; community centre; commercial buildings; relocation of Westridge Garage; community energy centre; sports building and changing rooms; structural landscaping; play areas and associated highway improvements.

3.3 This Reserved Matters application seeks consent for 904 dwellings and 5,030 square metres of commercial floor space.

3.4 The proposed development has been divided into seven phases (or zones). The proposed dwellings would be split into the following mix in the different development phases of the site:

	1 bed	2 bed	3 bed	4 bed	Total
Zone 1	14	47	40	22	123
Zone 2	27	83	70	25	205
Zone 3	17	58	84	37	196
Zone 4	7	63	42	16	128
Zone 5	11	25	30	23	89
Zone 6	42	63	52	6	163
Total	118	339	318	129	904

3.5 The phases would include the following element of development:

Phase one	<p>123 residential units (65% open market, 24% affordable rent and 11% shared ownership)</p> <ul style="list-style-type: none"> - 14 x 1 bed - 47 x 2 bed - 40 x 3 bed - 22 x 4 bed <p>Brading Road improvements The Orchard (an area of public open space) Pennyfeathers Park (an area of public open space) The Ride (the route from the site to the cricket club) Three Trees Field (an area of public open space) Commercial buildings 1, 2, 3, 4 and the energy centre</p> <p>This phase would also include the roundabout on Brading Road, which provides access to the site, the internal roundabout (linking phase one to phase 2), the spine road through the site to the west of the buildings within this phase, the access off Great Preston Road and associated roundabout and the new Smallbrook Lane.</p>
Phase two	<p>205 residential units</p> <ul style="list-style-type: none"> - 27 x 1 bed - 83 x 2 bed - 70 x 3 bed - 25 x 4 bed
Phase three	<p>195 residential units</p> <ul style="list-style-type: none"> - 16 x 1 bed - 58 x 2 bed - 84 x 3 bed - 37 x 4 bed <p>Community centre</p>
Phase four	<p>128 residential units</p>

	<ul style="list-style-type: none"> - 7 x 1 bed - 63 x 2 bed - 42 x 3 bed - 16 x 4 bed
Phase five	91 residential units <ul style="list-style-type: none"> - 13 x 1 bed - 25 x 2 bed - 30 x 3 bed - 23 x 4 bed
Phase six	162 residential units <ul style="list-style-type: none"> - 41 x 1 bed - 63 x 2 bed - 52 x 3 bed - 6 x 4 bed
Phase seven	Commercial building 5

3.6 The school and community centre would be provided in a different location than shown on the indicative plans submitted at outlined stage. They are now shown to be positioned along the northern boundary of the site. As with the outline the community centre is shown as a multi-use building, which would have a footprint of 28 metres by 22.5 metres and a height of approximately nine metres. The school is an area of land (of approximately 1.75 hectares) which would be made available for a new school if required.

3.7 The proposed commercial buildings within the development would provide a gross external floor area (GEA) of 5030 square metres in the following splits:

	Dimensions (m)	GEA (m ²)
Building 1	20 x 17	670
Building 2	55 x 36	1733
Building 3	17 x 43.5	654
Building 4	21 x 35.5	1327
Building 5	44 x 17	646

3.8 The proposed development includes for a number of areas of open spaces and sustainable routes and links, including an underpass to cross Smalbrook Lane, a footbridge to cross the railway and a link south to the existing cricket club.

3.9 The proposed improvements to the highway network were secured as part of the section 106 agreement signed at the outline stage. These works include the widening of Brading Road to create a boulevard, a new roundabout with Cothy Way to provide the main entrance into the site, the diversion of Smallbrook Lane into the site and the provision of Smallbrook Lane as a greenway from the existing bridge, alterations to the junction of Smallbrook Lane (new) and Great Preston Road and alterations to Westridge Cross lights.

4 Relevant History

- 4.1 [22/01078/FUL](#) - Non-material amendment on P/01456/14 to vary the wording of condition 3, to allow details to be submitted with the reserved matters application was approved in July 2022
- 4.2 [P/01456/14](#) - Outline for 904 residential units, school; community centre; commercial buildings; relocation of Westridge Garage; community energy centre; sports building and changing rooms; structural landscaping; play areas and associated highway improvements was approved in September 2017

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 Page 63
 - 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** Paragraph 110 sets out that “In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that: a) appropriate opportunities to promote sustainable transport modes can be - or have been - taken up, given the type of development and its location; b) safe and suitable access to the site can be achieved for all users; c) the design of streets, parking areas, other transport d) elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and e) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.”
- 5.6** Paragraph 111 outlining 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.”

While paragraph 112 states out that “within this context application should:

- a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;
 - b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;
 - c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;
 - d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and
 - e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.
- 5.7** In respect of achieving appropriate densities paragraph 124 sets out that: Planning policies and decisions should support development that makes efficient use of land, taking into account: a) the identified need for different types of housing and other forms of development, and the availability of land suitable for accommodating it; b) local market conditions and viability; c) the availability and capacity of infrastructure and services – both existing and proposed – as well as their potential for further improvement and the scope to promote sustainable travel modes that limit future car use; d) the desirability of maintaining an area’s prevailing character and setting (including residential gardens), or of promoting regeneration and change; and e) the importance of securing well-designed, attractive and healthy places.
- 5.8** To achieve well designed places paragraph 130 outlines that “Planning policies and 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 as a result of good architecture, layout and appropriate and effective landscaping;
- c) care sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);
- 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;
- e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and
- 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; 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

- 5.9** The Island Plan Core Strategy identifies the application site as being within the Ryde Key Regeneration Area Boundary but outside, although immediately adjacent to the Settlement Boundary. The following policies are relevant to this application:

SP1 - Spatial Strategy
 SP2 – Housing
 SP3 - Economy
 SP5 - Environment
 SP6 – Renewables
 SP7 - Travel
 DM1 – Sustainable Build Criteria for New Development
 DM2 - Design Quality for New Development
 DM3 – Balanced Mix of Housing
 DM4 – Locally Affordable Housing
 DM5 – Housing for Older Persons
 DM7 – Social and Community Infrastructure
 DM8 - Economic Development
 DM11 - Historic and Built Environment
 DM12 - Landscape, Seascape, Biodiversity and Geodiversity
 DM13 – Green Infrastructure
 DM14 – Flood Risk
 DM16 – Renewables
 DM17 – Sustainable Travel
 DM21 – Utility Infrastructure Requirements
 DM22 – Developer Contributions

Neighbourhood Planning Policy

- 5.10** There is no neighbourhood plan in place covering Ryde.

Relevant Supplementary Planning Documents (SPDs) and other planning guidance

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

- [The Affordable Housing Contributions Supplementary Planning Document \(SPD\).](#)
- [The Guidelines for Parking Provision as Part of New Developments Supplementary Planning Document \(SPD\).](#)
- [The Guidelines for Recycling and Refuse Storage in New Developments Supplementary Planning Document \(SPD\).](#)
- [Isle of Wight Council Position Statement: Nitrogen neutral housing development.](#)
- [Solent Recreation Mitigation Strategy \(Bird Aware\)](#)
- [Local cycle and walking infrastructure plan Isle of Wight \(LCWIP\) \(Newport and Ryde 2020 – 2030\).](#)
- [The Ryde Place Plan.](#)

6. Consultee and Third Party Comments

Internal Consultees

- 6.1** The Planning Ecology Officer has confirmed that the submitted information is acceptable but has recommended conditions to ensure that the Mitigation and Enhancement Plan is adhered to.
- 6.2** The Planning Tree Officer has raised no objection but has outlined that it is uncertain as to the planting pattern of the hedgerows and whether this would be double row, double staggered row, single line, triple row etc. [Officer comment: This detail can be controlled by condition]
- 6.3** The Drainage and Flood Risk Management Officer has confirmed that the submitted information is acceptable and has raised no objection to the application but recommends an informative to ensure that the Monkton Brook is cleared of detritus.
- 6.4** The Environmental Health Officer has confirmed that the air quality information demonstrates that there would be no unacceptable impact resulting from the development. Contamination information has been received to discharge part a) of the condition. In respect of noise the standards used are out of date, although comply with the wording of the condition. The condition is not recommended for discharge until the operating and delivery hours are confirmed.
- 6.5** The Crime Prevention Design Advisor (CPDA) has commented that a basic level of protection should be provided to all dwellings including a requirement that all dwellings sit within an area of private space, the private space to the rear of the must be enclosed within a robust boundary treatment of at least 1.8m high, the semi-private space to the front and side front must be enclosed within a robust

boundary treatment 1m high; or delineated in such a fashion that it is obviously private.

- 6.6** In respect of the apartments the CPDA have outlined that apartment blocks must sit within an area of semi-private space, this space must be enclosed within a robust boundary treatment at least 1.2m high. Ground floor apartments with doors that can be accessed from the surrounding semi-private space must be protected by a private garden which is the sole preserve of the resident of the apartment. The private gardens must be at least 1.5m wide and closed within a robust treatment at least 1.2m high. Windows on ground floors must be defended by planting.
- 6.7** The CPDA also advises that there are areas of rear parking where there is very little natural surveillance of these. A Local Equipped Area for Play (LEAP) with additional parking is also located near to one of these areas. The LEAP would draw people into the area increasing the opportunities for crime and disorder. To reduce the opportunities for crime and disorder, much greater natural surveillance of the parked motor vehicles and LEAP must be provided from the overlooking dwellings.
- 6.8** To reduce the opportunities for crime and disorder all external rear garden access should be in curtilage. However, if the LPA are minded to consent the scheme which rear gardens accessed via a communal rear access footpath or from a parking area, the CPDA requests that the rear garden gates are fitted with a robust key operated lock that can be operated from both sides of the gate, designed for external use. This should be secured by a condition.
- 6.9** It has also been observed that the location and design of the Public Open Spaces, together with their permeability would make it difficult to effectively police these areas should an incident occur. It is therefore recommended that the Public Open Spaces are enclosed with robust boundary treatment (vertical railings) at least 1m high.
- 6.10** Finally, it is recommended that the commercial area is effectively isolated from the residential area, by providing a robust boundary treatment at least 2.1m high and effective lighting throughout the development is provided and a condition is recommended accordingly.
- 6.11** The Highway Engineer originally requested additional information was submitted, including clarification of the size of some of the parking bay, the width of drainage pipes and the width and materials of some of the footways and some detailed design matters. Confirmation has now been received that remaining elements have been clarified or tweaked so that they are no longer a concern.

External Consultees

- 6.12** Natural England have confirmed that they have no objection subject to an appropriate assessment being secured in respect of nitrate enrichment.
- 6.13** The Environment Agency have confirmed, following the submission of further information, that they have no comment to make on the application.
- 6.14** The Forestry Commission have confirmed that as a non-Ministerial Government Department they do not provide an opinion supporting or objecting to an

application. Rather they include information on the potential impact that the proposed development would have on the ancient woodland. This information is outlined in the relevant section below.

- 6.15** Southern Water have advised that the submitted plans indicate tree planting close to public water mains and highlighted that guidance for planting in vicinity to such infrastructure applies. They also highlight that no discharge of foul sewerage from the site shall be discharged into the public system until offsite drainage works to provide sufficient capacity within the foul network to cope with the additional flows are complete. Southern Water is currently in process of designing and planning delivery of offsite sewerage network reinforcements and seeks to limit the timescale to a maximum of 24 months from the firm commitment of the development.
- 6.16** Southern Water have also highlighted that the impact of any works within the highway/access road on public apparatus shall be assessed and approved, in consultation with Southern Water, under a New Roads Street Works Act (NRSWA) enquiry in order to protect public apparatus.

Parish/Town Council Comments

- 6.17** Ryde Town Council have objected to the application on grounds that can be summarised as follows:
- Inadequate information makes it difficult to comment in detail on many of the proposals.
 - The proposals take insufficient account of changes in the external environment since the submission of the original outline application. Particularly issues related to the environment and climate change and the lessons learned from the Covid-19 pandemic for the design of future settlement
 - It is not possible to consider these proposals in isolation from related developments in the Ryde East area. RTC maintains that the Isle of Wight Council (IWC) should, in consultation with RTC, prepare an integrated plan for the development of the area, as indicated para. 3.62 of the Draft Island Planning Strategy, before making decisions about this development.
 - There are no details of traffic movements and highway capacity either prior to or after the highway improvements are in place.
 - Shares Island Roads' concerns about lack of coordination, and in some cases contradiction, with highway proposals related to other developments in the area. RTC maintains that no decision should be made on these proposals until the results of Island Roads' study of all the junctions in the area available
 - The improvements proposed for Westridge Cross should not be delayed to Phase 7. RTC maintains that they should be brought forward to Phase 2, since development in phases 1 and 2 will have an impact on this junction
 - There is insufficient information on the relocation of the garage at Westridge Cross, given the refusal of an earlier application to relocate it. This could jeopardise the feasibility of the proposals for the improvement of this junction.

- The new site proposed for the school and community centre would be less accessible than the previous one, particularly for people from neighbouring areas.
- There is insufficient information regarding the geophysical suitability of the new site, particularly the possible need for measures to address surface water drainage issues given its proximity to the stream.
- There is no information about the size and type of school that will be required, or even if a school is actually needed. RTC maintains that there should be a comprehensive survey of future educational need in the area, taking account of both existing and possible future housing development, before a decision is made.
- Small size of gardens in some parts of the development. The Covid-19 pandemic has emphasised the importance of private outdoor space
- Although the proposals meet minimum standards in terms of parking spaces, the relatively high densities in some parts of the development may result in undesirable street parking.
- There is no information on the distribution of affordable housing between phases. RTC maintains that each phase should include the required 35% of affordable housing, including the required proportion of social housing for rent.
- The definition of affordable housing is based on the standard 80% figure. However, according to the 2018 Housing Needs Assessment, the actual affordable level in the Ryde area is only 60%. This has now been accepted by the government, in that housing associations are now eligible for the Social Housing Grant.
- There is no information on the proposed management of the social rented housing. RTC is not aware of any approaches that have been made to existing housing associations.
- It is still proposed that the Energy Centre be powered by gas, despite the recent government announcement that from 2025 all new houses will be banned from installing gas-powered heating
- There is no mention of the Island's new status as a Biosphere Reserve and the possible implications of this for the development.
- There is no mention of the implications of the development on light pollution and possible mitigating measures.
- It is not clear whether the area of public open space in the western part of the development will be open to the general public or just to residents of the development. RTC maintains that it should be open to the general public and that adequate facilities for visitors (e.g. parking spaces) should be provided.
- Concerns about access to bus stops and cycling / walking infrastructure, particularly for those without their own vehicles. The relocation of the school to what is considered a less suitable site would also have a negative impact in terms of poor transport links.
- There is insufficient information about the future management of the development, including the maintenance of roads and public green space and the possible implications of this in terms of service charges. RTC is concerned that residents may have to pay high service charges, which would have a negative impact on occupants of social rented housing.
- Should the development be approved, all new roads within the development be adopted into the highways network as they form a major

part of the necessary highway infrastructure work required to accommodate the extra pressure placed on the local road network.

- Section 106 monies raised from the development to mitigate its effects should be spent in the local Ryde area.
- In particular, RTC maintains that, if the education needs assessment proposed above indicates that a school is not needed on this site, any monies identified for the provision of primary education in the legal agreement should be ring fenced for education facilities elsewhere in Ryde.
- Number of documents makes it difficult to view and see which are current and superseded
- Gas boilers are now being phased out
- Westacre Park proposes doctors surgery and community centre. Having two would not be sustainable
- Capacity reports for traffic not submitted
- School should be nearer public transport and away from potential flooding and unsuitable ground
- Increased need for quality public open space
- Houses without drives would find it hard to charge electric cars
- All phases should provide the correct and compliant affordable homes (as shown for phase 1)
- All roads and footways should be designed to the SPD for highways design in new developments
- The whole drainage system should be adopted
- Nitrates

6.18 Nettlestone and Seaview Parish Council object to the application on grounds that can be summarised as follows:

- It is unclear when the affordable housing will be available, and it should be included phase by phase at 35% at each stage so there is not a failure to deliver it.
- There is not the local infrastructure or plans for infrastructure to cope with the planned development. There are references to a school and community centre being located on the site but there are no details of how these fit to local need and infrastructure. It would appear that the primary school is moving to a harder to access location, which will encourage pollution-generating car driving for the school run.
- The sewage plans lack detail and seem to be outdated.
- This application increases carbon emission due to the density of housing and the over reliance on cars due to its location. It would appear that the design of housing will have a detrimental effect to IWC's Biosphere Status and Climate Emergency Strategy.
- The plans do not incorporate explicit renewable energy plans for each of the households and the energy centre is gas fired which will be obsolete in 2030.
- The application does not address the relevant road infrastructure requirements and Island Roads recommends refusal of the application.
- The scheme was supposed to be delivered in five phases and now it is seven - this delays the delivery of much needed infrastructure and social housing and or the S106 investment for the community associated with it.

- The outline planning application was approved in 2015. This reserved matters application appears to refer to the National Policy Framework and Island Core Strategy 2012 as was, at that time - the latter is now out of date as the NPPF was revised in 2019.
- Support Island Roads objection
- Traffic impact onto public highway

Third Party Representations

6.19 44 objections have been received, including comments from the Ryde Society, the IOW Society, the adjoining ward Cllr Michael Lilley and Bob Seely MP, the content of which can be summarised as follows:

- Reserved Matters application is submitted out of time
- What medical provision has been made for shortages of GPs and insufficient capacity at St. Mary's
- Footpath route should be provided between Smallbrook Lane and Brading Road
- Greenfield site
- Urban sprawl
- Local population would have to travel further to reach green space
- Unnecessary pressure on Island public services
- Homes for 'incomers' not local people
- Need for employment not just housing
- Impact on nature conservation
- Climate emergency and air quality
- Highway safety from additional vehicles
- Covid-19 has reduced the ability for many Islanders to afford these houses
- Impact on flooding from surface water, due to building on fields
- What guarantees that all amenities will be built?
- Not Reserved Matters due to the enormity of changes
- No environmental improvement from previous submission
- Roads, cycle and footpath network should come first
- No linkages to Smallbrook railway station are considered
- Site investigation needed to see suitability for development, as the area is a bog between October and March
- Houses should only be sold to those who have been resident on the Island for a minimum of 5 years and not as second homes
- Insufficient infrastructure on the Island
- Changes from outline, including relocation of the school, community centre and energy centre
- Housing much higher density on upper slopes
- No details of where social/affordable housing would be built
- No current report from Southern Water
- Island Roads recommend refusal
- Proposed road works do not match those of other developments approved
- No Ryde infrastructure plan is in place
- Police have safety concerns
- No written masterplan for major roads and junction alterations and phasing
- Reports from statutory consultees and others are six years out of date

- Government reports and legislation relating to the environment has not been taken into consideration
- Safety question over attenuation ponds
- What roads would have street lighting and adopted
- Ignores biosphere status
- Impact on dark skies from light pollution
- Pollution
- Insufficient public transport links
- No drawings showing connection with Nicholson Road
- Do cycling and walking paths comply with latest legislation
- One company dissolved since signing Section 106
- Who is the developer?
- No adopted infrastructure plan
- Location of school would not be appropriate
- Three sewage and foul pumping stations have been included
- Who will pay should the pumping stations fail?
- Where is the new location for Westridge garage? It is not part of the masterplan
- Currently four schemes for road improvements
- What is the timetable for new spine road and major junction alterations?
- Will the road works be completed before any housing or commercial buildings constructed?
- Boulevard is now just a short stretch of greenery
- Blocks of flat occupy all four corners of Cothey Avenue and houses are three storeys
- Are the houses designed as low carbon?
- Who will be responsible for estate management?
- This is not publicly accessible park it is private land
- There is no public parking, aside from 12 spaces at the community centre
- Energy centre is still proposed as gas fired
- Insufficient road infrastructure to accommodate the additional cars
- Overdevelopment
- Cost to taxpayers / the council
- Density and design is incompatible for utilising passive house principles
- Now proposed as 7 phases not 5
- Parkland increased on lower slopes in an area subject to flooding, which residents would have an unregulated lease over
- Contamination
- Design concept does not fit with local design code
- Sufficient brownfield sites and empty properties
- Proposed housing does not meet the need
- Lack of sustainability
- Lack of safe and appropriate access
- Does not take note of impending changes to National Policy
- Improvements to Smallbrook bridge must be incorporated
- Westridge crossroad works and garage relocation should be done in phase 1 or 2
- Plans are contradictory as some show houses near Smallbrook Lane others do not and MUGA shown on two different sites

- Access to school, community centre and MUGA would not be safe, as off Smallbrook Lane
- Design would have an unacceptable impact on visual character of the area
- Parking issues on main access road would only be addressed with double yellow lines
- Social housing must be in each phase of the development
- Out of date sewage system
- No recognition of health implications
- Traffic nightmare during years of construction
- Flooding at Monkton Mead and The Strand an ongoing concern
- Height
- No consideration of Environmental Bill
- Should not be considered in lockdown
- Cannot be assessed electronically
- Unacceptable Manco arrangement
- Are the attenuation tanks adequate?
- Proposed new roundabouts will cause congestion
- Road building will be urbanising
- Impact on air quality from additional cars
- Does not meet local needs
- Roads and road works would be urbanising
- Where are the electric car charging points?
- Should have a commitment to funding highway improvements and community provision
- Affordable housing should be 60% market value not 80%
- Will Southern Vectis re-route the bus service
- Pennyfeathers hult should be upgraded
- Nitrates
- Brading Road should have bus lane
- Westridge Cross works should not be delayed till phase 7
- New bridge should be provided over railway line on the same side as the greenway
- Too many plans and documents

6.20 Woodland Trust object to the potential impact on the Ancient Woodland seeking a buffer of at least 50 metres to avoid root damage and impact of noise and dust etc.

6.21 Badger Trust objects to the application as they consider it would destroy areas of habitats and cause further decline to the wildlife that live and forage in this area. They also consider that, although no badger setts were found at the outline stage, badgers and other wildlife moves around. Should any new badger setts be recorded an appropriate licence would need to be obtained. Any trenches or holes should not be left uncovered overnight.

6.22 Cycle Wight object to the application and raise comments that can be summarised as follows:

- Contrary to SP7 and DM17
- Cannot easily identify which routes are designed for cyclists. However, using width as an indicator, proposals include significant number of routes

designated for cycling, but the quality of the network and individual design elements fall short of government expectations

- Should be less reliance of shared routes. LTN 1/20 states a general presumption should be to provide separate cycling and walking facilities
- Higher use carriageways should be separate cycling/walking route
- Lower use routes warrant shared use approach
- Many parts of development provide good conditions for cycling. However, in many places there are missing links between streets and dedicated routes leading to less permeable network
- Cycle access from main cycle track into commercial area are limited
- Cycle access between residential and commercial are limited
- No direct access to community building from adjacent cycle track
- Where there is a street on the opposite side of the road to the cycle track there should be a link between the two
- Some cycle tracks appear to stop at a junction and only a footway continues on the other side
- Route alongside Brading Road, New Smallbrook Lane and Pennyfeathers Way suffer from a lack of priority for cyclists over side turning, in line with LTN 1/20
- Lack of transition between cycle track and carriageway when cycling south along Brading Road
- No cycle access to Tesco
- All site roundabouts have been designed to maximise motor traffic flows, creating a hostile environment for pedestrians and cyclists. Should adopt the “continental style” roundabout design
- No cycle tracks east of Cothey Way
- Crossings are awkward and have inadequate waiting areas
- Cothey roundabout is unsafe for cycling on the carriageway
- Some roundabout arms are missing cycle crossings
- No provision for people cycling to enter/exit the cycle track at Westridge Cross
- Unclear how cyclists would re-join carriageway at end of Smallbrook Lane shared use route with entry point too close to bus stop
- Smallbrook underpass is poor in terms of physical and social safety and 90 degree angle would be difficult to negotiate for cyclists
- Question onward connectivity for Smallbrook pedestrian bridge. Should be linked to Rosemary Vineyard development
- Many junctions on internal streets have large radii, likely to increase vehicle speeds
- In many areas footways appear discontinuous, with regular interruptions from vehicle accesses
- Cycle route to Harding Shute ends in a loop. Should be continuous and not narrow below 3 metres
- No cycle parking provision for community building or MUGA
- Covered and secure cycle parking should be provided for commercial buildings. None is evident
- Construction of routes should be of a high standard and maintained.

6.23 Ramblers have confirmed that they do not support or object to the application, but raise the following comments:

- Routes should be appropriately signposted with appropriate map boards to ensure recreational users do not stray into residential areas
- Shared routes are appropriate for this setting but can lead to conflict
- Where horse riding is to be encouraged bridleway links to the wider countryside may be necessary
- Enhancements to existing rights of way should be sort
- Funding for continued maintenance must be adequate
- Should be a link to Smallbrook railway station

6.24 Isle of Wight Bus Users Group have raised concerns that increase traffic could result in delays to routes 2 and 3 and therefore consideration should be given to widening Brading Road to provide a bus lane and provision of access to Smallbrook Junction railway station to alleviate the increase in road traffic to some extent.

7 **Evaluation**

Compliance with the outline permission

- 7.1** The application seeks consent for the reserved matters of an extant outline planning permission for 904 dwellings and 5,030 square meters of commercial floor space. This would comply with the maximum parameters of the outline which allowed for 904 dwellings and 5,035 square meters of commercial floor space.
- 7.2** As outline permission has been approved for the development the principle of a mixed use residential and commercial development has been consented. Officers note that a number of third parties have raised concerns with regards to the need for housing, the impact of the additional units on infrastructure, urban sprawl and the loss of a greenfield site. These issues and other similar points raised are not relevant considerations to the reserved matters scheme, as these matters were considered at the outline stage, when the principle of the scheme was deemed to be acceptable.
- 7.3** Third parties have raised concerns that the proposed development would not comply with the outline, due to changes to the masterplan, including the relocation of the school land and community centre. Officers also note that the internal road network would be slightly amended to provide a roundabout with the junction of Great Preston Road. However, these changes would not impact on the parameters agreed through the outline permission as access and layout were matters to be determined at a later stage, with plans at that stage only being indicative. The development zones and open spaces remain in the same place and the reserved matters would therefore comply with the parameters of the outline.
- 7.4** In respect of the school and community centre, the supporting documents have outlined that the location of these facilities have been amended to provide the two facilities alongside each other, which would make a community hub and allow both facilities direct access to the public open space, as well as a Multi-use games area (MUGA) which has been shown within the school land, to the west of the proposed community centre. Furthermore, the submitted information suggests that sufficient space was not available for adequate car parking for the community centre, where previously shown, and the now proposed location would provide for a better link to cycleways and footways and bus stops.

- 7.5** Concerns were also raised within the submission that the original position for the school land would not have been as accessible, as users would have to drive through the housing and would have increased pedestrian and cycle traffic onto the existing busy crossroads.
- 7.6** Officers would have no objection to either the original or proposed location of these facilities and appreciate there are positives and negatives to both areas. The proposed location would be surrounded by more green space and provide a more landscaped setting. Officers agree that it would be better connected to the public open space and allow for more car parking and shared use.
- 7.7** Concerns have been expressed by third parties that the reserved matters application has not been submitted in accordance with the timescales set out in the conditions of the outline. Although this may appear the case, during the covid pandemic timescales for submitting reserved matters applications were automatically extended by the Government. The application was submitted in accordance with this revised timescale and therefore does comply with the time limit conditions of the outline planning permission.
- 7.8** The design and access statement for the outline application provided an indication of the range of heights that the buildings should fall within. These provided ranges for single to four storey buildings. These are separated between houses and flats, but officers consider that there should be no distinction, as many of the designs have been developed so that flats appear as houses.
- 7.9** The application is considered to comply with the general parameters of the outline, which accepted the principle of residential and commercial development at this site. Having regard to the current housing delivery shortfall, lack of a 5-year land supply, that there is a notable need to deliver affordable housing across the Island, and that the proposed development would make a positive contribution towards meeting housing needs, as well as the provision of commercial land for employment opportunities, it is considered that significant positive weight can be afforded to this benefit of the proposal.

Landscape and visual impacts

- 7.10** The outline application was supported by an Environmental Statement and although no matters were considered, the landscape and visual impacts of the developed were assessed based on parameters and deemed to be acceptable. The application acknowledged that there would be a visual change as a result of the proposed development, as the current site is countryside. However, this change was not considered to be unacceptable nor was it considered to result in significant harm to the character of the surrounding area. The proposed layout, scale and mass of units closely aligns with those considered as part of the outline permission.
- 7.11** The site has been separated into seven zones or phases. The following section will consider each zone in turn below. Third parties have raised concerns that the outline indicated the development would follow six phases, but the reserved matters show seven. As the outline application included a condition that phases were to be agreed, officers do not consider that it would be reasonable to object on this basis. The below extract indicates these phases:



- 7.12** Phase one would be the largest of all the phases and include housing, commercial units, open space and highway works. The phase would include one of the proposed landmark buildings, which would be positioned on the corner of Brading Road and the new access road into the site. This building would be three storey and provide 24 flatted units. The architecture of the building takes cues from the Regency terraces in areas of Ryde town centre, such as Lind Street. The proposed design is of a very high-quality including detailing such as balconies with canopies, columns, multipaned sliding sash windows, cills and window surrounds, detailed parapets and scored ground floor render. All features seen within traditional Ryde buildings. The building would have a large footprint but, has been designed to turn the corner so that it would be viewed in smaller sections only and provide a clear entrance feature into the development.
- 7.13** The area to the rear of the building would provide formal communal gardens while parking would be provided within a car parking area to the north of the building.
- 7.14** Moving into the site along the proposed access road, the units would be a mix of semi-detached and terraced dwellings. All the units would be set off the access road, via a footpath, and tree lined cycle path, providing defendable space to the front. Parking would be provided to the rear of each dwelling, allowing for a landscaped frontage to the road. The units would be of a similar design to the flatted building on the corner, but with slightly less detailing to respect the difference in scale. Each house is shown to have a good-sized garden, an access gate into the garden from the car parking spaces, a shed and space of three wheelie bins. These areas of car parking would be broken-up with landscaping.
- 7.15** The road continues down the hill into the site with another block of flats adjacent to the internal roundabout. The building would be of a similar design to the first block, although with slightly less roof detailing to reflect its less prominent location. This building would appear three storey in height from the front but two storey in height from the rear, due to the changing levels. The parking of these units would be

provided within the lower ground floor of the building, which would be accessed via a route off the main spine road. The area above the car park would provide a landscaped terrace area.

- 7.16** To the north of this block of flats and the housing is the remainder of the housing within this phase. These units are either semi-detached or terraces of a similar design to the others in this phase, but with a range of different details to ensure for variety in the street scene and to account of the changing levels across the site. Each unit is shown to have parking and a garden area to the rear as well as defensible space to the frontage.
- 7.17** A commercial building and the communal energy centre are shown to be located to the north of the car parking area to serve the first block of flats. These buildings would appear commercial in appearance but would include scored render, cladding and glazing, to tie in with the design concept for the site. Commercial building one would contain two units (one on the first floor and one on the second floor). Each unit is shown to be a single large floor area with a small area of staff welfare facilities. This layout would allow for greater flexibility for the end user.
- 7.18** The energy centre would be predominately single storey with a tower feature housing the flue and large up and over style doors. It has been designed to appear of a similar appearance to the other proposed commercial buildings.
- 7.19** These buildings would front onto Brading Road and an access road would be provided between the two buildings, similar to the units on the opposite side of Brading Road. Landscaping would be provided to the front with the building being set back and forming a building line with the flatted building.
- 7.20** The layout and design of units for this phase of the site is considered to be high quality and would provide an attractive entrance into the site from Brading Road. The design and layout have taken account of the levels on site and would result in attractive street scene with areas of landscaping to soften the built form. The density can comfortably be accommodated onto the development area with each property having a garden area and car parking. The road network around the housing has been designed to reflect the hierarchy of streets with differing widths and surfacing finishes, allowing for a different feeling in different parts of the site and adding to the creation a sense of place.
- 7.21** Phase one would also include commercial buildings two, three and four. These would be located further south than building one, between Busy Bee garden centre and the flatted development proposed as part of phase two. These buildings would be sited opposite to the former Neutrik building through to McDonalds, which occupy the eastern side of Brading Road. The area is therefore commercial in character and the scale of the proposed buildings is reflective of that character.
- 7.22** Commercial building two would provide a car showroom with services and MOT area, which would provide a replacement for Westridge garage. This would be the largest of all of the commercial buildings but has been designed so that the service area would be similar to the smaller commercial buildings, with a longer more single element to the building, with large areas of glazing, to provide a sales floor. This design concept would break up the massing of what would otherwise be a large footprint.

- 7.23** The rear elevation would have no detailing or fenestration, with the exception of a single width door and a projecting MOT bay. Although this would be bland in appearance, it would back onto the rear of residential units and be broken up by landscaping. It would therefore not be highly visible in an uninterrupted form from the surrounding area or have an impact on the visual character and appearance of the development as a whole.
- 7.24** Parking would be provided to the front and side of the building. This would be partly screened by landscaping, which would also provide a soft edge to the road and ensure that the building would sit comfortably within the street scene and not appear over dominant or out of character. This building would sit slightly behind the building line created by the other buildings along Brading Road but, having regard to its slightly larger scale officers considered this to be appropriate and break up the built bulk.
- 7.25** Commercial buildings three and four would have the narrowest elevations onto the road, which would incorporate two storey office space, allowing for a more interesting elevational design, with areas of glazing and scored render, again following the design principle of the buildings along the Brading Road frontage of the site. To the rear of the office space would be warehousing/workshop/storage areas, which would be of a more simple design but would still contain fenestration for interest, including up and over doors or doors and windows at ground floor and windows at first floor. Parking would be provided between the blocks with a footpath and landscaping between the buildings and Brading road. These units would follow the building line of the adjacent garden centre.
- 7.26** These commercial units would relate well to the wider development and the commercial nature of the opposite side of Brading Road ensuring that they would not have an unacceptable impact on the character of the area.
- 7.27** Together with the buildings proposed within phase one areas of open space would be bought forward including the two areas to the west and north west on the opposite side of the railway line, the public open space within the lower section of the site and the cycle route and associated open space to the cricket club to the south.
- 7.28** The combination of uses and the high quality of the design and layout would ensure that phase one respected the principles of the outline consent and result in development that would not have an unacceptable impact on the character of the area. This phase would have one of the greatest impacts on the existing street scene and represents the highest point of the site, so the most visible element from more distance views. However, the changing scale of units and associated landscaping, set against the commercial backdrop of Brading Road would ensure that it would provide high quality design and fulfil the principles of beautiful promoted by the NPPF.
- 7.29** Phase 2 would occupy the area to the south of the housing and the west of the commercial buildings in phase one. This phase would provide solely residential units and similar to phase one would provide a landmark flatted building on the junction with Brading Road and another flatted block on the internal roundabout. This would see the street scene mirrored on either side of the road.

- 7.30** This phase would include more flatted development with blocks positioned on three sides of a Local Equipped Area of Play (LEAP) and to the south of the phase. The flats are shown to be either two or three storey and some have been designed to appear as houses with individual entrances to each flat from either the front or rear elevations. The flats surrounding the LEAP are predominantly three storey interspersed with two storey blocks. The three storey buildings have been designed to appear as grand Regency townhouses, with the upper storey being accommodated with flat roof dormers within the roof space. These flats would include less detailing than those at the front of the wider site, ensuring that the flats at the main entrance retain the appearance of landmark buildings and to provide for a variety of designs throughout the site, to assist with legibility of location within the development itself and the creation of a sense of place.
- 7.31** The largest of the blocks would be positioned to the south of the LEAP nearly in the centre of the phase. The building would utilise the land levels to see a stepping in the ridge height with part of the building appearing two storeys from the front elevation.
- 7.32** The incorporation of flatted units within this phase allows for a greater mix within the street scene and although using the same design principles of phase one, ensures an element of variety.
- 7.33** The majority of the units within this phase would be positioned behind the commercial units fronting onto Brading Road and would not therefore be readily visible from this viewpoint. The exception to this would be the flats and units fronting the main access/spine road. As with phase one the dwellings would have garden areas and parking. Around smaller roads the units would sit closer to the road, to change the widths and visual relationships between dwellings, creating a sense of place. The flatted units would have green space around them to provide some communal amenity and assist with the landscaping of the street scenes and assisting with the apparent density of the development. As with phase one the layout and the external appearance of units would provide high quality design and fulfil the principles of beautiful.
- 7.34** Phase 3 is mainly residential units with the exception of the community centre, which would be positioned to the north-west extent of the built form on the site. The residential units would be a combination of flats and housing. The flats would occupy a prominent position on the new roundabout, which would link the site to Great Preston Road, the new Smallbrook Lane (which is being diverted through the site, with the current lane providing a pedestrian and cycle greenway) and the new spine road. These flats would be some of the highest units on site due to the levels, containing four storeys of accommodation over the central elements of the buildings, with the upper storey being set within a mansard roof. The design of the flats would once again take cues from some of the existing properties within Ryde town centre.
- 7.35** The southernmost block would be positioned on the opposite side of the spine road to St. John's Graveyard and would therefore be visible from Great Preston Road. However, having regard to the set back within the site the units would not be dominant to the view and would be seen in the context of the development as a whole.

- 7.36** These flats would be over three blocks, which would be linked by an underground parking area, which would be accessed off the internal road network. This use of levels would allow for the area to the rear of the flats to provide open space as well as a Local Area of Play (LAP).
- 7.37** The dwelling houses within this phase would have a simpler design, with less detailing than those within phases one and two. The external appearances would include key features seen in the suburban areas of Ryde, including sliding sash windows opposed to multipaned, header and cill detailing and flat roof projecting porches or canopies. The units would still be of high-quality design but would allow for a change in character through the wider development and a differing range of unit types. The houses would again be semi-detached and terraces but would be slightly larger than those in phase two, again providing a variety across the wider development.
- 7.38** The community centre building would incorporate a sports hall, community/policing space, café, an office, a stage area and changing facilities. The design of the building would see a large, curved roof over the sports hall element and a smaller curve over other areas. The front elevation would include a glazed entrance with modern bay features, while other elevations would be broken up with materials and the roof profile, due to the needs of the internal sports hall space to limit openings. Some glazing has been incorporated under the eaves on the rear elevation. The building would have a distinctly different appearance to others within the development to assist with its legibility as a community building and not commercial or residential. Officers consider that the building would be of a high-quality design, with a roof design which would allow for the internal sports facilities but reducing the apparent height of the sport hall element.
- 7.39** This phase represents a transition between the existing residential development in Great Preston Road and the wider site. The design concept is therefore more reflective of this opposed to Ryde's more historic core. The flats would be prominent but sit comfortably within the newly created street scene, set back from the existing highway network. The location of this phase closest to the existing settlement allows for greater scale without having an impact on wider views from the surrounding more rural countryside locations.
- 7.40** Phase four is located almost in the centre of the site, running south towards to the boundary. It would provide just residential accommodation and the layout is dominated by a central mews of properties which run north to south and provide views of the proposed Pennyfeathers park and water garden. These mews properties would be a mix of two and three bedroom dwellings in the form of a terrace, with the three bedroomed units having dormers on the front roof slopes, providing added variety to the street scene.
- 7.41** To the south of the phase sits a large block of flats adjacent to the boundary with Prestwood Butt. This would use the levels on site to provide three and four storeys of accommodation. Due to the location of this building alongside the woodland it would be well screened and any impact on the wider landscape to the south would be minimal. The central location of this block would ensure that there would be no visual impact from the north, east or west outside of the site boundary.

- 7.42** The architectural design in this phase follows the principles of other phases combining the more Regency style for the flatted units and slightly more simple detailing for the houses. This ensures that the units would sit comfortably within the wider site while also having some individual legibility of where you are in the development. The layout using the levels and the important views to dictate the position of the units to great affect providing smaller units but with a high-quality architectural appearance.
- 7.43** Phase five is the smallest of the residential phases running from east to west, from the centre of the site to the southern tree belt and footpath route. Three Trees Field, an area of public open space, would be located to the south and Pennyfeathers Meadow to the north.
- 7.44** The layout of the flats along the southern boundary of the phase would allow for natural surveillance over the public open space, which would also provide a resource for the residents. These flats have the external appearance of three storey grand villas, with three of the five blocks having two storey and one and a half storey elements, appearing as extensions/wings. Three of the blocks would incorporate curved bay windows to the front elevations to provide interest and attractive design detailing. Balconies and Juliet balconies have also been incorporated to take advantage of the views across the open space.
- 7.45** The majority of units within this phase incorporate designs and detailing proposed elsewhere within the wider development. The exception to this would be some units in the centre of the phase which would contain some features seen elsewhere but would have more a contemporary twist with roof terraces and mono-pitch 'boxes' on the top of flat roofs. The location of these units would be internal to the site, on a lower land level and would be adjacent to a woodland belt which would provide screening from the west. Therefore, the variation in design within this area of the site would not impact on the wider character of the area. These units would give this area of the wider site some individual identity helping to create a sense of place.
- 7.46** Phase 6 is located in the south-western corner of the site, adjacent to Prestwood Butt to the south. To the north of the site would be Three Trees Field open space, with the flats facing onto this area mirroring those within phase 5 again allowing for natural surveillance of this area.
- 7.47** The main feature within this phase would be the flatted units which would be formed of three linked blocks in a 'U' shape. The central area between the buildings would provide a raised amenity space over what would be an under-croft parking area, due to the land levels. The buildings themselves would be a mix of three and two and a half storeys, with the accommodation in the roof being provided by flat dormers set within a mansard roof. It would have a Regency appearance, similar to other units within the wider site.
- 7.48** When viewing the building from the rear/west the amenity area would appear as a raised deck with railings elevated by columns that would match these on the front elevation providing porch areas over the front entrance doors.
- 7.49** These flats would provide the key identifying feature for the phase which would provide a distinctive difference between other phases, allowing some individuality

and legibility of location through the site.

- 7.50** The other units within this phase would follow design principles seen elsewhere on the wider development, including a range of semi-detached and terrace units. Within this phase a number of garages have also been included, which would link dwellings to provide a varied street scene.
- 7.51** This final residential phase would be well screened from outside of the development but provide a high-quality design approach which would reflect the design principles of the wider development and incorporate architectural features seen within Ryde. This approach would see a development which would read well within its location and respect the character of the wider town.
- 7.52** Phase 7 would represent the final phase and occupies the site of the existing Westridge Garage, within the north east corner of the site, on Westridge junction. The garage would be replaced with a commercial building and open space. The building has been designed to match the other commercial units proposed within phase one and would provide three office spaces and some storage areas.
- 7.53** The building would be positioned close to the corner with parking to the rear and an area of open space adjacent to the graveyard. There would be landscaping round the building and within the parking area and it would therefore sit comfortably within the existing street scene.
- 7.54** The visual impact assessment submitted with the outline application considered fifteen viewpoints and concluded that there would be a significant visual effect from two of these: Brading Road and the public footpath to the south of the site. It was clarified in the officer report that it does not follow that a visual effect would in itself be unacceptable or negative. In respect of Brading Road, there would be a stark change from open fields to commercial development. However, the previous assessment accepted that although significant, the impact of the development from this viewpoint would not be major adverse due to the introduction of built form. The proposed development would alter dramatically the view of the site from Brading Road as a whole but, having regard to the industrial nature of the opposite side of the road and the presence of Tesco and Busy Bee at the full extent of the boundary, the change would be seen in context with the settlement of Ryde and it was therefore concluded within the outline that this change would not be unacceptable.
- 7.55** The impact on the second viewpoint that would be significant would be along the public footpath south of the site. The assessment concluded that the impact would be moderate adverse. The impact would be on recreational users of the footpath. The officer report at the outline stage considered that this effect would be localised to a small section of footpath, and in addition as the proposed development would create large areas of additional public recreational areas and footpath it would mitigate for the visual impact at this point within the site. In developing any housing scheme there would be a visual change to the immediate boundaries, and it is not considered that the change in this instance would be such that it would make the scheme unacceptable. Furthermore, the existing footpath is the opposite side of Prestwood Butt Copse and runs to the south of Busy Bee, therefore it is partly screened from the site by natural growth and also currently would include views onto the existing commercial buildings within the area.

- 7.56** The visual impact section of the report in respect of the outline application concluded that, the proposed development would result in a change to the visual appearance of the site but, due to the retained and enhanced landscape features, this change would not be unacceptable, when taken in the context of the wider site setting. It would also be possible, in certain areas of the site to mitigate for the extent of the change through landscaping and careful layouts. Officers consider the proposed layout and areas of landscaping would ensure that the visual impact would not be unacceptable, and the scheme would be of a high-quality design and provide an attractive addition to the built form of this area of Ryde, incorporating features seen in the more historic and suburban areas of the town.
- 7.57** The proposed development is therefore considered to sit comfortably within the context of the area and would appear as a continuation of the existing built form in the area from more distance views. As a result, officers consider that the scheme would have an acceptable level of impact on the character of the area and would therefore comply with policy DM2 (Design Quality for New Development) and DM12 (Landscape, Seascape, Biodiversity and Geodiversity) of the Core Strategy. This impact is considered to be minor adverse but would not weigh significantly against the application, or justify a refusal based on this level of impact/harm, especially having regard to the acceptance of this scale of development through the approval of the outline consent.

Impact on neighbouring properties/uses

- 7.58** There would be limited impacts of the proposed development on neighbouring properties. The buildings to the east and south are commercial and having regard to the distances between the proposed and existing buildings and the uses, the proposed development would not have any unacceptable impact. Officers do note that McDonald's drive-thru is located off Brading Road and this is 24 hours. However, due to the positioning of the on-site commercial units and the distances to the proposed residential units, there would not be a level of impact which would prejudice the ability for McDonalds to continue to operate within its current hours.
- 7.59** To the west of the site is farmland and Smallbrook Stadium. The distance from the stadium is considered to be adequate to ensure that there would be no greater impact on amenities from events on resultant residents, over and above that experienced by existing residents in the area.
- 7.60** Smallbrook Farm is also located to the west of the site. However, built form has been set a significant distance from this property, due to its listed status and the protection of its setting. This distance would also ensure that there would be no impact on residential amenity or the setting of the building(s).
- 7.61** The closest residential properties to the site are those served off Great Preston Road, to the north of the site. The main phases that could impact these properties are phases seven and three. In respect of phase seven, this would see a commercial building replace Westridge Garage and officers therefore do not consider there would be any greater impact on the amenities or nearby properties from this use or phase.
- 7.62** As set out above, phase 3 would be formed by residential development and the buildings closest to those on the southern side of Great Preston Road would be the proposed flatted units in this phase. These would be visible from the existing

properties and the view and outlook would therefore change but, due to the distances between the proposed and existing buildings and the level of intervening vegetation, officers do not consider that the proposed flats would result in any overlooking, over-dominance or loss of outlook.

- 7.63** Officers do acknowledge that the proposals include alterations to the road network around these properties, with a roundabout within the site and alterations to the junction between Smallbrook Lane and Great Preston Road. These latter changes are considered to result in a significant planning gain, as the existing junction is substandard. The proposed development would also remove traffic from Smallbrook Lane, diverting it into the site, which would increase the distance between the existing and additional traffic to these existing properties. Officers consider that this would balance any increased impact resulting from the additional impact from the additional traffic generation on these residents.
- 7.64** In respect of the dwellings on site. The layout has been carefully considered to ensure that the relationship between dwellings would be acceptable for resultant residents. A condition of the outline required a construction management plan to be submitted. One has supported this application which deals with the general principles of how impact from the construction process would be minimised. Officers do however consider it reasonable to require further information on a phase-by-phase basis, as the impacts could be different and things such as the compounds would need to move.
- 7.65** The proposed development is considered to be relatively self-contained and although it would result in a change of outlook for some residential properties and commercial units, distances between buildings would ensure that this change of outlook would not result in development of an overbearing nature. The scheme would therefore not result in any unacceptable impacts on neighbouring properties and would in turn accord with policy DM2 (Design Quality for New Development) of the Island Plan Core Strategy.
- 7.66** Having regard to the proposed layout and associated landscaping officers are satisfied that the proposed development would not have an unacceptable impact on the amenities of neighbouring properties and would therefore comply with policy DM2 (Design Quality for New Development) of the Core Strategy, resulting in a neutral level of impact, neither weighing in favour or against the proposed development.

Highways and transport

- 7.67** The outline application reserved access however, in order to establish that the principle of the quantum of development being sought was acceptable, the off-site highway works required to ensure adequate network capacity were secured in principle within the legal agreement. The works included a new roundabout to serve the site off Brading Road, the widening of Brading Road with the inclusion of a central landscaped boulevard, alterations including widening of Westridge Cross, a reconfiguration of the junction between Great Preston Road and Smallbrook Lane and a redirection of Smallbrook Lane into the site.
- 7.68** In respect of the off-site improvements, the detailed design of these junction works would be controlled as part of the highway agreements process. The outline

application concluded that adequate highway improvement works were proposed to ensure that the potential additional traffic resulting from the development could be accommodated by the wider highway network without having an unacceptable or significant impact, in accordance with policies DM2 and DM17. This situation remains unchanged. Island Roads did request additional data on capacity but have now removed that request, accepting that the works secured by the Section 106 Agreement would result in a significant improvement over and above the existing situation.

- 7.69** Concerns have been raised by third parties that the improvements to Westridge Cross are now shown to be undertaken as part of phase 7 but should be much earlier in the development process. These works could not be done as part of phase 1, as the replacement Westridge Garage would need to be constructed and the business moved before the existing could be closed. Furthermore, phase 1 would include the construction of the new Smallbrook Lane, which would take a significant amount of traffic off the Westridge Cross junction from the western arm, with this traffic being diverted through the site and onto the new Cothey Way roundabout. Officers therefore consider that the needs for these improvements would come later in the project. However, the current legal agreement requires that the highway works are practically complete prior to the occupation of more than 260 dwellings, or such other later date agreed with the council. Westridge Cross (Junction C) is included within the definition of highway works.
- 7.70** This application provides details of the internal road network as part of the layout, which would provide a main spine road between the proposed roundabout off Brading Road westward to an internal roundabout, which would direct the spine road north and south. The southern arm providing access to more minor roads to different residential phases of the development. The northern arm accessing a final roundabout which directs the spine road east to a new junction with Great Preston Road and west to create the new Smallbrook Lane, up to the existing road bridge. The spine road between the roundabouts would provide access to the smaller pockets of the development with smaller roads to provide a visual hierarchy of spaces.
- 7.71** Island Road have assessed the individual phases and have now confirmed, following some clarification for design detailing that for all phases all parking bays comply with the minimum dimensions, a fire appliance can get within 40 metres of each principal access and refuse service vehicles can enter the service roads and turn so as to exit the site in forward gear. The internal road network layout is therefore considered to be compliant and acceptable.
- 7.72** Parking has been provided for all of the units with at least the minimum requirements of the Parking SPD being proposed. In some instances, additional spaces have been provided, which officers consider to be acceptable to ensure a reduction in pressure on the internal network to be used by residents for parking. Cycle parking is also provided for the flats, while provision for houses would be within curtilage, or secure undercover areas.
- 7.73** Island Roads originally raised concerns with regards to some of the drainage details, relating to the diameter of drainage pipes, as the reports indicated wider pipes than the plans. This has been resolved with confirmation having been received that the larger pipes would be used to ensure sufficient capacity.

- 7.74** Since the outline was approved further developments have been consented or have resolutions to grant in the vicinity of the site, including housing at nearby Hope Road, the Westacre housing development and at Nicholson Road, for a mixed use but mainly industrial development. These developments all propose to contribute to enhancements of the same junctions. However, these developments would not impact on the need for this development to provide the off-site highway enhancements, which have been secured by the existing Section 106 Agreement, which is not proposed to be varied.
- 7.75** Pennyfeathers was the first significant scheme of these developments to be approved (in 2017) and part of that outline approval secured the required network improvements to mitigate for the increased traffic generation resulting from the development. Later permissions have provided highway improvement works to ensure that they could mitigate for their own impacts and those in combination effects.
- 7.76** Although Pennyfeathers seeks to undertake the works themselves and other schemes provide for the mitigation by way of contributions, the impacts would be mitigated for. 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. When dealing with the subsequent application there was concern that if this is not managed properly it could result in an incoherent range of works to the highway network and the potential for significant and ongoing disruption to the network whilst the various works were undertaken.
- 7.77** As a result, the Council, in its role as Highways Authority and Planning Authority, 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. 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 Section 106 monies that have already been collected and future contributions/ direct works from nearby proposed developments. If the proposed Pennyfeathers development was to come forward first, the Section 106 monies could be used to undertake any adaptations to the junctions required in the event they are needed.
- 7.78** Officers note that Cycle Wight have raised a number of concerns with regards to the connectivity of the cycle routes throughout the site, the use of shared use routes and the priority given to cyclist amongst other things. Some of their concerns can be overcome at the detailed design stage, when the designs would be subject of safety audits (such as appropriate crossing point locations). In respect of some matter officers are satisfied that the balance between ensuring that the application can accommodate the likely traffic generation and the requirements of Island Roads (for large radii to accommodate service vehicles) and provide an attractive environment for cyclist has been achieved. The site provides extensive enhancements to the existing cycle network, with the provision of the greenway and on-site route and considers the cyclist as both commuter and leisure user.

- 7.79** The site is on the furthest extent of the LCWIP area with desire lines based on origin destination shown to be going to the site. This identifies two cycle routes which would go pass the site. RC1: Tesco to Esplanade and RC4: Smallbrook Lane to Esplanade. RC1 seeks to provide a 2-way (3 metre wide) cycle track along the west side of Brading Road. The proposed development incorporates a shared surface route along the length of Brading Road and although this is intersected by access points it does provide an off-road route along the desire line identified within the LCWIP. RC4 leads from the Esplanade to Smallbrook Lane. Although this route is outside of the site boundary it would lead onto the greenway, providing an onward route.
- 7.80** In respect of walking routes identified within the LCWIP, RW1: Tesco to Ashey Road and RW4: Smallbrook Lane to St, John Wood Road, would pass the site. As with RC1 the proposed shared use route along Brading Road would provide a route for pedestrians, off the carriageway. Although RW4 does not pass through the site the proposed underpass linking to the existing R54 (a BOAT (Byway Open to All Traffic)), would allow RW4 to continue through the site, providing an onward route.
- 7.81** Cycle Wight have also raised concerns that secure undercover cycle parking does not appear to have been provided for the commercial units or the community centre. However, the plans do show this provision for the community building. No provision is shown for the community centre, but there would be space to provide this. A condition is therefore recommended to ensure this is provided.
- 7.82** Having regard to the above officers consider that, with appropriate conditions the proposed development would on balance be acceptable in highway terms and would comply with policies SP7 (Travel), DM2 (Design Quality for New Development) and DM17 (Sustainable Travel) of the Core Strategy. The proposals would therefore result in a minor adverse level of impact to the highway network, which would have minor negative weighting against the proposed development.

Trees and ecology

- 7.83** There are a number of high amenity trees and woodlands within and around the site. The outline application identified development zones and open space areas, which would ensure that there would be minimal impact on trees. The officer report for the outline application set out that the application site contains over 50 very high amenity (A and B Grade) individual trees, groups and woodland areas. The Council's Tree Officer commented that the general layout has addressed issues such as buffer zones and open spaces around woodlands and large mature trees. This would reduce direct impact and future pressure from occupants of the houses. However, it is identified that cycleways and footpaths are to be located near them although the tree report does not identify this or the potential impact to the trees in close proximity. This application is supported by an arboricultural method statement, landscape management plan and mitigation and enhancement management plan which ensure that any associated impacts are mitigated.
- 7.84** The proposed layout would result in the loss of five individual trees (T2, T8, T9, T21 and T22) and three whole groups (G2, G8 and G18), two partial removal of groups (G15 and G16), 717 metres of hedgerows and one stump would need to be removed to facilitate its implementation. The trees to be removed include ash, oak

and cherry, two of the groups include lawson cypress and one group is formed by ash and maple. The hedgerows are made up of hawthorn, ash and willow. The majority of these trees and hedgerows are C grade and one B (an oak) and one U (U grade trees being ones which are dead or showing signs of significant, immediate or irreversible overall decline).

- 7.85** The Council's Planning Tree Officer has confirmed that the planting scheme for the development would ensure a verdant setting that reflects the urban landscaping of this area of Ryde and the rural landscape it sits next to. The size, scale and chosen species would soften the appearance of streets and houses of the intended development as long as they are carefully managed to maturity. It is considered appropriate to incorporate a condition to ensure the long-term maintenance of the trees on site.
- 7.86** The Planning Tree Officer has raised some concerns in respect of the level of detail submitted on the planting pattern and density of hedgerows. This would be important in some instances, such as native hedgerows where they would generally have a double staggered row as this achieves a thickness to optimise habitat for birds etc, whilst a formal beech hedge can be a single line to achieve the screening potential whilst being compact enough accommodate space limited areas. It is important that this is detailed but officers are satisfied that this can be controlled by condition.
- 7.87** Concerns have been expressed by the Woodland Trust who request that a buffer of at least 50 metres is accommodated within the layout to avoid root damage. However, Government Guidance on making planning decisions outlines that buffer zones of at least 15 metres are provided from the boundary of woodland to avoid root damage. Where assessment shows other impacts are likely to extend beyond this distance, the proposal is likely to need a larger buffer zone. For example, the effect of air pollution from development that results in a significant increase in traffic. Having regard to the air quality assessment results and the construction management plan, which would control dust and noise, the scale of the buffer zone they suggest is considered to be excessive. The proposed layout would comply with the recommended scale for buffer zones, with 15 metres being provided, in line with the guidance. The council's tree and ecology officers raise no objection to this.
- 7.88** The layout of the proposed development would ensure that there would be a minimum impact on trees in and around the site. In those instances where there could be a level of impact, due to footpaths or the loss of trees/hedgerows to facilitate elements of the scheme this impact loss would be appropriately mitigated by design, materials or mitigation planting.
- 7.89** A Mitigation and Enhancement Management Plan (MEMP) has been submitted with this reserved matters application. This describes ecological features identified on site through the original baseline surveys and sets out mitigation measures required to ensure there would be no adverse impact to protected species and habitats. The submitted landscaping plan and mitigation scheme covers the whole site and provides very detailed information. The Council's Planning Ecology Officer has confirmed that the contents of these documents would generally be satisfactory and include the principles of habitat retention and management on site. Management of adjacent protected woodlands is also included and an important

component of the project. The measures detailed would need to be secured in full by condition. This would also include annual monitoring of the implemented mitigation measures.

- 7.90** Concerns were originally raised that bat survey data referenced within the MEMP had not been included. This has subsequently been provided and the Council's Planning Ecology Officer has advised that the results confirm use of the site by various bat species and core areas are to be retained with ecological buffers. Detailed landscaping plans have been informed by these reports and the proposals are therefore acceptable.
- 7.91** Natural England have raised the matter of nitrate neutrality and the potential for likely significant effects as a result of the development on the designations within the Solent. However, the foul disposal from the site would be directed to Sandown Waste Water Treatment Works and therefore the English Channel and not the Solent. This issue can therefore be scoped out.
- 7.92** The summary of Natural England's comments outlined that further information is required to determine impacts on designated sites, specifically the need for a Habitat Regulations Assessment (HRA) in respect of waste water impacts on Solent European sites. However, as outlined above this impact can be scoped out, in line with the Council's Nitrates Position Statement and therefore the original HRA is still relevant.
- 7.93** Their comments also raise the potential for recreational disturbance and that they would have no objection on these grounds subject to mitigation. The recreational impacts on the Solent Protection Area have been mitigated through contributions secured as part of the original Section 106 Agreement, in line with the Bird Aware Solent Strategy.
- 7.94** The application would result in a level of tree loss and some impact on ecological features, but this has been minimised and can be appropriately mitigated to ensure that the level of harm would not be unacceptable. Off-site impacts on the SPA have also been mitigated via contributions secured as part of the outline or through avoidance. The application is therefore not considered to have any unacceptable impacts on ecology or trees and would comply with policies SP5 (Environment), DM2 (Design Quality for New Development) and DM12 (Landscape, Seascape, Biodiversity and Geodiversity) of the Core Strategy. It is considered that the proposals would result in a neutral level of impact to ecology and trees, neither weighing in favour or against the proposed development.

Foul and surface water drainage

- 7.95** The application has been supported with significant details on drainage, including foul network calculations, surface water network calculations, a drainage statement, Southern Water capacity checks and Southern Water sewer records. The foul drainage information has been considered by Southern Water who have outlined that no discharge into the public system should take place until off site drainage works to provide sufficient capacity within the foul network to cope with additional sewerage flows are complete. They have confirmed that they are in process of designing and planning delivery of off-site sewerage network reinforcements. They have confirmed that they would seek to limit the timescales

to a maximum of 24 months from a firm commitment of the development. If approved, it would be for the developer to negotiate with Southern Water as to the point in which they are able to connect. Officers are therefore satisfied that the development would make adequate provision for foul drainage disposal.

- 7.96** The surface water network calculations have provided details of the greenfield runoff rates with calculations for a 100/1-year storm event and 40 percent calculation for climate change. The Council's Drainage and Flood Risk Management Officer has confirmed that the attenuation ponds are of a capacity that would adequately manage the surface water runoff from the development and onward discharge into Monkton Brook, which would be controlled by a hydrobrake. To mitigate erosion of any bund that forms the upper levels of the attenuation ponds it is recommended that these areas are planted and turfed which would bind the surface material and ensure integrity. These works form part of the landscaping strategy for the site.
- 7.97** It is recommended the works are undertaken to clean out Monkton Brook, the watercourse that the ponds would discharge into, including the removal of debris, silt and foreign objects, as well as clearing the banks of intrusive vegetation. Some of this work would be covered by the submitted landscape management plan but officers also consider it would be appropriate to include an informative with regards to the owner's riparian rights and responsibilities for the maintenance of the watercourse.
- 7.98** It would be necessary for the developer to apply for an ordinary watercourse consent (OWC) for the discharge into Monkton Brook via a hydrobrake, which would sit outside of the planning application process.
- 7.99** Having regard to the comments received from the Environment Agency and the council's own Drainage and Flood Risk Management, officers are satisfied that the application would not result in any increased risk of flooding and would be appropriately served in respect of foul and surface water management. The principles behind the drainage scheme are considered to be acceptable. Therefore, the scheme is considered to be acceptable in this regard and would comply with policy DM14 (Flood Risk) of the Core Strategy. It is considered that the proposals could be undertaken to have a neutral level of impact or potential improvement due to the attenuation of surface water, neither weighing in favour or against the proposed development.

Other matters

- 7.100** Officers note that the Crime Prevention Design Advisor has made a number of comments with regards to the layout, presence of natural surveillance to open space and boundary treatments. In most instances the layout allows these requirements, although officers would support the use of landscaping opposed to fencing in areas to provide defensible space, which would provide a softer edge. In other instances, the requirements are considered to be a little extreme and would significantly compromise the character of the development. Officers therefore consider the correct balance has been struck to ensure good design which would be safe and secure, but not over engineered.
- 7.101** Concerns have been raised that the energy centre is still proposed to be gas fired. Although officers acknowledge that this means of fuel is being phased out it is not considered reasonable to object to its use when it is still available along with the

absence of a policy basis to be prescriptive over the types of fuel to be used. The system may need to be varied in the future, but this would be a matter for the site management company. The current legal agreement requires the CHP to be provided.

- 7.102** Third parties have raised questions about whether the buildings are designed to be low energy. The units would have to comply with current building regulations for energy efficiency, which officers are satisfied would be an appropriate standard, while a condition could potentially set a level which would fall behind building regulations in the future.
- 7.103** Comments have been received that the estate management arrangements are unacceptable. However, this matter is controlled by the section 106 agreement attached to the outline permission, which requires that a company is identified to the council prior to any occupation. Each property within the development would pay a service charge towards the maintenance of these spaces.
- 7.104** Third party comments have raised concerns that the development would result in the loss of open space, impacting on wellbeing, by increasing the distance and accessibility of the countryside. However, officers consider that, although providing visual green open space the site is currently private land and this space is therefore not accessible. The proposed development would introduce large areas of publicly accessible open space and enhanced footpath links and therefore greater access would be available as opposed to less.
- 7.105** Third party objections have raised concerns with regards to the impact on dark skies and light pollution. The site is located on the edge of a built-up residential area and officers consider that the proposed development would not significantly increase the level of light spillage over and above that experienced within the area currently. However, the Mitigation, Enhancement and Management Plan contains details of how lighting would be minimised in areas where it could impact on wildlife.

Condition compliance

- 7.106** As part of the application, documentation has been submitted in respect of various conditions imposed by the outline consent to seek to discharge these. Information submitted relates to conditions 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 13, 14, 15, 16, 17, 19, 20, 23, 24, 25, 26, 27, 28. These will be discussed in turn below.
- 7.107** Condition 1 required the application to be submitted within a particular timescale. As outlined above the application was submitted outside of the time specified within the condition, but within the period for which legislation implemented by the government allowed for, during the covid pandemic. The submission therefore complies with the requirements of this lawfully amended condition.
- 7.108** Condition 2 required that details of the layout, scale and appearance of the buildings, the means of access thereto and the landscaping of the site shall be obtained. This submission contains the details required by this condition. As set out in the sections above officers are satisfied with all of the 'matters'. Concerns were originally raised by Island Roads in respect of the length of five of the parking bays within phase one, the depth of the road alongside spaces 170 – 179 in phase

two, the parking for plots 103 – 150 in phase 3, turning of refuse vehicles and erroneous kerb lines in phase 4 and access to the undercroft serving 93 - 162 in phase 6. These concerns were linked to a misinterpretation of the plans and Island Roads have subsequently confirmed that the layouts are acceptable.

- 7.109** Condition 3 required a phasing plan to be submitted. The wording of this condition has previously been slightly amended in order to allow that the plan could be submitted with the reserved matters application and not in advance of it. The wording as originally included would have been ultra-vires, and would have failed the test of reasonableness, as it would have restricted the submission of the reserved matters application, for no justifiable reasons, as the information would not have been required prior to the application. The phasing plan has been submitted and indicates what elements of the development would be bought forward in each phase. The plan does not outline specifically which plots would be affordable, but the supporting information has outlined that the units would all be blind tenure so any of them could be allocated as affordable, each phase providing 35% of the units within the phase as affordable. Officers would still wish to identify which units would be market and which affordable, to ensure that the requirement is fulfilled, but consider that this could be conditioned further and plans provided prior to the commencement of each phase, with the agreement provided at the time of commencement. This is considered to be reasonable, when having regard to the scale of the development, as the need may change over the lifetime of the build.
- 7.110** Condition 4 requires that the proposal is developed in accordance with the parameters, mitigation measures and recommendations detailed in the Environmental Statement and supporting documentation. This condition is not subject to discharge, as it has continued responsibility. However, the submitted scale of the proposed units is considered to be in accordance with the parameters.
- 7.111** Condition 5 requires that the total number of units does not exceed 904 dwellings, no more than 5,035 square metres of commercial floor space and in accordance with the parameters of the Masterplan. As outlined above the proposed layout shows 904 dwellings and 5,030 square metres of commercial floor space and the scheme therefore complies with this provision. Officers consider the parameters of the Masterplan relate to the area of the site identified for open space, ecological buffers, highway infrastructure and built form. The scheme is considered by officers to comply with these parameters. The terms of this condition have therefore been met.
- 7.112** Condition 6 requires that the development shall not commence until details of the proposed means of foul water sewerage disposal has been submitted and agreed. The application is supported with details of the foul disposal and Southern Water have raised no objection to these, as set out in the relevant section above. As such officers consider that the submission element of this condition can be considered discharged. The outline planning application was approved prior to the issues associated with nitrates within the Solent being identified. The Habitat Regulations require all decisions to have regard to impacts on designated sites, such as the Solent SPA, and therefore officers consider it reasonable to include a condition requiring that the development is only served by Sandown Waste Water Treatment Works, to avoid discharge of nitrates into the Solent SPA. Southern Water have confirmed that this would be the case.

- 7.113** Condition 7 requires that, prior to the development of each phase, details of a scheme to manage the surface water is submitted and agreed. As outlined in the relevant section above, this information has been submitted and is considered to be acceptable.
- 7.114** Condition 8 requires that a scheme for the provision and management of a 15 metre wide buffer zone alongside the Monkton Brook is submitted and agreed. The application has been accompanied with this information in the form of the masterplan showing the buffer area and the supporting information within the Mitigation and Enhancement Management Plan (MEMP). The Environment Agency, Natural England and the council's Planning Ecology Officer are satisfied with the submitted information. As the condition has continued responsibility it is not subject to full discharge, but the submission element can be considered discharged.
- 7.115** Condition 9 requires that a noise control plan is submitted. Environmental Health have confirmed that this plan is acceptable, based on the indicative operational and delivery hours. In the event alternative hours are proposed later more noise information may need to be submitted.
- 7.116** Condition 10 requires that a construction method statement is submitted prior to work commencing. This document has been submitted with the application and is considered to be acceptable by the council's Environmental Health Officer. Island Roads have raised some concerns over working/delivery hours and the proposed site hoarding as well as the need for the site compound to move through the development, but the location only being provided for phase one. Officers are satisfied that this latter matter can be dealt with through a condition, as it is reasonable to accept that the developer would not know at this stage where it may move to following the completion of the first phase.
- 7.117** Condition 13 requires that the intended business hours of the commercial units are agreed prior to them being bought into use. This condition is not triggered at this stage and therefore does not need to be discharged at this time. The supporting information outlines that these times would be provided once the end users are identified but in order to give some comfort to the end use it is indicated in the submission that it would be anticipated that the hours of operation would be up to 8am to 6pm daily but not Sundays nor Bank Holidays and an hour either side of this for delivery. Officers would raise no objection to these hours.
- 7.118** Condition 14 requires the intended goods delivery times for the commercial units to be agreed prior to them unit(s) being bought into use. As with condition 13, this information is not required to be submitted at this stage and will be provided by the end users within the required trigger.
- 7.119** Condition 15 requires that a comprehensive noise assessment is submitted prior to the use of the commercial units commencing. A noise assessment has been submitted with the application, but elements cannot be finalised, as there is no end user at this time. Therefore, officers are not proposing to discharge this condition at this time.
- 7.120** An application was submitted to vary condition 15 to ensure that it was clear that the assessment related solely to the commercial units but was later withdrawn as it

was considered that the wording was not ambiguous.

- 7.121** Condition 16 required that the reserved matters application was submitted with any mitigation measures of dwellings located within any part of the site that would be subject to particular noise levels. The submitted noise assessment deals with this matter and is considered to be acceptable providing the operating and delivery hours are as suggested. Should the hours be submitted at a later date and vary significantly further information and mitigation may be required.
- 7.122** Condition 17 requires that development does not commence until a plan for air quality monitoring has been submitted and agreed. This information has been submitted and Environmental Health have confirmed that the plan will verify whether the predicted levels of the Air Quality Chapter of the Environmental Statement has been exceeded once operation and the submission element of the condition can therefore be discharged.
- 7.123** Condition 19 requires contamination information to be submitted and Environmental Health have confirmed that the a) of the condition can be discharged. This element of the condition could therefore be discharged. Officers however consider it appropriate to place an updated condition on this application to require the remaining information to be submitted on a phase by phase basis.
- 7.124** Condition 20 restricts the occupation of any dwelling until highway improvement works have been undertaken. As this has continuing responsibility it is not subject to discharge at this stage and would be self-discharging on site.
- 7.125** Condition 23 requires the submission of an arboreal method statement. This document has been submitted with the application and the council's Planning Tree Officer has confirmed that it is acceptable. The submission element of this condition can therefore be discharged, but it cannot be fully discharged as it has continuing responsibility for compliance during the construction period.
- 7.126** Condition 24 requires that a Mitigation, Enhancement and Management Plan (MEMP) is submitted prior to the commencement of the development. This document has been submitted as part of this application and the council's ecology officer has confirmed that it is acceptable. The submission element of this condition can therefore be discharged. The condition cannot be fully discharged as it has continuing responsibilities.
- 7.127** Condition 25 set out that further bat surveying should be undertaken prior to the layout being finalised. The bat survey information has been submitted and the council's Planning Ecology Officer has confirmed that it is acceptable. This condition can therefore be discharged.
- 7.128** Condition 26 requires that details of hard and soft landscaping is provided prior to the commencement of each phase. As the reserved matters application covers all phases, this information has been submitted at this stage. The details are considered to be acceptable, with the council's tree officer confirming that the landscaping scheme is very comprehensive.
- 7.129** Condition 27 requires a programme of archaeological investigations to be submitted prior to any excavation works on each phase. These details have all

been submitted with this application and the council's archaeology officer have confirmed that they are acceptable. The submission element of this condition can therefore be discharged but as it has continuing responsibility through the construction period it cannot be fully discharged.

- 7.130** Condition 28 requires samples of materials to be submitted. Details of the materials have been submitted within supporting information but not samples. This condition cannot therefore be discharged. However, officers would encourage that details of this nature of are not all provided in one go at the beginning, as products can be discontinued or not available and therefore it would seem more appropriate for the samples to be submitted on a phase by phase basis. The principles of the materials detailed are considered to be acceptable.

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, 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.
- 8.3** The application is for a mix of residential and commercial development and would result in the creation of a number of direct and indirect jobs. Direct jobs would be created by the commercial units along the Brading Road frontage of the site, which would provide flexible space for offices, warehousing, light industrial and replacement car sales. The construction process would also result in direct employment with this period likely to be in excess of 15 years. Indirect jobs would also be created through the construction process, through local suppliers. Together with the economic benefits associated with job creation the scheme would also result in benefits through council tax, business rates for commercial uses and new homes bonus. It is acknowledged that the application would result in the loss an area of greenfield and the social benefits associated with this however, the proposal is considered to result in greater benefit to outweigh this loss. It is considered economic benefits can be afforded moderate positive weight.

Social

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

8.5 The proposed development would deliver 904 additional residential units, of which 35 percent would be affordable housing, contributing towards meeting the Island's significant housing need. Together with the housing and commercial units the scheme includes a community centre, which has been designed to include space for a polyclinic or satellite doctors' surgery as well as an indoor multi-sports hall, policing/community room, café and changing rooms for the adjacent multi use games area (MUGA). In line with the outline land has also been identified for a new primary school together with provide improved and new footway cycleway provision and access to usable formal and informal open spaces. The section 106 agreement also secured a contribution towards Smallbrook stadium. These benefits were weighed against the loss of the fields at the outline stage and the application was deemed to be acceptable in principle. However, having regard to the lack of housing delivery and the titled balance the social benefits of the proposal are therefore afforded significant positive weight.

Environmental

- 8.6** The NPPF states that the environmental objective is to contribute to protecting and enhancing our natural, built and historic environment; including making effective use of land, helping to improve biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.
- 8.7** The development of a greenfield site would result in a landscape and visual change to the immediate character and appearance of the area. The landscape and visual effects chapter of the environmental statement submitted with the outline application identified the greatest change would be from two viewpoints, closest to the site (Brading Road and R57, a bridleway to the south of the site), where there would be a significant change, which would be major adverse during the construction process but major beneficial following the implementation of landscaping on Brading Road and moderate adverse from R57 but these impacts are not considered to be unacceptable when having regard to the design of the development and proposed areas landscaping, which would reduce the impact. When seen from more distance viewpoints the development would be seen in the context of the settlement of Ryde, including the existing commercial development on Brading Road and the residential developments off Great Preston Road and the surrounding area. The layout and provision of open space would provide a visual transition to the adjacent farmland and countryside. The scheme layout has had regard to the topography of the area and would not impact on the settlement or any protected landscapes or listed buildings. The proposal is therefore not considered to result in any significant or unacceptable environmental impacts.
- 8.8** The application has been supported with a mitigation and enhancement plan and landscaping strategy to ensure that there would not be any unacceptable impact on protected species and any loss of habitat it mitigated. The areas of open space provided within the site boundary, together with the contribution toward 'Bird Aware' would ensure that any impacts on the Solent SPA from recreational pressure would be appropriately mitigated.
- 8.9** The proposed development would result in additional traffic on the existing highway network, which would have the potential to increase congestion. However, it is considered that there is adequate capacity to accommodate the

additional levels of traffic without having an impact on highway safety, subject to the highway improvement works secured by the section 106 agreement. The potential increase in traffic is not considered to have a significant impact on air quality or noise pollution. Having regard to the potential for mitigation with the additional traffic generation resulting from the development, the environmental impacts of the proposal are afforded minor negative weight.

Conclusion

- 8.10** The proposed development would provide much needed housing, including a policy compliant provision of affordable housing, together with employment land in a highly sustainable location, where the principle has already been accepted through the approval of the outline application. The location of the site between the commercial development along Brading Road and the residential development to the north would minimise the impact on the character of the area, with the designs proposed seeking to provide a high-quality scheme incorporating features and detailing which are common Ryde, allowing the development to bed into its location.
- 8.11** The wider scheme would result in increased traffic onto the local highway, but subject to appropriate mitigation, this is not considered to result in an unacceptable impact on highway safety.
- 8.12** Significant weight must be given to the fact outline consent has been granted for the site, and therefore officers consider, on balance, that the proposed development would not have any unacceptable impact on the character of the area, the amenities of neighbouring properties, ecology, trees, archaeology or result in additional flooding and would deliver both market and affordable housing, to contribute to the current need. The positive benefits would therefore outweigh the impacts of the development and the presumption in favour of sustainable development applies, which combined with the benefits of the scheme, points towards the grant of planning permission.

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 provided with pre-application advice and the application has been subject to negotiations. Additional information has been

submitted through the course of the application which have overcome officer's concerns.

Conditions and reasons

1. The development hereby permitted shall be carried out in complete accordance with the details shown on the submitted plans as listed in appendix A.

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

2. Prior to the commencement of the construction of any building within each respective phase of the development a programme of landscape implementation for the relevant phase shall be submitted to and agreed in writing with the Local Planning Authority. All landscaping shall be undertaken in accordance with the approved landscaping plans and implementation strategy.

Reason: In the interests of the character of the area in accordance with policies DM2 (Design Quality for New Development) and DM12 (Landscape, Seascape, Biodiversity and Geodiversity) of the Island Plan Core Strategy.

3. Prior to the occupation of any dwelling a strategy for the long-term maintenance of existing trees and proposed planting shall be submitted to and approved in writing with the Local Planning Authority. The agreed strategy shall thereafter be adhered to.

Reason: In the interests of the character of the area in accordance with policies DM2 (Design Quality for New Development) and DM12 (Landscape, Seascape, Biodiversity and Geodiversity) of the Island Plan Core Strategy.

4. Prior to the implementation of any hedgerow planting details of the density of the planting shall be submitted to and agreed in writing by the Local Planning Authority. The agreed strategy shall thereafter be adhered to. Any plants that die or become diseased with five years shall be replaced.

Reason: In the interests of the character of the area and to ensure that the loss of hedgerows are appropriately mitigated in accordance with policies DM2 (Design Quality for New Development) and DM12 (Landscape, Seascape, Biodiversity and Geodiversity) of the Island Plan Core Strategy.

5. The foul drainage for this site shall be directed to the main sewer and treated via the Southern Water Waste Water Treatment Works in Sandown.

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

6. Prior to the community centre hereby approved being brought into use secure and

covered cycle parking shall be provided in accordance with policy DM2 (Design Quality for New Development) and the Guidelines for Parking Provision as Part of New Developments Supplementary Planning Document (SPD)

Reason: To ensure that adequate cycle parking provision is delivered and to comply with policy DM2 (Design Quality for New Development) of the Island Plan Core Strategy.

7. No part of the development within any hereby permitted shall commence until there has been submitted to and approved in writing by the Local Planning Authority for the respective phase part a) below. Parts b) and c) shall be required as necessary.
- a) 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,
 - b) a remediation scheme to deal with any contaminant including an implementation timetable, monitoring proposals and a remediation verification methodology. The verification methodology shall include a sampling and analysis programme to confirm the adequacy of decontamination and an appropriately qualified person shall oversee the implementation of all remediation;
 - c) The investigator shall provide a report, which shall include confirmation that all remediation measures have been carried out fully in accordance with the scheme. The report shall also include results of the verification programme of post-remediation sampling and monitoring in order to demonstrate that the required remediation has been carried out.

The construction of buildings shall not commence until such time as is approved by the Local Planning Authority.

Reason: to protect the environment and prevent harm to human health by ensuring that where necessary, the land is remediated to an appropriate standard and to accord with policy DM2 (Design Quality for New Development) of the Island Plan Core Strategy.

8. The applicant shall submit a noise assessment undertaken in accordance with the Institute of Acoustic & Chartered Institute of Environmental Health ProPG: Planning & Noise: Professional Practice Guidance on Planning & Noise, May 2017. This shall include an Acoustic Design Statement that shall be submitted to and agreed with the Local Planning Authority. The Acoustic Design Statement shall consider the four key elements to be undertaken in parallel
1. demonstrating a “Good Acoustic Design Process”;
 2. observing internal “Noise Level Guidelines”;
 3. undertaking an “External Amenity Area Noise Assessment”; and
 4. consideration of “Other Relevant Issues”.

The outcomes of the Acoustic Design Statement shall be implemented and incorporated into the consented development.

Reason: To protect the amenities of resultant residents in accordance with policy DM2 (Design Quality for New Development) of the Island Plan Core Strategy.

9. Prior to the occupation of any unit/building, the parking associated with that unit/building shall be available for use.

Reason: To ensure that adequate parking is provided in accordance with policy DM2 (Design Quality for New Development) and Guidelines for Parking Provision as Part of New Developments Supplementary Planning Document (SPD)

10. Prior to the commencement of any phase of the development a plan to show the affordable housing provision for that phase shall be submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure that appropriate affordable housing provision is made in accordance with policy DM4 (Locally Affordable Housing) of the Island Plan Core Strategy.

11. Prior to commencement of the development details shall be submitted to and approved in writing by the Local Planning Authority in respect of:

- Japanese Knotweed eradication methodology
- Sensitive lighting strategy to cover all phases of development
- Location of bird, bat and dormouse boxes proposed to be installed in the woodlands to provide enhancements.
- Timetable of mitigation works. This can be completed at each phase of development but must be coherent to the site as a whole.

The agreed details shall be adhered to in full in accordance with a timescale to be submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure adequate ecological mitigation is provided in accordance with policy DM12 (Landscape, Seascape, Biodiversity and Geodiversity) of the Island Plan Core Strategy.

Informative

Works should be undertaken to clear the channel of the Monkton Brook running through the site.

Condition compliance

Condition 1 Timescales	Discharged
Condition 2 Approval of reserved matters	Discharged
Condition 3 Phasing plan	Phasing plan has been submitted with the application, but this does not specifically outline where the affordable housing units for each unit would be located within each phase, the supporting information indicating that each unit would provide 35 percent. A

	further condition is recommended to require the specific location of each unit prior to the commencement of each phase.
Condition 4 Accordance with ES	This condition has continuing responsibilities and is not therefore subject to discharge.
Condition 5 Number and floorspace	The requirements of this condition have been met
Condition 6 Foul sewage	The submission element of this condition can be discharged. A further condition is recommended to ensure that the discharge to directed to Sandown Waste Water Treatment Works
Condition 7 Surface water	The information submitted in regards this is considered to be acceptable and the condition can therefore be part discharged. The agreed scheme must fully implemented and maintained and therefore the condition cannot be fully discharged.
Condition 8 Buffer zone	The submission element of this condition can be discharged. The condition cannot be fully discharged as it has continuing responsibility
Condition 9 Noise	The submission element of this condition can be discharged. The condition cannot be fully discharged as it has continuing responsibility
Condition 10 Construction method statement	The submission element of this condition can be discharged for phase 1. The condition cannot be fully discharged as it has continuing responsibility
Condition 13 Business hours (commercial units)	It is not intended to discharge this condition at this stage but it is not yet triggered. It is therefore not discharged.
Condition 14 Delivery hours (commercial units)	It is not intended to discharge this condition at this stage but it is not yet triggered. It is therefore not discharged.
Condition 15 Noise (commercial units)	Subject to continued responsibly and further clarification once end user identified. Not discharged in full
Condition 16 Noise	Subject to continued responsibly and further clarification once end user identified. Not discharged full
Condition 17 Air quality	The submission element of this condition can be discharged. The condition cannot be fully discharged

	as it has continuing responsibility
Condition 19 Contamination	Discharged in respect of a)
Condition 20 Junctions	This condition is not yet triggered and is not discharged at this time
Condition 23 Arboreal method statement	The submission element of this condition can be discharged. The condition cannot be fully discharged as it has continuing responsibility
Condition 24 MEMP	The submission element of this condition can be discharged. The condition cannot be fully discharged as it has continuing responsibility
Condition 25 Bats	Discharged
Condition 26 Hard and soft landscaping	The submission element of this condition can be discharged. The condition cannot be fully discharged as it has continuing responsibility
Condition 27 Archaeology	The submission element of this condition can be discharged. The condition cannot be fully discharged as it has continuing responsibility
Condition 28 Materials	This condition cannot be discharged as no samples have been submitted. This condition is not discharged.

Appendix A:

PF.LP.01	B
PF.MP.01	B
PF.P1.01	B
PF.P1.02	B
PF.P1.03	B
PF.P1.04	B
PF.P1.05	B
PF.P1.06	B
PF.P2.01	B
PF.P3.01	B
PF.P4.01	B
PF.P5.01	B
PF.MP.02	-
PF.PhaseKey.01 201202	B
PF0781-Zone1-001_024-10 - Ground Floor Plan	-
PF0781-Zone1-001_024-11 - First Floor Plan	-

PF0781-Zone1-001_024-12 - Second Floor Plan	-
PF0781-Zone1-001_024-20 - Elevations - Sheet 1	-
PF0781-Zone1-001_024-21 - Elevations - Sheet 2	-
PF0781-Zone1-025_028-10 - Floor Plans	-
PF0781-Zone1-025_028-20 - Elevations	-
PF0781-Zone1-029_032-10 - Floor Plans	-
PF0781-Zone1-029_032-20 - Elevations	-
PF0781-Zone1-033_036-10 - Floor Plans	
PF0781-Zone1-033_036-20 - Elevations	
PF0781-Zone1-037_040-10 - Floor Plans	
PF0781-Zone1-037_040-20 - Elevations	
PF0781-Zone1-045_066-10 - Lower Ground Floor Plan	-
PF0781-Zone1-045_066-11 - Ground Floor Plan	-
PF0781-Zone1-045_066-12 - First Floor Plan	
PF0781-Zone1-045_066-20 - Elevations - Sheet 1	
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PF0781-Zone1-099_100-10 - Floor Plans	

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PF0781-Zone1-101_104-10 - Floor Plans	
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PF0781-Zone1-105_107-10 - Floor Plans	
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PF0781-Zone1-122_123-10 - Floor Plans	
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PF0781-Zone2-001_024-10 - Ground Floor Plan	
PF0781-Zone2-001_024-11 - First Floor Plan	
PF0781-Zone2-001_024-12 - Second Floor Plan	
PF0781-Zone2-001_024-20 - Elevations - Sheet 1	
PF0781-Zone2-001_024-21 - Elevations - Sheet 2	
PF0781-Zone2-025_028-10 - Floor Plans	
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PF0781-Zone2-045_066-10 - Lower Ground Floor Plan	
PF0781-Zone2-045_066-11 - Ground Floor Plan	
PF0781-Zone2-045_066-12 - First Floor Plan	
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