

Isle of Wight Council

The Town and Country Planning Act 1990
The Town and Country Planning (Development Management Procedure)
(England) Order 2015

Planning Permission Subject to a Legal Agreement

Application reference number:

P/01573/17

Parish: Whippingham

Applicant:
South Coast Leisure Ltd
c/o Agent

Agent:
Mr P Airey
Paul Airey Planning Associates Ltd
65 Harefield
Esher
Surrey
KT10 9TG

Description: Proposed football ground, grandstand and floodlights, clubhouse and associated roads and parking

Location: land between East Cowes Road and Fairlee Road, to north west of roundabout, Racecourse, Newport, Isle of Wight, PO30

The Isle of Wight Council hereby give notice of the decision made on 17/04/2018 for planning permission for the development described above and in accordance with the application, plans and any other associated information submitted.

Conditions

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

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

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

- Proposed site layout
- Club House - Proposed Elevations
- Maintenance Building - Proposed Floor Plan and Elevations
- Spectator Toilets Building - Proposed Floor Plan and Elevations
- Club House First Floor Plan
- Club House Ground Floor Plan

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

- 3 No development shall take place above foundation level until samples of materials to be used in the construction of the external surfaces of the development hereby permitted and details of the fencing have been submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.

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

- 4 No development shall take place until there has been submitted to and approved in writing by the Local Planning Authority a scheme of landscaping, in accordance with the details shown on Proposed Site Layout and which shall include indications of all existing trees and hedgerows on the land, and details of any to be retained, together with measures for their protection in the course of development.

Reason: To ensure the appearance of the development is satisfactory and to comply with policy DM2 (Design Quality for New Development) of the Island Plan Core Strategy.

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

Reason: To mitigate the effect of the works associated with the development upon any heritage assets and to ensure that information regarding these heritage assets is preserved by record in accordance with Policy DM11 (Historic and Built Environment) of the Island Plan Core Strategy.

- 6 No development shall take place unless and until:
- A detailed assessment of ground conditions of the land proposed for the replacement playing field land as shown on the Proposed Layout Plan shall be undertaken (including drainage and topography) to identify constraints which could affect playing field quality; and
 - Based on the results of this assessment to be carried out pursuant to (a) above of this condition, a detailed scheme to ensure that the playing fields will be provided to an acceptable quality in line with the FA's Performance Quality Standard (PQS) (including appropriate drainage where necessary) shall be submitted to and approved in writing by the Local Planning Authority.

The works shall be carried out in accordance with the approved scheme within a timescale to be first approved in writing by the Local Planning Authority.

Reason: To ensure that site surveys are undertaken for new or replacement playing fields and that any ground condition constraints can be and are mitigated to ensure provision of an adequate quality playing field and to accord with Policies DM2, DM7, DM13 and DM14 of the Island Plan Core Strategy.

- 7 The playing field shall be used for Outdoor Sport and for no other purpose (including without limitation any other purpose in Class D2 Use Classes Order 2005, or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification).

Reason: To protect the playing field from loss and/or damage, to maintain the quality of and secure the safe use of sports pitch/es and to accord with Policies DM2, DM7 and DM13 of the Island Plan Core Strategy.

- 8 The playing field/pitch shall be constructed and laid out in accordance with the document 'Planning, Design and Access Statement Racecourse site, Newport Appendix 1. Football Association National Ground Grading - Category D' and Drawing; 'Proposed Site Layout' and with the standards and methodologies set out in the guidance note "Natural Turf for Sport" (Sport England, 2011) and the FA's Performance Quality Standard (PQS).

Reason: To ensure the quality of pitches is satisfactory and to accord with Policies DM2, DM7, DM13 and DM14 of the Island Plan Core Strategy.

- 9 Prior to the bringing into use of the new football ground a Management and Maintenance Scheme for the facility including management responsibilities, a maintenance schedule and a mechanism for review shall be submitted to and approved in writing by the Local Planning Authority. The measures set out in the approved scheme shall be complied with in full, with effect from commencement of use of the football ground.

Reason: To ensure that new facility is capable of being managed and maintained to deliver a facility which is fit for purpose, sustainable and to ensure sufficient benefit of the development to sport (National Planning Policy Framework (NPPF) para 97) and to accord with Policies DM2, DM7 and DM13 of the Island Plan Core Strategy.

- 10 The use hereby permitted shall not commence until space has been laid out within the site and drained and surfaced in accordance with the details shown on drawing 'Proposed Site Layout' for 80 cars and bicycles to be parked. The space shall not thereafter be used for any purpose other than that approved in accordance with this condition.

Reason: In the interests of highway safety and to comply with policy DM2 and DM17 of the Island Plan Core Strategy.

- 11 Development shall not begin until details of the design, surfacing and construction of any new roads, footways, accesses and car parking areas, together with details of the means of disposal of surface water drainage therefrom have been submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.

Reason: To ensure an adequate standard of highway access and drainage for the proposed dwellings and to comply with Policies DM2 and DM17 of the Island Plan Core Strategy.

- 12 Development shall not begin until details of the sight lines to be provided at the junction between the access of the proposal and the highway have been submitted to and approved in writing by the Local Planning Authority and the development shall not be occupied until those sight lines have been provided in accordance with the approved details. Nothing that may cause an obstruction to visibility shall at any time be placed or be permitted to remain within the visibility splay shown in the approved sight lines.

Reason: In the interests of highway safety and to comply with policy DM2 of the Island Plan Core Strategy.

- 13 Development shall not begin until details of the junctions between the proposed ingress and egress and the highway have been approved in writing by the Local Planning Authority; and the building shall not be occupied until these junctions has been constructed in accordance with the approved details.

Reason: To ensure adequate access to the proposed development and to comply with Policy DM2 and DM17 of the Island Plan Core Strategy.

- 14 The use hereby permitted shall not commence until details of the final design of the floodlighting to be installed have been submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.

Reason: In the interests of maintaining the amenity value of the area and to comply with policy DM2 of the Island Plan Core Strategy.

- 15 The use of the pitch hereby permitted shall not be operational outside the following times: with the exception of any game which goes into extra time which can be finished.

0800 to 2200 Mondays to Fridays
0800 to 2000 Saturdays
0900 to 1800 Sundays and Bank or Public Holidays

Reason: To protect the amenities of nearby residential properties and to comply with policy DM2 of the Island Plan Core Strategy.

- 16 Prior to the installation of external lighting of any kind, with the exception of the approved floodlighting details shall be submitted to and approved in writing with the Local Planning Authority. Development shall be carried out in accordance with the approved details.

Reason: In the interests of the amenities of the area and in compliance with policy DM2 of the Island Plan Core Strategy

- 17 Steps, including the installation and use of wheel cleaning facilities in accordance with details to be submitted to and approved in writing by the Local Planning Authority, shall be taken to prevent material being deposited on the highway as a result of any operation on the site. Any deposit of material from the site on the highway shall be removed as soon as practicable by the site operator.

Reason: In the interests of highway safety and to prevent mud and dust from getting on the highway and to comply with policy DM2 of the Island Plan Core Strategy.

- 18 No development shall take place until a Construction Environmental Management Plan (CEMP) has been submitted to and approved in writing by the local planning authority. Works associated with the development hereby shall be carried out in accordance with the approved CEMP.

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

- The means of access/egress for construction traffic;
- The loading and unloading of plant and materials;
- The storage and handling of plant, materials and wastes;
- Measures to control the emission of dust and dirt during construction;
- Construction working hours;

Reason: In order to ensure that the works are undertaken in an appropriate manner to minimise impact on the amenities of neighbouring uses and to comply with policy DM2 of the Island Plan Core Strategy.

- 19 No development, including site clearance works, shall take place until a Landscape and Ecological Management Plan (LEMP) that is in accordance with the principles outlined in the Environmental Statement, has been submitted to and approved in writing by the Local Planning Authority. This shall deal with the treatment of any environmentally sensitive areas and species, detailing how the works will be carried out and how the environment will be protected during the works. Such a scheme shall include details of the following:
- The timing of the works
 - Construction methods and lighting controls
 - Plans for waste management, maintenance of plant
 - A map or plan showing habitat areas to be specifically protected during the works and the means of protection

Development and site clearance works shall be carried out in accordance with the approved LEMP.

Reason: In order to avoid impacts to features of ecological interest and to comply with the requirements of policy DM12 (Landscape, Seascape, Biodiversity and Geodiversity) of the Island Plan Core Strategy. This is a pre-commencement condition due to the timing at which the agreed LEMP would need to be employed.

- 20 No building shall be occupied until a site wide ecological enhancement plan has been provided, outlining measures for the enhancement of habitats at the site. Development shall be carried out in accordance with the approved details and the approved enhancements shall be carried out prior to the site being bought into use.

Reason: To secure a programme of ecological enhancements and to comply with the requirements of policy DM12 of the Island Plan Core Strategy.

- 21 The floodlights hereby permitted shall not be illuminated/in operation after 22:00 on any day, unless otherwise agreed in writing by the Local Planning Authority. The applicant shall maintain a record of the days and hours during which the floodlights are in use and the associated user group. This record shall be made available for inspection by the Local Planning Authority at reasonable notice.

Reason: To comply with the terms of the application and in the interests of protecting the amenity of adjoining residential properties and to comply with policy DM2 of the Island Plan Core Strategy.

- 22 Construction of the hard surfacing and buildings hereby permitted shall not begin until details of the means of disposal of surface water from the development hereby permitted have been submitted to and approved in writing by the Local Planning Authority. The submitted details shall include an assessment of the potential for surface water to be disposed of by means of sustainable drainage systems (SuDS), evidence that any SuDS would have the capacity to accommodate the surface water flows from the development, and details of how any SuDS would be managed and maintained in the future. Evidence shall also be provided to demonstrate that the surface water flow rates from the site after the development would not be greater than the surface water flow rates from the site before the development took place. The approved drainage works shall be carried out and completed before site is bought into use.

Reason: To ensure that the development would make adequate provision for the disposal of surface water and would not increase the rate of surface water flows across the site in accordance with the aims of policies DM2 of the Island Plan Core Strategy.

23 Prior to the facility hereby approved being brought into use a Traffic Management Plan shall be submitted to and agreed in writing by the LPA. This document should outline what measures will be put in place, during games/events including liaison with The Council's Emergency Management Team, Island Roads and the Police.

Reason: In the interests of highway safety and to comply with policy DM2 of the Island Plan Core Strategy.

24 Prior to any activities being undertaken outside of the building, which are not related to the primary use of the site for sport, details of the nature and times of the activities shall be submitted to and approved in writing by the Local Planning Authority.

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

25 Any public address system used shall be restricted to league match days only and be used for no greater period than one hour prior to kick-off and thirty minutes post final-whistle (save for any required safety broadcasts etc).

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

Important

Statement of Proactive Working

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

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

In this instance the applicant was provided with pre application advice and updated of any issues after the initial site visit. Revised plans were submitted in respect of the design of the clubhouse and further information on highways, during the course of the application that overcame the Council's concerns.

Informatives

1 You are advised to notify the Local Planning Authority prior to implementation of this consent in order that normal checks may be carried out by the Enforcement Officer.

2 The granting of this planning consent does not permit the applicants to build on/use/access over land included within the red line planning boundary, or any other land, that is not within the ownership of the applicants. To do so, the applicants will need to obtain the express consent of the owners of the land, whether privately or publicly owned (including land owned by the Isle of Wight Council).

Attention is drawn to the attached notes

- (a) **This notice only relates to the decision of the Council under the Town & Country Planning Acts and does not relate to any application which may be required under the Building Regulations or any other Act, Regulation, Byelaw or Order.**
- (b) **Attention is drawn to the provisions of Section 32 of the Isle of Wight Act 1980 which requires adequate provision for access for the fire brigade to premises which are the subject of this approval and to adjoining property.**
- (c) You are hereby advised of the need to make an application to Island Roads, St Christopher House, 42 Daish Way, Newport, Isle of Wight, PO30 5XJ, on (01983) 828500 before making any excavation in the footway or verge, in connection with any planning approval.
- (d) You are hereby advised of the need to make a formal application to Island Roads, St Christopher House, 42 Daish Way, Newport, Isle of Wight, PO30 5XJ, in accordance with the Town Improvement Clause Act 1987 Sections 64 & 65 and the Public Health Act 1925 Section 17 before addressing and erecting a property name / number or street name in connection with any planning approval.
- (e) Please note that the development hereby permitted must be carried out strictly in accordance with the plans attached, and any variation from the approved plans must be agreed with Local Planning Authority before the works are undertaken.



Date: 28/05/2019

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**Authorised on behalf of
Isle of Wight Council
Council Offices
Fairlee Road
Newport
Isle of Wight
PO30 2QS**

Public Feedback

RESPONSES

I Object to this ProposalThe reopening of the old east coves is paramount in this development and has not even been considered ..why??removes traffic from the racecourse and improves traffic flow and reduces risk!

Is it confirmed the football development is going ahead? Will changes only reflect if actual build takes place ?

Object vehicles exiting the football ground onto Racecourse is a definite no no. This is completely an unsuitable location for development.

object.

I object as this is not the right place for the football ground

I support this proposal. It's a good use of the field and will provide a decent sporting facility for the club and community

Fully support. This development has been long needed. Any such development will see some disruption to traffic, but the long term gains far outweigh any such problems.

Support !!

Support

I support on the grounds of safety.

I object to this proposal - I strongly feel that it would be more appropriate for the football ground traffic to join on the East Cowes Road - a Roundabout could then be placed between East Cowes Road, Alverstone Road & A3021 - which would then prevent the need for interrupting an already busy A3054 and therefore the reduction of the speed limit along this road would not be necessary

I object to this change as it will cause chaos heading towards Newport with traffic coming to a stand still

Yes I agree with this speed limit. All island roads should be 40mph.

I object to the reduction of the 50 mph speed to 40 mph, why not have the entry to the football ground at the rear on the old Whippingham East coves Road or the east coves Road, reducing the speed limit for the minimal time the football is on is stupid.

No.

Object .slowing the traffic for what reason?

object

Support for public safety

Absolutely, the island needs this stadium increase in jobs, in sport profile,

I support this move. But I also hope you have factored in a lighted crossing at the top of the hill because this is where the real problems will be encountered. Failure to do so will mean a queue of people attempting to get to the bus stop with traffic approaching at a legal 40mph. At the moment, given the relative few that attempt it, there is insufficient room to hold a pushbike let alone a pram. I will go further, the road approaching the lighted crossing from Newport should be reduced to a 30mph speed limit, otherwise those approaching on a legal 40mph will suddenly find light changing and need to come to a sudden stop. Others would accelerate away from a stop light towards Newport and not have chance to assess the issues surrounding the island harbour turning. All in all, a speed limit reduction from 'White Houses' to and from a new lighted crossing needs a 30mph limit for safety alone and the Racecourse needs to be 40 mph to and from the roundabout to the new lighted crossing. Failure to install a lighted crossing would be ludicrous.

Object. Lowering the speed limit will not stop accidents, having the entrance there will, if anything cause more accidents. Why can't they just enter from East Cowes Road? The same way it was always used for the Isle of Wight festival parking?

Object to speed reduction

The racecourse is already a dangerous and very busy bit of road and to build a football club there is madness. So whoever thought up this idea needs their heads tested. Too much traffic around this area and this would add to the chaos. Dread going into Newport for an appointment as you can never tell what the traffic will be like. When the floating bridge is off it's even worse and from East Cowes only one way in or out. Impossible. Too many cars

If the no right turn on East Cowes Road is I forced a good idea. I remember that the Pop Festival started this and it soon got abandoned,...

I THINK IT SHOULD BE LOWER AT 30 AS THE CARS COMING FROM NEWPORT OVER THE BROW WONT HAVE A LOT OF TIME SEEING VEHICLES COMING OUT

Object to the proposal. Newport football club should not be located here at all. There is also no need to reduce the speed limit if the entrance was on the old East Cowes road. Traffic flow should be improved not restricted as stationary cars cause more emissions and long term health issues that never seem to be considered in the risk assessments.

Support. 30kph/20mph is typical for places where traffic of vulnerable road users mixes with heavy vehicles like cars. The proposed 40mph is still 200% more generous allowance. There are no separated cycle lanes; crowds coming in/out of track can be big and include children so it looks like a space with a mix of different users, limit sounds sensible to me.

Object. Surely a temporary speed limit when the ground is in use would be more sensible

This is plainly being introduced to introduce access at a later date to the new ground through the two places which it currently does not allow. It is totally unwarranted to reduce the speed limit here as there is no justification for it.

Support apart from raising the limit back to 50 on the approach to the roundabout - seems a bit silly.

Object - The whole plan is ill conceived and poorly executed.

Approved

This seems a sensible suggestion.

Support. Any drop in speed limits good news

I support this proposal but would still be concerned as to whether everyone would adhere to the regulations. At Ryde McDonald's traffic is meant to exit left to go round Tesco roundabout but very few people actually do and I can see the same happening here

OBJECTION, More inconvenience for working people, caused by a totally unnecessary development just to line the pockets of a speculator, and so it continues.

Object

Yes, I fully support this. I would also like to mention that there are a lot of pensioners that go to watch Newport football club. Business many of these will be using the bus to get to and from the ground. During winter, it will be dark when the match finishes at 4.45pm, meaning pensioners (or any pedestrian) will need to cross the racecourse in the dark to catch a bus back to Newport. May I suggest a pedestrian crossing, or a bus service that collects pedestrians from inside the ground.

Object to speed limit change

No. Island is too slow already

object

Object.

At their meeting on Thursday 16th February, East Cowes Town Council raised no objections to the draft traffic regulations for the Racecourse and Whippingham Rd, although there were some concerns about traffic exiting the football ground and turning right onto the Racecourse.

Kind regards Sue Chilton, Town Clerk

On behalf of East Cowes Town Council