

Economy Reg 19

Submitted by: Anonymous user

Submitted time: 16 Aug 2024, 15:23:20

Name/Organisation

Angie Jordan

Email Address

[REDACTED]

1. What type of respondent are you?

Member of the Public

2. What Economy policy you are commenting on

EA6 - Employment Allocation: Sandown Airport, Sandown

3. Does your comment relate to a specific paragraph(s)? if yes which paragraph does this relate to?

NA

4. In relation to the policy or paragraph you are commenting on, do you consider the Island Planning Strategy for submission to be legally compliant?

Yes

5. Please give details to support your answer to question 4

- **Yes - legally compliant**

6. In relation to the policy or paragraph you are commenting on, do you consider the Island Planning Strategy for submission to be sound?

No

7. If you answered no to question six is this because?

- **not justified**
- **not positively prepared**

8. What modifications do you think are needed to make the Island Planning Strategy legally compliant and/or sound?

Removal of EA6 at Sandown Airport. Details in attached document.

9. Do you have any comments on the policies map?

No

10. If you wish to attach any documents please do so here

PDF [Island Plan 24 EA6 Angie Jordan.pdf](#)
669.9KB

11. Do you wish to request to appear at the hearing sessions that will take place?

No

12. Please outline why you would like to attend?

NA

Island Plan 2024

EA6 Employment Allocation at Sandown Airport

Background to my 2021 Submission

I submitted comments in 2021 on the Economy section of the Draft Island Plan - specifically EA6 Employment Allocation at Sandown Airport. The land allocations had broadly followed recommendations in the Employment Land Study by GL Hearn dated March 2015. The relevant page contains Figure 40. List of Employment and Potential Employment Sites Reviewed:

Site	Sub Area	Location	Nature of Site	Area (ha)
Park Road Live Work Units	Ryde	Ryde	Not Yet Commenced	0.6
Rink Road Industrial Estate	Ryde	Ryde	Built	0.7
Spithead Business Park and Merrie Gardens	The Bay	Lake	Built	5.7
Sandown Industrial Area	The Bay	Sandown	Built	9.2
Embassy Way Industrial	The Bay	Sandown	Built	1.2
Whitecross Business Park	The Bay	Shanklin	Built	0.4
Ventnor Industrial Estate	Ventnor	Ventnor	Built	1.4
Ventnor Station Industrial	Ventnor	Ventnor	Built	1.4
Bembridge Airport	Rural East Wight	Bembridge	Built	4.8
Fishbourne Quay	Rural East Wight	Fishbourne	Built	0.2
Langbridge Business Park	Rural East Wight	Newchurch	Built	1.8

GL Hearn
J:\Planning\Job Files\J033132 - IOW ELR\IOW ELR March 2015.docx

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There are 4 areas listed in The Bay - all brownfield and none of them the greenfield Sandown Airport which appears to have been added. There was no indication of how this had happened nor any justification for substituting a greenfield site for any of the more suitable industrial brownfield site.

The Spithead Business Park and Merrie Gardens site still has undeveloped land nearly 10 years later than the Hearn study. There are also numerous packets of land around Sandown Airport which could better support the Aircraft Museum on the other side of Scotchells Brook Lane.

The airport site itself has multiple long term projects in states of disrepair and barely started which provide an eyesore for an asset which should thrive for tourism. The following pictures were taken in August 2024.



The top 2 images show where trenches first were dug, then years later foundations adjacent to Scotchells Brook Lane. In the distance on the first image is the back of a building which replaced the once popular Aviator Bar which was the victim of a fire. The third image shows the front of that building which at one point could have been a restaurant although from memory, the suggested lease and remaining works did not appear feasible for a new business. The fourth image shows the land in front of the current Aviation museum where there is plenty of space for a purpose built museum should there be any available funding.

[Moving forward to the 2024 Island Planning Strategy Development Plan Document](#)

Again EA6 Employment allocation at Sandown Airport, Sandown is still there and claims it is part greenfield and part brownfield. After my comments in 2021 a new Employment Land Study was commissioned In January 2022 from a different company - ICENI Projects Ltd.

By its own admission, Sandown Airport is greenfield Agricultural land although it does not have good road access to the A3056. It also admits to the congestion and being a long way from the ferry routes.

The following images are taken from the 2022 Employment Land Study.

Sandown Airport

Address	Scotchells Brook Lane, Sandown
Policy Reference	Draft Island Planning Strategy E1, EA6 – Allocated for Class E Offices and B2 uses. B8 Storage and Distribution should be avoided due to access issues.



Gross Site Area (Ha)	3
Overview	Greenfield, agricultural land
Clustering (activity / Use Class)	N/A
Adjacencies / issues	Sandown Airport to the east. Two residences and camp site to south. Agricultural land to west and north (with a holiday park beyond that).
Accessibility	Good road access via A3056 (suitable for HGVs) but there are issues with congestion as the site is close to supermarkets and existing commercial uses. Scotchells Brook Lane is potholed and would require improvement if the site were to be developed. Not within close

	proximity to ferry port. Opposite airport, however, this is likely to be of limited operational use in terms of logistics. Bus stop adjacent.
Circulation / parking	N/A
Age and quality of buildings	N/A
Vacancy Rate	N/A
Developments / applications	An outline application by Island Airport LLP (who own the site) for a commercial and leisure park covering the whole site was rejected in 2018. This was due to highways issues, being detrimental to rural character and lack of demonstration that a preferable location could not accommodate the proposed development. A revised outline application was submitted in 2019 which is currently awaiting decision. This proposed 7,376 sqm of B1(c) light industrial [now Class E(g)(iii)] space and over 1,740 sqm of D1 non-residential institutions.
Quality of Environment (Very Poor, Poor, Reasonable, Very Good)	Very Good – Rural area with high amenity value.
Market Attractiveness (Low, Medium, High)	Medium – Good quality environment and reasonable accessibility. Neighbouring commercial uses function well. However, many industrial/logistics occupiers may prefer space to the north of the island with better access to mainland.
Development Opportunities	Whole site – More suitable for Class B
Overall Recommendation	
Recommendation (Retain, Protect, Release, Review Boundary)	Retain Allocation - The site is the most realistic source of additional employment land in a single location (i.e. not infill) within the Bay Area.

The quality of Environment admits to the ‘Very good rural area with high amenity value’. This field plays host to the hugely successful and prestigious Scooter Rally on the August Bank Holiday and several other similar events and therefore surely brings much greater benefit to the Island for its impact on Tourism.

There are still packets of land around Sandown Airport which could accommodate the Aircraft Museum without use of a greenfield site.

The recommendation to Retain Allocation does not appear to align with the rest of the assessment.

Turning then to the 2024 Island Planning Strategy document itself, the introduction contains no history of the evolution of the document. Technical documents normally carry a Revision History so it can be seen what has changed and why.

With regard Supporting and growing our economy at page 145 Sandown Airport still appears. At page 146 section 8.8 it states 'In line with the evidence of the employment land study, the council will allocate strategic employment land'. There is no reference to this document by name or location and only an entry in the Glossary to explain the term ELS.

Turning to EA6 at page 153 it still claims to be part greenfield and part brownfield in total contradiction of the Employment Land Study which accurately describes it as Greenfield.

The Employment Land Study is not listed in 1.15 the key reference documents and furthermore, the original Employment Land Study ELS by Hearn 2015 is removed from the council online document store.

I am reminded as we approach the August Bank Holiday, of the level of support we see for the annual Scooter Rally which is hosted on this very green field. An estimated 5,000 visitors attend for the whole weekend including a rideout on the Sunday. We always find the visitors to be polite and despite their numbers, are good neighbours in terms of noise and rubbish. I do not think I have heard any figures for the financial loss to the island if that field were unavailable to this event. The visitors have very easy access on foot for provisions and meals in Morrisons adding to the many benefits the field provides for them and the local economy. This use of the field can and in my opinion should be part of boosting tourism for the Bay area.

The traffic volumes are much higher now than in 2019 and the traffic is often stationary outside our house (adjacent to Honnor and Jeffreys) going towards Lake during going home time. The other week we joined the tailback at the Jubilee Garden Centre before the Branstone development. It also takes longer to be able to cross the A3056 as pedestrians and the visibility both there and at Scotchells Brook Lane is very poor considering the speed vehicles travel when not in a stationary queue.

The westbound bus stop at Scotchells Brook Lane which would have to service workers from an industrial development is very obviously inadequate. There is no room for pedestrians at the stop and crossing the main road is very dangerous.

Item f on page 153 states that proposals should 'ensure that the proposed development would not compromise the future use and potential expansion of the airport'. Increasingly we find visiting aircraft coming very low over our and our neighbour's house we think to avoid the tallest of trees beyond. They seem to lack the power to climb faster as the resident aircraft do. Recently one of them lost the engine not much further than the brook and it seemed like some minutes before it was heard to restart. We also had an unscheduled visit from a Spitfire with an engine problem. Any new buildings on this green field would deny these visiting planes the lower climb route.

We are happy that the airport should improve its offerings to tourists which now include parachute drops, helicopter rides and now wing walking. An industrial development would detract from that as well as removing a current safety zone. No further development should be considered unless and until the road and pedestrian access on this stretch of the A3056 is improved.

If extra employment opportunities used some of the other brown field sites around the Merrie Gardens area and even on other parts of the airport site, perhaps a safe road access could be added adjacent to the Kentucky Fried Chicken site.



Finally, the decision agreed on the recent proposed Industrial/Leisure development on Sandown Airport only served to underline that road access, pedestrian access and congestion make an industrial development not only unfeasible on this land, but increasingly dangerous.

Since my last submission we have seen several more accidents on this stretch of road including the scooter fatality 2 years ago not far from the spot in the photograph. One crash in particular was a single vehicle crash where a motorcycle left the road requiring the attendance of the air ambulance. High speeds well in excess of the speed limits are not uncommon outside working hours.

The traffic load on the A3056 is reaching saturation point during peak times and during off peak times is suffering from a significant number of vehicles travelling at speeds well in excess of the speed limits. This makes it increasingly dangerous for vehicles, cyclists and pedestrians on the carriageway and attempting to cross it.

Angie Jordan
August 2024