

East Cowes Town Council

Minutes of the Planning Meeting of East Cowes Town Council held on Thursday 1st October 2015 at 18.30 in the Town Hall, York Avenue, East Cowes.

The Mayor welcomed the public and reminded everyone of the need for individual comments to be submitted. The mayor then introduced Mr Glen Hepburn, who provided a synopsis of the submitted plans and answered questions.

Public forum raised many issues including the following:

Housing allocation

Reference to the Town Plan

No accommodation for deep water/marine technology

Loss of skilled jobs

Marshalling yard- Size of and questionable figures regarding predicted growth

Waverly Park – concern re traffic access

Dover Rd compulsory purchase order justification,

Loss of Slipway

Lack of parking

Does not look at infrastructure

Road capacity- the traffic increases each year

Trailers – conditions should be placed on use at night- current measures do not work

Present:

Chairman: Mayor Cllr M Webster

Cllrs: P. Lloyd, M. Lloyd, S. Hendry, and M. Barton. O.B.E.

Town Clerk: Tina Bailey

Public: 80

In attendance: Mr Glen Hepburn Planning Consultant

1. APOLOGIES

Were received from Cllrs: Rann and Hooper

2. DECLARATIONS OF INTERESTS

2.1 To receive any declarations of pecuniary and non pecuniary interests

2.2 To receive and consider granting any written requests for dispensations.

None

3. TO CONSIDER THE FOLLOWING PLANNING APPLICATIONS

P/01065/15 Venture Quays/Trinity house Depot and Wharf/Red Funnel Marshalling Yards located in vicinity of Dover Rd and Castle Street.

Further to discussion and taking into account the issues raised and noting that insufficient evidence has been provided regarding the Red Line and Highways.

RESOLVED

That the Town Council is not in a position to make an informed decision as the full facts have not been provided.

That Mr Hepburn will draft a letter (appended) on behalf of the Town Council with all salient points and requesting further information is provided to enable an informed decision to be made. Copy will be emailed to the Clerk for submission to the IWC.

P/01067/15 land west of Gustar Grove/Captains Parade/Abbey Walk off, Saunders Way,

Approval of reserved matters for the appearance and landscaping of the dwelling and garage for Plot 17 following outline consent ref: TCP/18291/V - P/01044/13
No objections

P/01078/15 land adjacent to 9 and rear of 1 to 9, Cambridge Road,
Demolition of garage; detached house with parking; alterations to vehicular access
No objections

Advertisement Consent Applications

P/01061/15 Venture Quays, Castle Street — 1 non illuminated fascia sign.
P/01031/15 The Co-op York Ave- 3 x illuminated fascia sign; 1 x illuminated projecting sign ; 2 x non illuminated fascia
No objections

4. **TO RECEIVE DETAILS OF SUBMITTED APPEALS**

P/008421/& P/00842/15 The Wash House, Albany Rd
P/01542/14 land adjacent to 111, Old Rd

Appeals noted.

The Mayor closed the meeting.

Mayor.....

Date

2nd October 2015

For the attention of **Mike Gildersleeves**
Planning Offices
Seaclose
Fairlee Road
Newport
Isle of Wight
PO30 2QS

Dear Mr Gildersleeves

Ref: P/01065/15 - TCP/32391

Venture Quays/Trinity House Depot and Wharf/Red Funnel Marshalling Yards located in vicinity of Dover Road and Castle Street East Cowes Isle Of Wight PO32

Thank you for the opportunity to comment on the above planning application but unfortunately the Town Council cannot make an informed position for the following two reasons;

1. The Red line

The Red Line does not show the application site as the Highway issues are outside of this and form a fundamental part of the application. For example, there is a suggested controlled junction at Waitrose but they have not been notified and the junction is not shown on the plans.

The plans also show a roundabout is to be removed at the end of Dover Road but, again, this is not part of the application.

Therefore, the applicant's will expose themselves to judicial review if this is not carried out correctly and more importantly, we cannot make an assessment. A full application requires full details.

2. Comments from Island Roads

Tied into this, we note the comments made from Island Roads and as this is fundamental to the entire application, this additional information will be required. We cannot possibly comment on something that is fundamental to the application that has not been provided.

Notwithstanding this, we have gone through the full public process and assessment of this application as much as we possibly can and we do still have many reservations which could be tied up in with your request for additional information and amendments. These, in no particular order, are;

1. Loss of Employment

The application is construed to remove all existing employment and offset this with an alleged job generation of a Hotel that may or may not happen.

Currently, from comments raised in the public forum at the Town Council Planning Meeting, it was stated that some 100 jobs are already in existence within the surrounding buildings and are earmarked for removal to be replaced with low quality, service industry employment around the same number.

The alternative use of buildings such as the Columbine, to relocate existing businesses to retain skilled workforce does not seem to have been considered.

Quite clearly, the policy background does not allow sites of 1 hectare to be disposed of without some advertising and meaningful marketing. This is particularly important with the Island's demographics changing to become an ageing population and the economic activity age range of between 20 – 40 year olds, is diminishing rapidly.

This also ties in with the size of the Marshalling Yard.

2. The Size of the Marshalling Yard

The starting point of this seems to be “big is best”, with questionable justification for this size. If it really is to justify 2 ferry turnarounds within 1 hour, then this seems to create further Environmental Impact (EIA) work rather than a planning application.

3. Turning its back to the Town

There is no integration of the proposal into the Town with no footpath networks or encouragement for the people who are waiting, to visit the Town. This development seems to completely turn its back on the town and encourage passengers to use the internal facilities.

As a design point, why are there no footpaths clearly linking this land to the Town Centre so people arriving early or waiting for delayed ferries, have the opportunity to spend money in the Town?

4. Slipway Access

The Town Council questions by what authority do the applicants have to take a public slipway out of use, for their own self-interest?

A private company benefit does not outweigh public good.

5. Storage of Cars/ Trailers

Quite clearly, there is pressure all round to store HGV's and as seen over the years, East Cowes has been used as a “Holding Depot” for trailers which do not necessarily move every time a ferry comes in.

It would be unacceptable for this to become a large storage area for trailers which are awaiting collection/delivery and may sit around for several days.

Therefore, it is essential that the major part of the site is limited to the storage of cars and **no** storage of trailers.

6. Operational Times

Tied in with this is that the ferry operates at unsociable hours but if trade increased (say 2 trips per hour) then it is unacceptable to have lorries and cars moving around late at

night. A condition should be placed on this to limit any freight traffic between the hours of 11.00pm and 7.00am.

7. Traffic Issues

It would appear that the traffic coming off the ferry will need to turn hard left to go around the Marshalling Area and form a stack behind the new lights at Waitrose. The figures induced do not take into account vehicles may consider turning left at the lights and going along Castle Rd to Old Road as an exit from the town.

This information needs to be picked up with the request from Island Roads.

8. Housing

A major concern of this application is the height shown of the proposed housing which seems to have been maximised to exploit the sea view. 19 metres high is enormous and equates to 6 or 7 storeys in height. This is totally unacceptable for a Town Centre location and has no contextual appraisal to justify this.

9. Affordable Housing

There is no indication of how this will be provided and in what form. Is it to be Shared Equity, Housing for Rent or is there going to be any local lettings plan where young people within the town get first choice? This all needs to be explored further.

10. Education and Other Contributions

The application is very light on the contributions that should be made.

There is a mention of education but no suggested figures nor any mention of contributions for community facilities as well as a contribution for sports facilities.

Each development should look after its own impact and as seen with other applications made on the Island, there needs to be a consistent approach with this.

11. Flood Risk Assessment

It is hard to believe that there is no other land in the surrounding area that makes it essential to develop within the Flood Plain.

Overall

As stated at the beginning of this letter, we do not feel that the IWC is in a position to determine this application and certainly the Town Council is unable to respond fully to this submission due to the lack of details and the size of the Red Line.

We look forward to receiving your further comments and/or additional information so that we can review this application fully and make an informed decision.

Yours sincerely,

Tina Bailey
Town Clerk

