

ISLE OF WIGHT COUNCIL PLANNING COMMITTEE - TUESDAY, 3 OCTOBER 2017

REPORT OF THE HEAD OF PLACE

WARNING

1. THE RECOMMENDATIONS CONTAINED IN THIS REPORT OTHER THAN PART 1 SCHEDULE AND DECISIONS ARE DISCLOSED FOR INFORMATION PURPOSES ONLY.
2. THE RECOMMENDATIONS WILL BE CONSIDERED ON THE DATE INDICATED ABOVE IN THE FIRST INSTANCE. (In some circumstances, consideration of an item may be deferred to a later meeting).
3. THE RECOMMENDATIONS MAY OR MAY NOT BE ACCEPTED BY THE PLANNING COMMITTEE AND MAY BE SUBJECT TO ALTERATION IN THE LIGHT OF FURTHER INFORMATION RECEIVED BY THE OFFICERS AND PRESENTED TO MEMBERS AT MEETINGS.
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5. THE COUNCIL CANNOT ACCEPT ANY RESPONSIBILITY FOR THE CONSEQUENCES OF ANY ACTION TAKEN BY ANY PERSON ON ANY OF THE RECOMMENDATIONS.

Background Papers

The various documents, letters and other correspondence referred to in the Report in respect of each planning application or other item of business.

Members are advised that every application on this report has been considered against a background of the implications of the Crime and Disorder Act 1998 and, where necessary, consultations have taken place with the Crime and Disorder Facilitator and Architectural Liaison Officer. Any responses received prior to publication are featured in the report under the heading Representations.

Members are advised that every application on this report has been considered against a background of the implications of the Human Rights Act 1998 and, following advice from the Head of Legal Services and Monitoring Officer, in recognition of a duty to give reasons for a decision, each report will include a section explaining and giving a justification for the recommendation.

**LIST OF PLANNING APPLICATIONS
REPORT TO COMMITTEE - 03/10/2017**

1	P/00194/17 TCP/30704/G	Lake	Conditional Permission
	Spithead Business Centre, Newport Road, Sandown, Isle Of Wight, PO36		
	Proposed continuation of earthwork re-profiling, including associated restoration and landscaping; proposed 25 vehicular parking spaces (additional information -revised plans and engineers report)		

Reference Number: P/00194/17

Description of application: Proposed continuation of earthwork re-profiling, including associated restoration and landscaping; proposed 25 vehicular parking spaces (additional information – revised plans and engineer's report)

Site Address: Spithead Business Centre, Newport Road, Sandown, Isle of Wight, PO36

Applicant: Casper Douglas Properties (Lake) Ltd

This application is recommended for conditional permission

REASON FOR COMMITTEE CONSIDERATION

The Local Member has requested that the application is considered by the planning committee for the following reasons:

- Loss of dense tree barrier between the estate and neighbouring dwellings, which has resulted in severe increased noise levels, litter blowing into gardens and vehicle lights shining into bedroom windows during the early hours of the morning;
- Parking spaces too close to rear of neighbouring residential gardens;
- Loss of privacy for neighbouring residents, in particular due to the proposed picnic area;
- Extra parking spaces not needed.

MAIN CONSIDERATIONS

- Impact on the character and appearance of the area
- Impact on trees and ecology
- Impact on neighbouring properties
- Highways considerations

1. Location and Site Characteristics

- 1.1. The application relates to an existing business centre located to the south of the A3056 (Newport Road), to the east of Lake Industrial Way and to the west of Whitecross Lane. The business centre and Lake Industrial Way are occupied by a variety of commercial, industrial, leisure and retail uses. To the

north is Morrison's supermarket and petrol station, other commercial development including car sales and a public house, and sporadic housing. To the east is residential development fronting, or accessed from, Whitecross Lane and the recently constructed and opened Aldi supermarket. To the south and west is open countryside. The business centre benefits from vehicular accesses from both Newport Road and Whitecross Lane.

- 1.2 The application site comprises an elevated bank at the southern end of the business centre that until relatively recently was covered with rough grass and mature trees, providing a soft landscaped boundary between the business centre, residential properties to the east and the countryside to the south. These properties and the countryside are elevated in relation to the business centre, with the bank rising about 4-7 metres north-south and about 5 metres west-east.
- 1.3 Public footpath S22 and public byway S18 run to the south and west of the business centre.

2. Details of Application

- 2.1 The application seeks permission for the formation of vehicle parking areas at the southern end of the business centre and associated landscaping works. These works began during the closing months of last year, but were halted following it being brought to the applicant's attention that planning permission was required. However, these works have resulted in substantial site clearance, including loss of tree cover, and excavation of areas of the existing bank to begin to form the parking areas.
- 2.2 The submitted plans show that the northern part of the bank would be cut into to provide 3 distinct parking areas, measuring approximately 24m x 10m, 16m x 10m and 54m x 5m (the first 11m of this last parking area would be about 10m deep). These areas would provide parking for cars and larger vehicles at the lower level of the business centre and these spaces would be accessed via the existing access/service road. The remainder of the site would be re-profiled and landscaped to provide a grassed bank to the rear of these parking spaces.
- 2.3 The plans show that the landscaping works proposed would include new native hedge planting along the eastern boundary with the elevated residential gardens to the east and hedgerow reinforcement planting along the southern boundary. It is also proposed to landscape the central and eastern areas of the site and its south-eastern corner of with new tree planting.
- 2.4 The original application had proposed a seating area within the south-eastern corner of the site, but this has now been omitted from the scheme by the applicant.

2.5 The submitted plans include sections that show the proposed re-profiling of the bank and that the proposed parking areas would be retained by new gabion retaining walls.

3. Relevant History

- 3.1.
- P/00219/15: Demolition of part of existing building; proposed Class A1 foodstore with associated access, car parking, and landscaping: granted 27/05/15.
 - P/01735/11: Use of premises for MOT's, inspection and servicing of commercial vehicles (revised scheme): granted 23/01/12 – relates to unit C7.
 - P/01878/07: Change of use of premises to MOT station: granted 24/09/07 – relates to unit C6.
 - P/02639/06: Alterations; change of use from storage and distribution (Class B8) to an indoor children's play area; parking: 25/01/07 - relates to unit D1.
 - P/01079/06: Alterations and change of use from general industrial to fitness/dance studio: granted 14/06/06 - relates to unit D5.
 - P/02340/04: Use of land for the storage of containers: refused 12/01/05; appeal dismissed 31/08/05.
 - P/01228/04: Continued use of land rear of Whitecross House to Lansdowne Whitecross Lane for open plant storage; refused 04/06/05; appeal dismissed 31/08/05.

4. Development Plan Policy

National Planning Policy

- 4.1. The National Planning Policy Framework, NPPF explains that the purpose of the planning system is to contribute to the achievement of sustainable development and that at the heart of national planning policy is the presumption in favour of sustainable development. Paragraph 14 sets out that this means for decision-taking, approving development proposals that accord with the development plan without delay; and where the development plan is absent, silent or relevant policies are out-of-date, granting permission unless:
- Any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against policies in this Framework taken as a whole; or

- Specific policies in this Framework indicate development should be restricted.

The Framework explains that sustainable development has 3 dimensions: economic, social and environmental and that these economic, social and environmental roles for planning should not be undertaken in isolation, because they are mutually dependent.

Paragraph 17 of the Framework sets out 12 core planning principles, which include:

- not simply about scrutiny, but a creative exercise to find ways to enhance and improve the places in which people live their lives;
- proactively drive and support sustainable economic development;
- seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings;
- take account of the different roles and character of different areas, promoting the vitality of our main urban areas and recognising the intrinsic character and beauty of the countryside;
- contribute to conserving and enhancing the natural environment.

Local Planning Policy

4.2 The Island Plan Core Strategy defines the application site as being within the settlement boundary of the Bay Key Regeneration Area. The following policies are relevant to this application:

- SP1 Spatial Strategy
- SP3 Economy
- SP5 Environment
- SP7 Travel
- DM2 Design Quality for New Development
- DM8 Economic Development
- DM12 Landscape, Seascape, Biodiversity and Geodiversity
- DM17 Sustainable Travel

4.3 The following supplementary planning document is relevant:

- *Guidelines for Parking Provision as Part of New Development SPD*

5. Consultee and Third Party Comments

Internal Consultees

- 5.1 Island Roads' Highway Engineer, on behalf of the Local Highway Authority, has raised no objections. These comments are discussed in greater detail within the highways section of the report.
- 5.2 The Council's Ecology Officer has no objections, but has recommended that new tree planting is undertaken to compensate for tree loss as a result of the development.

Parish Council Comments

- 5.3 Lake Parish Council objects to the development, but has commented that if approved the following should be provided:
- Landscaped buffer zone provided to boundaries with neighbouring residential properties through new tree/shrub planting;
 - Proposed picnic area should be removed as it is unnecessary and to protect the amenities of neighbouring residential properties;
 - A drainage plan should be prepared by a qualified engineer and implemented.

The Parish Council has also commented that if permission is refused, the land should be returned to its previous condition as soon as possible, including the replacement of mature trees and shrubs.

Third Party Representations

- 5.4 Comments have been received from local residents from 5 neighbouring/nearby residential properties, who object, raising concerns that are summarised below:
- visual impact and effect on the character of the area;
 - loss of trees and hedges;
 - impact to wildlife;
 - impact to neighbouring property in terms of noise, disturbance, loss of privacy, light pollution, ground stability and drainage;
 - environmental impact of development not considered;
 - need for parking not justified;
 - existing space within estate, including existing parking bays, could be reorganised and more efficiently used;

- proposal would encourage greater use of the private car;
- no drainage strategy submitted;
- no facilities proposed for litter in relation to the proposed seating/picnic area;
- maintenance of seating/picnic area.

6. Evaluation

Impact on the character and appearance of the area

- 6.1 From a review of historic imagery, the 2005 appeals decisions and information provided by neighbouring residents, it is clear that this land had contained a significant cover of mature trees and rough grassland that provided a visual and soft landscaped buffer between the business centre, neighbouring residential properties to the east and the countryside to the south. The current condition of the site, devoid of grass and soft landscaping, does have a negative effect on the appearance and setting of the business centre.
- 6.2 The proposed parking spaces would be at the level of the existing access/service road, which is currently used for haphazard parking, loading and unloading of vehicles at present and visually would directly relate to this road and the existing business units. Whilst the proposal would result in the provision of parking bays closer to the boundaries of the centre, these parking areas would still be at least 10m away from the residential gardens to the east and 13m from the southern site boundary. Given the lower level of the proposed parking areas and the elevated nature of surrounding land, it is considered that the proposed parking would not be visually intrusive or prominent.
- 6.3 Proposed section W-W shows that the land would be re-profiled to slope from the level of neighbouring gardens down to the top of the new gabion retaining walls at the back edge of the proposed parking areas. Sections A-A, B-B, C-C and D-D show that the temporary earth bunding would be removed and the land re-profiled and lowered to reinstate a lower, gentler, rolling slope from the southern boundary of the site down to the proposed gabion retaining walls. From its apex, the current earth bund at the top of the slope would be lowered in height by 1.5m.
- 6.4 Whilst it can be seen that the proposed re-profiling of the land will result in localised areas of the site being increased and reduced in height, the end result would be a grassed bank that would rise from the lower level of the business centre to a similar level to that of the southern boundary of the site and neighbouring gardens. The proposal would incorporate new hedge planting around these boundaries, as well as a substantial amount of new tree

planting to the rear and east side of the proposed parking areas. Given this, and the height of the existing boundary fencing along the eastern boundary with neighbouring gardens, it is considered that the proposed re-profiling of the land would not be visually harmful when viewed from neighbouring gardens or the public right of way to the south.

- 6.5 The proposed landscaping scheme would incorporate new replacement tree planting through the centre of the site, to the rear, between and along the eastern side of the proposed parking areas. The applicant has proposed this tree planting to comprise of 58 60-90cm whips planted 5m apart using the following ratio of species 25% Birch, 25% Hornbeam, 35% Oak and 25% Alder. Additional tree planting is also proposed to be undertaken in and around the eastern end and south-eastern corner of the site. This would consist of smaller Flowering Cherry (x5) and Silver Birch (x3). This proposed tree planting would over time re-establish the arboreal character and setting of the southern boundary of the business centre and would visually soften and screen the impact of the proposed parking areas from the surrounding countryside and neighbouring residential properties.
- 6.6 The proposed seating area has now been removed by the applicant and no longer forms part of this application.
- 6.7 Taking into account the above, it is considered that the proposal would over time restore and/or enhance the arboreal and verdant character of the site and would ensure that the proposed parking areas would integrate with and compliment the existing business centre without causing harm to the character and appearance of the surrounding area, including the countryside to the south and west, in accordance with the aims of policies DM2 and DM12 of the CS and the NPPF.

Impact on trees and ecology

- 6.8 Works that have been undertaken to date have resulted in the loss of the majority of trees and vegetation that had previously existing on the land. However, these trees were not protected by any tree preservation order and so the removal of these trees did not require consent from the Local Planning Authority. Furthermore, in determining the 2005 appeal decisions the Planning Inspector commented "*nothing that I have seen or read suggests to me that the development would affect any trees of particular individual merit.*" However, the Inspector did agree with the Council "*that the trees, as a group, provided an important visual screen between the business centre and the surrounding area*".
- 6.9 The Council's Ecology Officer has commented that the trees and hedgerows on the land were well connected to the surrounding landscape and could have supported wildlife and therefore it is recommended that the landscaping of the site should be agreed with the Local Planning Authority and that this should

include details of the species and location of new trees to be planted to compensate for those that have been lost.

- 6.10 Local residents have raised concerns that clearance of the land may have negatively impacted on wildlife and protected species. However, again it is noted from the 2005 appeal decisions that the Inspector commented "*I have seen no conclusive evidence of the presence of any protected species*", but he did raise concern that the application was not accompanied by a suitable survey. Notwithstanding this, the Inspector considered in those cases that the decisions should not turn on that matter. Whilst the works that have been carried out to date may or may not have had an impact on protected species and their habitats, any impact has already occurred. If there have been such impacts, no conclusive evidence of this is apparent from a site visit.
- 6.11 The proposal incorporates new planting to restore the soft landscaped and arboreal character of this land and to reinstate a softer boundary to the business centre. The bank would be grassed, a new native hedgerow would be planted along the eastern boundary of the site on the boundary with the rear gardens of the residential properties in Whitecross Lane, the existing hedgerow along the southern boundary of the site would be reinforced with additional planting, and new trees would be planted within the site to the rear and eastern side of the proposed parking areas.
- 6.12 Subject to effective implementation and management, the proposed tree planting would over a period of 10-15 years re-establish an arboreal/ woodland character for this land. The implementation and management of this planting and the site can be agreed and secured by planning conditions and a tree preservation order could be used to secure the longer term protection of these trees.
- 6.13 Having regard to the proposed hedgerow and tree planting, it is considered that, once established, this new planting would restore and enhance the arboreal character of the site and its ecological and biodiversity value in accordance with the aims of policies DM2 and DM12 of the CS.

Impact on neighbouring properties

- 6.14 A number of concerns have been raised by neighbouring residents that the works that have carried out to date, and the current proposed development, would harm the privacy and living conditions of neighbouring residents. Policy DM2 of the CS and the NPPF require development proposals to have regard to the neighbouring properties and to maintain a good level of amenity for all occupants of land.
- 6.15 The residential properties in Whitecross Lane to the east are located at a significantly higher level in relation to the business centre, its service road and the level of the proposed parking areas. These dwellings and neighbouring

gardens are located 5m+ above the level of the proposed parking areas. The shared boundary with these properties is currently defined by a 2m high timber fence and a small group of trees at the rear of Clanboyne. The nearest parking area would be 10m from the eastern boundary with neighbouring gardens. The nearest space for parking of larger vehicles would be 23m away.

- 6.16 The proposal would not significantly bring vehicle parking closer to these neighbouring properties, essentially locating the new parking areas adjacent the edge of the existing service road. Larger vehicle parking bays would be located further away from these residential properties and the position of these north-south would enable larger vehicles to park perpendicular to these residential properties so that head and rear lights would be facing away from these properties when these bays are in use. This would be an improvement on the current situation where larger vehicles are parked at the side of the service road, orientated toward these neighbouring properties.
- 6.17 Whilst the new parking areas would be visible from neighbouring properties, given these properties already look out over the business centre, the lower level of the proposed parking areas, current boundary treatments and that over time the proposed tree planting would soften and help screen the centre and these parking areas from the rear of these dwellings, it is considered that the proposed parking areas would not have a serious or harmful effect on the visual amenity of residents and outlook from these neighbouring properties.
- 6.18 The proposal would not change the use(s) of the existing units within business centre or the times when these units could operate. Whilst the current works have exposed the site and business centre to these neighbouring properties, as stated above, it is considered that once the proposed planting has established and had time to mature, it would re-establish an arboreal character for this land and would reduce and alleviate the visual impact of the existing business centre and the proposed parking areas on these neighbouring dwellings. In any event, the trees could have been removed without the consent of the Local Planning Authority.
- 6.19 In terms of noise and disturbance, given the elevated nature of the neighbouring residential properties, the distance of the proposed parking areas from these properties and having regard to the proximity of the proposed parking areas to the existing service road, it is not considered that the proposal would be likely to have serious adverse impacts on neighbouring properties in terms of noise and disturbance. The proposed landscaping works would help to restore a buffer between these residential properties and the business centre, including the proposed parking areas, and this would help to maintain neighbouring amenity.
- 6.20 The proposed landscaping works would restore the verdant and arboreal character of the land and this would maintain the visual amenity and outlook from neighbouring residential properties. The highest part of the bank would be

located away from these properties and the proposed tree planting would over time screen the site from these properties and reduce intervisibility between the site and neighbouring gardens and rear windows. The proposed seating area has also now been removed from the proposal by the applicant. Furthermore, should at any time it be established that existing uses within the business centre are causing a nuisance to the living conditions of neighbouring residents, the Council could take action under the Environmental Protection Act 1990.

- 6.21 For the above reasons, it is considered that the proposal would reinstate the visual amenity of the land and landscaped buffer between the business centre and neighbouring residential properties in Whitecross Lane and would not have a serious or harmful effect on neighbouring residents in terms of noise and disturbance. Therefore, it is concluded that overall neighbouring amenity would be maintained in accordance with the aims of policy DM2 of the CS and the NPPF.

Highways considerations

- 6.22 The proposal does not seek to change the existing access arrangements to the business centre from the public highway, which would remain as exists at present. Island Roads' Highway Engineer has advised that layout of the proposed parking areas would be acceptable from a geometric and safety perspective. He has also acknowledged that by forming the proposed parking areas, existing vehicle circulatory space would potentially be freed up, existing vehicle and pedestrian accesses to the existing business/industrial units would be protected, and pedestrian safety would be improved.
- 6.23 The applicant maintains that the recent building of the Aldi food store has resulted in the loss of 45 car and 14 lorry parking spaces for the business centre and that taking into account the current level of commercial floor space within the centre, there is a marked deficit between the level of parking that would be required if the Council's parking guidance were applied to the centre and the current level of on-site parking available within the centre. The applicant states that due to this displacement of parking, both sides of the existing circulatory route around the business centre is being used for vehicle parking with no segregation between pedestrians and vehicles.
- 6.24 It can be seen from a visit to the site that there is limited space for the parking of vehicles, little dedicated space for the parking of larger vehicles, and very little parking for customers/visitors and for vehicles waiting to be picked-up or to be serviced. It can also be seen that parking arrangements are somewhat ad-hoc, affecting the use of the access road. The proposal would provide dedicated space for the parking of larger vehicles and cars at the edge of the existing access road, in a manner that would relieve congestion around the buildings, would improve the amount of parking available for business centre users and visitors and would promote the free flow of traffic around the centre

and a safer environment. The Highway Engineer has commented that, having regard to the information provided by the applicant in terms of sites uses, on-site parking demand and existing on-site parking provision, the proposed level of parking would be compliant with the Council's parking guidance.

- 6.25 Whilst comments have been made that there is no need for this proposed parking and that the situation at the centre could be improved through better management and use of available space, it is noted that over recent years the business centre has attracted a number of commercial and leisure uses that would have increased the demand for on-site car parking and that the current proposal would increase on-site parking capacity, would promote a safer environment and would not harm the safe use or capacity of the highway network. The Highway Engineer has raised no concerns in relation to the effect of this development proposal on the capacity of the highway network.
- 6.26 Although comments have been made that the proposal would encourage travel by private car, given the most immediate units to the proposed parking areas are in use by a vehicle/car-orientated business (DH Price Motors) and the out-of-centre location, which itself is likely to encourage travel by private car, it is considered unlikely that many would choose to travel to the site or these businesses by foot and that these parking spaces are more likely to meet the current demand for parking generated by the existing businesses within the centre and visitors to those businesses. Therefore, in this case, it is considered that the proposal would not have a negative effect on the highway network in accordance with the aims of policies SP7 and DM17 of the CS.

Other issues

- 6.27 A number of concerns have been raised regarding ground stability and drainage. The applicant has submitted a letter from an engineer that explains that the earth works that have been carried out to date have resulted in surface run off causing fine material to be pooled behind the existing concrete retaining wall and some localised slumping of soils, due to the land being left in a temporary state. This letter advises that neighbouring properties are not at risk and that it is proposed to stabilise the ground by reducing slope gradients to 25 degrees or less and by sowing grass and planting native trees and shrubs to prevent surface erosion and to reduce moisture content in the earth. Where slopes would be greater than 25 degrees, retaining walls consisting of gabion cages would be provided. It adds that geotextiles and land drainage would be provided to the rear to prevent soils washing into the cages and to allow drainage with attenuation for surface water runoff.
- 6.28 Details of the proposed drainage measures and any attenuation to be provided can be agreed and secured by using a planning condition. Subject to this, it is considered that on the available evidence, the proposal would have appropriate regard to land stability and would be designed to ensure a safe

and stable development in accordance with the aims of policy DM2 of the CS and the NPPF.

- 6.29 Whilst it is noted that concerns have been raised that existing drainage for neighbouring properties may have been damaged by the recent works, this is a civil matter between the developer and the affected parties. The grant of planning permission would not prevent land/property owners seeking legal redress and protecting their private property rights.

7. Conclusion

- 7.1 For the above reasons, it is considered that the proposal would maintain and enhance the character and appearance of the site and the surrounding area, would mitigate and compensate for tree loss that has already occurred to facilitate the development, would take the opportunities available for enhancing the ecological interest and value of the site, would maintain, not result in any serious harm to, neighbouring amenity and would not have a negative impact on the highway network. Therefore, it is concluded that, subject to the recommended conditions, the proposal would comply with the provisions of the development plan and the aims of the NPPF.

8. Recommendation

- 8.1 Conditional Permission

9. Statement of Proactive Working

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

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

In this instance:

- The applicant was updated of any issues during the application process and given the opportunity to submit revised plans and additional information to address these issues;
- Following receipt of revised plans and additional information, and subject to the conditions, the application was considered to be acceptable.

Conditions

- 1 Except for the details approved in accordance with conditions 2 and 3, the development hereby permitted shall only be carried out in accordance with the details shown on the submitted drawings, numbered 1457/6058.003 Revision D, 1457/6058-004 Revision C and S587-03, and the submitted Elmstone Engineering Ltd letter, dated 2 June 2017.

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

- 2 Notwithstanding the submitted details, no further works associated with the development hereby permitted shall begin until details of the surfacing of the parking areas, proposed final site levels, any exterior lighting to be installed in and around the parking areas, and an implementation, maintenance and management plan for the soft landscaping works/planting and areas of the site (to include a timetable for the implementation of the landscaping works/planting) have been submitted to and approved in writing by the Local Planning Authority. The submitted details shall include for the provision of rabbit spirals/guards to protect all new plants and details of any lighting shall include the position, size, design, appearance and orientation of any lighting units, level of lighting and details of light spillage from the lighting units. Development shall be carried out in accordance with the approved details and the agreed times. Thereafter, the soft landscaped areas of the site, including the newly planted trees, and any external lighting shall be managed and maintained in accordance with the approved details.

Reason: To protect the character and appearance of the area and the amenities of neighbouring residents, to compensate for tree removals required to facilitate the development and to mitigate and compensate for the ecological and biodiversity impacts of the development in accordance with the aims of policies DM2 (Design Quality for New Development) and DM12 (Landscape, Seascape, Biodiversity and Geodiversity) of the Island Plan Core Strategy and the National Planning Policy Framework.

- 3 Notwithstanding the submitted details, no further works associated with the development hereby permitted shall begin until details of a scheme for the disposal of surface and ground water from the development has been submitted to and approved in writing by the Local Planning Authority. The scheme shall be carried out and completed in accordance with the approved details before the parking spaces are brought into use.

Reason: To ensure adequate surface and ground water drainage and a safe and stable development would be provided and that the proposal would not result in increased run-off from the land or an increase in flood risk to surrounding land in accordance with the aims of policies DM2 (Design Quality

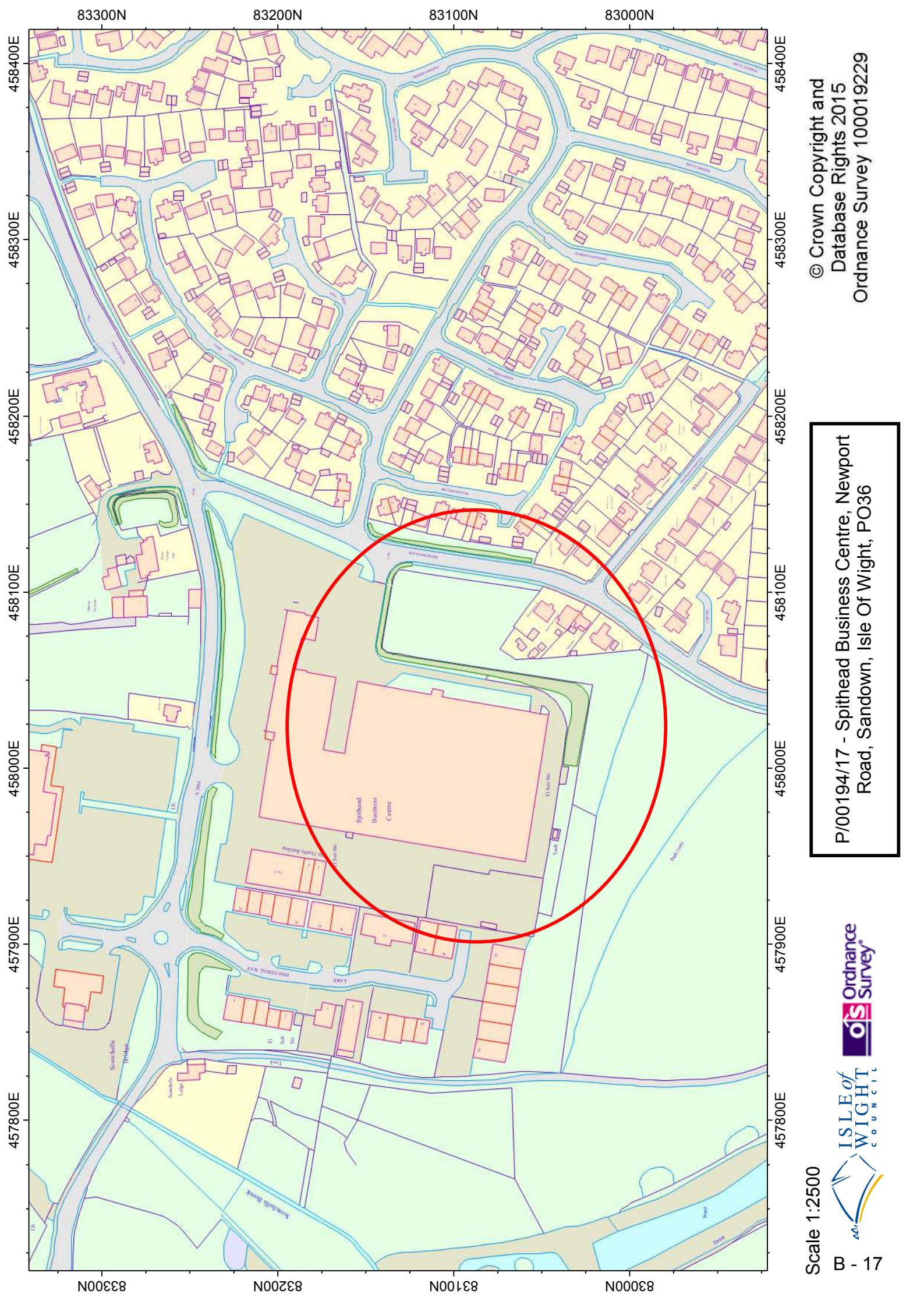
for New Development) and DM14 (Flood Risk) of the Island Plan Core Strategy and the National Planning Policy Framework.

- 4 The parking spaces hereby permitted shall only be used for the parking of vehicles belonging to businesses operating from the business centre (currently known as Spithead Business Centre), owners or employees of such businesses or their visitors and these spaces shall not be used at any time for any other purpose.

Reason: To ensure that these spaces would be maintained and retained to provide on-site parking for the benefit of businesses, users and visitors of the business centre and to protect neighbouring amenity in accordance with the aims of policies DM2 (Design Quality for New Development) of the Island Plan Core Strategy and the National Planning Policy Framework.

- 5 Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking and re-enacting that Order, with or without modification), no external lighting shall be installed within the site (other than that expressly authorised by this permission).

Reason: To protect neighbouring amenity in accordance with the aims of policies DM2 (Design Quality for New Development) of the Island Plan Core Strategy and the National Planning Policy Framework.



Scale 1:2500



P/00194/17 - Spithead Business Centre, Newport
Road, Sandown, Isle Of Wight, PO36

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