

Item No.	Application No. and Parish	Statutory Target Date	Proposal, Location, Applicant
(2)	22/00897/RESMAJ Lambourn	8th July 2022	Approval of reserved matters following Outline application 19/02979/OUTMAJ for the erection of a new logistics warehouse building (for occupation by Walker Logistics) (Use Class B8) with ancillary office floorspace, an aircraft museum building (Use Class D1), and associated access, car parking and landscaping. Matters to be considered: Access, Appearance, Landscaping and Layout.  Land South Of Tower Works, Lambourn Woodlands, Hungerford.  Walker Logistics Limited

The application can be viewed on the Council's website at the following link:  
<http://planning.westberks.gov.uk/rpp/index.asp?caseref=22/00897/RESMAJ>

**Recommendation Summary:** To **DELEGATE** to the Service Director, Development and Regulation to **GRANT RESERVED MATTERS APPROVAL** subject to the schedule of conditions (Section 8 of the report)

**Ward Member(s):** Councillor Howard Woollaston

**Reason for Committee Determination:** More than 10 letters of objection

**Committee Site Visit:** 2nd February 2023

#### Contact Officer Details

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## 1. Introduction

- 1.1 This application seeks approval of reserved matters following the outline planning permission granted (ref: 19/02979/OUTMAJ) for the erection of a new logistics warehouse building (for occupation by Walker Logistics) (Use Class B8) with ancillary office floorspace, an aircraft museum building (Use Class D1), and associated access, car parking and landscaping. The reserved matters to be considered under this application relate to: Access, Appearance, Landscaping and Layout.
- 1.2 Condition 3 of outline permission 19/02979/OUTMAJ granted requires the layout of the site to be in 'broad accordance' with the indicative block plan, and that the height (scale) of the building approved shall be a maximum of 12.6 metres. As such, the Scale of development was a reserved matter that was established and approved as part of the outline planning permission.
- 1.3 The application site is located outside of any defined settlement boundary in land defined as countryside under Policy ADPP1 of the Core Strategy. It consists an agricultural field that to the west is bordered by a dense boundary of trees separating it from Membury Airfield. To the north and south adjoining the site are industrial buildings within the Membury Protected Employment Area. To the east of the site is Ramsbury Road and open agricultural land.
- 1.4 The submitted plans propose the construction of an access onto Ramsbury Road at a point south of that previously shown indicatively in the outline planning permission. The applicants advise that the site access has been moved southwards by approximately 60 metres from that shown on the indicative block plan provided at outline stage to accommodate HGV manoeuvres and achieve the greatest visibility splays possible at the junction with Ramsbury Road. Access to Membury Airfield for aircraft is also proposed in the same manner as the indicative block plan (see Appendix 1 to this report) that was approved at the outline stage and which these reserved matters are required by condition to broadly follow.
- 1.5 In respect of Layout, the building proposed has been positioned in broad accordance with the indicative block plan approved at outline stage. The footprint of the building in terms of its width and length, whilst now proposed as being narrower and longer, is also considered to be in broad accordance with the indicative block plan approved at outline stage. The proposed access route through the site, positioning of landscaping and car parking is also considered to be in broad accordance with that plan.
- 1.6 In terms of Appearance, the proposed building would be of similar appearance to that shown indicatively at the outline stage and in accordance with the Scale of the proposal as previously approved. The external materials for the proposed building comprise shades of green cladding to the walls, anthracite and metallic silver to windows, doors and Brise Soleil, and mushroom coloured cladding to the roof.
- 1.7 In respect of Landscaping, the layout of landscaping broadly follows that shown indicatively at the outline stage. An extensive area of landscaping including a planted bund is proposed to the east of the building, between the building and Ramsbury Road, as well as to the south, between the car parking area and the neighbouring buildings.

## 2. Planning History

2.1 The table below outlines the relevant planning history of the application site.

Application	Proposal	Decision / Date
23/00202/COND	Application for approval of details reserved by condition 13 (SuDS) of planning permission 19/02979/OUTMAJ - Outline application for the erection of a new logistics warehouse building (for occupation by Walker Logistics) (Use Class B8) with ancillary office floorspace, an	Awaiting determination
23/00011/COND	Application for approval of details reserved by condition 12(Lighting) of approved 19/02979/OUTMAJ - Outline application for the erection of a new logistics warehouse building (for occupation by Walker Logistics) (Use Class B8) with ancillary office floorspace, an aircraft museum building (Use Class D1), and associated access, car parking and landscaping. Matters to be considered: Scale	Awaiting determination
22/00862/COND3	Application for approval of details reserved by condition 13 'SuDS' of approved application 19/02979/OUTMAJ: Outline application for the erection of a new logistics warehouse building (for occupation by Walker Logistics) (Use Class B8) with ancillary office floorspace, an aircraft museum building (Use Class D1), and associated access, car parking and landscaping. Matters to be considered: Scale	Refused 28/6/2022
22/00861/COND2	Application for approval of details reserved by condition 6 'CMS' of approved application 19/02979/OUTMAJ: Outline application for the erection of a new logistics warehouse building (for occupation by Walker Logistics) (Use Class B8) with ancillary office floorspace, an aircraft museum building (Use Class D1), and associated access, car parking and landscaping. Matters to be considered: Scale	Refused 9/9/2022
22/00858/COND1	Application for approval of details reserved by condition 9 'zero carbon', 10 'CEMP', 11 'LEMP', 16 'levels' and 18 'travel plan' of approved application 19/02979/OUTMAJ: Outline application for the erection of a new logistics warehouse building (for occupation by Walker Logistics) (Use Class B8) with	Awaiting determination

	ancillary office floorspace, an aircraft museum building (Use Class D1), and associated access, car parking and landscaping. Matters to be considered: Scale	
22/00884/NONMAT	Non Material Amendment to planning permission 19/02979/OUTMAJ: Outline application for the erection of a new logistics warehouse building (for occupation by Walker Logistics) (Use Class B8) with ancillary office floorspace, an aircraft museum building (Use Class D1), and associated access, car parking and landscaping. Matters to be considered: Scale. Amendment: Alter the wording of Condition 8 (BREEAM) of the original approved application.	Refused 28/4/2022
19/02979/OUTMAJ	Outline application for the erection of a new logistics warehouse building (for occupation by Walker Logistics) (Use Class B8) with ancillary office floorspace, an aircraft museum building (Use Class D1), and associated access, car parking and landscaping. Matters to be considered: Scale	Approved 5/5/2021
19/01123/SCREEN	EIA Screening Opinion made under Regulation 6 of the Town and Country Planning (EIA) Regulations 2017 (as amended)	Not EIA Development Response issued 3/6/2019
17/01175/SCREEN	EIA Screening Opinion made under Regulation 5 of the Town and Country Planning (EIA) Regulations 2011 (as amended)	Not EIA Development Response issued 13/6/2017

- 2.2 As noted above, this reserved matters application seeks the approval of details reserved from the outline planning permission previously granted under 19/02979/OUTMAJ. Therefore, it is only matters relating to access, appearance, layout and landscaping that are for consideration in the determination of this application.

### 3. Procedural Matters

#### ***Amended Plans and Additional Information***

- 3.1 During the consideration of this application and following initial consultation responses received, the applicant submitted a package of amended plans and additional information which sought to address issues raised by consultees. That package included amendments to the proposed landscaping scheme, main car park layout, height of building and bund, and, the proposed materials to be used on external surfaces

of the building. The additional information comprised a Site Fencing Plan, CGI Visuals and a Landscape and Ecological Management Plan (LEMP). Consultees were re-consulted in respect of that package. Third parties who had previously submitted representations to the application were also re-consulted and a site notice was also erected advising of the submission of amended plans, as set out below.

- 3.2 Following the consultation responses received in respect of that first package of amendments and additional information, the applicant submitted a further, second, package of amended plans and additional information which sought to address issues raised by consultees. That second package included further amendments to the proposed landscaping and drainage scheme. A lighting plan was also submitted. That second package was re-consulted on with consultees. Third parties who had previously submitted representations to the application were also re-consulted and a site notice was also erected advising of the submission of a second package of amended plans as set out below.
- 3.3 As a result of that second re-consultation exercise, an error in the second package of amended plans was identified, relating to the sections plans submitted by the applicant for the proposed bund which did not show a bund of slopes 1:3 and 1:4, as was advised in writing by the applicant in their covering letter. That error was communicated to the applicant who then sought to submit further amended plans to address that error. Further amended plans were received on 13 January 2023 and 18 January 2023. Those plans amended the eastern slope of the proposed bund to provide a shallower 1:4 slope for planting as they had intended, however, the western slope of the proposed bund was not amended and is proposed to achieve a slope ranging from 1:2.71 to 1:2.8 only.
- 3.4 As a result in that change to the eastern slope of the proposed bund, the width of the bund increased by approximately 3 metres together with an increase in the amount of planting (trees and understorey) - whilst maintaining the relative proportions of each species - due to the increased planting area on the bund. An approximate 1.5 metre reduction in the extent of wildflower meadow proposed surrounding the attenuation basin was also introduced. To ensure consistency between plans to be approved, the site layout plan, soft landscaping plans and landscape masterplan were also amended to show the increased width and planting area of the proposed bund.
- 3.5 Having reviewed those amended plans, whilst the error relating to a 1:3 slope has not been addressed, officers considered that the changes detailed in the preceding paragraph from those plans re-consulted upon in December 2022 were minor, did not impact on any other issues raised by consultees in previous responses received and represented an improvement in the scheme proposed. Therefore, it was considered that those further amended plans did not require a further re-consultation with consultees or third parties and no-one would be prejudiced from having the opportunity to comment on the application as a whole. Consequently, those additional amended plans were accepted onto the planning file and are considered in the assessment of the application set out below.

## ***EIA***

- 3.6 As noted in the preceding section of this report, EIA Screening opinions were previously sought (ref: 17/01175/SCREEN and 19/01123/SCREEN) and the Council determined that the development proposed in both of those applications was not considered to represent EIA development within the meaning of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017.
- 3.7 Upon submission of the outline application, further consideration as to whether the development proposed would likely result in significant effects within the meaning of the EIA regulations was undertaken (paragraph 3.1, Item 2 of the Western Area Planning

Committee Agenda). Based on those outline application submissions, which included the indicative block plan showing a taxiing strip for aircraft (see Appendix 1), display of an aircraft within the museum proposed and large doors to the building to enable access by an aeroplane, it was determined that the development proposed is not EIA development.

- 3.8 Following submission of this application, the Local Planning Authority again adopted an EIA screening opinion for the development proposed. Whilst the development proposed is classed as Schedule 2 development within the meaning of the EIA Regulations – as was established in the previous screening opinions - taking into account the selection criteria in Schedule 3 of those Regulations, it was again considered that the proposal is not likely to have significant effects on the environment in terms of the EIA Regulations. Therefore, the development proposed is not considered EIA Development within the meaning of the Regulations.
- 3.9 Representations received to this application raise concern that the introduction of a taxiing strip for aircraft to the adjacent runway and potential use of the building as an operational aircraft hangar would be considered EIA development within the meaning of the EIA Regulations. As previously advised, the outline permission granted the creation of a taxiing strip and use of part of the building as a museum (Use Class D1) which would include the display of aircraft. The outline application submissions also showed the intended provision of large doors on the north elevation of the museum to enable large items to be displayed at the museum. Should the museum be used for other purposes than as a museum, planning permission would be required and subject to further EIA screening. The applicants have advised that aircraft to be held within the museum would be flown in and occasionally used for display shows around the country, resulting in no more than 10 aircraft movements per calendar year (5 in, 5 out) between April and September. On that basis, and given that Membury Airfield is an operational airfield, this information is not considered to alter the view that the development granted permission in outline, for which approval of detailed matters reserved are sought in this application, is not EIA development within the meaning of the EIA Regulations.

### ***Publicity***

- 3.10 Site notices were displayed on 12 May 2022 and the deadline for representations expired on 6 June 2022. Press notices were advertised in the Newbury Weekly on 21 and 28 April 2022.
- 3.11 Following the submission of a package of amendments and additional information during the consideration of the application, an amended plans site notice was displayed on 15 November 2022 and the deadline for representations expired on 6 December 2022. Members of the public who had previously submitted representations to the application were also notified by letter on 8 November 2022 of the submission of a package of amendments and additional information.
- 3.12 Following the submission of a further, second package of amendments and additional information, a new amended plans site notice was displayed on 5 January 2023 and the deadline for representations expired on 26 January 2023. Members of the public who had previously submitted representations to the application were also notified by letter on 20 December 2022 of the further package of amendments and additional information submitted.

### ***Community Infrastructure Levy (CIL)***

- 3.13 Community Infrastructure Levy (CIL) is a levy charged on most new development to pay for new infrastructure required as a result of the new development. CIL will be charged

on residential (C3 and C4) and retail (A1 - A5) development. CIL is not considered in this report.

## 4. Consultation

### *Statutory and non-statutory consultation*

- 4.1 The table below summarises the consultation responses received during the consideration of the application. The full responses may be viewed with the application documents on the Council's website, using the link at the start of this report.

<p><b>Lambourn Parish Council:</b></p>	<p>Object. Outline application for a new Logistics Warehouse (Use Class B8), with Ancillary Office space, an Aircraft Museum (Use Class D1) and associated Access, Car Parking, Landscaping and Layout.</p> <p>D1 Use is for Schools, Public Libraries, Museums etc, not for an Aircraft Hanger, there has been a material change in the application, which now includes aircraft movements, and an extension to the airfield, with access from the Walkers Logistics Building to a live runway, which they now state (via public consultation, they will be flying out of the site between 25-30 times per annum. This was never discussed by the Western Area Planning Committee, nor raised by the case officer. The original application was for a Private Museum, open potentially by invitation only 25 days a year. There is no traffic data for the museum in the Travel Plan. Of note, this was development was deemed unsustainable.</p> <p>Landscape: To facilitate access a line of trees, that previously provided screening has been removed to the rear of the site. This was done after the AONB Consultee had been asked for (and submitted their opinion) which had already stated that the negative impact that this development would have on the environment, would not outweigh the economic argument.</p> <p>Site Layout: 22/00897/RESMAJ-Parking, ninety plus car parking spaces, motorcycle spaces and cycle spaces, plus bus parking to accommodate the shuttle bus. This is insufficient, given the rise in staff numbers provided to the Western Area Planning Committee, the figures rose from forty in the application, to an unsubstantiated 150-200, at the Committee, which swayed the economic argument. The Case Officer was asked what evidence submitted/business model was to corroborate this, he stated that there was no evidence provided by the applicant (nor was a new business model asked for).</p> <p>Travel Plan-is unrealistic, access to the site is poor. There is one bus, which stops on Ermin Street, there are no pavements or streetlights and Walkers themselves rated themselves zero, when it came to public transport. The shuttlebus scheme was deemed unsustainable, and Walkers encouraging their staff to cycle to work, on roads</p>
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	<p>that are already deemed dangerous is ill advised given that they will be increasing the traffic on the local rural road network substantially.</p> <p>As a Parish Council why have we not been asked to comment on the other Conditions applications?</p>
<b>Lambourn Parish Council (following 1st package of amendments):</b>	No response received.
<b>Lambourn Parish Council (following 2nd package of amendments):</b>	No response received.
<b>Chilton Foliat Parish Council:</b>	<p>Objection. Increase in number of flights; significant increase in number of HGV movements and impact on local highway network and highway safety; suitable signage at all necessary locations are required to make it clear that the B4001/B4192 route must not be used for any traffic from the site; in particular, signage preventing any movements from turning right out of the site onto Ramsbury Road must be included to avoid the possibility of unsuitable traffic movements accessing the lane through Crooked Soley.</p>
<b>WBC Highways:</b>	<p>The principal of this development is already approved at outline stage. The layout would appear to be acceptable, however to determine the adequacy of the car parking levels, can the following be provided:</p> <ul style="list-style-type: none"> <li>• Details of maximum number of staff likely to be present for the commercial use</li> <li>• Details of the maximum number of visitors expected at the museum</li> <li>• How will the busiest times for the museum compare with the busiest times for the commercial use?</li> </ul>
<b>WBC Highways (following 1st package of amendments):</b>	No objections subject to conditions to secure electric vehicle charging points; parking and turning in accordance with plans; access construction prior to occupation/use; cycle parking in accordance with plans.
<b>WBC Highways (following 2nd package of amendments):</b>	No further comments to make.
<b>WBC Landscape Consultant:</b>	<p>Objection. Details of access appearance required; revisions and additional information in respect of proposed materials required; a revised masterplan and planting plan needs to be submitted based on this original concept as set out within the outline application Block Plan; landscape and visual appraisal provides and inaccurate assessment.</p>



<b>WBC Landscape Consultant (following 1st package of amendments):</b>	Objection. The proposals still need to be revised to provide a successful scheme in line with the level of mitigation required and an acceptable landscape strategy for this area of the AONB.
<b>WBC Landscape Consultant (following 2nd package of amendments):</b>	Overall, the above drawings now comply with the outline Block Plan and list of landscape reserved matters; although I would still recommend that the lighting plan is modified for this site within the AONB.
<b>WBC Ecologist:</b>	Changes to landscaping proposed required; small mammal underpass required; amendments to proposed LEMP required.
<b>WBC Ecologist (following 1st package of amendments):</b>	Further changes to landscaping and LEMP required.
<b>WBC Ecologist (following 2nd package of amendments):</b>	The planting/soft landscaping layout and LEMP is acceptable.
<b>WBC Lead Local Flood Authority (LLFA):</b>	Whilst the applicant has put together a good SuDS scheme and has put appropriate consideration into their application, there are still some outstanding matters that needed to be addressed with respect to the surface water drainage. There is therefore some potential for the drainage matters to impact the soft landscaping proposals.
<b>WBC LLFA (following 1st package of amendments):</b>	No further comment on the reserved matters application.
<b>WBC LLFA (following 2nd package of amendments):</b>	Matters relating to SuDS will be dealt with by the respective condition. We have no further comments on the reserved matters as sufficient evidence has been provided to show that a feasible SuDS solution is possible within the extent of the proposal.
<b>WBC Tree Officer:</b>	No objections subject to landscaping condition.
<b>WBC Tree Officer (following 1st package of amendments):</b>	No objections, satisfied with the latest landscaping submissions.
<b>WBC Tree Officer (following 2nd package of amendments):</b>	Landscaping scheme is acceptable.
<b>WBC Environmental Health:</b>	No comments to make.

<b>WBC Environmental Health (following 1st package of amendments):</b>	I have no comments to make in relation to the reserved matters application and appropriate conditions have already been included under the outline consent for noise and construction impacts.
<b>WBC Environmental Health (following 2nd package of amendments):</b>	No comments to add.
<b>WBC Transport Policy:</b>	I note from the updated Transport Assessment Note, that a BREEAM Accessibility Index calculator has been used to determine the Accessibility score for the development. Given the site's location is remote from local bus and rail services, the Accessibility Index score is 0. This reinforces the concerns raised by officers at the time of the consented 2019 application, especially in the light of the Council's declared Climate Emergency. The Travel Plan Statement prepared for the 2019 outlined the long-term provision of a staff minibuses schemes linking the site to Reading and Swindon, and for the promotion of car sharing. Both of these will need to be successfully implemented to help minimise car journeys to the site.
<b>WBC Transport Policy (following 1st package of amendments):</b>	No response received.
<b>WBC Conservation Officer:</b>	No objections.
<b>WBC Conservation Officer (following 1st package of amendments):</b>	No objections.
<b>WBC Conservation Officer (following 2nd package of amendments):</b>	There are no historic conservation implications to this application. However, landscape advice will be key.
<b>WBC Archaeology:</b>	On balance I don't think there are any particular archaeological implications to this proposal.
<b>WBC Archaeology (following 1st package of amendments):</b>	No further comments.
<b>WBC Economic Development Team:</b>	Due to this being the approval of reserved matters focused around the Access, Appearance, Landscaping and Layout of the site, the Economic Development Department does not have any further comments to make on the development.
<b>Civil Aviation Authority (CAA):</b>	No response received.

<b>Civil Aviation Authority (CAA) (following 1st package of amendments):</b>	No response received.
<b>Civil Aviation Authority (CAA) (following 2nd package of amendments):</b>	No response received.
<b>North Wessex Downs AONB:</b>	No response received.
<b>WBC Planning Policy:</b>	No response received.
<b>WBC Waste Services:</b>	No response received.
<b>SPOKES:</b>	No response received.
<b>WBC Countryside Team:</b>	No response received.
<b>Thames Valley Police:</b>	No response received.
<b>Thames Water:</b>	No response received.
<b>Royal Berkshire Fire and Rescue:</b>	No response received.

### ***Public representations***

- 4.2 Representations have been received from 33 contributors, all 33 of which object to the proposal.
- 4.3 The full responses may be viewed with the application documents on the Council's website, using the link at the start of this report. In summary, the following issues/points have been raised:
- Addition of access (taxiing strip) for aeroplane to an aircraft hangar is a material change to proposal from that granted in the outline planning permission;
  - Health and safety concerns regarding aircraft use;
  - Aircraft is to attend air shows 20 to 30 times a year resulting in negative environmental impact from air and noise pollution and loss of trees and landscaping due to air traffic movements;
  - Aircraft movements and hanger use not considered by the Western Area Planning Committee;
  - Use of aircraft access to runway to transport goods;
  - Pollution of River Kennet and River Lambourn due to runoff;
  - Removal of trees;
  - Lack of existing public transport resulting in use of car by employees;
  - Lack of parking provision;
  - Shuttle bus is unsustainable and will be abandoned;
  - Cycling, horse riding and walking will be inhibited by HGV traffic and dangers they pose;

- Lack of and inadequate information/data regarding traffic, including museum visitors bay car and coach;
- Concern regarding unrestricted permission granted;
- Lack of involvement/comment from the North Wessex Downs AONB including relating to use of runway and aircraft movements;
- Impact on local roads and highway safety from increased traffic, including HGVs;
- Light pollution and impact on ecology, including from skylights/rooflights, hangar doors, taxiing strip and runway lighting;
- Impact on landscape and scenic beauty of AONB;
- Unsustainable location;
- Additional traffic will increase carbon footprint, including aircraft;
- Impact on electricity supply which is already under strain resulting in power cuts;
- Will not achieve zero carbon contrary to Policy CS15;
- Inconsistent proposals;
- Impact on tranquillity of countryside and AONB;
- Impact on ecology;
- Noise and air pollution;
- Contrary to West Berkshire environmental policies dealing with climate crisis;
- Transport and travel plan inadequate and cannot be secured and enforced against the company;
- Previous Planning Committee did not have accurate information to consider number of employees and traffic data and use of runway;
- Formal EIA Screening required;
- Lack of environmental impact assessment when one is required as development falls within Schedule 2 of EIA Regulations, is greater than 1ha, proposes an operational aircraft hangar and is located within the AONB;
- Lack of hazard assessment;
- Application differs from that granted at outline stage and therefore cannot be considered;
- Landscape screening will take a long time to establish;
- Proposed museum is now to be a working aircraft hangar which could be used at weekends;
- Landscaping along western boundary not within application site and cannot be secured;
- Increase in number of employees from 40 to 150-200;
- Approval of reserved matters will result in a legal challenge;
- Increase in traffic along B4000;
- Conditions 15 and 19 of outline permission 19/02979/OUTMAJ are unlawful;
- Lack of Flood Risk Assessment when one is required;
- Proposed access onto Ramsbury Road would be more prominent, resulting in a greater impact on the AONB;
- Ground/floor level of proposed building has changed resulting in higher ridge;
- Drainage issues, including impact on landscaping proposed;
- Recent serious accidents on the B4000 due to HGVs;
- Lack of adequate drainage information;
- Increased height of building;
- Building proposed is longer, more visible and more prominent in AONB resulting in adverse impact;
- Creation of bunds and planting of mature trees has been removed from the application;
- Pre-application advice indicates material change to the outline planning permission;
- Night Fright Promotions Ltd cannot lawfully operate from the site due to condition 15 of outline permission 19/02979/OUTMAJ;

- If this planning permission is approved, the Woodlanders Protection Group will then have the opportunity with an Aarhus Convention claim to protect the environment with a maximum exposure of £10,000;
- Use of site for commercial shipping of freight by air;
- Contamination from aviation fuel;
- Proposals not in broad accordance with indicative block plan provided for the outline application;
- The outline permission proposed two separate and distinct buildings abutting each other (B8 & D1), this application proposes an apparent blending of B8 and D1 uses into a single building with hangar doors opening onto a taxiing strip;
- No further requirement for industrial development at Membury in Local Plan Public Regulation 18 Consultation Document;
- Application for discharge of condition relating to external lighting cannot be determined until this application has been determined.

## 5. Planning Policy

5.1 Planning law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise. The following policies of the statutory development plan are relevant to the consideration of this application.

- Policies ADPP1, ADPP5, CS5, CS9, CS10, CS13, CS14, CS15, CS16, CS17, CS18 and CS19 of the West Berkshire Core Strategy 2006-2026 (WBCS).
- Policies OVS.5, OVS.6 and TRANS.1 of the West Berkshire District Local Plan 1991-2006 (Saved Policies 2007).

5.2 The following material considerations are relevant to the consideration of this application:

- National Planning Policy Framework (NPPF)
- Planning Practice Guidance (PPG)
- North Wessex Downs AONB Management Plan 2019-2024
- WBC Quality Design SPD (2006)
- WBC Sustainable Drainage Systems SPD (2018)

## 6. Appraisal

6.1 The principle and scale of the development proposed have been determined under the Outline application 19/02979/OUTMAJ. Therefore, the main issues for consideration in this application in respect of access, layout, appearance and landscaping are:

- Design, Character and Appearance;
- Flooding and Drainage;
- Ecology;
- Highways;
- Other Matters.

### ***Design, Character and Appearance***

6.2 The proposed layout of the new building accords with the following maximum floor areas set out in condition 5 of permission 19/02979/OUTMAJ:

- Museum and military vehicle storage area 2180 sq.m
  - Class B8 storage and distribution warehouse 9060 sq.m
  - Ancillary office area 1150 sq.m
  - Ancillary welfare and security area 180 sq.m
- 6.3 The proposed scale of the building also accords with the maximum height of 12.6 metres set out in condition 3 of permission 19/02979/OUTMAJ.
- 6.4 Following the submission of amended plans and additional information, the layout of the site is considered to broadly accord with the indicative block plan (drawing number 03100-00-C, provided in Appendix 1) submitted at outline stage, as required by condition 3 of outline planning permission 19/02979/OUTMAJ.
- 6.5 The proposed layout comprises the building to be sited along the western edge of the site with a car parking area to the south of the building and a large hard standing area of brushed concrete to the east of the building for HGVs, bordered by swales along its eastern edge. The access road within the site and car parking area south of the proposed building would comprise tarmac with gravel surfaced parking bays and natural colour block paving for pedestrian areas.
- 6.6 Extensive areas of landscaping is proposed in the eastern and southern parts of the site which includes a tree planted bund with woodland understorey planting to the east of the proposed building and hard standing. The bund would be approximately 4.16 metres above the existing ground level with a slope between 1:2.71 and 1:2.85 on the western side, a level top 3 metres in width and a slope of 1:4 on the eastern side. Whilst the proposed western side of the bund does not achieve the 1:3 slope as stated by the applicant, an asymmetrical bund would still be achieved and the proposed shallower eastern side of the bund now shown would provide a more suitable planting area that is required to mitigate landscape and visual impact of the development proposed.
- 6.7 The difference in height between the ridgeline of the building and the top of the bund would be approximately 8.8m (9.94m was the height different indicatively shown in the drawing for the approved outline planning application). The tree planted bund would extend from the northern boundary of the site southwards to the access road within the site. Further extensive tree planting with woodland understorey planting would continue southwards on the opposite side of the access road to join the southern boundary along which the same planting would continue.
- 6.8 The eastern part of the site, north of the internal access road, would comprise grassland of an agricultural appearance together with an attenuation basin with trees at the northern edge of that basin and wet wildflower meadow planting surrounding the basin. Additional hedgerow planting interspersed with native trees would be introduced to replace that lost as a result of the proposed access onto the highway and would continue along the sides of the internal access road within the site. The eastern part of the site, south of the internal access road, would also comprise grassland of an agricultural appearance together with additional hedgerow planting interspersed with native trees along its boundaries.
- 6.9 Within the southwestern corner of the site an area of orchard tree planting is proposed to be set within wildflower meadow planting. A foul drainage reed bed, tussocky meadow planting and amenity grassland is also proposed in this location with swales and native tree planting abutting the proposed car park area.
- 6.10 The northern part of the site would comprise a large brushed concrete hard standing area boarded by tree and woodland understorey planting, adjacent to the existing vegetation north of the site. The taxiing strip to enable access to the adjoining airfield beyond the application site would be surfaced in grasscrete.

- 6.11 The proposed building would be approximately 179 metres long and approximately 72 metres wide. The proposed building shown indicatively in the plans submitted with the outline application measured approximately 163 metres in length and 80 metres wide. The building would have a height of approximately 11.3 metres.
- 6.12 The majority of the roof of the proposed building would comprise a shallow dual pitched mushroom coloured roof with solar panels and rooflights. The ancillary office element of the proposed building, clad in a green-grey colour, would have a flat roof at a lower level than the main roof, with a small section wrapping around the south-eastern corner of the building. The western, eastern and northern elevations of the warehouse and museum would be clad with moorland green coloured cladding with entrance surrounds in anthracite, aside from the pedestrian entrance to the museum which is to be clad in the same green-grey cladding as the office element.
- 6.13 The appearance of the majority of the proposed building would be reflective of buildings in the wider area in respect of colour and design. It is acknowledged that the ancillary office element of the proposed building comprises a large area of glazing, particularly in the south-eastern corner. However, this would be a minor element to the overall appearance proposed, and, when viewed in the context of the proposed layout and landscaping, is considered acceptable.
- 6.14 The building would be located close to the existing woodland belt along the western boundary of the site. An arboricultural survey and assessment has been submitted and reviewed by the Tree Officer which concludes that, subject to tree protection measures, damage to all retained trees, including that woodland belt, would not occur as a result of the proposed building or groundworks.
- 6.15 Considered together, the proposed layout, landscaping and appearance of the proposed scheme is acceptable. The proposed relocated access onto Ramsbury Road from that shown in the outline application submissions, together with the internal layout of the road would further reduce views of the proposed building from the public realm.
- 6.16 Whilst the Council's Landscape Consultant considers that the latest submissions now comply with the outline permission, they raise concern regarding the extent of lighting shown on the submitted plans. Officer's also have concerns with impact of the extent of proposed lighting within the AONB and open countryside. However, the proposed external lighting scheme is currently being considered through a separate application for approval of details reserved by condition 12 of permission 19/02979/OUTMAJ (ref: 23/00011/COND). Any conditions attached to this application are proposed to ensure that the plans approved as part of this reserved matters application do not grant permission for any external lighting indicated on those plans.
- 6.17 Therefore, as considered by the Local Planning Authority at the outline stage, whilst some localised harm to the character and appearance of the area and AONB will be experienced as a result of the layout, access and appearance of the development proposed, such impact would be limited, not experienced in the wider area and would be minimised by the substantial landscaping proposed. Furthermore, any residual harm is to be balanced against the economic benefits of the proposal, as was the case for the outline permission.

### ***Flooding and Drainage***

- 6.18 The outline permission was granted subject to a condition (no. 13) requiring details of the sustainable drainage methods to be submitted to and approved in writing by the Local Planning Authority. A previous application for approval of SuDS details was submitted (22/00862/COND3) but refused due to a lack of sufficient information provided.

- 6.19 As part of the application submissions for this reserved matters application, the layout and landscaping details provided propose an attenuation basin in the eastern part of the site, swales running north to south adjacent to the warehouse hard standing and alongside the northern edge of the internal access road, as well along the southern edge of the proposed car parking area. A foul drainage reed bed is also proposed in the southern part of the site.
- 6.20 The Lead Local Flood Authority (LLFA) have confirmed that the SuDS within the layout and landscaping proposed are acceptable in principle and that technical details of the proposed SuDS would be dealt with in a future submission of an application to approve details reserved by condition 13 of the outline planning permission.
- 6.21 Representations received raise concern regarding the lack of a formal Flood Risk Assessment (FRA) provided with the outline application and this reserved matters application. Whilst no document entitled an FRA has been submitted as part of this application, flood risk has been considered in the submitted Drainage and Flood Risk Statement provided with this application. That statement identifies that a less than 1 in 1,000 annual probability of river or sea flooding and negligible risk of flooding from reservoirs. Furthermore, the LLFA have not objected due to the lack of a formal FRA. It is considered that sufficient information has been provided to fully assess the proposals in respect of on-site or off-site flood risk.

### ***Ecology***

- 6.22 Following initial concerns regarding the proposed planting and lack of a small mammal underpass under the internal access road raised by the Ecologist, amended plans and additional information was submitted. The amended plans and additional information, including the provision of a small mammal underpass underneath the internal access road, are considered acceptable to the Ecologist.
- 6.23 A Landscape and Ecological Management Plan (LEMP) has been provided as part of this application for information only, as the consideration of that is dealt with under the separate application for the approval of matters reserved by condition 11 of the outline permission.

### ***Highways***

- 6.24 As previously noted, access to the site from Ramsbury Road is proposed to be approximately 60 metres south of that indicatively shown in the outline submissions. The applicant advises that this was necessary to accommodate HGV manoeuvres and ensure that visibility splays extend as far as possible.
- 6.25 In respect of parking, 90 spaces (including 4 accessible parking spaces) are proposed to be located within the main car parking area to the south of the proposed building, together with cycle shelter providing ten spaces for bicycles and a motorcycle parking area for 8 motorcycles. A further 10 spaces (including 2 accessible parking spaces) are to be located outside of the museum entrance.
- 6.26 Swept path plans have also been submitted that demonstrate sufficient room within the proposed layout for HGVs.
- 6.27 The Local Highways Authority Officer has reviewed the application submissions and raises no objections subject to conditions to secure electric vehicle charging points, parking and turning in accordance with plans submitted, access construction prior to occupation/use and cycle parking in accordance with plans submitted.



- 6.28 Representations received raise concerns regarding the impact of the proposed development on the local highway network as a result of the number and type of traffic generated by the development approved. That matter was considered during the determination of the outline application and is not a consideration of this reserved matters application.

### **Other Matters**

#### **Aircraft Movements and Access to Runway**

- 6.29 Concern has been raised by the Parish Council and in representations received regarding the introduction in this application of the provision of an access (taxiing strip) to the adjacent Membury Airfield and use of the museum to display aircraft. For the avoidance of doubt, those elements of the development proposed in this application are not new. Outline planning permission 19/02979/OUTMAJ was granted on the basis of the indicative block plan submitted at that stage (provided in Appendix 1) which showed provision of the taxiing strip for use by planes together with an area within the museum for the display of aircraft. The layout of the site to be approved in this reserved matters application is required to be in broad accordance with that indicative block plan by condition 3 attached to the outline planning permission.
- 6.30 The provision of the taxiing strip to Membury Airfield, through an existing bank of trees, was also considered in the Landscape and Visual Appraisal (LVA) submitted at the outline stage. That LVA concluded that whilst a section of the maturing woodland belt to the north-west of the site would be removed to allow access to the adjoining former airfield runway, in association with the proposed museum facility, this loss of woodland is more than compensated for by the addition of new woodland buffers across the site. No issue was raised at the outline stage in respect of this element of the proposal shown on the plans submitted with that application and subsequently conditioned to require this reserved matters application to broadly accord with.
- 6.31 Further information relating to the use of that taxiing strip was sought from the applicant who advised that:

*'We did not conduct pre-application discussions with local residents for the Reserved Matters application, and those that were undertaken with the Woodlands Action Group in respect of the Outline application mentioned the possibility of the museum (at the time) but were by no means definitive and certainly did not confirm aircraft movements.*

*That said, and partly in response to concerns raised by local residents we can confirm that Walkers Logistics are rethinking their long-term plans for the aircraft. The runway land is being looked at and considered for longer term development potential associated with its employment development through ongoing promotion via the emerging West Berkshire Local Plan.*

*The short-term plan is to bring the aircraft in to Membury occasionally (predominantly in the Summer), utilising the runway and the taxiway strip to the museum. We foresee this happening on a handful of occasions throughout the summer months.*

*We therefore envisage and estimate that the number of times the aeroplane will fly in and out of the airfield in any one year will be minimal, a handful of movements throughout the display season (April-Sep).*

*If and when the future allocation of the runway land is realised, we recognise that this would prevent the aircraft from flying into the southern part of the runway at Membury*

*and alternative plans would need to be made in terms of stationing the Dakota at the application site.'*

- 6.32 Subsequently, however, minutes of a meeting held on 13 December 2021 between the applicant, agent, ward member, MPC (PR consultancy) and third parties was provided by the Ward Member and members of the public. Those minutes indicate that the Dakota aeroplane currently being worked on in Coventry would be on display at the museum except for when it was visiting air shows, estimated at that meeting to be between 15-20 per annum. Nonetheless, the applicant has now advised as part of this application that no more than 10 aircraft movements (5 in, 5 out) would occur each year.
- 6.33 The Civil Aviation Authority (CAA) was consulted on three occasions during the consideration of this application, however, no response has been received. The Environmental Health Officer has been consulted in respect of the anticipated aircraft movements to and from the site, as well as the application as a whole, and raises no objections.
- 6.34 The adjacent Membury Airfield is an operational airfield. It is not considered that the number of aircraft movements (10≤ per annum) would represent a significant increase upon those aircraft movements that can take place currently at the airfield. To ensure that such aircraft movements occur in relation to the movement of the Dakota plane that is to be displayed in the museum only, and not utilised for the transport of goods, it is recommended that a condition is imposed restricting the number and type of aircraft movements to and from the site to a maximum of ten between 1st April and 31 September only.
- 6.35 In respect of potential noise and air pollution through the use of Membury Airfield for the taking off and landing of the Dakota plane, no objections have been raised by the Environmental health Team or the CAA. No evidence has been provided to demonstrate a potential significant impact in respect of noise and air pollution that would result from the use of the airfield as a result of this development. A Dakota plane could take off and land at Membury Airfield at present, without the need for planning permission. It is not considered that the potential 10 aircraft movements per annum associated with this development would represent a significant increase upon those aircraft movements that can take place currently at the airfield to warrant a refusal on grounds of noise or air pollutions.
- 6.36 As previously noted, representations received to this application raise concern that the introduction of a taxiing strip for aircraft and potential use of the building as an operational aircraft hangar would be considered EIA development within the meaning of the EIA Regulations. As detailed above, the taxiing strip and display of aircraft at the museum has not been introduced as part of this application. The outline submissions proposed the creation of a taxiing strip for aircraft and use of part of the building as a museum (Use Class D1) which would include the display of aircraft and has been granted. Should the museum be used for uses other than as a museum, planning permission would be required and the development proposed subject to EIA screening at that point.

### **Personal Permission**

- 6.37 Representations received raise concern that the outline planning permission granted was unrestricted, that condition 15 of outline permission is unrestricted as the limited company number is not stated within the condition and there are two Walker Logistics companies registered at Companies House, and, that Night Fright Promotions Limited cannot operate from this site.

6.38 The outline planning permission granted was subject to a number of conditions imposing restrictions, such as:

- the time limit for commencement of development;
- the layout of the site, the maximum height of the building;
- the prevention of additional floors or mezzanines without applying for planning permission;
- the maximum floor areas of the building;
- no external lighting except in accordance with a lighting strategy that has been submitted to and approved in writing by the Local Planning Authority;
- hours of external operations;
- commercial occupation of the warehouse and offices by Walker Logistics Limited only;
- use of the warehouse for B8 storage and distribution with ancillary offices only;
- use of the museum as a museum only.

6.39 Therefore, the outline planning permission granted was not unrestricted.

6.40 In respect of the fact that there are two companies registered at Companies House with similar names - Walker Logistic (Holdings) Limited (Company no. 05331152) and Walker Logistics Limited (Company no. 03926608) – condition 15 of the outline planning permission states:

‘The logistics warehouse building and ancillary offices hereby permitted shall be occupied only by Walker Logistics Limited unless planning permission is granted on a planning application made for this purpose.’

6.41 Therefore, the warehouse building and ancillary offices are only permitted to be *occupied* by Walker Logistics Limited only. That does not prevent ownership of the building or site by a different company. The wording of that condition is not considered to introduce sufficient ambiguity such that Walker Logistic (Holdings) Limited could occupy the warehouse building and ancillary offices without the need for further planning permission to be sought.

6.42 Furthermore, condition 15 specifies who may occupy the warehouse building and ancillary offices only. That condition was imposed to control activities associated with the warehouse use on the site and vehicle movements associated with that use, and does not place any restriction on which company occupies the museum. Therefore, Night Fright Promotions Limited or any other company may occupy the museum for use in accordance with the provisions of condition 19 of the outline permission.

### ***Light Pollution***

6.43 As previously noted, an external lighting scheme is currently being considered through a separate application for approval of details reserved by condition 12 of permission 19/02979/OUTMAJ (ref: 23/00011/COND). However, that condition relates to external lighting only and not the potential impact of light spill from with the proposed building through the many rooflights proposed as part of this reserved matters application. Representations received have also raised concern regarding potential light spill through the large opening proposed on the northern elevation of the building.

6.44 Given that the application site is located within the AONB, it is considered necessary, relevant to planning and the development proposed, enforceable, precise and reasonable to require a lighting assessment to be secured by condition to demonstrate that the impact of light spill from the proposed building would be comparable to that if

the proposed development did not take place. Such an assessment would also detail how any light spillage is to be mitigated, if required.

## 7. Planning Balance and Conclusion

- 7.1 This reserved matters application seeks the approval of details reserved from the outline planning permission previously granted under 19/02979/OUTMAJ. As such, the principle of the development proposed and potential highway movements has been accepted and is not for consideration in the determination of this application. Therefore, it is only the matters relating to access, appearance, layout and landscaping that are for consideration in the determination of this application.
- 7.2 Your officers have carefully evaluated the proposals submitted for this application. Various amendments have been submitted during the consideration of this application to address issues raised by consultees and third parties and to ensure that the details of the development approved at outline stage achieve the principles set out when granting that planning permission.
- 7.3 As acknowledged in the consideration of the outline planning permission, whilst some harm to the character and appearance of the area and AONB will be experienced, such impact would be limited, not experienced in the wider area and would be minimised by substantial landscaping. Furthermore, any residual harm is to be balanced against the economic benefits of the proposal as was the case for the outline planning permission.
- 7.4 It is considered that this application for the approval of reserved matters includes the provision of substantial landscaping which would limit that residual harm further, together with the reduction in height of the building proposed at the outline stage and increase in height of the planted bund proposed, as well as the re-alignment of access onto the public highway and internal access road.
- 7.5 The proposed layout broadly accords with that required by condition 3 of the outline planning permission. The appearance of the proposed development is considered acceptable and would not introduce any significant concerns.
- 7.6 In conclusion, the details submitted in respect of the reserved matters are considered acceptable. The application is recommend for approval subject to the conditions proposed in section 8 below.

## 8. Full Recommendation

- 8.1 To delegate to the Service Director of Development and Regulation to GRANT RESERVED MATTERS APPROVAL subject to the conditions listed below.

### **Conditions**

1.	<p><b>Link to Outline Planning Permission</b></p> <p>This permission relates solely to the reserved matters referred to in Condition 1 of the Outline Planning Permission granted on 5th May 2021 under application reference 19/02979/OUTMAJ. Nothing contained in this proposal or this notice shall be deemed to affect or vary the conditions imposed on that outline planning permission.</p>
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	Reason: For the clarity and the avoidance of doubt. The reserved matters cannot be considered separately from the permission to which they relate and the conditions imposed on that outline permission are still applicable.
2.	<p><b>Approved plans</b></p> <p>The development hereby permitted shall be carried out in accordance with the approved plans and documents listed below:</p> <p>Site Layout Plan 21025-TP-001 Rev E received on 18 January 2023;  Landscape Masterplan P16-0633_14 Rev M received on 18 January 2023 except in respect of the external lighting shown on that plan;  Soft Landscape Plans (sheet 1 and sheet 2) P16-0633_16 Rev G received on 18 January 2023 except in respect of the external lighting shown on that plan;  Hard Landscape Plans (sheet 1 and sheet 2) P16-0633_15 Rev F received on 13 January 2023 except in respect of the external lighting shown on that plan;  Site Sections Plan 21025-TP-002 Rev E received on 13 January 2023;  Indicative Landscape Site Sections Plan P16-0633_11 Rev D received on 13 January 2023;  Building Elevations Plan 21025-TP-007 Rev A received on 3 November 2022;  Building Sections Plan 21025-TP-006 Rev A received on 3 November 2022;  Site Fencing Plan 21025-TP-008 Rev A received on 3 November 2022;  External Finishes (sheet 1, 2 and 3) 21025/TP/000B received on 3 November 2022;  Site Vehicle Swept Paths Plan 21025-TP-003 Rev A received on 3 November 2022;  Building Ground and First Floor Areas Plan 21025-TP-00 received on 23 June 2022;  Arboricultural Survey and Impact Assessment by LandArb Solutions dated March 2022 (ref: LAS_391_A) and received on 13 April 2022;  Roof Plan 21025-TP-005 received on 13 April 2022.</p> <p>Reason: For the avoidance of doubt and in the interest of proper planning.</p>
3.	<p><b>Electric Vehicle Charging Points</b></p> <p>The use shall not commence until electric vehicle charging points have been provided for in accordance with details that have first been submitted to and approved in writing by the Local Planning Authority. Thereafter, the charging points shall be maintained, and kept available and operational for electric vehicles at all times.</p> <p>Reason: To secure the provision of charging points to encourage the use of electric vehicles. This condition is applied in accordance with the National Planning Policy Framework and Policy CS13 of the West Berkshire Core Strategy 2006-2026.</p>
4.	<p><b>Provision of Access</b></p> <p>The use shall not commence until the vehicular site access to the site from Ramsbury Road has been completed in accordance with the approved details.</p> <p>Reason: The timely completion of the site accesses is necessary to ensure safe and suitable access for all. This condition is applied in accordance with the National Planning Policy Framework, and Policy CS13 of the West Berkshire Core Strategy 2006-2026.</p>
5.	<p><b>Parking and Turning</b></p> <p>The use shall not commence until vehicle parking and turning spaces have been completed in accordance with the approved plans (including any surfacing</p>

	<p>arrangements and marking out). Thereafter the parking and turning spaces shall be kept available for parking and manoeuvring at all times.</p> <p>Reason: To ensure the development is provided with adequate parking facilities, in order to reduce the likelihood of roadside parking that would adversely affect road safety and the flow of traffic. This condition is applied in accordance with the National Planning Policy Framework and Policy CS13 of the West Berkshire Core Strategy 2006-2026.</p>
6.	<p><b>Cycle and Motorcycle Parking</b></p> <p>The use shall not commence until cycle and motorcycle parking facilities have been provided in accordance with the approved drawings. Thereafter the facilities shall be maintained and kept available for that purpose at all times.</p> <p>Reason: To ensure the adequate provision of cycle and motorcycle parking facilities. This condition is applied in accordance with the National Planning Policy Framework, Policy CS13 of the West Berkshire Core Strategy 2006-2026, Quality Design SPD, and the Council's Cycle and Motorcycle Advice and Standards for New Development (November 2014).</p>
7.	<p><b>Materials</b></p> <p>The materials to be used in the development hereby permitted shall be as specified on the plans.</p> <p>Reason: To ensure that the external materials respect the character and appearance of the area and AONB. This condition is applied in accordance with the National Planning Policy Framework, Policies CS14 and CS19 of the West Berkshire Core Strategy (2006-2026) and Supplementary Planning Document Quality Design (June 2006).</p>
8.	<p><b>Hard landscaping</b></p> <p>The use shall not commence until the hard landscaping of the site has been completed in accordance with the details of boundary treatments (e.g. walls, fences) and hard surfaced areas (e.g. driveways, paths, patios, decking) shown on the following approved plans (except in respect of the external lighting details shown on those plans):</p> <p>Hard Landscape Plans (sheet 1 and sheet 2) P16-0633_15 Rev F received on 13 January 2023;  Site Fencing Plan 21025-TP-008 Rev A received on 3 November 2022;  External Finishes (sheet 1, 2 and 3) 21025/TP/000B received on 3 November 2022).</p> <p>Reason: Landscaping is an integral element of achieving high quality design. This condition is applied in accordance with the National Planning Policy Framework, Policies CS14 and CS19 of the West Berkshire Core Strategy (2006-2026), and the Quality Design SPD.</p>
9.	<p><b>Soft landscaping</b></p> <p>All soft landscaping works, including the creation of the bund, shall be completed in accordance with the following approved soft landscaping details (except in respect of the external lighting shown on those plans):</p> <p>Landscape Masterplan P16-0633_14 Rev M received on 18 January 2023;</p>

	<p>Soft Landscape Plans (sheet 1 and sheet 2) P16-0633_16 Rev G received on 18 January 2023;  Site Sections Plan 21025-TP-002 Rev E received on 13 January 2023;  Indicative Landscape Site Sections Plan P16-0633_11 Rev D received on 13 January 2023.</p> <p>All soft landscaping works shall be completed within the first planting season following completion of building operations / first use of the site (whichever occurs first). Any trees, shrubs, plants or hedges planted in accordance with the approved scheme which are removed, die, or become diseased or become seriously damaged within five years of completion of the approved soft landscaping scheme shall be replaced within the next planting season by trees, shrubs or hedges of a similar size and species to that originally approved.</p> <p>Reason: Landscaping is an integral element of achieving high quality design. This condition is applied in accordance with the National Planning Policy Framework, Policies CS14 and CS19 of the West Berkshire Core Strategy (2006-2026), and the Quality Design SPD.</p>
10.	<p><b>Tree protection fencing</b></p> <p>Protective fencing shall be implemented and retained intact for the duration of the development in accordance with the Arboricultural Survey and Impact Assessment by LandArb Solutions dated March 2022 (ref: LAS_391_A) and received on 13 April 2022. Within the fenced areas, there shall be no excavations, storage of materials or machinery, parking of vehicles or fires.</p> <p>Reason: To ensure the enhancement of the development by the retention of existing trees and natural features during the construction phase in accordance with the National Planning Policy Framework, and Policies CS14, CS18 and CS19 of West Berkshire Core Strategy 2006-2026.</p>
11.	<p><b>Lighting Assessment</b></p> <p>No internal lighting shall be installed within the building hereby approved until a lighting assessment has been submitted to and approved in writing by the Local Planning Authority. The assessment shall include a plan to show the location of any lighting, isolux contour diagram(s), an operation strategy (e.g. details of timed operation), specifications of all lighting, and, mitigation to be used where necessary including the operation of the large opening on the northern elevation, to ensure that light spill levels from the proposed building are designed within the limitations of Environmental Lighting Zone 1, as described by the Institute of Lighting Engineers. No internal lighting shall be installed within the building except in accordance with the approved lighting assessment.</p> <p>Reason: To conserve the dark night skies of the North Wessex Downs AONB. This condition is applied in accordance with the National Planning Policy Framework, the North Wessex Downs AONB Management Plan 2019-24, and Policies CS17 and CS19 of the West Berkshire Core Strategy 2006-2026.</p>
12.	<p><b>Aircraft Movements</b></p> <p>No more than 10 aircraft movements (5 in and 5 out) of the Dakota Night Fright aeroplane, C-47 42-100521, shall take place via the taxiing strip between 1 April and 31 September in each calendar year. No other aircraft shall be transported to or from the site via the taxiing strip proposed and no use of the taxiing strip for the</p>

	<p>transportation of goods or products to be stored within the warehouse shall take place at any time.</p> <p>Reason: To ensure that the access for aircraft to the site is not used for any other purposes than specified in application submissions and to prevent frequent use of the taxiing strip by aircraft. This condition is necessary to protect the amenity of the area and neighbouring properties. This condition is applied in accordance with the National Planning Policy Framework, Policy CS14 of the West Berkshire Core Strategy (2006-2026), Policies OVS.5 and OVS.6 of the West Berkshire District Local Plan 1991-2006 (Saved Policies 2007), and Quality Design SPD.</p>
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### **Informatives**

1.	<p><b>Proactive</b></p> <p>This decision has been made in a positive way to foster the delivery of sustainable development having regard to Development Plan policies and available guidance to secure high quality appropriate development. The local planning authority has worked proactively with the applicant to secure a development that improves the economic, social and environmental conditions of the area.</p>
2.	<p><b>Details Not Approved</b></p> <p>For the avoidance of doubt, details relating to external lighting, sustainable drainage and the Landscape and Ecological Management Plan (LEMP) are not approved by this decision. Those details are considered separately under the respective applications for approval of details reserved by conditions attached to planning permission 19/02979/OUTMAJ.</p>
3.	<p><b>Access construction</b></p> <p>The Asset Management team, West Berkshire District Council, Environment Department, Council Offices, Market Street, Newbury, RG14 5LD, or <a href="mailto:highwaysassetmanagment@westberks.gov.uk">highwaysassetmanagment@westberks.gov.uk</a> should be contacted to agree the access construction details and to grant a licence before any work is carried out within the highway. A formal application should be made, allowing at least four (4) weeks' notice, to obtain details of underground services on the applicant's behalf.</p>
4.	<p><b>Damage to footways, cycleways and verges</b></p> <p>The attention of the applicant is drawn to the Berkshire Act, 1986, Part II, Clause 9, which enables the Highway Authority to recover the costs of repairing damage to the footway, cycleway or grass verge arising during building operations.</p>
5.	<p><b>Damage to the carriageway</b></p> <p>The attention of the applicant is drawn to the Highways Act, 1980, which enables the Highway Authority to recover expenses due to extraordinary traffic.</p>
6.	<p><b>Incidental works affecting the highway</b></p> <p>Any incidental works affecting the adjoining highway shall be approved by, and a licence obtained from, the Principal Engineer (Streetworks), West Berkshire District</p>



	Council, Transport & Countryside, Council Offices, Market Street, Newbury, RG14 5LD, telephone number 01635 – 503233, before any development is commenced.
7.	<b>Advertisement Consent</b>  It will be necessary to submit a separate application for Advertisement Consent for advertisements to be displayed on the site.

9. Appendix 1 – Indicative Block Plan (drawing number 03100-00-C) approved under permission 19/02979/OUTMAJ

