



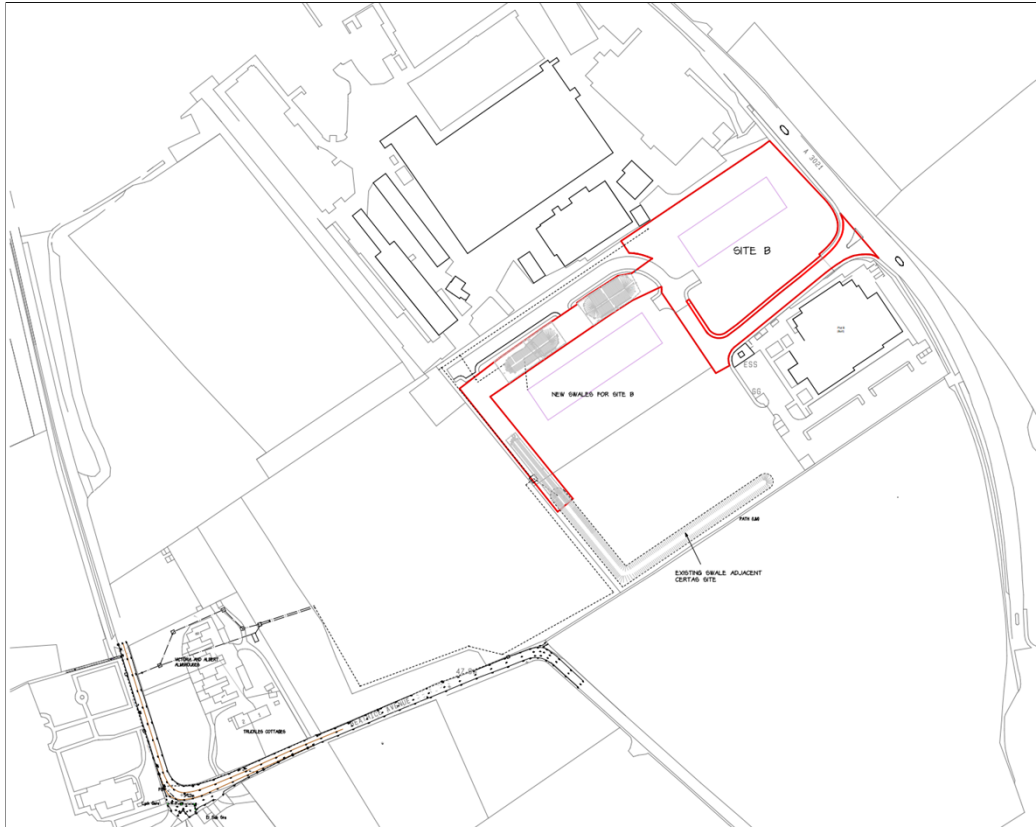
Purpose: For Decision

Planning Committee Report

Report of	STRATEGIC MANAGER FOR PLANNING AND INFRASTRUCTURE DELIVERY
Date	23 January 2024
Application Reference	22/02284/FUL
Application type	Full
Application Description	Proposed B8 distribution building and associated parking, landscaping and drainage.
Site address	Whippingham Technology Park, Whippingham Road, East Cowes, Isle of Wight, PO32 6FY
Parish	Whippingham
Ward Councillor	Cllr Matthew Price
Applicant	Chartwood Holdings Pension Scheme
Planning Officer	Mr Stuart Van-Cuylenburg

Reason for Planning Committee consideration	The application involves council owned land.
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Recommendation	Conditional permission.
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	<p><u>Main considerations</u></p>
	<ul style="list-style-type: none"> • Principle of the development • Highways considerations • Impact on the character of the surrounding area, including trees and heritage assets • Impact on neighbouring properties • Other matters

1. Recommendation

1.1 Conditional permission subject to planning conditions covering the following matters:

- Compliance with submitted plans
- Tree protection
- Construction Management Plan
- Drainage
- External materials for the building
- Landscaping, including boundary treatments
- Provision of access, junction visibility, and on-site parking
- Site Noise Management Plan
- External lighting
- B8 use restriction
- Outside storage

2. Location and Site Characteristics

- 2.1** The application site relates to part of a larger area of land to the southwest of the A3021 (Whippingham Road) and to the southeast of GKN's Osborne site, that was granted outline planning permission in March 2011 for B1/B2/B8 employment use (now known as Whippingham Technology Park - WTP). The south-eastern corner of the wider WTP site is now occupied by the IW College's Centre of Excellence for Composites, Advanced Manufacturing and Marine (CECMM) site, and the southwestern corner is now operating as a fuel depot. The northern areas of the WTP site where the application site is located remain undeveloped, save for being serviced plots with vehicular and pedestrian access already provided to them via the WTP junction from Whippingham Road.
- 2.2** To the immediate southwest and southeast of the WTP site are open field parcels bounded by trees and hedgerows, with both eastern boundaries of these fields being quite open and bounded by post and chainlink fencing. Further afield on the eastern side of Whippingham Road are two small enclaves of housing located off Alverstone Road and Campfield Road. The locally listed Priory School and the Grade II listed Whippingham Rectory, Victoria and Albert Cottages, and Padmore House, as well as the Grade I listed St Mildred's Church, are located off Beatrice Avenue around 200-300 metres to the south and west of the WTP site.
- 2.3** The field to the immediate southwest (rear) of the WTP site has recently been granted permission for a ground mounted solar photovoltaic (pv) system for GKN.
- 2.4** The application site is currently a fairly level area of undeveloped predominantly grassland, with little other vegetation, save for some sporadic areas of scrub, and boundary vegetation (including some trees). The Whippingham Road boundary is also partly enclosed with low post and rail fencing, which has partially collapsed. The GKN site boundary with the application site is secured by approximately 2-2.5 metres high open mesh style security fencing.
- 2.5** There are a couple of existing service (electric) enclosures and concrete plinths located within the application site, however these enclosures appear currently to be empty.

3. Details of Application

- 3.1** The application seeks permission to develop the northern corner plot of the technology part site to provide a distribution building (planning use class B8). The proposed building would be of a rectangular shape and located slightly off centre within the corner plot, approximately 16 metres from the north-western site boundary with GKN's Osborne Works site. The building would extend to within approximately 15.5 metres to 19 metres of the north-eastern site boundary with the A3021 (Whippingham Road) and is shown to be located about 52 metres away from the existing CECMM building to the southeast, also located within Whippingham Technology Park (WTP).
- 3.2** The distribution building proposed would have a footprint of approximately 21 metres by 61 metres. It would have a height of about 8.15 metres. The

building would have a low-pitched (grey coloured) roof hidden behind extended parapet walls, with the walls to be clad horizontally with composite panels. A series of roller shutter doors would extend across the northern and southern elevations, with the west entrance facing into the WTP site predominantly glazed. Windows and external doors are shown to be powder coated aluminium with blue frames and external colour. At first floor level on the west elevation, blue opaque panels, and a series of louvers are also shown.

- 3.3 At the western end of the building approximately 120 square metres of floorspace at ground and first floor level are shown to provide customer entrance, offices, and staff/customer welfare facilities.
- 3.4 The building and its curtilage would be accessed via the existing WTP access road and its junction with the A3021 (Whippingham Road).
- 3.5 The external areas of the plot/building curtilage would be largely hard surfaced and laid out to provide vehicle parking and circulation space. A total of 40 staff car parking spaces and three customer car parking spaces are shown to be provided. A 2 to 3 metres planting strip is shown to all boundaries aside from that shared with GKN, which is currently treed.
- 3.6 The application site area extends beyond the northern plot to include narrower strips of land running across part of the western plot and southwest boundary of the wider WTP site. This is to allow for a series of proposed drainage swales and extension of the existing swale within the WTP site. The application is supported by a Drainage Strategy.

4. **Relevant History**

Whippingham Technology Park

- 4.1 21/00279/FUL: Proposed fuel depot, including office building, cabinet and switch room, installation of fuel tanks and tank bund, external lighting columns, fencing and parking: Granted 24/06/21.
- 4.2 P/01310/16: Approval of reserved matters on P/01060/10 for appearance, layout, and scale: Granted 19/07/17.
- 4.3 P/00023/16: Variation of condition no's 2, 4 and 7 on P/00353/15 - TCP/29971/F to allow alterations to workshop buildings to include reduction in size and alterations to landscape proposal: Granted 09/03/16.
- 4.4 P/00353/15: Proposed building to provide Centre of Excellence for composites, manufacture, and marine technology; associated parking and landscaping: Granted 25/06/15.
- 4.5 P/01128/13: Alterations to approved access road: Granted 20/12/13.
- 4.6 P/01060/10: Outline for construction of 16,861m² of Class B1/B2/B8 employment floorspace; Full permission for new junction off Whippingham Road and estate access road: Granted 09/03/11.

Land to South of GKN and West of Whippingham Technology Park, off Beatrice Avenue

- 4.7 23/00630/FUL: Proposed ground mount photovoltaic system and ancillary infrastructure including security fence, access track and electric substation: Granted 19/10/23.

5. **Development Plan Policy**

National Planning Policy

- 5.1 The National Planning Policy Framework (NPPF). At the heart of the NPPF is a presumption in favour of sustainable development. For decision-taking this means approving development proposals that accord with an up-to-date development plan without delay; or where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:

- i. The application of policies in the NPPF that protect areas or assets of particular importance provide a clear reason for refusing the development proposed; or
- ii. Any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against policies in the NPPF taken as a whole.

- 5.2 The following sections of the NPPF are considered to be directly relevant to this planning application:

Section 2 - Achieving sustainable development
Section 6 - Building a strong, competitive economy
Section 8 - Promoting healthy and safe communities
Section 9 - Promoting sustainable transport
Section 12 - Achieving well-designed and beautiful places
Section 14 - Meeting the challenge of climate change, flooding and coastal change
Section 15 - Conserving and enhancing the natural environment

Local Planning Policy

- 5.3 The Island Plan Core Strategy identifies the application site as being located within the Medina Valley Key Regeneration Area but outside of its defined settlement boundary. The following policies are considered to be relevant to this application:

- SP1 - Spatial Strategy
- SP3 - Economy
- SP5 - Environment
- SP7 - Travel
- SP9 - Minerals
- DM2 - Design Quality for New Development
- DM8 - Economic Development

- DM11 - Historic and Built Environment
- DM12 - Landscape, Seascape, Biodiversity and Geodiversity
- DM14 - Flood Risk
- DM17 - Sustainable Travel
- DM20 - Minerals

Neighbourhood Planning Policy

5.4 None relevant to this area.

Relevant Supplementary Planning Documents (SPDs) and other planning guidance

5.5 The Guidelines for Parking Provision as Part of New Developments Supplementary Planning Document.

5.6 The Guidelines for Recycling and Refuse Storage in New Developments Supplementary Planning Document.

5.7 The East Cowes and Whippingham Local Cycling and Walking Infrastructure Plan.

6. Consultee and Third Party Comments

Internal Consultees

6.1 The Council's Senior Environmental Health Practitioner has advised that there are some residential properties approximately 200 metres southeast and 120 metres to the north and some have line of sight to the proposed distribution centre site. They consider that issues are unlikely during the daytime as site noise would be masked by main road traffic noise. If operational hours were to include night-time hours, they have advised there may be potential for disturbance from certain activities (i.e. vehicle reversing alarms). Adoption by the site operator of a site noise management plan has been recommended. They have also agreed a condition for a lighting scheme for the site would be sensible to avoid inappropriately angled lighting being left on all night for 'security' purposes.

6.2 Hampshire & IW Fire & Rescue Service has advised that access and facilities for firefighting should be Building Regulations compliant. Further advice has been provided in respect of:

- Access for high-reach appliances
- Water supplies
- Fire protection
- Testing of fire safety alarms
- Firefighting and the environment

6.3 Island Roads, commenting on behalf of the Local Highway Authority, has no objections subject to conditions to secure:

- Construction Management Plan
- Access Visibility
- Parking Provision

6.4 The Planning Ecology Officer has advised that the site has limited ecological value and low direct connectivity to wider habitats. They have recommended:

- Removal of woody vegetation should take place outside bird nesting season, unless a watching brief is undertaken by a suitably qualified ecologist.
- An ecologist contacted for further advice should protected species be discovered during construction works.
- Any lighting should be sensitive to local nocturnal wildlife and avoid light spill onto site boundaries.
- Planting within the site landscaping and inclusion of a buffer zone along the northern side would mitigate the loss of grassland and any trees – native shrubs and trees that are native to pollinators should be included within the planting scheme to enhance the site's biodiversity value.

6.5 The Planning Tree Officer has commented the impact to trees would be minimised through provision of a buffer zone between the site and the GKN boundary trees. Conditions have been recommended to secure:

- Tree protection measures (including protective fencing)
- Soft landscaping scheme

External Consultees

6.6 Hampshire Constabulary's Designing Out Crime Officer has commented in respect of:

- Provision of a robust and visually permeable boundary treatment and gates at least 2.1 metres high.
- Provision of a secure cycle store with good natural surveillance from offices.
- Provision of lighting to external areas.

6.7 Southern Water has advised on the approximate position of existing water distribution mains and protection of this public asset, as well as the possibility of public sewers crossing the application site. It has been advised that a formal application to Southern Water would need to be made by the applicant/developer to connect to the public foul sewer. Further advice has also been provided in respect of Sustainable Drainage Systems (SuDS) and that the Council's technical staff/Building Control officers should be asked to comment on the adequacy of soakaways to dispose of surface water from the proposed development. A condition is proposed in respect of approval of the means of foul sewerage and surface water disposal in consultation with Southern Water prior to commencement of construction.

Parish/Town Council Comments

6.8 None received.

Third Party Representations

6.9 None received.

7. Evaluation

Principle of the development

7.1 The application site is located outside of a defined settlement boundary. However, it forms part of a wider industrial estate, which was granted outline consent and partly commenced. The principle has therefore been accepted, and at present the site appears unfinished.

7.2 The proposal would see the northern part of the WTP site developed for a B8 (distribution centre) use, which would reflect the mix of employment (B class) uses approved for WTP through the earlier outline permission. Reserved matters consent has previously been approved on the site and although not delivered was considered to be acceptable within the same policy framework. The supporting planning statement states that it would support the creation of 200 jobs across the Island to service the logistics industry.

7.3 Given the site has previously been allocated and granted permission for a B8 (employment) use, it is considered that the development proposed can be supported, in principle, in accordance with the economic growth and job creation aims of policies SP3 and DM8 of the Core Strategy.

7.4 Officers consider substantial positive weight can be afforded to the economic benefits of the proposal in the planning balance.

Highways considerations

7.5 The site would be accessed via the existing WTP junction with Whippingham Road and the existing WTP access road with an access already in place to serve the application site. The existing junctions and service road were designed to facilitate the envisaged mixed employment use of the WTP site, including the B8 use of the application plot, for which approval was given in 2017. More recently to facilitate the fuel depot use, double yellow lines have been introduced within the WTP service road to accommodate fuel tankers and larger articulated vehicles.

7.6 Island Roads (on behalf of the Local Highway Authority) has assessed the proposed access and on-site layout and has not raised highway safety concerns with this, commenting that *“the highway improvement works carried out are sufficient to safely accommodate the traffic likely to be generated by the proposed development”*.

7.7 In respect of traffic generation, Island Roads has advised the type and density of traffic generated by the existing (constructed) land uses (CECMM and fuel depot) and the proposed B8 distribution use would generate less traffic than predicted previously in 2010 for the development envisaged by the outline planning permission for the WTP site.

- 7.8** Having considered the information provided by the applicant, including the recent traffic survey data, as well as the advice and comments of Island Roads, it can be concluded that the traffic generated by the existing uses within WTP, as well as that likely to be generated by the proposed use, would not exceed earlier traffic generation predictions for the WTP site on which the design of the WTP junction and access road were based. Therefore, the proposed use would not be likely negatively impact on the capacity of the highway network or highway safety in accordance with the aims of policies SP7 and DM2 of the Core Strategy.
- 7.9** In terms of on-site parking provision, forty staff plus three customer car parking spaces are proposed to be provided. This would be a similar level as that shown for the site in the previous reserved matters approval for the plot. This level of on-site parking would meet and exceed the 22 spaces required by the Council's Parking Guidelines SPD. Given this, it is considered the level of on-site parking provision would be compliant with the Council's guidelines and would meet the aims of policy DM17 in this respect.
- 7.10** Officers note from a site visit that there are existing service (electric) enclosures on concrete plinths within the site area, with one located near the western parking area at the front of the site. These enclosures appeared to be empty and are not shown on submitted plans. Therefore, it is not clear whether these are to be retained, removed, or relocated as part of the proposed development. Given the level of on-site parking is significantly above the level required by the Council's SPD, and there is space within the site to modify the parking layout, officers have recommended the Island Roads' suggested condition be modified to secure on-site parking provision, but to allow for an alternative layout should this be necessary to account for the existing enclosure or any other services that may need to be provided to support the proposed use.
- 7.11** Island Roads has recommended conditions be imposed to secure implementation of a Construction Management Plan, as well as provision of vehicular access, access visibility and parking and turning space within the site in accordance with submitted plans. Officers have recommended these conditions are proposed modified to allow some flexibility should the parking layout need to be amended as discussed above. Subject to these conditions, in terms of the highway network and highway safety, officers consider the proposal would be acceptable.
- 7.12** Officers consider minimal positive weight should be afforded this matter in the planning balance.

Impact on the character of the surrounding area, including trees and the setting of heritage assets

- 7.13** The development proposed would have a hard and functional appearance reflective of the employment use proposed, but this would be little different to the appearance of development previously accepted for other parts of WTP, including the CECAMM site opposite, and 2017 reserved matters approval (P/01310/16) for development of this plot. This latter approval authorised a large 8m high industrial warehouse building and extensive areas of concrete hard surfacing around this with a similar layout and building footprint and orientation.

The existing CECAMM and fuel depot sites within WTP also have extensive hard surfaced parking areas, with soft landscaping limited to these plots' external perimeters.

- 7.14** The previous outline approval envisaged 12-metre-high industrial buildings across the WTP site and the existing CECAMM building is approximately 10m in height. Given the proposed building would have a height of just over 8m (scale of two storeys) and would be of a similar and slightly reduced footprint to the building previously approved for this site, and would be in keeping with the scale and appearance of other adjacent buildings, as well as fall within the scale parameters previously considered acceptable for the WTP site, it is considered the proposed building would be of an acceptable scale, design and appearance.
- 7.15** Use of grey/white horizontal wall cladding, and a grey roofing material as indicated on the submitted plans would assist in providing a lighter and softened appearance for the proposed building, which would go some way to reducing the visual effect of its massing. Although proposed exterior materials are noted on the plans, the colour of the proposed wall cladding and how this would be applied to the building exterior is not clear and so to ensure a satisfactory building appearance, a planning condition is recommended to control the final material palette.
- 7.16** Like the nearby CECAMM, fuel depot and GKN sites, it is proposed to maintain/provide for planting buffers around the site perimeter. These generally two/three-metre-wide buffers would provide space for new and supplemental planting to soften the visual impact of the development, as well as enhance the site appearance and contribute to biodiversity enhancement at the site. Whilst areas of maintained and new planting have been indicated on the supplied plans, information provided is limited and therefore further detail would be required to ensure the site would be appropriately landscaped. A condition has been recommended to secure agreement and implementation of a landscaping scheme as part of the development to ensure a satisfactory and high-quality appearance and setting for the proposed development. Officers have also recommended a condition to ensure existing high amenity trees within the GKN site close to, and overhanging, the northern site boundary would be adequately protected during construction.
- 7.17** The Designing Out Crime Officer has commented in respect of provision of a 2.1-metre-high perimeter boundary treatment and access gates to secure the site. Such a means of enclosure would reflect security fencing erected around adjacent sites. The suggested landscaping condition would ensure such a boundary treatment and gates would be provided whilst ensuring its design and appearance would complement the surrounding area.
- 7.18** Whilst no details of any exterior lighting have been submitted with the application, given the nature of the proposed use it is likely some external lighting would be required to serve the development and to provide for a safe and secure environment, noting provision of lighting to external areas has been recommended by the Designing Out Crime Officer. Both the CECAMM and fuel depot uses have external lighting within and around these plots. The aforementioned landscaping scheme would be likely to partially reduce effects of external lighting within the site and given proximity to the highway and other

facilities, external lighting is not an unusual feature of the area. Therefore, it is recommended a condition is imposed to agree an external lighting scheme for the site to ensure any lighting proposed would be appropriate, would minimise light spillage beyond the site and skyward, and protect the amenity and appearance of the surrounding area.

- 7.19** In terms of potential impacts on the setting of heritage assets to the south and west of the site, in particular the listed buildings within Whippingham Conservation Area, it is considered that due to the secluded sylvan setting of these assets, which in the vicinity of the site are principally experienced from Beatrice Avenue, as well as separation distances of these assets from the site (approximately 290 metres), and taking into consideration the already accepted development of this site for industrial/business uses, the proposal would not adversely impact on the settings of these heritage assets. Although the tower and spire of St Mildred's Church is visible from across the application site, this feature is already partially obscured by existing tree planting along the southwestern WTP site boundary, and views of this building from the site are likely to further diminish as this tree planting matures. As discussed above, additional soft landscaping around the site perimeter would further reduce any visual impact of the development on the surrounding landscape and provide an additional visual buffer between the development and heritage assets further afield to the south and west.
- 7.20** The grade II listed Padmore House is located approximately just over 220 metres from WTP. Whilst there may be glimpses toward the WTP site from this listed building, these views would be at distance, out over Beatrice Avenue and intervening fields and would be tempered by the existing fuel depot and CECAMM buildings. Therefore, the immediate environs of this listed building and its wider predominantly rural/agricultural setting would not be harmed by the proposed development. Again, new planting undertaken within the WTP as part of the approved fuel depot development, and additional planting secured as part of the proposed development through the recommended condition would further reduce any impact on the setting of this heritage asset.
- 7.21** With regard the Osborne Registered Park and Garden to the north and east, this is segregated from the WTP site by Whippingham Road. Therefore, given this separation, that there is a significant tree screen on the opposite side of Whippingham Road to the application site, and having regard to the previous reserved matters approval and scale and industrial character of adjacent sites, it is considered that the proposal would not adversely impact the setting of the Osborne Registered Historic Park and Garden.
- 7.22** The proposal would have a positive effect on the character of the area by bringing this currently vacant and dormant serviced plot into active use in a manner consistent with adjacent uses and as originally envisaged through the grant of the earlier outline planning permission and subsequent reserved matters approval. This would have a positive impact on the vibrancy of the local area.
- 7.23** Having regard to the above, it is concluded that, subject to the recommended conditions with respect to materials, tree protection, and to secure the implementation of a landscaping scheme (to include new planting around the site perimeter), the proposal would complement the character and appearance

of the wider WTP site and the surrounding area, and would not adversely impact on the settings of the Whippingham Conservation Area or listed buildings within it, Padmore House and its setting or the Osborne Registered Park and Garden, which would be preserved, in accordance with the aims of policies DM2 and DM11 of the CS and the NPPF and the requirements of sections 66(1) and 72(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 (as amended).

- 7.24** Whilst the overall effect on heritage assets and setting of heritage assets would be neutral, given the current condition of the site, officers consider there would be benefits associated with bringing this site into active use, as well as securing enhanced landscaping of the site perimeter which would improve site appearance and security, and therefore moderate positive weight can be afforded to this matter in the planning balance.

Impact on neighbouring properties

- 7.25** The proposal would be unlikely to have any greater impact on neighbouring properties and residential amenity within the wider area than the scheme approved by the Council for this plot in 2017.
- 7.26** The Council's Senior Environmental Health Practitioner (SEHP) has advised that operations during the daytime are unlikely to cause any issues as road traffic noise on the main road is likely to mask any site noise at during the daytime. However, during night-time hours the SEHP has commented that there may be potential for disturbance to be caused from certain activities, for example vehicle reversing alarms could be audible at residential properties and cause a degree of disamenity. The SEHP has recommended a site noise management plan (SNMP) be adopted by the site operator, which should consider noise from the site and appropriate mitigation.
- 7.27** No hours of operation have been provided by the applicant. Whilst the potential for noise disturbance and adverse noise impacts on neighbouring amenity are not likely to be significant given the distance of neighbouring residential properties from the plot (within about 100-200 metres off Whippingham Road, 300 metres off Beatrice Avenue), noise from the main road, and proximity of other commercial/industrial uses, including the existing fuel depot, it is considered with implementation of a SNMP, the proposed use would not be likely to have any serious adverse impacts on neighbouring properties/uses in terms of noise. The SNMP can be secured by planning condition.
- 7.28** There is also the potential for any external lighting to adversely impact neighbouring amenity if not appropriately designed, particularly as some residential properties in the surrounding area would have line of sight of the application/WTP site. The condition recommended for an external lighting scheme to be agreed would ensure any external lighting within the site would be designed to be angled into the site, and where necessary shielded, to minimise light pollution and spillage beyond the site.
- 7.29** Subject to the recommended conditions discussed above, it is concluded that the proposal would mitigate for potential adverse impacts on neighbouring amenity in accordance with the aims of policy DM2 of the Core Strategy and the

NPPF, which require proposals to have regard to neighbouring property constraints and to maintain a high level of amenity for all existing and future occupiers of land and buildings.

Other matters

Drainage and flood risk

- 7.30** The application is supported by a Drainage Strategy (DS) which was originally submitted with the 2016 reserved matters application for this plot. The DS explains that foul flows would be connected into the existing foul drainage infrastructure within the WTP site and then pumped to the public sewer in Whippingham Road. Connection of the foul drainage to the existing public foul sewer would be a matter for Southern Water and the developer.
- 7.31** The site is located within Flood Zone 1 and therefore is at lower risk of flooding. However, policy DM14 of the Core Strategy does require new development to reduce local flood risk, ensure runoff from the site post development would not exceed the existing greenfield runoff rate, and protect water quality. The submitted plans and DS indicate that surface water runoff would be managed via on-plot and off-plot SuDS, which would remove urban runoff pollutants and attenuate flows so that runoff from the site (the application plot) would be restricted to 4 litres per second to comply with the requirements of the earlier Flood Risk Assessment for the WTP submitted with the 2010 outline planning application.
- 7.32** The DS states that SuDS would include swales, underground cellular storage tanks, permeable surfacing, and a petrol interceptor. Off plot swales (shown on the submitted plans) are intended to convey attenuated surface water discharge to the southwestern edge of the wider WTP site where groundwater levels have been identified as being lowest, with these swales enabling surface water to be infiltrated over a large area and at a shallow depth to maximise infiltration potential. The proposed new off plot swales would be connected to the existing swale within the southwest corner of the site to create a single swale system. A weir would be installed to allow surface water to escape the swale in the event the infiltration capacity of the swale is exceeded but limited to the greenfield runoff rate of the undeveloped site to mimic the pre-development drainage regime.
- 7.33** The proposed means of surface water and foul drainage to serve the proposed development would be similar to those already installed and operating at the site serving the other constructed plots. Subject to a planning condition to secure provision of a foul and surface water scheme to serve the development, and that this drainage would direct foul flows to the public sewer and limit surface water run-off from the site to the pre-development greenfield rate, with measures installed to protect water quality, it is concluded that the aims of policy DM14 would be met, and local flood risk reduced.
- 7.34** Because the proposal would provide for an on-site surface water drainage system that would provide for a level of on-site attenuation that currently does not exist at the site, limiting the runoff rate to the present day greenfield runoff rate, taking into account climate change over the design life of the proposed

development, officers consider due to this 'future proofing', minimal positive weight can be afforded to this matter in the planning balance.

Ecology and biodiversity

- 7.35** The 2010 outline planning application for the WTP site was supported by an Ecological Assessment which considered potential impacts to habitats and protected species, including bats, dormice and red squirrels, reptiles, and nesting birds. Protection of trees, replacement of the western boundary hedgerow, enhancement of species-poor hedgerow and reinforcement of gaps within the northern boundary tree line, as well as limiting and careful design of artificial lighting and timing of works, all comprised a series of mitigation measures recommended to ensure impacts to protected species would be avoided/mitigated.
- 7.36** The application site is currently of little value to wildlife/protected species, with little connectivity to the wider countryside/environment beyond the WTP site. There are limited features and vegetation, save for some pockets of scrub within the site and boundary trees, some of which were planted along the roadside frontage as part of development to facilitate WTP.
- 7.37** The proposal would see the site extensively covered by the proposed building and hardstanding, however there would be opportunity for new planting and reinforcement/supplemental planting within the proposed planting buffers around the site perimeter. High amenity trees within the GKN site would be protected as discussed above, and whilst it is likely one tree may have to be removed within the northern corner of the site, this loss could be mitigated by new tree planting within the application site as part of an agreed landscaping scheme.
- 7.38** Having regard to the similar development approved for this site previously, with recommended conditions, it is concluded the proposal would offer enhancement for site biodiversity and that the proposal would not result in significant harm in accordance with paragraph 186 of the NPPF, the aims of policies DM2 and DM12 of the Core Strategy.
- 7.39** Officers afford minimal positive weight to this matter in the planning balance.

Minerals safeguarding

- 7.40** The site is located within a Minerals Safeguarding Area (MSA). Whilst the proposed development would not be compatible with minerals safeguarding, it would only affect a small area of the overall MSA and would have no greater impact on the MSA than the development previously approved for the site, and therefore would not be a reason to withhold consent in this case given previous planning decisions and the minimal impact the development would have in terms of minerals safeguarding on the Island.
- 7.41** Officers afford this matter neutral weight in the planning balance having regard to past planning decisions for this site.

8. Planning balance and conclusions

8.1 The National Planning Policy Framework states that the planning system is planned and that the purpose of the planning system is to achieve sustainable development. In the same way, planning law requires that applications for planning permission must be determined in accordance with the development plan, unless material considerations indicate otherwise. The role of the planning system is to balance issues, particularly where they compete and compare the benefits of a proposed development with any identified harm. In this context, the NPPF advises that the planning system has three overarching objectives, these being economic, social and environmental objectives. These issues are balanced below:

Economic

8.2 The NPPF states that the economic objective is to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth.

8.3 The proposal would benefit the Island's economy through construction employment, progression of the delivery of the remainder of Whippingham Technology Park, support for the Island's logistics industry and through job creation and potential economic multiplier effects. It would provide premises for expansion of existing Island business(es) and/or inward investment.

8.4 Substantial positive weight is afforded the economic benefits of the proposal.

Social

8.5 The NPPF states that the social objective is to support strong, vibrant and healthy communities, referring to supporting the community's health, social and cultural well-being.

8.6 The proposal would support job creation locally and economic growth which is intrinsically linked to the health, wellbeing, and prosperity of the Island community. It would also support an industry that helps keep people connected and supplied, again benefitting health and wellbeing. Measures would be taken through the design and landscaping of the development to provide for a safe and secure site and built environment which would benefit the wider WTP site and adjacent businesses already operating nearby.

8.7 Substantial positive weight is afforded to the social benefits.

Environmental

8.8 The NPPF states that the environmental objective is to contribute to protecting and enhancing our natural, built and historic environment; including making effective use of land, helping to improve biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.

8.9 Environmentally, the development would be designed and landscaped to complement the character of the area, protect high amenity trees, preserve the setting of heritage assets, reduce local flood risk, protect water quality, and enhance biodiversity. It would not negatively impact the highway network. There would be some minor conflict with minerals safeguarding, however this impact has been accepted previously through earlier planning decisions. Potential for impact to neighbouring amenity can be mitigated as identified within the report and through implementation of the recommended planning conditions.

8.10 Overall, it is considered, on balance, moderate positive weight can be afforded to the environmental benefits of the proposal.

Conclusion

8.11 Having regard to the above, it is considered that overall, the economic, social, and environmental benefits of the proposal considerably outweigh any minor negative impacts identified within this report and therefore it is recommended planning should be granted, subject to the recommended conditions.

9. Statement of Proactive Working

9.1 ARTICLE 31 - WORKING WITH THE APPLICANT

In accordance with paragraph 38 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 ways:

- By offering a pre-application advice service; and
- Updating 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, advised of any issues, and given the opportunity to provide additional information.
- Following receipt of additional information, the application was considered acceptable, and no further discussions were required.

10. Conditions

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

Reason: To comply with Section 91 of the Town and County Planning Act 1990 (as amended).

2. Except where varied in accordance with other conditions of this permission, the development hereby permitted shall only be carried out in accordance

with the details shown on the submitted plans, numbered: 2196/L1 Revision B, 2196/P1 Revisions E and F, 2196/P3 Revision A and 2196/P4 Revision A.

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

3. The development hereby permitted shall not begin until details of measures for the protection of existing trees to be retained have been submitted to and approved in writing by the Local Planning Authority. The submitted details shall accord with the BS5837:2012 standard and include a plan showing the location of existing trees to be retained and the positions of any protective fencing. Development shall be carried out in accordance with the approved details and any protective fencing shall be erected prior to work commencing on site and shall be maintained until all equipment, machinery and surplus materials related to the construction of the development have been removed from the site. Nothing shall be stored or placed in any fenced area in accordance with this condition and the ground levels within those areas shall not be altered, nor shall any excavation be made, unless otherwise authorised by this permission or approved in writing by the Local Planning Authority.

Reason: This condition is a pre-commencement condition to prevent damage to trees during construction and to ensure that the high amenity tree(s) to be retained would be adequately protected from damage to health and stability throughout the construction period in the interests of the amenity and to comply with Policy DM12 (Landscape, Seascape, Biodiversity and Geodiversity) of the Island Plan Core Strategy.

4. No development shall take place until a Construction Management Plan has been submitted to and approved in writing by the Local Planning Authority in respect of;
 - a. Steps to prevent material being deposited on the highway as a result of any operations on the site in connection with the approved development. Such steps shall include the installation and use of wheel cleaning facilities for vehicles connected to the construction of the development.
 - b. The parking, loading, unloading, circulation and turning of all construction vehicles to include for operative vehicles within the confines of the site throughout the build process.

The agreed Construction Management Plan shall be implemented and adhered to for the duration of construction and the agreed facilities shall be installed prior to the commencement of development and shall be retained in accordance with the approved details during the construction phase of the development. Any deposit of material from the site on the highway shall be removed as soon as practicable by the site operator.

Reason: This is a pre-commencement condition as it is necessary to agree measures to be implemented during construction before development begins in the interests of highway safety and to prevent mud and dust from getting

on the highway and to comply with policies SP7 (Travel) and DM2 (Design Quality for New Development) of the Island Plan Core Strategy.

5. No development shall take place until the proposed means of foul and surface water sewerage disposal from the site has been submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details and the approved drainage works completed before the building and site is brought into use.

Reason: This is a pre-commencement condition due to building/site drainage requiring design/agreement at an early stage of the development process, to ensure high amenity trees would be adequately protected, to avoid potential for other construction and landscaping works to conflict with drainage design/layout, to ensure the site would be suitably drained and to reduce flood risk in accordance with the aims of policies DM2 (Design Quality for New Development) and DM14 (Flood Risk) of the Island Plan Core Strategy.

6. Construction of the building hereby permitted shall not proceed above foundation level until details of the materials (including colour) to be used in the construction of the external surfaces of the building have been submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.

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

7. The development hereby permitted shall not be brought into use until details of hard and soft landscaping works and an implementation programme for those works have been submitted to and approved in writing by the Local Planning Authority. Submitted details shall include finished levels, hard surfacing materials, means of enclosure and boundary treatments, existing trees and planting to be retained, and new planting (to include a schedule of plants noting species, size, number/density of any new trees/plants, and planting methodology). The agreed landscaping works shall be carried out and completed in accordance with the approved details and implementation timetable. Any trees or plants that die, are removed, or become seriously damaged or diseased within 5 years of planting or completion of the development, whichever is the later, shall be replaced in the following planting season with specimens of a like size or species.

Reason: To ensure the site would be appropriately landscaped in the interests of the amenities of neighbouring property occupiers and the surrounding area, to provide for a safe and secure environment, and to ensure biodiversity would be promoted and enhanced 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.

8. The use hereby permitted shall not begin until space has been laid out within the site in accordance with drawing number 2196/P1 Revision E, or details that have been submitted to and approved in writing by the Local Planning

Authority, for 43 cars to be parked and for vehicles to turn so that they may enter and leave the site in forward gear. This space shall not thereafter be used for any purpose other than for the parking, circulation and turning of vehicles as shown on the approved plans.

Reason: In the interests of highway safety and to comply with policies DM2 (Design Quality for New Development) and DM17 (Sustainable Travel) of the Island Plan Core Strategy.

9. The development hereby permitted shall not be brought into use until sight lines have been provided at the junction between its vehicular access shown on drawing 2196/P1 Revision E and the highway in accordance with details that have been submitted to and approved in writing by the Local Planning Authority. Thereafter, nothing that may cause an obstruction to visibility shall at any time be placed or be permitted to remain within the visibility splay shown in the approved sight lines.

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

10. The building hereby permitted shall not be brought into use until the means of vehicular access thereto and the goods vehicle turning facilities has been constructed in accordance with the drawing number 2196/ P1 Revision E.

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

11. The use hereby permitted shall not begin until covered and secure cycle parking facilities have been provided within the site for a minimum of 6 cycles to be parked in accordance with details that have been submitted to and approved in writing by the Local Planning Authority. The agreed cycle parking facilities shall be maintained and retained thereafter in accordance with the approved details.

Reason: To encourage sustainable travel and reduce reliance on the private car in accordance with the aims of policy DM17 (Sustainable Travel) of the Island Plan Core Strategy.

12. The building hereby permitted, and land edged red on drawing 2196/P1 Revision E, shall not be brought into use until a Site Noise Management Plan (SNMP) has been submitted to and approved in writing by the Local Planning Authority. The submitted plan shall include (but not be limited to):

- Reversing alarm use
- Engine idling
- Open air working
- Delivery vehicle route into the site
- Loading/unloading of vehicles, particularly at night-time
- Opening/closing of delivery bay doors
- Site contact information
- Mechanisms for monitoring, review, and update of the plan

The agreed SNMP shall be implemented and adhered to thereafter.

Reason: To protect the amenities of the area and neighbouring property occupiers, and to prevent annoyance and disturbance, in particular sleep disturbance, from noise emissions from the premises and to comply with the aims of policy DM2 (Design Quality for New Development) and the National Planning Policy Framework.

13. Prior to the building hereby permitted and land edged red on drawing 2196/P1 Revision E being brought into use, external lighting shall be installed within the site in accordance with a scheme that have been submitted to and approved in writing by the Local Planning Authority. The submitted scheme shall detail the position, type, size, height, orientation and lighting level and temperature of any lighting units, any measures to minimise light spillage, and hours of operation/duration of any external lighting and how this would be controlled. No external lighting shall be installed or operated within the site except in accordance with the agreed scheme.

Reason: In the interests of the visual amenities of the site and surrounding area, to protect the amenity of neighbouring property occupiers and to comply with the aims of policies DM2 (Design Quality for New Development) and DM12 (Landscape, Seascape, Biodiversity and Geodiversity) of the Island Plan Core Strategy.

14. The building hereby permitted shall not be used at any time other than for a purpose falling within class B8 of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (as amended).

Reason: To enable the Local Planning Authority to reassess any proposal for an alternative use of these units to ensure that any subsequent use is appropriate, to protect the amenity of the area and the amenities of neighbouring buildings and land in accordance with the aims of policies SP3 (Economy), DM2 (Design Quality for New Development) and DM8 (Economic Development) of the Island Plan Core Strategy.

15. No equipment, raw materials, finished or unfinished products or parts, crates, packing materials, derelict vehicles, vehicle bodies or waste materials shall be stacked or stored within the site outside of the building hereby permitted.

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

11. **Informatives**

1. The applicant/developer is advised that any vegetation clearance at the site should be undertaken outside of the birding nesting season (01 March to 31 August inclusive). If any vegetation clearance is to take place during the bird nesting season, or protected species are discovered within the site, the applicant/developer is advised to seek further advice from a suitably qualified ecologist before carrying out or continuing with any works.