



**Minutes & Information resulting from – Meeting 64
1st Newport Scout Hall, Woodbine Close, Newport
Thursday 7th March 2019**

Present at the meeting

Forum Members:	Others & Observers:
Mark Earp - Chairman	Jennine Gardiner-IWC PROW (LAF Secretary)
Alec Lawson	David Howarth – Observer / IWRA
Steve Darch	Helena Hewston – Observer / Shalfleet P/C
Cllr Paul Fuller	Diana Conyers - Ryde T/C
John Gurney-Champion	John Brownscombe – National Trust
Tricia Merrifield	Darrel Clarke - IWC
Cllr John Hobart	Mick Lyons –Havenstreet & Ashey PC
Richard Grogan	Cllr Steve Hastings
John Heather	Clare Bennett - CLA
Mike Slater	Gillian Belben – Gatcombe & Chillerton P/C
Penny Edwards	

1. Apologies Received, Confirmation of the Minutes of previous meeting, declarations of interest & introductions.

Apologies: Stephen Cockett, Geoff Brodie, Jan Brooks, Mike Greenslade, Hugh Walding
Confirmation – Done & minutes signed as a true copy
Decelerations - None

2. Updates to tasks / matters arising from meeting 6 December 2018

Bus Stops – Mark Earp and a team of four inspected as many rural bus stops as they could. It was felt that by and large these were pretty good but a few do need improvement. All bus stops had a post and a current timetable.

There had been grant out for sustainable travel called the “Innovation fund” Mark wondered if anyone had applied for concrete pads, to be funded, at any of the rural bus stop locations?

The General Manager for Southern Vectis Mr Richard Tyldsley has been invited to the next LAF meeting. Prior to this LAF members / guests should take time to look at the rural bus stop locations in their areas and using their local knowledge have given feedback to the LAF of any unsafe or redundant ones. Are the rural stops in the “right location to be safe and useful?

*For information the **Innovation fund** advertising said “Island groups are being invited to bid for grants of up to £10,000 for projects to boost ‘sustainable transport’. They are being asked to come up with creative and ground-breaking ideas to get people actively involved in “clean, green and healthy travel”.*

The funding is from the Isle of Wight Council as part of its Sustainable Transport Access Fund from the government.

“Once again, the council is inviting Island groups, businesses and organisations to come forward for the chance of competitively winning grants that could see their dream sustainable transport projects turn into reality,” said Councillor Ian Ward, Cabinet member for public transport.

"We are looking for really exciting projects to fund that will keep the Island as a top location for sustainable travel, whether that's walking, cycling or others forms of transport that reduce our reliance on the car."

*Last year grants went towards schemes including a digital guide promoting 'slow travel'; a consumer facing online journey planner; and a new cycle hire hub Shanklin Esplanade. Applications this year must be sent in by **3 March 2019**. To apply, please email: sports.unit@iow.gov.uk*

ACTION – Everyone – using your local knowledge identify rural bus stops in your area that you feel are either unsafe or not located in a useful location i.e. not serving properties or as a connection from Public Rights of Way

Undercliff Drive – A strange email had been received at the LAF accusing the LAF of trying to stop the Undercliff of being reopened as a vehicular road. We (LAF) can only assume this person had got the LAF mixed up with some other organisation as we made it clear in our minutes dated 6th July 2017 that as the local parish council want to get this reopened for traffic then we will remove this from our agenda. Additionally in the possible sites for "quiet roads" list we acknowledge the Undercliff Drive as a road.

IW Rail Crossing points (level crossings) – Mark will be meeting with the managers of Havenstreet heritage railway, next week.

Quiet Lanes / Roads – Gatcombe Parish council advised Cridmore Lane falls into Chillerton and wished to add the following lanes into the potential quiet Lanes list: Gatcombe Village Road, Rectory Lane, Snowdrop Lane and Newbarn Lane
List of roads received so far:

Berry Lane	Chillerton
Burnt House Lane	Newport / Arreton
Clatterford Shute	Carisbrooke
Cridmore Lane	Chillerton
Doctors Lane	Gatcombe
Froglands Lane	Carisbrooke
Gatcombe Village Road / Newbarn Lane	Gatcombe
Kingates Lane	Niton
Lessland Lane	Godshill
Loverstone Lane	Chillerton
Marvel Lane	Newport
Millers Lane	Carisbrooke
Nettlecombe Lane	Whitwell
Newnham Lane	Binstead
Nunnery Lane	Carisbrooke
Palmers Lane / Skinners Hill	Newchurch
Pound Lane	Calbourne
Quay Lane	Brading
Rectory Lane	Gatcombe
Redhill Lane	Wroxall
Rill Lane	Chillerton
Roslin Lane	Chillerton
Rowlands Lane	Ryde
Sandy Lane	Newport
Snowdrop Lane	Gatcombe
Strawberry Lane	Brighstone
Undercliff Drive	Niton / Ventnor
Wellow Top Road	Wellow / Shalfleet
Warlands Lane	Shalfleet

3. Road side verges – Cllr Steve Hastings

Cllr Hastings updated the group about his visit with Cllr Hobart to Dorset to meet Dr Phillip Sterling and to learn from the Dorset's Green Team how they have reduced highways maintenance costs and encouraged native wild flowers by changing the way they maintain road side verges (extract below from Cllr Hastings newsletter explains in his own words).

Cllr Hastings, Cllr Hobart and Cllr Fuller are keen this is adopted on the Island as it could potentially save money from the PFI Highways contract and encourage native wild flowers. This matter was raised on the 7th February 2019 at the **Policy and Scrutiny Committee** meeting for **Regeneration, Planning, Housing and the Environment**, see the agenda & papers of this meeting - point 8 Grass Verge Ecosystem – Dorset To consider a report by Councillors Hastings and Hobart on their visit to Dorset to look at the implementation of a grass verge ecosystem, [Paper E](#) and the point 27 of the minutes stated:

Grass Verge Ecosystem – Dorset

The Cabinet Member for Environment and Heritage reported on his visit with the Chairman to Dorset to look at their implementation of a grass verge eco-system. The committee were encouraged by the report and how the system encourages wildlife whilst making savings for the council. It was also suggested that having 'heritage' verges in some areas would help with the Biosphere designation and could increase the AONB and SSSI areas.

The Cabinet member for Transport and Infrastructure indicated that the visit was very timely as the PFI contract was being reviewed and that this could be considered as part of the review and may be able to save money for the Council.

Officers pointed out that the IW Council is in a contractual arrangement with Island Roads and they would need to be involved in any conversations relating to the matter.

RESOLVED:

The report of the Chairman and the Cabinet Member for Environment and Heritage be forwarded to the Cabinet Member for Transport and Infrastructure and he be requested to discuss the adoption of a grass verge ecosystem as operated in Dorset.

However, concerns were raised by the group:

- What are the exact proposals?
- What will be done to stop the knock on effect of Ragwort to adjacent livestock landowners?
- What is the process about notifiable weeds?
- What about existing rare plants?
- What about public safety and the connectivity between the Public Right of Way network, as some of these verges are important for walking off the live highway to reach the entrance of the next public right of way or getting to the start of the next maintained footway (pavement)?

Cllr Hastings has advised that there will be a full consultation between all internal IWC departments before any changes to the verge cutting regime happens, which will allow comments and concerns to be taken on board by the highways contract management team.

Richard Grogan advised that in 1999 roadside verges were surveyed for rare plants and subsequently resurveyed; this allowed sites to be mapped.

The subject of road side hedge maintenance was raised (hedges can start to encroach out across the width of a public verges and so make them very narrow). The LAF Secretary reminded the group that hedge and tree maintenance is the responsibility of the landowner (it is not automatically a council maintenance responsibility). Island Roads might cut a few if they grow from land owned

by the IWC or have been accrued into their maintenance network by agreement, but the majority of all road side hedges and trees will be the responsibility of the landowner from where they grow. The IWC has a duty to take action, which might turn into enforcement action and recharging for costs, on those landowners who fail to maintain their roadside (and [rights of way](#) side) hedges and trees, this is different to simply doing the work for them free of charge.

The LAF agreed that if verges were properly managed then they will support this campaign and there must be better communication between IWC and town and parish councils.

News report from Cllr Steve Hastings - Central Wight
Mobile: 07870127024 E-mail: steve.hastings@iow.gov.uk
Twitter - @cclr_hastings



As previously mentioned in my report last month, on Friday 7th December Cllr's Hastings and Hobart travelled to Dorset to meet with Dr. Phillip Sterling and Giles Nicholson, the Green Team Manager.

Dr. Sterling is now working with Butterfly Conservation but was previously the officer in charge of the Green Team that maintains the grass verges in the County of Dorset. Giles Nicholson heads up a team of some 60 members responsible for the day-to-day maintenance of grass verges and rights of way, some of which are apprentices.

We also met with Ken Bucklin who is now the officer responsible for the Coast and Country Parks.

Dorset have been very successful at both reducing their numbers of cuts per year to 2 from 7 and creating a better biodiversity with a wide variety of wild flowers that stay green and colourful even in very dry summers as witnessed last year. This means they remain green and full of flowers instead of dying off and going brown and boring as happened previously. This has also won over the public, as vast areas of verges are more colourful and visited by many more wildlife species some of which are recognised as Dorset specialities.

How they have achieved this is by two main principles;

1. Reducing the fertility of the soil
2. Cut and collect mowing method.

How the grass verge ecosystem works:-

The need to cut verges is linked to the underlying fertility of the soils in which the

News report from
Cllr Steve Hastings continued

grass grows. With the squeeze on public finance we have much less money available to satisfy this demand, and with milder autumns and springs leading to extended growing seasons, there is greater public pressure on us to cut more rather than less often.

In Dorset they are taking a different approach to these problems, and they start from the principle that if they can reduce the amount that grass grows in the first place, they will have less to cut, and this should cost them less. They look on a grass verge as an ecosystem to understand what makes grass grow and how we might put measures in place to limit that growth, while improving its environmental quality.

Of the 4 main components of the ecosystem that make grass grow – light, water, temperature and soil nutrients – it is only the fourth, soil nutrients, over which we have some control.

The new approach to verge maintenance provides the means to reduce the nutrients available to make the grass grow less, so they can change from a system where they 'cut when they need to' to one where they 'reduce the amount they ever have to cut in the first place'. Soil nutrients largely come from the intrinsic 'goodness' in the soil (based on its geology), natural breakdown of grass they cut and leave behind (nutrients get recycled when the cut grass rots down), and dissolved nutrients in rainfall.

There are two main ways we can reduce soil fertility:

- On existing road verges, where possible, you can collect the grass cuttings

and remove them, gradually reducing the amount of nutrient which fuels grass growth. You can also add plant species such as Yellow Rattle, which naturally parasitises grasses by sucking the life out of grass roots, reducing the amount the grass grows.

- When designing a new road scheme, or as part of works to existing roads, make sure the finishing layer of soil is as low nutrient as possible - or leave it as bare mineral - and add some wildflower seed. The ecosystem established will never require high levels of maintenance.

Cost savings

contract spend, their targeted efforts to reduce soil fertility, and working with communities to create wildflower verges, they have saved c. £100k in 2015/16 and 2016/17, and are confident about achieving a further saving of c. £50k in 2017-18. There are also hidden dividends from this approach as they are able to redeploy their in-house teams to other highway tasks such as maintaining Rights of Way.

With best wishes to you all.

Steve

Is the new approach saving any money? Yes it is. Through a combination of reviewing



Action – Await the consultation from the IWC regarding changes to verge cutting. Cllr Ian Ward is the point of contact for this matter with the IW Highways Contract Management Team and Island Roads

Further information – refer to the Guidance - [Prevent harmful weeds and invasive non-native plants spreading found on the GOV.UK website](#)

4. National Trust – The Compton Bay and Downs Vision – John Brownscombe

John is the Compton Bay Project Officer for the National Trust and gave the following presentation:

Compton Bay and Downs:

Compton Bay and Downs consists of the Compton, Afton and Brook Estate combined with the recent acquisitions at Dunsbury Farm and Roughlands in Brook on the Isle of Wight. In total 472.18 hectares (1166.78 Acres). The majority of the Estate has been actively managed in partnership with tenant farmers since the late 1950s with additional areas acquired in the mid 1960s, early 1970s and most recently Dunsbury 2015 and Roughlands in 2016. The western end of Afton Down is occupied on a long lease by the Freshwater Bay Golf Club.

The whole area lies within the Isle of Wight Area of Outstanding Natural Beauty and the Tennyson Heritage Coast and the coastline and downland recognition of its scenic beauty, scientific interest, wildlife importance and as a place for quiet enjoyment by people.

The coastal zone is within the potential Solent and Dorset Special Protection Area (SPA) currently under consideration in recognition of the importance of the area for Sandwich tern, Common tern and Little tern. The coastline is part of the Compton Chine to Steephill Cove Site of Special Scientific Interest (SSSI) whose area also corresponds with part of the South Wight Maritime Special Area of Conservation (SAC). This is in recognition of the importance of the areas reefs, submerged or part submerged sea caves and vegetated sea cliffs and associated species. The SSSI is also important for its fossil rich Wealden geological sequence dating from the early Cretaceous period. The Compton Down SSSI corresponds with part of the Isle of Wight Downs Special Area of Conservation recognised for its calcareous dry grasslands and scrub, dry heaths and vegetated sea cliffs and associated species.

Outside of areas nationally designated for their nature conservation value there are a number of lowland fen habitats located in farmland associated with the passage of water from natural spring lines to the coast. At the head of these same spring lines there are often small areas of withy bed and in some cases small areas of wet woodland; many of these woodland and fen areas are designated locally as Sites of Interest for Nature Conservation (SINC)

The whole of the Compton Bay and Downs area has benefitted from stewardship to encourage conservation farming. This has been at entry with higher level stewardship and at Roughlands there has been organic entry with higher level stewardship. There are opportunities to increase the conservation farming value of the lands recently acquired at Dunsbury Farm as much of the area has been subject to intensive arable cultivation for vegetable crops and maize and improved grassland grazing.

This is a landscape rich in history with many heritage assets both visible and hidden. There are a number of scheduled monuments in the area including the burial mounds on the chalk downland dating from the Bronze Age that provide a direct link to past people in this landscape. Field patterns, lynchets and trackways provide a record of land use. Hidden archaeology and palaeontology exposed at the eroding cliff edge often lead to the discovery of fossil bones, Iguanodon footprint casts, and 'petrified' wood on the seashore.

Many people enjoy what is probably the best rural beach on the Isle of Wight, the dramatic views from the Coastal Path (soon to be part of the England Coast Path) and the far reaching vistas from the downland. Compton Bay and Downs is criss-crossed by paths offering opportunities for quiet enjoyment of the countryside and coast. There are three metered National Trust car parks along this coastal stretch and a further two unmetered car parks also within National Trust ownership. The largest of these at Compton Bay has recently been extended into neighbouring fields to replace the capacity lost in the original car park due to the continuing effects of coastal erosion. There are three access points to the beach at Compton Chine, Compton Bay (Hanover Point) and Brook Chine. The National Trust took over the ownership of the toilets at Compton Bay from the Isle of Wight Council to ensure that they would remain open during spring, summer and autumn. An ice-cream van concession operates out of Compton Bay car park with agreement to also use Brook Chine car park at peak times. Compton Farm is under tenancy and Compton Farm Cottages are part of the National Trust holiday let portfolio.

Compton Bay and Downs Vision

The Vision for the Compton Bay and Downs has been developed through analysis of evidence provided from commissioned research and reports; field surveys; early input from national and regional National Trust Consultancy personnel; additional desktop research and GIS map interrogation and analysis. We have commissioned aerial photography and video footage which will be used as part of the consultation process as a visual means of engaging in discussions about the past, present and future of Compton Bay and Downs. We also have the results from commissioned market research giving us an insight into our visitors, their motivations, preferences and what additional facilities they might like to see. The Vision was tested with the local community and key stakeholder organisations in the autumn of 2018 and met with broad approval. Specific suggestions were discussed and this final version amended accordingly. A public facing version of the document will be produced in 2019.

Our overall approach has been influenced by the need to consider the future impact of climate change on the landscape, land use practices, livestock welfare, wildlife, soils and water, heritage assets and changes to how people can continue to enjoy the area in the future.

Why is a Vision needed?

- To reflect the new extent of National Trust ownership/management.
- To guide our aspirations for the restoration of recently acquired land and maximise the opportunities for land, outdoor enjoyment and nature.
- In response to the eroding coastline and the opportunities and challenges that this presents for the future. (Not least being the impact of coastal erosion on the Military Road (A3055) which currently provides a through route and access to existing car parks and some private properties).
- In recognition of the current popularity of the area for the enjoyment of the best rural beaches in the Isle of Wight, and the far reaching views from cliff tops and downland and the opportunity to share this with new audiences.
- To ensure that we meet or exceed the expectations of visitors now and into the future, helping us to grow support for our cause.
- To guide our thinking and choices relating to future investment in the area including current and future visitor facilities.

This Vision has been structured by using the National Trust Land, Outdoors and Nature (LON) Framework 'for land and landscape that is: healthy, beautiful, rich in culture and nature, enjoyable and productive as a result.' The landscape and its functions are considered under six headings: Healthy; Rich in Wildlife; Beautiful; Enjoyed; Rich in Culture and Productive. In each of these we look at the features of importance; key challenges and opportunities; our main actions and a sub vision for that particular theme.

This work has been made possible through the generosity of a donor who has gifted money to us to identify ways to improve visitor enjoyment of National Trust managed areas on the Isle of Wight and to raise awareness and obtain greater recognition for what we do as a result.

Our overarching vision for Compton Bay and Downs in the next 50 years

Compton Bay and Downs is a beautiful landscape with significant wildlife, geology and archaeology. It is loved by many people who come to enjoy the best rural beach on the Isle of Wight.

Within the context of rapid coastal change, we are planning for the sustainable future of this landscape and how it can be enhanced for wildlife and nature whilst continuing to be enjoyed by people.

In our approach to delivering this vision we will:

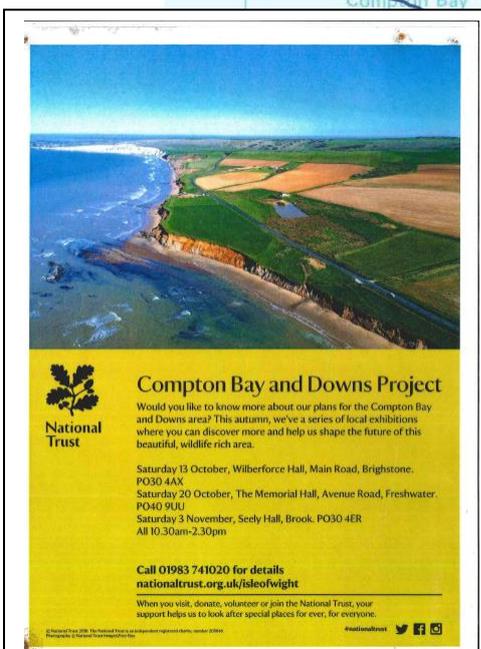
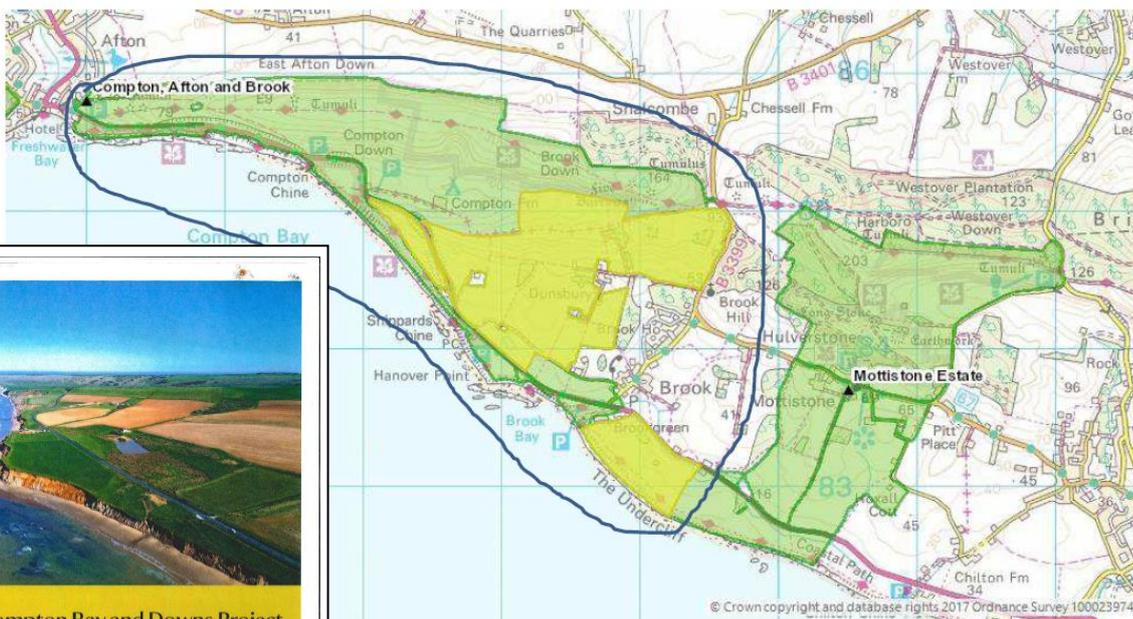
- take a long-term view
- have conservation at the centre of our thinking and approach
- work with natural processes to shape this beautiful and wildlife rich landscape benefiting its species and habitats particularly farmland birds, butterflies and wild flowers
- enable these natural processes and our farming practices to also create benefits for soil health and water quality
- allow coastal erosion processes to proceed unimpeded
- be influenced by the history and heritage of the area in our approach to its future management
- look after a landscape which can be enjoyed by all, with wildlife, heritage and scenic beauty at the heart of the visitor experience
- provide new, and improved ways to access the area on foot, by cycle and on horseback and for those with mobility issues
- identify where best to site future visitor facilities such as car parking, toilets, ice cream and refreshment sales
- find ways to ensure an income from grants, donations and appropriate land use and farm diversification activities

- be open to working with others to further our vision
- keep Compton Bay and Downs a very special place for ever, for everyone

Future of Military Road: After the presentation the LAF raised questions regarding the Military Road and its future. The National Trust will not try and stop the coastal erosion process and this will mean at some point the Military Road will become truncated (lost to erosion). Even if coastal erosion has not taken the Military Road when we get to the year 2053 there is a legal agreement from when the road was strengthened in the early 2000s which means that the road could only remain for 50 years from the date of the agreement or when the piling becomes exposed, and at this time piling must be removed, which will then cause the road to fail and truncate.

It was also noted that the toilets that the NT maintain along the Military Road are very important as they are the only facilities in this location on the round island cycling route.

For information and easy reference I have attached to the end of these minutes a copy of the planning permission, outlining the 50 year condition, in respect of the stabilisation of the highway (Military Road) at Afton Down TCP/23153/ - P/00963/99



5. Coast Path – John Taylor (Natural England) written update

- We have now sent out all formal draft proposal letters for the Isle of Wight except Newtown and some parts of East Cowes to Wootton.
- New report deadline, due to the People Over Wind ruling, is now Summer 2019.
- We intended to have sent out our draft proposals for the Island by the end of March.
- We are investigating altering our recent draft proposed route for Spencer Wood, Gurnard as a result of feedback from local people and LAF members

Cllr Fuller raised with the LAF **Spencers Wood in Gurnard**. Cllr Fuller had been in contact with John Taylor at Natural England to make him aware of the following and wanted it brought to the attention of the LAF:

In 2015 and 2016 Cllr Fuller had suggested that from Public Footpath CS16, the path follows CS35, CS36, Solent View Road and from the green that exists at the top of Shore Road the footpath follows a permissive path through what is known locally as Spencer's Copse to the so called 'secret' beach and then the slipway, to follow Shore Path, the revetment in front of the Beach Huts before connecting with Princes Esplanade.

In recent feedback that he had received and from local knowledge this section of Spencer's Copse and the 'slipway' (actually a sea defence measure!) is not registered, or lies within any private ownership.

Both the path, through the unregistered section of copse and the so called 'secret' beach is popular with visitors and locals and has been in regular use since the 1980's. Much of the current infrastructure namely the copse, path and steps, the slipway and the sea wall (Shore Path) was constructed by local rigger, businessman and landowner Harry Spencer (who owned the adjoining woodland) and is of significant local interest to the local Gurnard community.

As Local Councillor, I am asking that this aspect of the Coastal Path is incorporated within your final proposals for the National Trail.

Action - The LAF agreed with Cllr Fullers proposal that this route should be included within the ECP.

Gurnard residents feel this route needs to be a definitive route (not just part of the ECP trail) and a modification application, with 86 user witness statements, has been made to the Public Rights of Way team to try and get this path added to the definitive map.



6. Chairman's Update – Mark Earp

Land behind 8 Bells Pub in Carisbrooke – There used to be a public path over Southern Water land to the rear of the 8 Bells Pub. Southern Water has had the access to this closed off for a long time now. Mark Earp has been trying to communicate with Southern Water about this but has not been able to make any meaningful contact.

Meeting with MP Bob Seely on 1st March 2019 at Northwood House. Mark Earp, Cllr Hobart, Lee Matthews and Darrel Clark had an interesting meeting with the MP, Marks notes are below

English coastal path:

Newtown rifle range: After an open and frank exchange, BS supported the idea of an agreed PROW circumnavigating the range on days when firing is not in progress (red flag).

Actions: Establish the current status and legal position of the:

- Simeon family agreement “conditions of use and disposal”.
- Ascertain the current status of the Newtown rifle range by-law (Access).
- Third and fourth defence review outcomes.
- Defence procurement tendering for non frontline services.
- Future plans should the range be decommissioned.
- ECP/IWC, prepare and send the IW MP a map of the preferred route.

Note: Bob Seely said that he was passionate about saving and retaining the Newtown rifle Range (Jersey Camp).

Proposed introduction of the white tailed eagle to the Newtown area! This ill thought out proposal is very unlikely to proceed?

Osborne estate: Bob Seely to use Parliamentary privilege to access a full and uncut version of the Osborne estate act of 1902 and subsequent amendments. BS felt strongly that ‘ALL’ landowners should be treated equitably a view shared by the IW LAF.

He felt that the ECP, IW LAF and IWC should pursue this case. But would wish to see the ECP preferred route across Osborne.

Action: ECP/IWC ROW to send IW MP a map of preferred route.

Island Line: BS updated the delegation on the timing and details of the submission to the department of transport. A 3 month delay and the “3rd rail to remain”!

Camphill prison site: This redundant site is the largest Brownfield site in IW’s history and could sustain all of the IW housing requirements for the next 5-10 years.

It has been slow progress but at last there is some sign of movement within National government.

Note: The Camphill site offers the once in a lifetime opportunity to connect the North West of the IW with the Islands centre largely off road (IW LAF policy is to improve IW PROW connectivity where at all possible).

Mark Luis Earp – IW LAF Chair.

For more information on the [Isle of Wight White-Tailed Sea Eagle project](http://www.roydennis.org) please look at the Roy Dennis Wildlife foundation Website. www.roydennis.org

Actions – Await feedback from MP Seely on information found on parliamentary archive on the Osborne Estate Acts 1902 and 1914 and the Crown Estate Act 1961

Bus Routes

Route 27 – Tapnell Farm Park – Mark advised this will be increased to 4 buses a day

Route 6 - Newport – Ventnor via Chale, Blackgang, Niton & Whitwell – complaint was made that the bus did not stop at all stops between Whitwell and Godshill as the bus makes its way back to Newport.

27		Newport Carisbrooke Calbourne Tapnell Farm Park Yarmouth		
		Daily from 20 July to 1 September only		
ⓔ Newport bus station stand B		0930	1405	1600
Carisbrooke High Street		0935	1410	1605
Calbourne Sun Inn		0945	1420	1615
Calbourne Water Mill		0947	1422	1617
Tapnell Farm Park		0955	1430	1625
ⓔ Yarmouth bus station		1010		1640
ⓔ Yarmouth bus station stand C		1320		1725
Tapnell Farm Park		1335	1530	1740
Calbourne Water Mill		1342	1537	1747
Calbourne Sun Inn		1345	1540	1750
Carisbrooke High Street		1353	1548	1758
ⓔ Newport bus station		1400	1555	1805



Map to illustrate where Tapnell Farm Park is located in respect of the rights of way network. No safe off road cycling routes or family (young child / pushchair) friendly walking to access this from Yarmouth or Freshwater.

Meeting with IW Steam Railway, Havenstreet. Mark advised the group he was going to meet with the steam railway on the 12/3/19, although after the LAF meeting his notes are below (and will be discussed at the next LAF in June).

Notes from the meeting 12/3/2019 with:

Iain Whitlam Company Secretary, I.W steam Railway, Havenstreet.

Risk assessments of I.W steam railway level crossings with regard PROW.

- *IWSR is required to carry out regular risk assessments and inspections.
- *The office for Road and Rail is responsible for scrutinizing all railways, national, Private, military, industrial and heritage. The OOR is encouraging all Railways to assess and improve/where possible eliminate level crossings as these Are a major source of fatalities and serious accidents?
Are a major source of fatalities and serious accidents?
- *Risk assessment was carried out in house. (All railways nowadays have safety Management systems which, in the same manner as ISO 9001, delineate standards, Procedures to achieve these, how non-conformance is managed, how the system is Audited and kept up to date.
- *A number of risks were identified particularly by the engine drivers and are being Dealt with in preparation for the new running season.

Risks identified with actions:

1. Irongates agricultural LC has now closed for good. Agreement was reached with the Landowners on each side of the track. There was no evidence of recent use Since the farm was sold and split in two, bisected by the railway line. IG LC posed A risk as engine drivers line of sight was compromised by a nearby bridge.
2. Packsfield level crossing: Improvements to sight line for both users and train Operators.
3. Whitefield farm level crossing: As this level crossing is at an oblique angle either Side a more detailed risk analysis is required with action to follow to improve sight lines for all users, (most incidents occur at this level crossing).

Bridges: The IWSR are responsible for bridges where the railway crosses a designated highway. The highway authority IWC/IR is responsible for bridges where the road/highway goes over the railway. The only bridge that the IWSR are responsible for is Havenstreet Station Bridge.

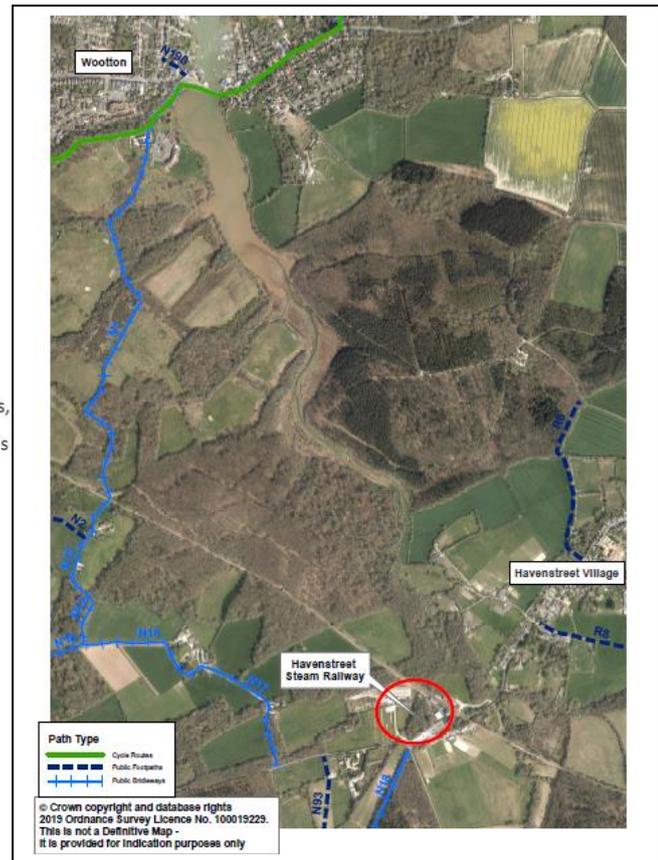
The IWSR receive advice from and work closely with Natural England with regard the track especially in Briddlesford copse, which is designated a Site of Special Scientific interest. The IWSR own the track bed and some additional land.

They IWSR were not aware of NE Environmental stewardship schemes.

IWSR Summary: "No nasty surprises" but acknowledgement that some work Will be required to improve public safety on the PROW level crossings.

Mark Luis Earp – IW LAF Chair.

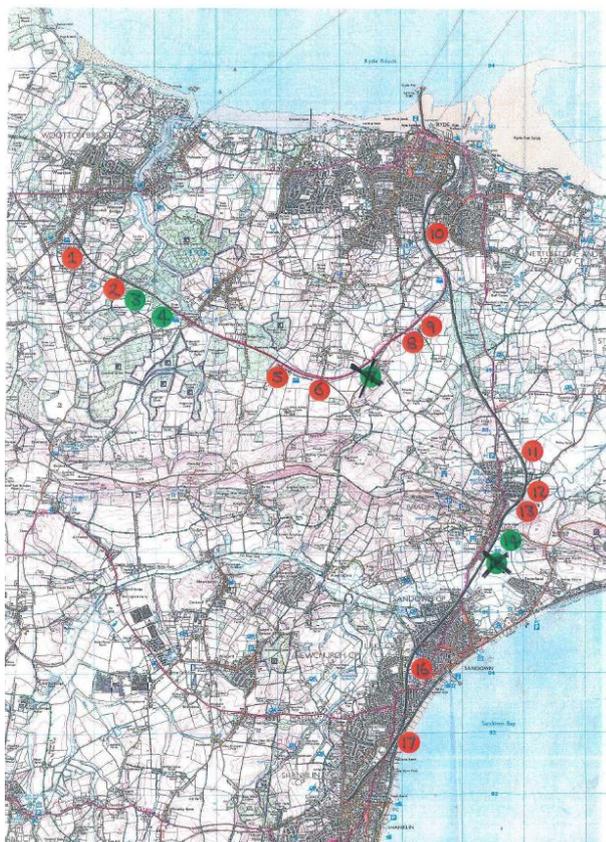
3/4/2019.



Map to illustrate where Havenstreet Steam Railway is located in respect of the rights of way network. No safe walking or cycling between this and the start of Bridleway from Wootton (along Combley Road) or safe walking from Havenstreet Village to the railway.



Bus stop near Havenstreet Steam Railway



Level Crossing location map



Packsfield



Irongates (now closed) agricultural



Whitefield Farm



- **IWC Rights of Way**

BB40 – The Planning Inspectorate will determine the Public Footpath BB40 diversion order after first holding a local inquiry (as an objection had been made to the proposed order). The enquiry will be held at the Riverside Centre, The Quay, Newport, PO30 2QR from 10am Wednesday 7th August 2019 and it is anticipated it may take two days. If anyone wants to attend, as you have an interest in the path order or wish to speak at the enquiry, then you need to let the Planning Inspector know ASAP. Contact Clive Richards, clive.richards@pins.gsi.gov.uk quoting ROW/3214078 on all correspondence. A copy of the planning inspector's letter dated 31/01/19 can be found by clicking [HERE](#).

Closures - The Rights of Way team have undertaken works to reopened **Public Footpath N30** the Dodnor Causeway Wall, that had been undermined and **T16** at Headon Warren, which had suffered from a landslide will be reopened in the next few days.

Path Orders :

St Martins Down path orders (8 of) to reroute and tidy up the definitive map have all gone through without any objections, and works to sign & way mark the paths and add some steps and handrails will be undertake.

Parsonage Farm, Newchurch has been made this creates a new footpath at the side of The Shute until reaching the bridge at Langbridge, this keeps walkers off the road.

NC30a between Apse Manor Road and Whitely Bank, the landowner is allowing this to be upgraded to Bridleway and this creates an important link for equestrians.

Ramblers joint working – the Rights of Way Maintenance officer will shortly be running a monthly volunteer working party with rambler volunteers. And the Ramblers are formulating how to undertake a rights of way network survey.

Public Space Protection Orders (PSPO) – The IWC is working towards the public consultation happening in late summer with the anticipation of the new PSPO coming into force in October 2019.

The IWC Solicitor has advised that it is **not possible** to have a blanket IW PSPO for all livestock enclosures crossed by Public Rights of Way (remember that it was requested that dogs to be kept on leads when passing through livestock). We have been told that PSPOs can only be used to stop actual evidenced anti-social behaviour and not for onerously legislating on things or places where nothing has ever happened before. Also when it comes to the public consultation everything has to be mapped and when the order is made it must contain the restricted areas in map form (when the PSPO eventually comes into force it has to be physically signed at the entry points, so the public can know on site that they are entering a restricted area and what they have to do). Basically everything has to be very simple and clear to the public, both in the paper order and on street. If the IWC fails to do this then the validity of the order is open to challenge and cannot then be properly enforced.

Therefore, landowners who have a public right of way running through their land and which crosses through where they keep livestock have been advised (via a series of emails via the LAF, NFU, CLA, National Trust, Police and the IWC Animal Health & Welfare Officer) to inform their members so anyone so effected, by dog attacks and dog nuisance, can contact Jennine by Friday 22 March 2019 to make themselves known and to point out the location they have had problems with dogs chasing, attacking or worrying their livestock or horses. In this way I can collate the exact locations, entry and exit points and map them ready for the public PSPO consultation.

The PSPO once in force will be reviewed every 3 years so as things change things can be added it or taken out of the order to keep it useful and relevant.

- **IW Bridleway Group**

The Bridleways Group are deeply disappointed that the National Trust has decided to postpone the works until autumn to make improvements to the part of T24 (footpath, but agreement had been reached to allow this to become a permissive bridleway) from the Highdown chalk pit car park to its junction with bridleway F45. Equestrians in the meantime have to use the very unsafe Moons Hill road.

- **Cycle Wight www.cyclewight.org.uk**

The Cycle Forum on the 21st February 2019 was attended by Island Roads, IWC Officers including Public Rights of Way, Isle of Access, Wayfareres and Cyclewight. Apologies were received from Mark Earp and Tricia Merrifield.

The IOW Randonee will be on Sunday 5th May 2019. Registration can be made on the website <https://www.cycleisland.co.uk/> The Wayfarers Cycle Touring Club have registered the event as a separate legal entity, and have created a Cycleisland Community Interest Company, Cycleisland CIC

Local Cycling & Walking Infrastructure Plan (LCWIP). Cyclewight have been in discussions with Lee Matthews, who also attended the IW Cycle Forum.

Meeting was held between Cyclewight and Island Roads to discuss Cyclewights suggestions regarding St Marys roundabout junction improvement scheme, with further discussions at the

Cycle Forum. Cylewight has also discussed the Round Island signage, which involved Visit Isle of Wight and the Randonee.

Island Plan: Cyclewight have submitted comments to the Draft Island Plan, including the need for sustainable routes **WITHIN** urban areas and **BETWEEN** rural areas.

On the 16th March 2019 there will be Disabled Access Day at the Island Riding Centre arranged by Isle Access, there will be accessible bikes at this event.

- **IW 4X4**

None

- **Landowner**

The CLA are very concerned about the number of dog attacks on livestock and that there has been instances of rural crime where the offenders are working off public right of way.

- **IW Ramblers** - <http://www.iowramblers.com/home>

In mid-February 2019 the IW Ramblers celebrated opening their 200th Donate a Gate. The Ramblers have made submission for the Draft Island Plan.

The IW Ramblers have 28 path reps that check a given network of rights of way and in 2018 they have checked 85% of the total of the islands rights of way.

The IW Ramblers have a volunteer work party and any volunteers who wish to join will be covered by their insurance, you do not need any formal training to take part.

Isle of Wight County Press

NEWS

18th February

Access to coastal paths improves once again as the Isle of Wight Ramblers donate their 200th gate



By [Imogen Tew](#) | [@imogent](#)
Reporter



[f](#) [t](#) [in](#) [e](#) [0 comment](#)

MORE people will be able to access the picturesque coastal path above St Lawrence thanks to the Isle of Wight Ramblers.

A new gate — which allows less able people, young families, those with buggies and dogs — has been officially opened on the Blackgang to St Lawrence footpath.

Cllr John Hobart, who officially opened the gate, said: "I am delighted to be opening this special gate.

"Isle of Wight Ramblers has provided an innovative scheme which is improving access to the countryside."

The ramblers' Donate a Gate scheme — replacing countryside stiles with gates — has successfully place more than 200 gates along Island paths.

The group has campaigned for greater access and an improved coastal path since 1988, and was presented with the Queens Award for voluntary service in 2011.

David Howarth, chair of the Isle of Wight Ramblers, said: "We were so pleased Cllr John Hobart was able to open our gate. He is a great supporter of the countryside."

6. Any Other Business

Wilder Wight: The Hampshire and IW Wildlife Trust was running a course called [Wilder Wight](#) and there was an event at Quay Arts on 28 March 2019 but this has become oversubscribed, as H&IWWT have underestimated its popularity.

AONB Unit: The winter walks programme is coming to an end and the summer walks will be starting in May. Please check the website for more information.

<https://www.wightaonb.org.uk/explore/walking-and-cycling/>

LAF Members: We will soon need to advertise for new / additional LAF members and an advert will be made soon in the local press.

Asian Hornet: – Cllr Hobart attended an event about the Asian Hornet this insect can kill up to 50 bees a day and is attracted to bee hives. Refer to the Nationalbeeunit.com website for useful information regarding bees and pests.

NNSS
NATIONAL NON-NATIVE SPECIES SOCIETY

Have you seen this insect?

ASIAN HORNET

Vespa velutina

What is it?
An invasive non-native hornet originally from Asia. Asian hornet is a highly aggressive predator of native insects and poses a significant threat to honey bees and other pollinators. In 2004 it was accidentally introduced to France where it has spread rapidly and into neighbouring countries. Since 2016 a number of sightings have been recorded in the UK.

Suspected sightings should be reported immediately using the details provided at the bottom of this poster.

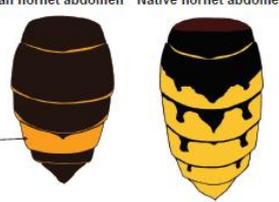


Where might I see it?
May be seen on flowering plants, around beehives, around rotting / fermenting fruit and protein, and at street markets attracted by sweet fruit and fish stalls.
Active from February to November across England and Wales.

What does it look like?

- Slightly smaller than native hornet
- Dark abdomen, 4th segment yellow / orange
- Bright yellow tips to legs (native hornet dark)
- Entirely brown or black thorax (native hornet more orange)

Asian hornet nest 'Hawks' outside honey bee colonies

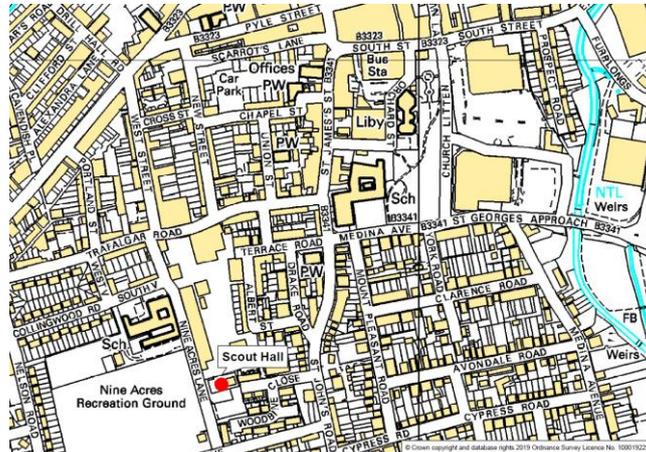


DANGER!
This hornet stings.
Do not disturb an active nest.
Seek advice using the details below.

Report any sightings of this species:
with the free iPhone and Android recording app: **Asian Hornet Watch**
online at: www.nonnativespecies.org/alerts/asianhornet
by email: alertnonnative@ceh.ac.uk

www.nonnativespecies.org

2019 Meetings
4pm Thursdays @
The Wendes Hall (Newport Scout Hall), Woodbine Close, Newport, PO30 1AN
 6th June
 5th September
 5th December



LAF list of regularly used abbreviations and words:

AONB = Area of Outstanding Natural Beauty. IW AONB team can be contacted at Seaclose Offices, Fairlee Road, Newport, Isle of Wight, PO30 2QS Telephone 01983 823855 or Email AONB@IOW.GOV.UK Website www.wightaonb.org.uk

Capital = the money which is allocated for network improvements over and above general maintenance and repairs.

CIL = Community Infrastructure Levy - this is a planning charge to enable Local Authorities to deliver infrastructure to support development in their areas (also see S106).

CMT = Contract Management Team. CMT's are teams within the IW Council who deal with a particular contractor i.e. the Highways CMT deal with Island Roads and the Waste CMT deal with Amey.

Definitive = a definitive right of way is one that is recorded in the legal record of such ways i.e. the Definitive Map. The Definitive Map records Public Footpaths, Public Bridleways and Byways Open to All Traffic (no Restricted Byways are currently recorded on the Isle of Wight).

EWLP = East Wight Landscape Partnership www.downtothecoast.co.uk

IR = Island Roads is the name for the IWC Highway's Contractor. They can be contacted at: St. Christopher House, 42 Daish Way, Newport, Isle of Wight, PO30 5XJ or Telephone 01983 822440 or email info@islandroads.com Website: www.islandroads.com

IWC = Isle of Wight Council. Address: County Hall, High Street, Newport, Isle of Wight, PO30 1UD or Telephone 01983 821000 + add the extension when prompted if you know it or Email customer.services@iow.gov.uk or the specific service's email if you know it. Website www.iwight.com

Permissive = a permissive path is one that a landowner allows the public to use in a certain way (i.e. walking, cycling, horse-riding) but the route is dedicated to the public. It is not therefore recorded on the Definitive Map. The landowner can withdraw their permission for the public to use it at any time.

PROW = Public Rights of Way recorded on the Definitive Map. The IWC Rights of Way team can be contacted at County Hall or Telephone 01983 821000 X 8745 or email Rightsofway@iow.gov.uk Website www.iwight.com/Residents/Rights-of-Way/Public-Rights-of-Way/About

Revenue = the money which is allocated for general repair and maintenance, staff costs and normal reoccurring bills and running costs.

ROWIP = Rights of Way Improvement Plan. Every local authority must have a ROWIP. This document is reviewed every 10 years and it will explain how improvements will be made to the PROW network to provide a better experience for walkers, cyclists, horse riders, horse and carriage drivers, people with mobility problems and people using motorised vehicles. The original IWC ROWIP can be viewed on the Council website: www.iwight.com/azservices/documents/2782-D6-Rights-of-Way-Improvement-Plan.pdf

S106 = Section 106 is an agreement between a Local Authority and a developer in connection with a planning permission and generally provides for works to be undertaken or payments to be made to the Local Authority for specific purposes. S106 must be directly relevant to the proposed development.

Isle of Wight Council

Town and Country Planning Act 1990
Town and Country Planning (General Development Procedure) Order 1995

Planning Permission

Application reference number: TCP/23153/ - P/00963/99

Applicant: Isle of Wight Council
Parish: Freshwater

Agent:
High-Point Rendel
61 Southwark Street
London
SE1 1SA

Description:
Stabilisation of 2 sections of highway over Afton Down by engineering works including piling, beam & ground anchors with temporary footpath diversion. Realignment 30m inland of section of highway north west of Shippards Chine (supplementary information to environmental statement and revised non-technical summary) (readvertised application)

Location:
A3055, Military Road, Brook Newport, Isle Of Wight,

The Isle of Wight Council hereby give notice of the decision made on 28/11/2002 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 5 years from the date of this permission.

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

- 2 At the end of the operational working life of the Highway at Afton Down (which shall be determined by its closure to vehicular traffic or after fifty years from the date of the completion of the Works, whichever is the earlier) the works which have been approved and constructed as a result of this planning permission, together with the intervening section of the Highway which is situated between the two sections of the Western Stabilisation Works (which for identification purposes only is that area shaded blue on Plan No H452/P/1R dated 24 January 2000 a copy of which is annexed to this Agreement), shall be dismantled and removed in accordance with a scheme of works and within a time scale (no longer than eighteen months in duration) to be agreed in writing with the Local Planning Authority. These details shall be submitted to and agreed with the Local Planning Authority within three months of the closure of the Afton Down Section or after the expiry of the time limit outlined above, whichever is the earlier. In assessing this scheme, the Local Planning Authority will consult and agree the details with English Nature and the National Trust or their successors. The decommissioning shall then be carried out strictly in accordance with the agreed scheme and timescale.

Reason: The plan is only considered acceptable on the basis that it would have a relatively short-term impact on the candidate Special Area of Conservation, thereby not being contrary to the conservation objectives of the designated area and in accordance with Policy C9 of the IW Unitary Development Plan

- 3 The decommissioning of the scheme shall be the subject of a legal agreement between the Council and National Trust with the cost of the decommissioning scheme to be funded by the Isle of Wight Council

Reason: To ensure that the proposed road stabilisation works have no long-term impact upon the integrity of the candidate Special Area of Conservation and in accordance with Policy C9 of the IW Unitary Development Plan

- 4 Within twelve months of the date of the decision notice, the Isle of Wight Council will begin a strategic assessment of the long-term impacts of the eventual closure of the Highway resulting in the severance of the A3055 through route from Brook to Freshwater Bay, and an investigation of alternative routes to redirect the traffic. The assessment report will be considered by the appropriate Committee. The strategic assessment shall then be reviewed every ten years, ceasing when condition 2 above has been complied with.

Reason: To find an alternative route for traffic which will no longer be able to use the coastal road (A3055) and to maintain the strategic network in accordance with Policy TR12 of the IW Unitary Development Plan.

- 5 Before the new section of re-aligned roadway at Shippards Chine (which will have been constructed as a result of the Eastern Realignment Works) is first opened for public use, those sections of the existing drainage system which have failed and which have become exposed shall be removed and the materials disposed of at an appropriate site. This work shall be undertaken in accordance with a methodology statement so as to minimise any impact on the surrounding area. This statement shall be submitted to and approved by the Local Planning Authority before any of the works required by this condition are undertaken. Any subsequent drainage works which then become exposed as a result of the naturally retreating soft cliff face shall then be removed as part of a five year rolling assessment.

Reason: To restore the vegetated cliffs to a favourable condition and to maintain the visual character of the area in accordance with Policies C1, C2 and C4 of the IW Unitary Development Plan

- 6 Restoration of the cliff top land at Shippards Chine (which for the purposes of identification is that area shaded orange on Figure 5) following the road realignment will take place in accordance with an agreed scheme of management which should be submitted to and approved by the Local Planning Authority before the section of road realignment is open to the general public and shall be implemented within twelve months of that date. The Local Planning Authority will consult with English Nature on the appropriateness of the submitted scheme.

Reason: To restore the vegetated cliffs to a favourable condition and to maintain the visual character of the area in accordance with Policies C1, C2 and C4 of the IW Unitary Development Plan.

- 7 Before any development commences on either the Afton Down or the Shippards Chine site, sections of fencing of a type to be agreed in advance with the Local Planning Authority shall be installed along the northern and southern edges of the highway of the Afton Down site and on the southern side of the metalled carriageway at the Shippards Chine site. The Local Planning Authority shall be given five clear days notice of the installation of these fences and in the event that the position or length of the fences should be changed at the request of the Local Planning Authority, then this will be undertaken before any further works commence on site. The agreed fencing shall be maintained and the lengths identified for as long as the development hereby approved is undertaken

Reason: To prevent damage to surrounding areas of candidate Special Area of Conservation during the construction phase and in accordance with Policy C9 of the IW Unitary Development Plan

- 8 A suitably qualified person to be agreed with the Local Planning Authority shall be nominated as a Site Enforcement Officer to ensure that all operations take place in accordance with the planning permission and conditions and who shall, in the event of any deviation from the agreed scheme, be the main point of contact between the contracted developer and the Local Planning Authority to undertake negotiations before such changes are undertaken.

Reason: To prevent damage to surrounding areas of SSSI and candidate Special Area of Conservation during the construction phase and in accordance with Policies C9 and C10 of the IW Unitary Development Plan.

- 9 At Afton Down, all construction plant and machinery, together with any storage area and fabrication, shall be confined to the existing metalled surface of the carriageway

Reason: To prevent inadvertent damage to surrounding areas of the SSSI and candidate Special Area of Conservation during the construction phase and in accordance with Policies C9 and C10 of the IW Unitary Development Plan

- 10 In the event that the small chalk quarry is used at Afton Down, before any use of this part of the site is commenced, full details of the proposed fencing to be erected within the quarry and measures taken to protect the existing surface and the proposed nature of the intended use of the area shall be submitted to and agreed in writing with the Local Planning Authority. The use shall then be limited to that previously agreed whilst the fencing and surface protection measures shall be maintained for as long as the use commences. At the cessation of the use, all the protection measures shall be removed and the site shall be restored to its former condition and use

Reason: To prevent damage to the quarry sides and surrounding areas of the SSSI and candidate Special Area of Conservation in accordance with Policies C9 and C10 of the IW Unitary Development Plan

- 11 Any facilities for the storage of oils, fuels or chemicals shall be sited within impervious bunded walls. The volume of the bunded compound shall be at least equivalent to the capacity of the tank plus 10 per cent. If there is multiple tankage, the compound should be at least equivalent to the capacity of the largest tank or the combined capacity of interconnected tanks, plus 10 per cent. All filling points, vents, gauges and sight glasses must be located within the bund. The drainage system of the bund shall be sealed with no discharge to any watercourse, land or underground strata. Associated pipework shall be located above ground and protected from incidental damage. All filling points and tank overflow pipe outlets shall be detailed to discharge downwards into the bund

Reason: To minimise the risk of pollution and to protect the nature conservation of the surrounding area in accordance with Policies C8 and C9 of the IW Unitary Development Plan

- 12 Before development commences on any part of the Application site, a written strategy for dealing with any spillage of liquids, involving their containment and recovery, shall be written up, submitted to and agreed with the Local Planning Authority. This emergency strategy shall then be implemented as necessary by the site operators.

Reason: To minimise the risk of pollution and to protect the nature conservation of the surrounding area in accordance with Policies C8 and C9 of the IW Unitary Development Plan

- 13 Before any of the concrete is poured to form any of the piles at Afton Down, a sample with a surface area 0.75m x 0.75m of the concrete to be used to form the piles shall be cast and the Local Planning Authority shall be given five clear days notice to view the sample and comment on the colour and texture of the material. In the light of these comments, the applicant shall so far as is technically possible, change the colour and texture of the concrete

Reason: To ensure that the proposed piles when exposed blend in with the adjoining chalk cliff face to minimise the visual impact of the proposed works in accordance with Policies C1, C2 and C4 of the IW Unitary Development Plan.

- 14 Before the installation of any crash barriers at the Afton Downs section of the road, full details of the barriers to be installed shall be submitted to and agreed in writing with the Local Planning Authority.

Reason: To protect the visual character of the surrounding area which is designated Heritage Coast and an Area of Outstanding Natural Beauty in accordance with Policies C1, C2 and C4 of the IW Unitary Development Plan

- 15 A sample of the proposed grout to be injected into any voids under the road surface before boring and the concrete which is to be used in the construction of the beam shall be submitted to and agreed in writing with the Local Planning Authority before that part of the development hereby approved which involves the use of the said materials is undertaken. Only the agreed materials should then be used

Reason: To ensure that the materials used in terms of their colour and finish are as sympathetic as possible to the existing ecology of the area and in accordance with Policies C1, C2, C4 and C9 of the IW Unitary Development Plan

- 16 Before the Eastern Realignment Works commence, the turfs and soil on the northern side of the verge shall be stripped and shall be stored separately in an agreed location for future use

Reason: The existing vegetation and verges are considered to have some Nature Conservation Value which shall be protected and reused elsewhere in the scheme and in accordance with Policy C8 of the IW Unitary Development Plan

17 No plant or machinery of any kind shall be allowed to enter or storage of any kind shall be undertaken on the land on the south side of the road at Shippards Chine other than specifically required to comply with the requirements of any other conditions set out in this decision notice.

Reason: To protect the Nature Conservation Value of the area and in accordance with Policies C8, C9 and C10 of the IW Unitary Development Plan.

18 Before the realignment section of roadway is brought into public use at Shippards Chine, the existing road surface and its foundations shall be dug up and removed from the site.

Reason: In the interests of the visual character of the locality which is both Heritage Coast and an Area of Outstanding Natural Beauty in accordance with Policies C1, C2 and C4 of the IW Unitary Development Plan

19 The former bed of the old road to be removed in accordance with the Condition 18 above, together with the ground to the north between the old section of the road and the realigned section of road shall be graded and landscaped in accordance with a scheme to be submitted to and agreed in writing with the Local Planning Authority before the new section of road is open to general public. This scheme shall include traffic control measures to discourage car parking on the roadside verges

Reason: *In the interests of the visual character of the locality which is both Heritage Coast and an Area of Outstanding Natural Beauty in accordance with Policies C1, C2 and C4 of the IW Unitary Development Plan.*

20 The extent of the piling operation at Afton Down shall not exceed the total length of the two combined sites as identified on the drawing No. H452/P1R revised January 2000

Reason: To minimise the impact on the candidate Special Area of Conservation and in accordance with Policy C9 of the IW Unitary Development Plan

21 All materials shall be stored within the identified area as defined under the previous conditions and any waste materials resulting from the development which includes drilling fluids, shall be contained, collected disposed of off site

Reason: To protect the Nature Conservation Value of the area in accordance with Policies C8, C9 and C10 of the IW Unitary Development Plan.

22 Before any development commences on the Shippards Chine section of the proposed development, a methodology statement setting out how the proposed works will not result in a reduction in the water table on the northern side of the road during the construction phase shall be submitted to and agreed in writing with the Local Planning Authority The works shall then proceed in accordance with the agreed methodology

Reason: To ensure that the wetland area of nature conservation of the northern side of the road is not degraded during the construction phase and in accordance with Policies C8 and C11 of the IW Unitary Development Plan.

23 In accordance with the submitted details, a clay bund shall be constructed on the northern side of the new carriageway whilst the installation of any drainage pipe under the new road at Shippards Chine (which will have been constructed as a result of the Eastern Realignment Works) shall not exceed the diameter of the existing pipe which currently runs under the existing road. No changes to the clay bund or the drainage pipe shall be undertaken without the written agreement of the Local Planning Authority.

Reason: To ensure that the wetland area of nature conservation of the northern side of the road is not degraded during the construction phase and in accordance with Policies C8 and C11 of the IW Unitary Development Plan

Date: 02/12/2002



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

Important

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) A copy of the application determined as above, is attached herewith.
- (d) You are hereby advised of the need to make an application of the Highway and Transportation Division, County Hall, Newport, Isle of Wight, on (01983) 823753 before making any excavation in the footway or verge, 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.

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

This planning permission is subject to a Legal Agreement