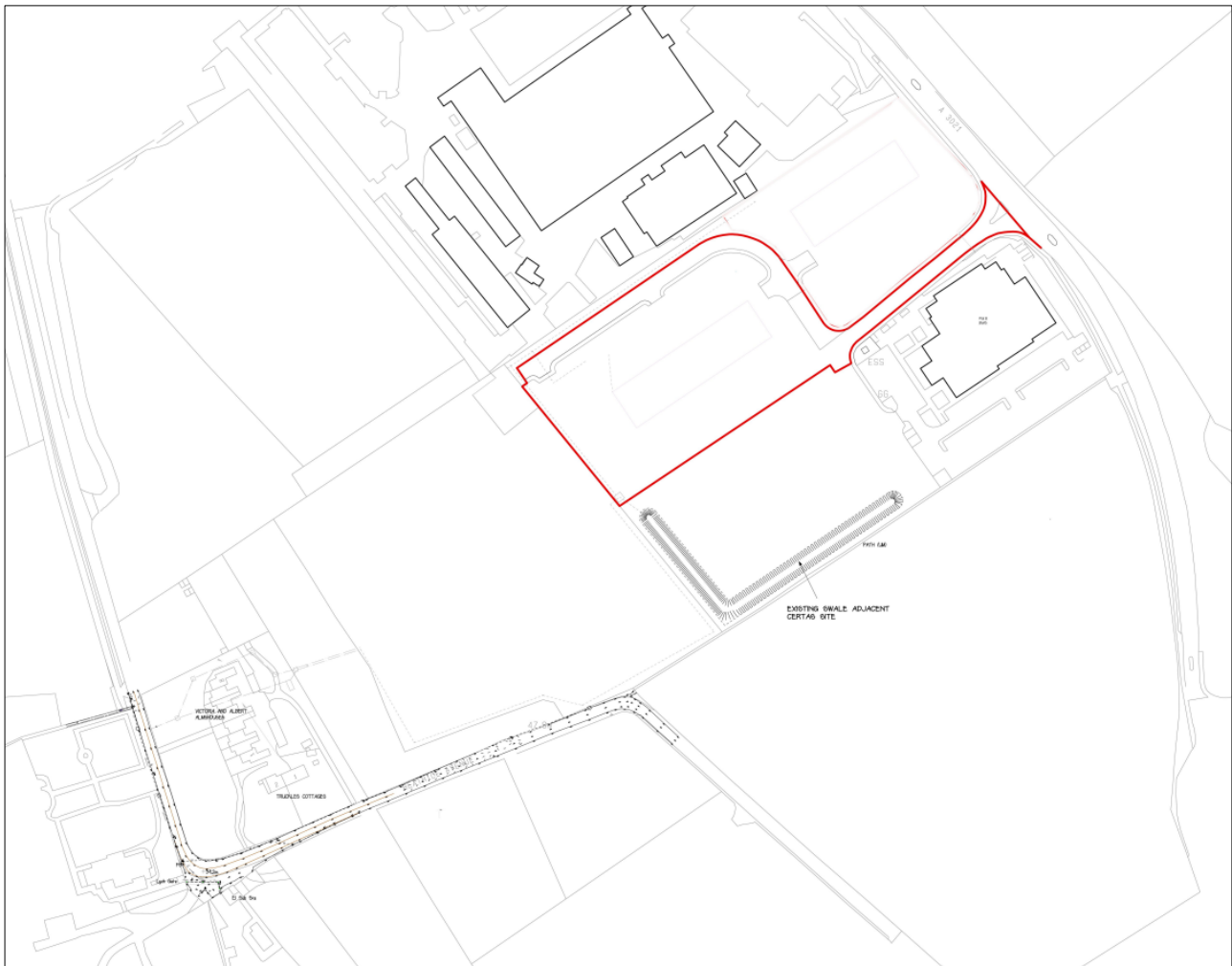


Planning Committee Report

Report of	STRATEGIC MANAGER FOR PLANNING AND INFRASTRUCTURE DELIVERY
Date	5 MARCH 2024
Application Reference	<u>22/02293/OUT</u>
Application type	Full
Application Description	Outline for B8 distribution building
Site address	Whippingham Technology Park, Whippingham Road, East Cowes, Isle of Wight
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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	<u>Main considerations</u>
	<ul style="list-style-type: none"> ● Principle of the development ● Highways considerations ● Impact on the character of the surrounding area, including trees and the setting of 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
- Reserved matters approval
- Tree protection
- Construction Management Plan
- Drainage
- 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 northern plot (currently undeveloped), and part of the plot now subject of this application has recently been approved for B8 use, with part of the site to provide space for associated drainage infrastructure – see 22/02284/FUL.
- 2.5** The application site is currently an open and fairly level area of undeveloped predominantly grassland, with little other vegetation, save for some areas of scrub and boundary vegetation (including some trees) predominantly along and near to the southwest (rear) site boundary. Existing chain link fencing also defines the rear boundary with GKN land.
- 2.6** The wider WTP site boundary with GKN Osborne Works site to the north is secured by approximately 2-2.5 metres high open mesh style security fencing. There is also an existing row of high amenity trees offsite within the GKN site to the north close to the shared boundary with WTP.

3. Details of Application

- 3.1** The application seeks permission to develop the northwestern corner plot of the technology park site to provide a distribution building (planning use class B8). The application is made for outline planning permission with only the principle of development and means of access to be considered at this stage. Matters relating to the scale and appearance of the building, layout and landscaping of

the site have been reserved by the applicant for later approval (hereinafter referred to as “the reserved matters”). Whilst the submitted application form indicates approval is being sought for the scale of the building now, it has subsequently been agreed with the applicant to reserve this matter for later approval to afford sufficient design flexibility at the reserved matters stage.

- 3.2** The building and its curtilage would be accessed via the existing WTP access road and its junction with the A3021 (Whippingham Road), with this existing access being included with the application red lined site area.
- 3.3** Illustrative plans have been provided and these are to be treated as indicative only, save for the means of access shown. The submitted illustrative plans for the proposed building are very similar to those approved for the northern plot approved earlier this year – see 22/02284/FUL. The plans show a rectangular building 8 metres high, 61 metres long and 21 metres wide, positioned centrally within the plot. The remainder of the space would be laid out and landscaped to provide on-site parking and circulation space, on-site drainage – with additional swales shown to be provided, as well as some perimeter planting.
- 3.4** In terms of its design and appearance, the building indicated 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 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 louvres are also shown.
- 3.5** As mentioned above, where the submitted plans show details relating to the reserved matters, they are to be treated for illustrative purposes only.

4. Relevant History

Whippingham Technology Park

- 4.1** 22/02284/FUL: Proposed B8 distribution building and associated parking, landscaping and drainage: Granted 01/02/24.
- 4.2** 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.
- 4.3** P/01310/16: Approval of reserved matters on P/01060/10 for appearance, layout, and scale: Granted 19/07/17.
- 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 their only concerns relate to light and noise. They have confirmed that provided the same conditions that were placed on planning permission 22/02284/FUL are included should this application be granted consent these concerns would be mitigated.

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' Highway Engineer, commenting on behalf of the Local Highway Authority originally objected, requesting that a transport assessment was submitted. Following the receipt of additional information, the Engineer has confirmed no objection. They have recommended a condition to ensure boundary treatments would not obstruct access visibility.

- 6.4** The Planning Ecology Officer has advised that they have no objection to the granting of outline permission, as any ecological considerations could be addressed through approval of the reserved matters. They have advised that the site is adjacent to the GKN site that was subject to planning application 23/00630/FUL, which was found to support a range of protected species. They have recommended a Preliminary Ecological Assessment (PEA) is submitted at the reserved matters stage to support the proposal, as whilst the site would appear to have low ecological value, it is directly connected terrestrially and arboreally to it. The PEA should assess the site for its ecological value and offer suitable mitigation and enhancement measures to reduce the impact of the proposal on species and habitats.
- 6.5** The Planning Tree Officer has advised that the impact to high amenity trees could be limited to an acceptable level as long as trees around the perimeter of the site are given due consideration at the design stage. A condition has been recommended for an Arboricultural Method Statement to be agreed to ensure this.

External Consultees

- 6.6** Southern Water has advised on the approximate position of existing combined rising main and water distribution main within the site and protection of these public assets, 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 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 proposals to dispose of surface water.

Parish/Town Council Comments

- 6.7** Whippingham Parish Council supports the application. It has also commented it supports Island Roads' request for a traffic impact assessment and has requested that a turn left sign is put at the exist of the site, and all traffic leaving the site has to turn left and go round the roundabout before heading out of Whippingham.

Third Party Representations

- 6.8** 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 wider site is currently unfinished.
- 7.2** The proposal would see the northwestern 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, as well as complement the approved B8 use of the northern plot approved recently. 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 B class (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 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 (B1/B2/B8) use of the WTP site. 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' Highway Engineer (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, noting that the layout proposed is illustrative and subject to later approval. They have advised it would be prudent to impose a boundary treatment condition to protect access visibility and prevent its obstruction by future vegetation. Furthermore, in terms of on-site parking, the Highway Engineer has commented that the parking bays indicated would be compliant in terms of size, and that the 40 spaces shown would exceed the 28 spaces minimum required by the Council's parking guidelines SPD. However, having regard to the nature of the proposed use neither the engineer or officers have objection to this overprovision, or see the need for a parking provision assessment to be submitted. Planning conditions have been recommended to secure visibility splays for the existing three access points for this plot, as well as to agree the on-site parking layout within the plot to secure at least the minimum number (28) of parking bays required.
- 7.7** In respect of traffic generation, the applicant has provided a Transport Technical Note TN02 which evidences that the potential transport impacts of the proposed development are well within the range of those previously estimated for the development approved for the site in 2010, accounting for traffic generated by the existing (constructed) uses (CECamm and fuel depot) and the recently approved B8 for the northern plot. Furthermore, a recent 2023 traffic survey found that flows generated by the existing (constructed) uses and those along Whippingham Road were less than those predicted for 2020 by the earlier 2010 transport assessment. Having considered the information provided by the applicant, Island Roads' Highway Engineer has raised no concerns with the traffic/capacity impact of the proposal.
- 7.8** Whippingham Parish Council has requested left hand turn only signage be displayed at the WTP junction with Whippingham Road. This junction has been

designed so that all traffic must turn left out of the site. There is already an existing road sign and marking directing all traffic to turn left out of the site at this junction.

7.9 Conditions have been recommended to secure access visibility and parking and turning space within the site. Subject to these conditions, in terms of the highway network and highway safety, officers consider the proposal would be acceptable.

7.10 Officers consider neutral 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

7.11 The development proposed would have a 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, fuel depot and northern plot. 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.

7.12 The previous outline approval envisaged 12-metre-high industrial buildings across the WTP site and the existing CECAMM building is approximately 10m in height. The size, scale and massing of the building illustrated would be comfortably accommodated within this plot and would be of the same height and appearance to the B8 building approved recently for the northern plot, as well as fall within the scale parameters previously considered acceptable for the WTP site. The final position, scale, design and appearance of the proposed building, including exterior materials, would be agreed later at the reserved matters stage, when it can be ensured the building would complement surrounding buildings.

7.13 The illustrative plans submitted show a predominantly hard landscaped development, with little room for soft landscaping. Furthermore, the indicative layout shows on-site parking extending hard up to the rear site boundary, leaving no space to maintain a landscaped buffer along the western WTP site boundary. As layout and landscaping of the development, as well as scale of the building, have been reserved for later approval, this would afford scope for changes to the development layout, landscaping and building size and design to be made at the reserved matters stage so that sufficient room would be allowed for around the plot perimeter to accommodate native boundary hedge and tree planting to alleviate the otherwise hard urban appearance, visually soften the development and provide for an attractive setting, as well as enhance on-site biodiversity and ensure habitat connectivity along the western edge of the WTP site would be maintained and enhanced.

7.14 The proposal would not directly impact upon existing high amenity trees, though there is potential for impact to those within the adjacent GKN site near the shared north WTP boundary during the development process. Provided the condition recommended by the Council's Planning Tree Officer is imposed, it is considered high amenity trees would be adequately protected during development.

- 7.15** 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. Both the CECAMM and fuel depot uses have external lighting within and around these plots. Site perimeter soft landscaping would help 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.
- 7.16** 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.
- 7.17** 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, particularly along the southwestern site boundary, 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.
- 7.18** 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.
- 7.19** 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 approval for a B8 building on the northern plot opposite, 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.

- 7.20** It is considered by officers that 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. This would also have a positive impact on the vibrancy of the local area.
- 7.21** Having regard to the above, it is concluded that, subject to the recommended conditions with respect to approval of the reserved matters, tree protection and to agree an external lighting scheme, 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).
- 7.22** 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

- 7.23** The proposal would be unlikely to have any greater impact on neighbouring properties and residential amenity within the wider area than the development originally approved by the 2011 outline planning permission, P/01060/10.
- 7.24** 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 that with the implementation of a Site Noise Management Plan (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.
- 7.25** 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.
- 7.26** The Council's Senior Environmental Health Practitioner has commented that with the aforementioned conditions for a SNMP and external lighting scheme to be agreed, they have no concerns.

- 7.27** 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

- 7.28** No drainage plan or report has been provided with this outline planning application. The submitted application form states that foul drainage would be via the mains sewer and that surface water would be disposed of via sustainable drainage systems (SuDS). There are existing foul and surface water drainage systems within the existing WTP site, with existing foul drainage connected 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.
- 7.29** 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. Surface water within the WTP site is currently managed via a system of on-site and off-site SuDS, which would attenuate flows so that the runoff from the site would not exceed the pre-development greenfield run-off rate. The submitted plans indicate that the existing network of swales that assist with the management and attenuation of surface water runoff from the WTP site would be expanded on within the application site. A planning condition has been recommended to agree the final surface water drainage scheme to serve the development to ensure that the aims of policy DM14, to reduce local flood risk and protect water quality would be met.
- 7.30** 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

- 7.31** 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.

- 7.32** The application site currently appears to be of limited ecological value. However, there are some areas of vegetation, scrub and trees along the western boundary with the adjoining GKN land, with this neighbouring land found to support a range of wildlife/protected species following assessment to support planning application 23/00630/FUL. Given this and the time lapse between the granting of the outline permission for the WTP site in 2011 and the current application, officers consider an updated ecological assessment is required to inform avoidance, mitigation and enhancement measures.
- 7.33** Given the application relates to a vacant serviced plot within an existing approved employment site, and that matters relating to layout and landscaping are reserved for later approval, it is considered that it would be practicable for an updated assessment to be carried out and submitted in advance of, or simultaneously with, an application for approval of the reserved matters (which could be submitted up to three years from when any outline permission is granted) to inform the final layout and landscaping of the development and that, where necessary, avoidance measures to be implemented are established prior to development taking place. A condition has been recommended to secure this further assessment and ecological mitigation and enhancement measures prior to commencement of development.
- 7.34** The proposal is likely to see the site extensively covered by the proposed building and hardstanding, as illustrated on submitted plans. However, there would be opportunity for new planting and reinforcement/supplemental planting around the site perimeter. Approval of development layout and landscaping at the reserved matters stage would afford the opportunity to facilitate this through the final development design and layout. High amenity trees within the GKN site would be protected as discussed above.
- 7.35** Whilst the national requirement for biodiversity net gain (BNG) of a minimum of 10% for major development was introduced on 12 February 2024, this application was submitted before this date so isn't required to provide BNG.
- 7.36** Having regard to the development approved for this site previously, with recommended conditions, it is concluded the proposal would provide the opportunity to enhance site biodiversity and that the proposal would not result in significant harm to ecology and biodiversity in accordance with paragraph 186 of the NPPF, and the aims of policies DM2 and DM12 of the Core Strategy.
- 7.37** Officers afford minimal positive weight to this matter in the planning balance.

Minerals safeguarding

- 7.38** 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.
- 7.39** 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 application was considered acceptable, and no further discussions were required.

10. **Conditions**

1. Application for approval of the reserved matters shall be made to the Local Planning Authority before the expiration of 3 years from the date of this planning permission. The development hereby permitted shall be begun before the expiration of 2 years from the date of approval of the final approval of the reserved matters or, in the case of approval on different dates, the final approval of the last such matter to be approved.

Reason: To comply with Section 92 of the Town and Country Planning Act 1990 (as amended) and to prevent the accumulation of unimplemented planning permissions.

2. Approval of the details of the siting, size, design and external appearance of the building(s), and the layout and landscaping of the site (hereinafter called "the reserved matters") shall be obtained from the Local Planning Authority in writing before any development is commenced.

Reason: This is a pre-commencement condition in order to secure a satisfactory development and be in accordance with policy SP1 (Spatial Strategy) and DM2 (Design Quality for New Development) of the Island Plan Core Strategy.

3. Insofar as submitted details relate to the means of access, the development hereby permitted shall only be carried out in accordance with the details shown on the submitted plans, numbered: L2 Revision A and P2 Revision B.

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.

4. No development shall take place until an Arboreal Method Statement detailing how the potential impact to trees would be minimised during construction works, to include details of protective tree fencing to be installed for the duration of construction works, has been submitted to and approved in writing by the local planning authority. The agreed method statement shall be adhered to throughout the development of the site.

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 policies DM2 (Design Quality for New Development) and DM12 (Landscape, Seascape, Biodiversity and Geodiversity) of the Island Plan Core Strategy.

5. Prior to commencement of development, an ecological assessment shall be submitted to and approved in writing by the Local Planning Authority. The submitted assessment shall identify any impacts of the development on protected species and habitats, as well as measures to avoid and mitigate for any impacts of development, as well as measures to enhance site biodiversity. Development shall be carried out in accordance with the agreed ecological assessment and any recommendations and measures contained therein.

Reason: To ensure ecology and biodiversity would be protected, conserved 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.

6. 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.

7. The use hereby permitted shall not begin until space has been laid out within the site in accordance with details that have been submitted to and approved in writing by the Local Planning Authority, for a minimum of 28 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. No part of any solid boundary wall or fence erected on the site roadside frontage, nor any hedge planted to mark the roadside boundary or alongside such boundary, wall or fence, shall at any time be permitted to be more than 600mm above the level of the adjacent carriageway and resultant visibility splays shall be kept free of obstruction.

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 development hereby permitted 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.

11. Prior to the development hereby permitted 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.

12. 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.

13. 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.