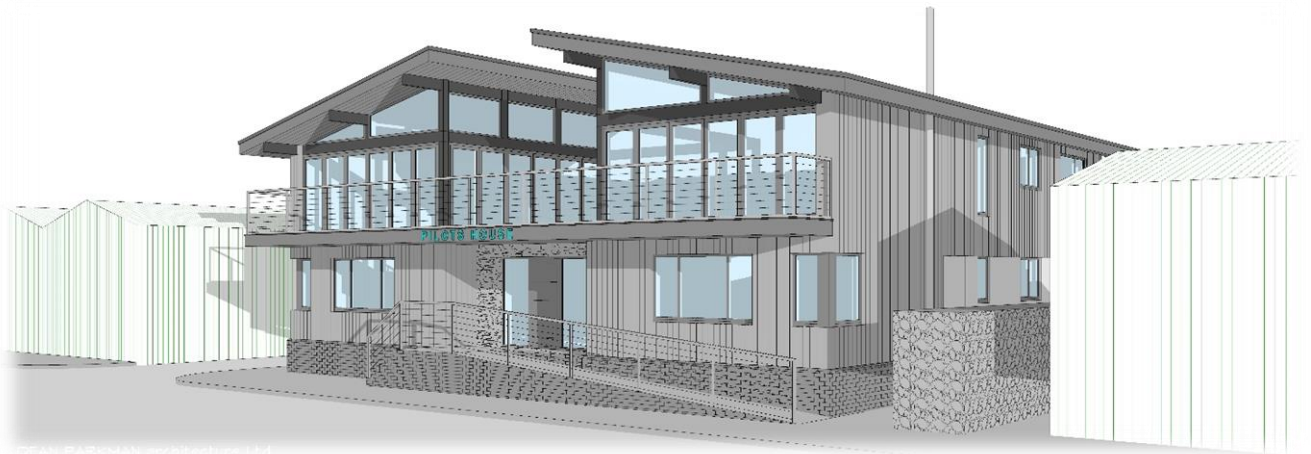


# PLANNING, DESIGN & ACCESS STATEMENT (Incorporating Heritage Statement)



**Proposals:** Demolition of dwelling & commercial building; proposed replacement dwelling & 19no. industrial units

**Locations:** 'Bembridge Boatyard', 'Pilots House' & 'Quayside' Embankment Road Bembridge Isle of Wight PO35 5NR

**Applicant:** Mr M Meisels

**Date:** April 2023



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**Location:** 'Bembridge Boatyard', 'Pilots House' & 'Quayside' Embankment Road Bembridge Isle of Wight PO35 5NR

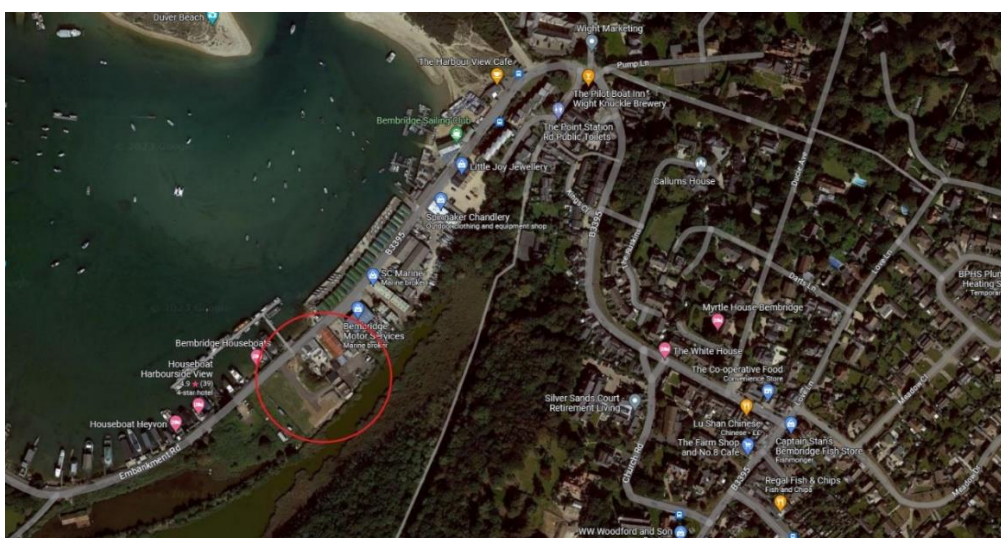
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## 1.0 INTRODUCTION

- 1.1 This Planning, Design and Access Statement has been prepared in support of a planning application for a replacement dwelling and 19 new industrial units on land at Bembridge Boatyard, Pilots House & Quayside, Embankment Road, Bembridge, PO35 5NR.
- 1.2 This statement incorporates a Heritage Statement as the site is outside of, but adjacent to, the Bembridge Conservation Area.

## 2.0 SITE AND LOCATION

- 2.1 The sites are located on the south east side of the Embankment Road and backs onto the Bembridge Harbour Lagoon, owned and managed by the RSPB as part of their Brading Marshes Reserve.
- 2.2 The first of the three sites, Bembridge Boat Yard hosts an existing industrial workshop unit and parking forecourt. The second site, a residential two storey dwelling known as Pilots House and lastly Quayside, a vacant area of land leading to the industrial site Marine Works which is group of 10 industrial units approved under application reference numbers: 21/00795/FUL - 19/00012/RVC - 19/00009/DIS - P/00260/18 – which is nearing construction completion.
- 2.4 The Bembridge Boat Yard & Pilots House are previously developed land (i.e. a “Brownfield” site) with Quayside being partially developed due to the vehicular access & carriageway being implemented to serve the Marine Works development.
- 2.5 Embankment Road curves around the harbour with light industrial, commercial, boat building and storage premises primarily (but not exclusively) located on the landward side and houseboats on the seaward side. Brading Marshes extend away to the south. There is residential development in the locality but this is concentrated at the eastern and western ends of the road along with the houseboats along the harbour fringe. Pilots House is the only dwelling within the established industrial/commercial buildings.



Aerial view showing the location of the site

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### **3.0 DESIGNATIONS AND CONSTRAINTS**

- 3.1 The site lies within SFRA Flood Zones 2 and 3 and is opposite but not immediately adjacent and thus separated from the Conservation Area.
- 3.2 The lagoon to the rear of the site is designated as SAC, SPA, Ramsar and SSSI land.

### **4.0 RELEVANT PLANNING HISTORY**

- 4.1 The development site sits within land where the LPA has advised there is past planning history including enforcement action. However, this dates back to pre-2004 and therefore not available for inspection on the planning web-site.
- 4.2 On land known as Quayside, an outline application for 20 yachtsman lodges with boat storage on ground floor and office and leisure use on first floor was submitted in 2015 but was withdrawn prior to determination.
- 4.3 Land further to the south west (known as Selwyn Boatyard and the Old Boathouse) formed part of a larger planning application for development encompassing Bembridge Marina and The Duver at St Helens and comprised the demolition of the boathouse building and outline for a detached dwelling and 6 industrial units. However, this element was subsequently withdrawn from the Bembridge Marina scheme due to land contamination and ecological issues.

#### **4.4 Most recent applications which are immediately relevant to the application sites are:**

**P/00260/18** | Proposed construction of 6 workshop/storage units (B1/B8); Refurbishment of existing x5 workshop units as x4 workshop/storage units (B1/B8); formation of vehicular access, carriage and footway (revised plans) | Marine Works Embankment Road Bembridge Isle Of Wight PO35.

**19/00009/DIS** | Condition compliance application on P/00260/18 for conditions 3,4,6,8,9,10 and 13 | Marine Works Embankment Road Bembridge Isle Of Wight.

**19/00012/RVC** | Variation of conditions 2, 5 and 11 on P/00260/18 to allow alterations to units 5 and 6 and to the drainage scheme | Marine Works Embankment Road Bembridge Isle Of Wight.

**21/00795/FUL** | Demolition of workshops; Proposed 4no. workshop/storage units | Marine Works Embankment Road Bembridge Isle Of Wight.

### **5.0 THE PROPOSAL EXPLAINED**

#### **BEMBRIDGE BOAT YARD site:**

#### **5.1 Design**

- 5.1.1 The applicant seeks consent to demolish the existing commercial building and construct a terrace row of 5no. industrial units with parking forecourt. Each unit will host its own toilet facility. The site will benefit from a communal refuse area, as expected.

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5.1.2 The proposal seeks B2 General industrial and B8 (storage or Distribution) for use of the land and buildings for light industry and storage in relation to boat maintenance and storage.

5.1.3 The proposed new industrial units will be single storey and constructed of green corrugated profile sheeting. Each unit will be provided with a roller door. There will be no windows.

## **5.2 Access**

5.2.1 The current vehicular access arrangements, onsite parking and turning area is to be retained as existing.

### **PILOTS HOUSE site:**

## **5.3 Design**

5.3.1 This application is for a replacement dwelling with no net increase in dwelling numbers, therefore the application will solely be considered on its design merit, Impact on the character & appearance of the area and Impact on the amenity of neighbouring properties.

5.3.2 Given the locations flood risk constraints, it was quickly identified that a single dwelling maximising the site parameters potential would be an appropriate starting point.

5.3.3 Due to the existing commercial land uses on opposing sides and to the rear of the property, an opportunity in terms of design flexibility was also available.

5.3.4 The existing dwelling Pilots House, is single storey at road level with lower ground level below inline with the topographical nature of the site.

5.3.5 The proposed replacement dwelling does incorporate an increase in height compared to the existing dwelling, whereby a first-floor storey has been added with mirrored mono-pitch roofs. The increase in height is considered to be justified by the precedent already set by 'The Ark' residential development at the northern end of Embankment Road. The increase in height is also comparable to the existing commercial building adjacent, 'Bembridge Motor Services'.

5.3.6 The mix of exterior materials for the replacement dwelling is as follows:

1. Zinc raised seam roof
2. Anthracite grey clad framing
3. Vertical Hardie VL Plank cladding (Slate Grey)
4. Vandersanden Zero brickwork plinth (black)
5. Natural stonework
6. Anthracite grey window + door frames
7. In-situ concrete

5.3.7 As previously discussed, the site is within a flood risk area, specifically flood zones 2+3 and therefore the entry floor level of the dwelling has been positioned at 4.4m AOD as is recommended by the 2010 Isle of Wight Strategic Flood Risk Assessment, in response to the 2018 predicted climate change impacts. A full flood risk assessment will accompany this application under separate cover.

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#### **5.4 Access**

5.4.1 The current vehicular access arrangements, onsite parking and turning area is to be retained as existing.

#### **QUAYSIDE site:**

#### **5.5 Design**

5.5.1 The applicant seeks consent to construct 14no. industrial units with parking forecourts. Each unit will host its own toilet facilities. The site will benefit from a communal refuse area, as expected. The proposal is an expansion of the development already approved and completed on the 'Marine Works' site. Given the access road serves this site, it is entirely appropriate to continue a similar development proposal and the same use of land.

5.5.2 The proposal seeks B2 General industrial and B8 (storage or Distribution) for use of the land and buildings for light industry and storage in relation to boat maintenance and storage.

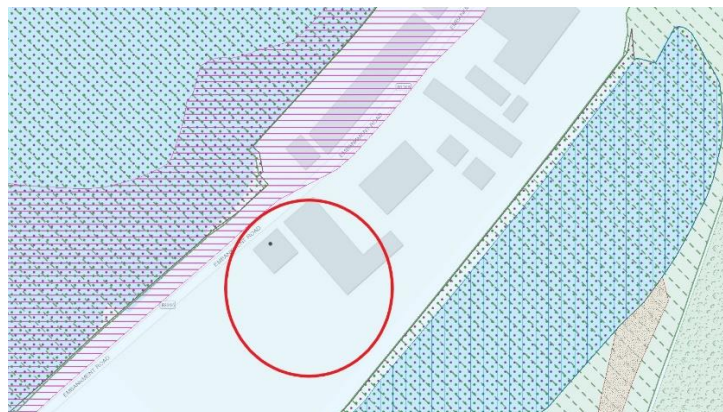
5.5.3 The proposed new industrial units will be single storey and constructed of green corrugated profile sheeting. Each unit will be provided with a roller door.

#### **5.6 Access**

5.6.1 The current vehicular access arrangements, onsite parking and turning area is to be retained as existing.

#### **6.0 HERITAGE STATEMENT**

6.1 The site is not located in the Conservation Area but is within close proximity to the boundary of Character Area No 3 – The Harbour. It is, however, separated from the designated area by the existing Boatyard Building and Pilots House (both of which front Embankment Road) and the road itself. This is illustrated in the map extract shown below:



**Conservation Area Map**



**Location:** 'Bembridge Boatyard', 'Pilots House' & 'Quayside' Embankment Road Bembridge  
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6.2 Given the quality design proposals and material finishes for the replacement dwelling & the design of the industrial units being consistent with the nearby commercial premises, it is considered the proposals contained within this application will only enhance the character of the conservation area and harbour scene collectively.

6.3 Having regard to the above, it is not felt that the proposed development will have any detrimental impact on the character or quality of the nearby Conservation Area.

## **7.0 PLANNING POLICY CONTEXT**

7.1 The planning policy framework comprises the following:

- National Planning Policy Framework (NPPF)
- Island Plan Core Strategy (IPCS)
- Bembridge Neighbourhood Development Plan (BNDP)

### **7.2 NPPF**

7.2.1 The key objective of the NPPF is to achieve sustainable development and paragraph 7 confirms there are three dimensions to achieving this, namely economic, social and environmental. The economic role should contribute to sustainable development by building a strong, responsive and competitive economy by ensuring that a sufficient amount and the right type of development is facilitated by the UK planning system to support growth.

7.2.2 Paragraph 9 states that pursuing sustainable development involves seeking positive improvements in the quality of the building, natural and historic environment, as well as people's quality of life, including (but not limited to):

- Making it easier for jobs to be created in cities, town and villages; and
- Improving the conditions in which people live, work, travel and take leisure.

7.2.3 Paragraph 14 confirms that a presumption in favour of sustainable development is at the heart of the NPPF.

7.2.4 Paragraph 17 identifies twelve core planning principles that underpin the plan making and decision taking functions, confirming that planning should inter alia:

- Not be about scrutinising proposals, but instead be a creative exercise in finding ways to enhance and improve the places in which people live their lives;
- Proactively drive and support sustainable economic development to deliver homes, businesses and thriving local places. Plans should take account of market signals, taking account of the needs of residential and business communities;
- Encouraging effective use of land by reusing previously developed land; and
- Managing patterns of growth to focus development in the most sustainable locations.

7.2.5 At paragraph 18, the NPPF states: "The Government is committed to securing economic growth in order to create jobs and prosperity, building on the country's inherent strengths, and to meeting the twin challenges of global competition and of a low carbon future."

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- 7.2.6 Paragraph 19 goes on to confirm the Government's commitment to supporting sustainable economic growth and that: "Planning should operate to encourage and not act as an impediment to sustainable economic growth. Therefore significant weight should be placed on the need to support economic growth through the planning system."
- 7.2.7 Paragraph 20 states that local planning authorities should plan proactively to meet the development needs of business.
- 7.2.8 Paragraph 21 confirms that the requirements of planning policy expectations should not over-burden investment in business. Planning policies should seek to address potential barriers to investment and policies should be flexible enough to allow for a rapid response to changes in economic circumstances.
- 7.2.9 Section 7 is focussed on good design. Paragraph 57 requires high quality and inclusive design in the built environment. Paragraph 61 states that decision-making must embrace the connections between people and places. Paragraph 62 encourages LPA's to have in place local design review arrangements; and that regard should be had to any such feedback by developers.
- 7.2.10 Section 10 concerns meeting the challenges imposed by climate change with paragraph 96 stating that development should minimise energy consumption.
- 7.2.11 Section 11 deals with conserving and enhancing the natural environment. Paragraph 118 encourages LPA's to conserve and enhance biodiversity by applying a range of principles. Paragraph 121 is concerned with contamination, pollution and the potential need for remediation. Paragraph 123 seeks to avoid nuisance from noise or other significant adverse impacts on the quality of life.
- 7.2.12 Paragraph 187 states that LPA's should look for solutions rather than problems and seek to approve applications for sustainable development. Paragraphs 188 – 190 stress the importance of early engagement through the pre-application process. Paragraph 197 confirms the presumption in favour of sustainable development and Paragraph 204 states that conditions can be used to make development acceptable.
- 7.2.13 Overall, the proposed development will meet with the national objectives of supporting sustainable economic growth and the needs of business.

### **7.3 Island Plan Core Strategy**

- 7.3.1 The policy map shows the site to be located in the Wider Rural Area (WRA). The site lies within SFRA Flood Zones 2 and 3. The site is outside of but close to the Conservation Area. The lagoon to the rear of the site is designated as a SAC, SPA, Ramsar and SSSI.
- 7.3.2 Policy SP1 does not generally support development within the WRA unless a specific local need has been identified. However, in this particular instance (and confirmed through the pre-application process) the site is part of an established industrial/commercial group of buildings and is therefore a brownfield site which weighs in favour for the proposed development particularly in the light of NPPF (18) and the Government's commitment to ensuring economic growth in order to create jobs and prosperity.



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- 7.3.3 Policy SP3 supports economic growth on the Island and has a target of creating around 7,550 new jobs. Locally sustainable employment opportunities are supported. This proposal accords with these objectives.
- 7.3.4 Policy SP5 seeks to protect, conserve and enhance the Island's natural and historic environments and development proposals are expected to take account of the environmental capacity of an area to accommodate new development. Development proposals will be expected to protect the integrity of areas covered by international, national and local designations. The site is adjacent to the protected Lagoon but the accompanying Ecology report confirms the site provides limited suitable habitat to protected species and the proposed development is unlikely to disturb the estuarine habitat or species. The report also confirms that the impact of any works on site can be minimised through the provision of good site management to ensure the proper level of precautionary safeguarding of the close and vulnerable habitat.
- 7.3.5 Policies SP7 and DM17 encourage use of sustainable transport and provision of alternative means of travel to the car as well as improving accessibility for pedestrians, cyclists etc is encouraged. The site is located within an existing industrial and commercial location and is within walking distance of the Bembridge settlement. Embankment Road is on a bus route. It is therefore perfectly feasible that proposed development can be accessed on foot or by public transport.
- 7.3.6 Policy DM2 expects proposals to be of a high quality and inclusive design which protects, conserves and enhances the existing environment whilst allowing for change to take place. Proposals will be expected to provide an attractive, functional, accessible, safe and adaptable built environment with a sense of place; to optimise the potential of the site but have regard to existing constraints; be appropriately landscaped; complement the character of the area and to minimise the consumption of natural resources and the production of waste or pollution. The proposal will considerably improve the appearance of the existing buildings on the site and the new units will be functional, accessible and safe. Appropriate landscaping is to be provided. Overall, the design of the scheme is in character with the surrounding development.
- 7.3.7 Policy DM 8 supports the extension of existing employment sites in sustainable locations as well as development that offers room for the expansion of existing Island companies and potential inward investors. The proposal will provide additional local employment opportunities.
- 7.3.8 Policy DM11 expects proposals to positively conserve and enhance the special character of the Island's historic and built environment. It also supports the delivery of economic led regeneration. The proposal complements the existing land uses and character of the area while regenerating the existing industrial buildings. Whilst these buildings are not directly visible from the neighbouring conservation area, the proposal to refurbish these buildings does represent an improvement to the general character of the surrounding area.
- 7.3.9 Policy DM12 expects proposals to protect the integrity of international, national and local designations and to avoid direct or indirect adverse effects on such sites.

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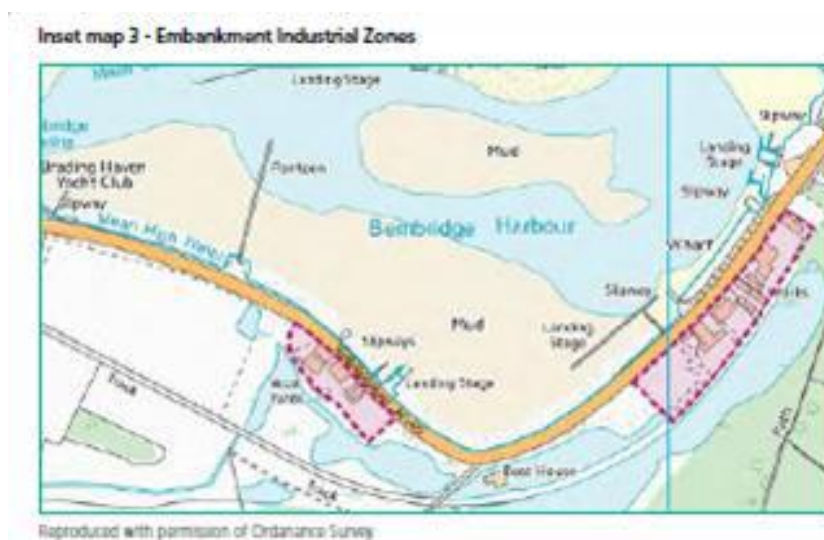
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7.3.10 Policy DM14 expects development proposals to reduce the overall and local risk of flooding on the Island. Please see the accompanying Flood Risk Assessment for more information.

7.3.11 Overall, the proposal is able to demonstrate that it accords with the above planning policies in terms of its location, design and economic benefits.

#### 7.4 BEMBRIDGE NEIGHBOURHOOD DEVELOPMENT PLAN

7.4.1 The application site is outside the settlement boundary of Bembridge but lies within Inset Map 3 – Embankment Industrial Zones, as illustrated below:



#### Extract from Bembridge Neighbourhood Development Plan

7.4.2 The over-arching objective of the Bembridge Neighbourhood Development Plan is to confine development to small scale schemes only with policy BNDP.OL.1 giving a definition of small scale in terms of residential and non-residential development. In respect of the latter, this is restricted to schemes not exceeding 1000m<sup>2</sup> of floor space per site. When calculating each of the three development sites separately:

- Bembridge Boat Yard: 325m<sup>2</sup> (single storey)
- Pilots House: 700m<sup>2</sup> (over 3 storeys)
- Quayside: 916m<sup>2</sup> (single storey)

7.4.3 Policy WS.2 relates specifically to the Embankment Industrial Zones and Bembridge Harbour as shown on Inset Map No 3 (see above). Development is supported on previously developed land where it conserves or enhances and complements the existing uses of the area. This proposal meets these objectives. The policy goes on to indicate that marine uses such as boat building, boat storage, boat repairing or sales will be particularly supported. This development scheme envisages the use of the buildings and land for boat related maintenance and storage.

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- 7.4.4 Policy WS.5 promotes employment opportunities that will benefit the local economy. The policy also specifies the locations where new employment development is expected to be located. The zoned area on inset map 3 is one of these areas. The proposal meets these objectives.
- 7.4.5 Policy WS.7 supports the re-use and adaptation of rural buildings for small businesses. Whilst this policy is aimed primarily at bringing suitable buildings back into uses which are appropriate to a rural location (with examples given as craft or artisan workshops, recreation/educational studios or niche market tourism uses), the policy does have some relevance to the proposed scheme insofar as it is refurbishing and bringing some former industrial buildings back into a use which is appropriate to this marine location.
- 7.4.6 Policy GA.1 requires the provision of a level of off-road parking which adequately serves the used proposed. This scheme provides 10 parking spaces which complies with the IWC's Car Parking Supplementary Planning Document in respect of commercial development (class B uses).
- 7.4.7 Policy EH.1 expects new development to respond to the local character of its environment and demonstrate a high quality of design. The proposal will see a significant improvement in the appearance of the existing industrial area through the proposed new units which will harmonise with the existing character of the site.
- 7.4.8 Policy EH.2 relates to conservation areas. As already stated, the site does not lie within the conservation area, the boundary of which in this location is on the seaward side of the Embankment Road. Moreover, due to the site being at a lower level than the adjacent road frontage buildings, the proposed development will not be visible from the conservation area. To this end, there will be no conflict with the requirement to conserve and enhance the unique characteristics of this part of the conservation area.
- 7.4.9 Policy D.1 sets out the design criteria for new development proposals. The policy requires proposals to be in keeping with the prevailing size, scale, appearance etc of existing surrounding development – which this scheme does – and to not adversely impact on neighbouring residential occupiers. In this regard, the proposed development will sit to the rear of the curtilage to the neighbouring dwelling (Pilots House). However, given the proximity of the established industrial buildings to this dwelling, it is not felt that the provision of the new units would have any greater impact on the residential amenities of the neighbouring property, particularly given the distance of the dwelling to its rear boundary.
- 7.4.10 Policy D.2 relates to extensions and alterations to existing buildings and in respect of non residential development expects this to be of a design which reflects and enhances the character and appearance of the existing buildings and to appear in keeping with the surrounding environment. The proposal accords with these requirements.
- 7.4.11 Overall, in terms of the Bembridge Neighbourhood Development Plan, the applicants are confident they have demonstrated their scheme complies with its policies.

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## **8.0 PLANNING ASSESSMENT**

### **8.1 Principle and Suitability**

- 8.1.1 The site is located in the Wider Rural Area but within an established industrial/commercial area. Furthermore, with reference to the Bembridge Neighbourhood Development Plan, it is located within an area zoned for employment development. The site is previously developed land and has been used in the past for storage of a wide variety of items.
- 8.1.2 The site is within walking distance of the main settlement of Bembridge and Embankment Road is a bus route with a regular service. This is a sustainably located site.
- 8.1.3 This application is able to demonstrate that the proposed development is acceptable in terms of the NPPF, IPCS policies SP1, SP3 and DM8 as well as policies OL.1, WS.2, WS.5 and WS.7 of the Bembridge Neighbourhood Plan and thus acceptable in principle.
- 8.1.4 The LPA, via the pre-application process, has accepted that the concept of the proposed development is acceptable in principle in terms of its land use and location.

## **9.0 CONCLUSIONS**

- 9.1 The proposed development, by virtue of design, size, scale, external appearance and sufficiency of design reference within the local area would result in a form of development that would be consistent with the character of the wider area, sympathetic to the site in which it is proposed and neighbouring properties. The proposal would therefore fully comply with Policies DM2 (Design Quality for New Development) and DM11 (Historic and Built Environment) of the Island Plan Core Strategy and Policies EH1 (Built Environment), D1 (Design Criteria) and D3 (Replacement or additional housing development) of the Bembridge Neighbourhood Development Plan.
- 9.2 The proposals will provide employment and economic opportunity within an area zoned for such purposes. The proposed use will be compatible with the surrounding development and would not give rise to any unacceptable environmental impacts and there are no other material considerations to outweigh the benefits of the development. The proposed development accords with the NPPF, the Island Pan Core Strategy and the Bembridge Neighbourhood Plan and other material considerations. The proposal is demonstrably sustainable for which there is a presumption in favour of development and for which planning permission should be granted without delay.
- 9.3 In light of the above, the applicants politely request that the Isle of Wight Council, as local planning authority, grants planning permission for the development as proposed.

**It is respectfully requested that should the LPA have any queries regarding the application proposals, that the appointed case officer makes contact with the agent at the earliest opportunity.**

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**APPENDIX**  
**(Site Images)**

**BEMBRIDGE BOAT YARD**





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**PILOTS HOUSE**





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**QUAYSIDE**



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## MARINE WORKS





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**THE ARK** – Residential development completed nearby (eastern end of Embankment Road):

