

WESTERN AREA PLANNING COMMITTEE DATED 8th February 2023

UPDATE REPORT

This report sets out the running order for tonight's Committee meeting. It indicates the order in which the applications will be heard, the officer presenting and anyone who has registered to speak either in favour or against the application.

Those people attending to take part in the pre-arranged Public Speaking sections are reminded that speakers in each representation category are grouped and each group will have a maximum of 5 minutes to present its case.

Any additional information that has been received since the main agenda was printed will be contained in this report. It may for instance make reference to amended plans and further letters of support or objection. This report must therefore be read in conjunction with the main agenda.

The report is divided into four main parts:

- Part 1 - relates to items not being considered at the meeting,
- Part 2 - any applications that have been deferred for a site visit,
- Part 3 - applications where members of the public wish to speak,
- Part 4 - applications that have not attracted public speaking.

Part 1	22/00858/COND1 Land South Of Tower Works Lambourn Woodlands	
Part 2	N/A	
Part 3	Item (1) 20/01336/OUTMAJ Institute For Animal Health, High Street, Compton Item (2) 22/00897/RESMAJ Land South Of Tower Works, Lambourn Woodlands	Pages 5 -141 Pages 143 - 169
Part 4	N/A	

WESTERN AREA PLANNING COMMITTEE

8TH FEBRUARY 2023

UPDATE REPORT

Item No: 4(1) Application No: 20/01336/OUTMAJ Page No. 5-142

Site: Institute for Animal Health, High Street, Compton

1. Registered Speakers

Please refer to the List of Speakers that will be provided under separate cover.

2. Additional Consultation Responses

Public representations:	Downland Practice Surgery: The NHS Newbury & District CCG has passed the information on the consultation to the Downland Practice. The Downland Practice does not object to the planning application in principle. However, the proposed development would have an implication for the practice which is already at capacity. Additional funding would be needed to provide the service required for the additional patients of the new development.
Conservation:	Note the Environmental Statement (ES) provides an overview of the character of the Conservation Area. Photographs included but not cross referenced to this section of the ES. Information on layout and scale requested to assess whether the development will fit into historic surroundings.
Natural England:	No further comments to make.
Ministry of Defence:	No objection.

3. Consideration of Additional Consultation Responses

NHS Newbury & District CCG

The NHS Newbury & District CCG is a statutory consultee. They have been consulted on the planning application, the Compton Neighbourhood Development Plan (NDP), and the Local Plan Review (which proposes to retain the site as a housing allocation). The CCG have not submitted any comments on the Local Plan Review or the Compton Neighbourhood Development Plan.

The CCG has not commented on the planning application until the latest consultation on the ownership certificates. Their comments are outlined in the main report: that the information has been provided to the GP surgeries and that the CCG continue to liaise with the Council on contributions required either through S106 or CIL to meet increased demand from the aggregate impact of housing development across the Borough. No request has been received from the CCG for a S106 contribution for this application.

Downland Practice Surgery

The Practice commented on the Housing Site Allocations DPD when this site was allocated for housing. Their comments at that time were that the Practice could accommodate the additional patients from the housing allocations of this site and an allocated site in Hermitage.

Compton Parish Council contacted the Practice as part of the consultation on the proposed submission draft of the Compton Neighbourhood Development Plan. No comments were received (Appendix page 188 of the Compton NDP Consultation Statement).

The Practice has not commented on the planning application until the latest consultation on the ownership certificates. (To clarify their comments are listed above as a representation as they are not a statutory consultee). It is understood from the comments of the Practice that they require additional funding for the additional patients from the development. No request has been received from the Downland Practice Surgery for a S106 contribution for this application.

Officers consider that based on the consultation responses received on the latest consultation regarding ownership certificates that the test of a planning obligation (S106) being necessary to make the development acceptable has not been met. Neither the CCG nor the Practice have stated that there will be a funding gap shortfall that cannot be met through existing funding and finance arrangements. As such officers consider the existing S106 Heads of Terms sufficient to mitigate the impact of the development.

Conservation Comments

During the application Conservation have been consulted on the original and amended proposals and have raised no objection either to the development or to the information submitted with the application.

The Conservation comments outlined above which were received relating to the consultation on the ownership certificates have subsequently been clarified. Due to the large number of documents on the electronic file the officer was unaware that the proposal has already been subject to consultation and comment from Conservation. As such they have no further comments beyond those previously made.

4. Update to Conditions in Main Report

An error was made when merging the original and updated conditions for the main report. The amendments to the conditions made by the Western Area Planning Committee in their resolution on 23 February were not reflected in the list of conditions. This has been corrected in the recommendation below. The changes are underlined for clarity.

5. Updated Recommendation

The recommendation remains as set out in the agenda committee report, subject to the following corrections to the conditions (changes underlined).

14.	Design Code With the exception of demolition and contamination remediation no phase of the development hereby granted outline planning permission, or works associated with the full permission shall commence until a design code has been submitted to and approved in writing by the Local Planning Authority for that phase of the development. The design code shall include addressing the following matters: <ul style="list-style-type: none">• Avoid over dominance of car parking at the front of dwellings in particular onto
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	<p>the green street;</p> <ul style="list-style-type: none"> • Avoid long stretches of rear boundary fences/walls in particular fronting public open spaces; • Provide attractive facades where housing fronts the cricket pitch and conservation area; • Avoid locating LEAP and LAPS that involve crossing primary internal roads to reach them, and avoid being located in areas with no natural overlooking from dwellings; • Avoid strategic tree planting within the private gardens; • Public open spaces, particularly within the areas to be developed, to be based around the trees to be retained; • <u>Be developed in consultation with the local community;</u> • <u>Use the Building for a Healthy Life assessment framework;</u> • <u>Identify opportunities to draw its energy supply from decentralised, renewable or low carbon energy supply systems.</u> <p>Reason: To ensure the detailed design of the development responds to the character of the site and surrounding area in the AONB, and takes account of the natural constraints on site. This condition is applied in accordance with the National Planning Policy Framework, Policies ADPP5, CS14, CS18 and CS19 of the West Berkshire Core Strategy 2006-2026, policy HSA23 of the Housing Site Allocations DPD 2006-2026, and policy C9 of the Compton Neighbourhood Plan 2020-2037.</p>
18.	<p>Contaminated Land (investigation and remediation)</p> <p>No phase of the development* hereby granted outline planning permission, demolition, or ground works associated with the full permission, shall take place until a scheme to deal with contamination <u>including water quality</u> at the site has been submitted to and approved in writing by the Local Planning Authority. The above scheme shall take account of the suggested mitigation in the Environment Statement and:</p> <ol style="list-style-type: none"> (a) Include an investigation and risk assessment. A report of the findings shall: identify the nature and extent of any contamination on the site (irrespective of its origin); include an assessment of the potential risks to human health, property, and the environment; and include an appraisal of remedial options, and proposal of preferred option(s). (b) Include a remediation scheme* which ensures that, after remediation, as a minimum, the land (<u>including water</u>) shall not be capable of being determined as contaminated land under Part IIA of the Environmental Protection Act 1990. The scheme must include all works to be undertaken, proposed remediation objectives and remediation criteria, timetable of works and site management procedures. (c) Include a monitoring and maintenance scheme* to ensure the long-term effectiveness of the proposed remediation, and the provision of reports on the same that shall be submitted to and approved in writing by the LPA. (d) Be prepared by a competent person (a person with a recognised relevant qualification, sufficient experience in dealing with the type(s) of pollution or land instability, and membership of a relevant professional organisation), and conducted in accordance with current best practice. (e) <u>Include an evacuation plan.</u> <p>Thereafter, any approved remediation scheme and/or monitoring and maintenance measures shall be carried out in accordance with the approved details for that phase. Two weeks written notice shall be given to the LPA prior to the commencement of any remediation scheme.</p> <p>If any previously unidentified land contamination is found during the carrying out of the development, it shall be reported immediately in writing to the LPA. Appropriate</p>

	<p>investigation and risk assessment shall be undertaken, and any necessary remediation measures shall be submitted and approved in writing by the LPA. Thereafter, any remediation measures shall be carried out in accordance with the approved details.</p> <p>The development shall not be occupied* until all approved remediation measures have been completed and a verification report to demonstrate the effectiveness of the remediation has been submitted to and approved in writing by the LPA.</p> <p>(* Unless otherwise agreed in writing by the LPA)</p> <p>Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors. This condition is applied in accordance with the National Planning Policy Framework, and Policy OVS.5 of the West Berkshire District Local Plan (Saved Policies 2007).</p> <p>A pre-commencement condition is required because insufficient detailed information accompanies the application; land contamination mitigation measures may require work to be undertaken prior to and throughout the development works and so it is necessary to approve these details before any development takes place.</p>
19.	<p>Construction method statement</p> <p>No phase of the development hereby granted outline planning permission shall commence until a Construction Method Statement (CMS) (phased as appropriate) has been submitted to and approved in writing by the Local Planning Authority. Thereafter the construction works shall incorporate and be undertaken in accordance with the approved CMS.</p> <p>No demolition or ground works associated with the full permission shall commence until a Construction Method Statement (CMS) (phased as appropriate) has been submitted to and approved in writing by the Local Planning Authority. Thereafter the demolition and ground works shall incorporate and be undertaken in accordance with the approved CMS.</p> <p>The CMS shall take account of the suggested mitigation in the Environmental Statement and include measures for:</p> <ul style="list-style-type: none"> (a) A site set-up plan during the works; (b) Parking of vehicles of site operatives and visitors; (c) Loading and unloading of plant and materials; (d) Storage of plant and materials used in constructing the development; (e) Erection and maintenance of security hoarding including any decorative displays and/or facilities for public viewing; (f) Temporary access arrangements to the site, and any temporary hard-standing; (g) Wheel washing facilities; (h) Measures to control dust, dirt, noise, vibrations, odours, surface water run-off, and pests/vermin during construction; (i) The proposed method of piling for foundations (if any); (j) A scheme for recycling/disposing of waste resulting from construction works; (k) Hours of construction and demolition work; (l) Hours of deliveries and preferred haulage routes <u>including to avoid school hours for HGVs</u>; (m) Ensuring public rights of way are kept open and unobstructed throughout the development (n) Lighting of areas and construction compounds

	<p>Reason: To safeguard the amenity of adjoining land uses and occupiers, and in the interests of highway safety. This condition is applied in accordance with the National Planning Policy Framework, Policies CS13, CS14, CS17 and CS18 of the West Berkshire Core Strategy 2006-2026, and Policies OVS.5, OVS.6 and TRANS.1 of the West Berkshire District Local Plan 1991-2006 (Saved Policies 2007). A pre-commencement condition is required because the CMS must be adhered to during all demolition and construction operations.</p>
30.	<p>Foul Water Network Upgrades <u>No dwelling shall be occupied until confirmation has been provided that all foul water network upgrades required to accommodate the additional flows from the development have been completed.</u></p> <p>Reason: Network reinforcement works are likely to be required to accommodate the proposed development. Any reinforcement works identified will be necessary in order to avoid sewage flooding and/or potential pollution incidents. This condition is applied in accordance with the National Planning Policy Framework.</p>
31.	<p>Water Network Upgrades No dwelling shall be occupied until confirmation has been provided that all water network upgrades required to accommodate the additional flows to serve the development have been completed.</p> <p>Reason: The development may cause low / no water pressures and network reinforcement works are anticipated to be necessary to ensure that sufficient capacity is made available to accommodate additional demand anticipated from the new development. Any necessary reinforcement works will be necessary in order to avoid low / no water pressure issues. This condition is applied in accordance with the National Planning Policy Framework.</p>

WESTERN AREA PLANNING COMMITTEE
8TH FEBRUARY 2023
UPDATE REPORT

Item No: 4 (2) **Application No:** 22/00897/RESMAJ **Page No.** 143-170

Site: Land South Of Tower Works, Lambourn Woodlands, Hungerford.

1. Registered Speakers

Please refer to the List of Speakers that will be provided under separate cover.

2. Additional Consultation Responses

Public representations:	<p>Since the production of the committee report a representation objecting to the application from a member of the public who has previously objected to the application has been received. That additional objection raises the following points:</p> <ul style="list-style-type: none">• The inappropriate use of a personal permission to a limited company to suppress the associated traffic movements of the development from 776 (TRICS) to 153 (associated with Walkers Logistics Ltd) – which cannot be enforced as the limited company can be sold and the benefit transferred.• Unsubstantiated employment figures in an update report to the committee on 28.2.21 to give weight to special circumstances to warrant approval of such a development in the AONB. This gave no opportunity for public comment.• Non-disclosure of intention to build a fully operational aircraft hangar disguised as a museum.• This outline planning application appears to have been gained by withholding information and using misleading documentation.• The Statutory Consultees have not been adequately informed of the exact implications of the approved outline planning permission to allow a satisfactory and accurate response. <p>Since the production of the committee report 5 new representations have been received supporting the application, citing, in summary:</p> <ul style="list-style-type: none">• The importance of job security in the local rural community;• Provision of, and increase in, local jobs;• Supporting local economic growth;• Landscaping;• Enthusiasts are aware of the possibility of a museum dedicated to local history and volunteers of all ages already offering their
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	<p>time;</p> <ul style="list-style-type: none"> • Will benefit other businesses in the local area, especially hospitality; • Museum will positively impact families and school learning; • Positive that a company is expanding in the current climate; • Walker Logistics are good employers for Lambourn and surrounding area.
<p>Lead Local Flood Authority:</p>	<p>An FRA probably was required, but it would not have identified any flood risk on site. The site is in flood zone 1, there is very low surface water flood risk, no groundwater flood risk, no historic incidents of flooding and no flood risk associated with other sources (i.e. reservoirs, canals, etc.). No extra flood resilience measures would be required. No access or egress issues would be identified.</p> <p>An FRA might have identified the superficial deposits of clay which could have helped inform the design at a concept stage, but the designers have already noted that and factored it into their solution.</p> <p>An FRA will offer no value to the proposal other than providing documentation reporting the above. Whilst we should still request FRA's for developments like these in the future, this should have been flagged to the applicant at the outline stage.</p> <p>With regards to identifying whether the proposal will increase flood risk outside the development, this is dependent on the drainage solution which I believe is being developed under a condition? As suggested previously, all conversations with the developer suggest that they are progressing their proposal in accordance with best practice.</p>

3. Provision of Committee Report, Update Report, Minutes of the Western Area Planning Committee meeting and Decision Notice for application 19/02979/OUTMAJ

As requested at the committee site visit, for ease of reference please find enclosed with this update sheet a copy of the committee report for the outline application, 19/02979/OUTMAJ, together with the Update Report, Decision Notice and Minutes of the Western Area Planning Committee meeting held on 28th April 2021.

4. Use of Proposed Floor Areas and Internal Wall

Comments were made at the committee site meeting regarding the retention of the internal wall between the proposed museum and warehouse and the desire to ensure that none of the proposed warehouse floor area is used for museum purposes and vice versa. Whilst condition 5 of the outline planning permission restricts the overall scale of each use in respect of the floor areas proposed, that condition together with condition 2 (approved plans) proposed to be imposed through this reserved matters application would not ensure retention of the internal wall or distribution of floor area use shown on the approved plans in perpetuity.

However, should any use occur within the building that exceeds the maximum floor areas set out in condition 5 of the outline planning permission, further planning permission would need to be sought and approved or enforcement action may be taken by the Local Planning Authority. Whilst concerns are raised that the museum may be used as a storage and maintenance building for aircraft, such use has not been approved and is not proposed as part of this

application. Should such a material change of use occur, further planning permission would be required, or enforcement action may be taken by the Local Planning Authority.

It is acknowledged that the internal wall between the museum and warehouse areas shown on the plans submitted could be removed without the need for planning permission. However, that is unlikely to occur as the operator of the museum would likely not wish for visitors to have access to the warehouse and such a removal would likely reduce the experience of visitors to the museum. Even if that internal wall was subsequently removed, the question Members need to consider is: what would the resultant planning harm be that makes a more onerous condition necessary?

As already noted, condition 5 of the outline planning permission granted restricts the approved warehouse and ancillary offices use and museum use to a maximum floor area for each use. Should the distribution of the approved uses within the building change but the maximum floor areas for each use not exceed that restricted by condition 5 of the outline planning permission then a further permission would not be required. However, should the floor area of any use occur within the building that exceeds that condition, further planning permission would need to be sought and approved, or enforcement action may be taken by the Local Planning Authority. Therefore, in officers' view, the removal of the internal wall would not result in an intensification or change of the uses previously approved and would not introduce any additional or new harmful impacts. Lastly, internal works to a building are not usually a planning consideration. As such, it is considered that a condition to retain the internal wall would not be necessary or relevant to planning and so would run contrary to the NPPF.

5. Hedgerow along Ramsbury Road

At the committee site visit details of the existing hedgerow along Ramsbury Road to be removed or retained in % terms and distances were requested. The length of the existing hedgerow along Ramsbury Road is approximately 116 metres. The bell-mouth to form the new vehicular access - approximately 56 metres wide - and visibility splays would result in approximately 68 metres of the existing hedgerow being removed. This equates to approximately 58.6% of the existing hedgerow along Ramsbury Road being removed. Approximately 41.4% of the existing hedgerow along Ramsbury Road will be retained in two sections either side of the proposed bell-mouth comprising lengths of approximately 21 metres and 27 metres.

As part of the proposed landscaping, new tree-lined hedgerow will be planted along each side of the bell-mouth and will continue along each side of the access road into the site. The new hedgerow planted in those locations would total approximately 158 metres in length.

6. Height and Planting of Bund, and, Retention of Landscaping

For clarification, the proposed bund is to be between 4.1 and 4.3 metres tall from the proposed ground upon which it is to be sited. Due to the topography of the site, generally sloping down from west to east, the proposed bund would be sited at a proposed ground level lower than the proposed ground level of the building. That difference in the ground levels would result in the top of the bund being approximately 2.5 metres above the proposed ground level for the building, and, the building being approximately 8.8 metres taller than the top of the bund.

The planting for the bund as part of the landscaping proposals comprises individual trees of heavy standard or extra heavy standard form together with a woodland planting matrix of trees of feathered form and understorey shrub planting. To ensure the continued provision of all of the proposed landscape planting within the site until it has become well-established - to provide the mitigation identified in the Landscape and Visual Assessments submitted in support of the application - your Officer's propose that condition 9 set out in the section 8 of

the agenda report is amended to require the replacement of any landscaping that is removed, dies, becomes diseased or seriously damaged over a period of 15 years, rather than the standard 5 years proposed. An amended condition 9 is set out in section 3 below.

The management and maintenance of the landscaping is to be determined through the separate application (22/00858/COND1) that is currently under consideration for approval of the Landscape and Ecological Management Plan (LEMP) in respect of condition 11 of the outline planning permission granted.

7. Vehicle Movements

In respect of the vehicular access onto Ramsbury Road, the access proposed would enable vehicles, including HGVs, to enter or exit the site in a northerly or southerly direction.

8. Flood Risk Assessment (FRA)

In respect of concerns raised regarding the lack of a formal Flood Risk Assessment (FRA), as noted above, the Lead Local Flood Authority (LLFA) have advised that whilst an FRA should have been provided at the outline stage, it would not have identified any flood risk and would offer no value to the proposal. The LLFA conclude that no on or off-site flood risk would occur as a result of the development subject to the approval of technical details to secure adequate on-site SuDS. Therefore, sufficient information has been provided to determine this application in respect of Flood Risk.

The proposed SuDS shown on the submitted plans have been reviewed by the LLFA and are considered acceptable in respect of the layout and landscaping proposed. Technical details relating to the construction of the SuDS proposed is being dealt with under a separate application for the approval of matters reserved by condition 13 of the outline planning permission (23/00202/COND).

9. Building Height and Existing and Proposed Ground Levels

The building height shown on the elevation plan submitted is proposed to be 11.3 metres tall at the ridge. The Site Sections Plan submitted (drawing number 21025-TP-002 Rev E) shows the existing and proposed ground levels, and, when measuring this plan the height of the building would be 11.3 metres from the ridge to the proposed ground level. Due to undulations in the existing ground level, the existing ground levels are proposed to be raised in some parts by up to approximately 0.9 metres and lowered in some parts by up to approximately 0.7 metres as shown on this plan.

Condition 3 of the outline planning permission states that 'the building hereby approved shall be a maximum of 12.6 metres in height.' It does not specify whether that height is to be measured from the existing or proposed ground level. Nonetheless, the proposed height of the building would accord with this condition imposed as part of the outline planning permission when measured from either the existing or proposed ground level.

10. Aircraft Movements

Outline planning permission was granted for an aircraft museum building, as detailed in the description of development for that planning permission. It was shown on the indicative plans submitted at outline stage that an indicative access for aircraft was intended to be proposed, however, Access was a matter reserved at outline stage for consideration in a subsequent reserved matters application. This reserved matters application now definitively sets out the access proposed for an aircraft, including the number of anticipated aircraft movements.

For the avoidance of doubt, this reserved matters application enables access to the adjacent land for the aircraft to be placed on display within the aircraft museum building, as was proposed and shown on the plans submitted for the outline planning permission granted. This reserved matters application does not seek approval of any change of use of the adjacent land, or, development or extension of the runway at Membury Airfield, and, does not propose take-off or landing of aircraft from within the application site.

Whether the land outside of but adjacent to the application site has sufficient permission in place for flights of a Dakota aircraft is not for determination under this application.

The aircraft ground movements via the access proposed are considered ancillary to the permitted use of the aircraft museum, as they are not considered to be of such a number that would represent a material change of use from the planning permission granted. The number and type of aircraft movements within the application site are to be controlled by condition, as set out in section 8 of the agenda report, to ensure that those movements are restricted as being ancillary to the museum use that has been granted planning permission.

11. Updated Recommendation

The recommendation remains as set out in the agenda committee report, subject to the following amended condition (condition 9).

9.	<p>Soft landscaping (amended)</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; 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 fifteen 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>
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Appendix to 22/00897/RESMAJ

Committee Report, Decision Notice, Update Report and Minutes for 19/02979/OUTMAJ

Item No.	Application No. and Parish	Statutory Target Date	Proposal, Location, Applicant
(2)	19/02979/OUTMAJ Lambourn	17 February 2020 ¹	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 Land South of Tower Works, Ramsbury Road, Lambourn Woodlands, Hungerford Walker Logistics Limited

¹ Extension of time (date to be confirmed)

The application can be viewed on the Council's website at the following link:
<http://planning.westberks.gov.uk/rpp/index.asp?caseref=19/02979/OUTMAJ>

Recommendation Summary: To **DELEGATE** to the Head of Development and Planning to **GRANT PLANNING PERMISSION** 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 received

Committee Site Visit: N/A

Contact Officer Details

Name: Simon Till
Job Title: Team Leader (West)
Tel No: 01635 519111
Email: Simon.till@westberks.gov.uk

1. Introduction

- 1.1 This application seeks outline planning permission for the erection of a logistics warehouse, together with ancillary office space and an aircraft museum. In this outline application the scale of the building is to be considered, while detailed considerations in respect of access, appearance, landscaping and layout are to be held over to a subsequent “reserved matters” application should outline planning permission be granted.
- 1.2 In terms of scale the applications is supported by drawings indicating that the proposed building would have an overall footprint of approximately 12,560 square metres and a maximum height of 12.587m. The proposed museum building would have a maximum height of 11.4 metres.
- 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 the Membury airfield runway. To the north and south adjoining the site are industrial buildings within the Membury Protected Employment Area, which to the east is the Ramsbury Road and open agricultural land.

2. Planning History

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

Application	Proposal	Decision / Date
19/01123/SCREEN	EIA Screening Opinion made under Regulation 6 of the Town and Country Planning (EIA) Regulations 2017 (as amended)	Response issued 03/06/2019

3. Procedural Matters

- 3.1 The latest proposed development falls within the column 1 description at paragraph 10 (a) (Industrial Estate Development Projects) of Schedule 2 of the Town and Country Planning (Environmental Impact Assessment) (EIA) Regulations 2017. An EIA screening exercise has been completed (reference 19/01123/SCREEN issued 03 June 2019). The proposed development exceeds the threshold in column 2 of Schedule 2 (more than 0.5 hectares of industrial development). Taking into account the selection criteria in Schedule 3 it was not considered that the proposed development was considered likely to have significant effects on the environment within the meaning of the regulations, and that the development is not EIA development. Therefore an Environmental Statement is not required in terms of the EIA Regulations.
- 3.2 A site notice was displayed on 09 December 2019. An advertisement was published in the Newbury Weekly News on 12 December 2019. The application was advertised as a departure from policy and a major development in line with the requirements of legislation. The deadline for representations expired on 23 December 2019.
- 3.3 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>Lambourn Parish Council:</p>	<p>Object:</p> <p>Outside Protected Employment Area; setting a precedent for more development in green fields; unacceptable within the AONB; visual impact within the AONB; additional vehicle movements; unacceptable development creep; PEA should not be joined up with loss of open space.</p>
<p>WBC Planning Policy:</p>	<p>National and local planning policies seek to support a sustainable rural economy, whilst also protecting nationally designated landscapes such as AONBs which this site falls within. The case officer will therefore need to ensure that sufficient justification has been given for the need for the development in this particular location. ADPP5 states that the conservation and enhancement of the natural beauty of the landscape will be the paramount consideration in assessing sites, and as such the case officer will also need to satisfy themselves that the applicant has provided sufficient evidence to show that the proposals are appropriate in this regard. The Employment Land Review (ELR) is an important evidence document when considering the economic case, and the balance to be applied when assessing whether the scheme is sustainable development. The demand for space at the site, adjacent to the existing business during the pandemic is also an important factor.</p> <p>The Local Plan Review to 2037, at Policy SP21, seeks to extend the Designated Employment Areas (known in the Core Strategy as Protected Employment Areas), and allocated space for 27,600 square metres of B2 and B8 employment floorspace on a larger area at the application site. The policy is at an early stage, and the recent consultation highlights comments which require further consideration and refinement of the policy prior to the next stage, Regulation 19. Therefore, whilst the Local Plan Review shows the direction of travel, limited weight is to be attached to the emerging policies.</p> <p>Current local policy also seeks to assess the compatibility of the proposal with uses in the surrounding area as well as any potential impacts on those uses; and, the capacity and impact on the road network and access by sustainable modes of transport. It is also considered necessary to seek the views of the Council's Highways and Transport Policy teams with regard to the impact on the road network and sustainable transport modes.</p>

	<p>Overall, there are balancing issues to weigh up in the consideration of whether the scheme represents sustainable development. The policy response aims to provide an update on the evidence and information that has emerged since the last planning policy response, which are important in this balancing exercise.</p>
<p>WBC Economic Development:</p>	<p>After considering the evidence submitted, and reviewing what alternative sites may be available within the district, I would suggest that the impact of the proposal would have significant economic benefits to West Berkshire and that it should therefore find favour.</p> <p>The plans as described would lead to a number of new jobs, both during and after construction, and the additional capacity that a logistics firm such as Walker Logistics would need in order to grow resilience post-Covid 19 and post-EU Exit.</p> <p>I was alarmed to read the assessment of alternative options for the company and would be very concerned about the prospect of them leaving the district for elsewhere in the country. At a time when local unemployment is higher than at any point in recent memory, I would be gravely worried about the loss of these roles to another area.</p> <p>The growth of a business such as Walker Logistics is also welcome because of possible new training opportunities it may create. I would welcome the chance to discuss with them what further employment opportunities, perhaps through use of recently announced government schemes, they might be able to offer to some of the district's young people who have been most Impacted by Covid-19.</p> <p>In summary, from an Economic Development point of view, I would be supportive of this application as it allows a significant local employer to not only remain in West Berkshire, but to expand and consolidate its future success.</p>
<p>WBC Highways:</p>	<p>Walker Logistics, Ramsbury Road, Membury</p> <p>10,381 sqm of B8 use with an ancillary 1,143 sqm B1 office use.</p> <p>1. I refer to my previous response dated December 31st 2019. I also refer to the traffic survey results received on February 27th 2020.</p> <p><u>Traffic Generation</u></p> <p>2. As stated previously, to project traffic generation, data has been obtained during November 2017 from traffic surveys carried out at the existing Walker Logistics site located off Ramsbury Road. It is understood that the proposed logistics building will operate in a similar manner and therefore traffic levels have been increased on a pro rata basis to project traffic levels. I am content with this approach which projects the following:</p>

	Arrivals Total Vehicles (HGV's)	Departures Total Vehicles (HGV's)	Two-Way Total Vehicles (HGV's)
Weekday AM 08.00 to 09.00	9 (3)	3 (2)	12 (5)
Weekday PM 17.00 to 18.00	5 (4)	11 (5)	16 (9)
Weekday daily	76 (47)	77 (48)	153 (95)

Projected additional development traffic levels

3. The TA states on page 14 that “as per the existing Walker Logistics operations, the proposed development will primarily operate on weekdays, Monday to Friday only, and will be closed at weekends. However, if requested by customers, it will open on the occasional weekend for stock checks. It is estimated that weekend stock checks will occur 4-6 times per year at most” with “2 to 6 staff”. It would therefore appear that any weekend traffic would be somewhat minimal, but I would expect conditions for opening hours to be applied in the usual way, should the proposal be approved.

Traffic Impact

4. As requested in my previous response, the applicants commissioned the attached seven day classified traffic survey using an Automatic Traffic Counter (ATC) on the B4000 Ermin Street in Lambourn Woodlands, situated to the east of the staggered junction with the B4000 and Hilldrop Lane. The following five weekday average in data was obtained between the hours of 07:00 to 19:00 with HGV figures in brackets:

2,337 (63) eastbound

2,327 (74) westbound

5. To attempt to ascertain any particular trend in traffic levels along the B4000, I have compared this data with two sets of data taken nearby previously. The first and more recent set was taken on the B4000 Ermin Street in Lambourn Woodlands near Battens Farm Cottages. The following was obtained between the hours of 07:00 to 19:00 with HGV figures in brackets:

25/05/2012 1,188 (59) eastbound

39/05/2012 1,147 (51) eastbound

30/05/2012 1,117 (48) eastbound

25/05/2012 1,256 (102) westbound

29/05/2012 1,059 (107) westbound

30/05/2012 1,002 (101) westbound

6. I have also found a further earlier set again taken on the B 4000 Ermin Street, in Woodlands St Mary near Inholmes. The

following was obtained between the hours of 07:00 to 19:00, again with HGV figures in brackets:

15/10/2009 2,063 (111) eastbound

16/10/2009 2,093 (81) eastbound

15/10/2009 1944 (114) westbound

16/10/2009 2168 (89) westbound

7. The data that I have found is not as extensive as I would have liked it to have been. Batten Farm Cottages is to the west of the staggered junction with the B4000 and Hilldrop Lane which has provided a significantly lower figure than traffic flows to the east of the junction. Comparing the data to the 2009 data, I would consider that overall there is some evidence to suggest that there has been an increase in overall traffic since 2009, but levels of HGV's do seem to be constant or may even have reduced since 2009 and 2012. Either way, from the data, it is difficult to argue that there has been an increase in HGV traffic over the years.

8. What is often asked, is what limit is there of traffic that can be accommodated on a road such as the B4000? As stated previously, there is no particular threshold or formula that would provide a limit for how much traffic the B4000 can accommodate, particularly as the highway authority is unaware of any significant traffic congestion in the area. What could provide a limit is whether there is a Personal Injury Accident (PIA) issue along the route, and from my previous response I determined that there wasn't one.

9. There is a potential further unit of measurement contained within the Design Manual for Roads and Bridges (DMRB) Volume 5 Section 1 Part 3 TA79/99 Amendment No 1: Traffic Capacity of Urban Roads sets out one way hourly flows in each direction for urban roads. (I appreciate that this isn't an urban road, but this would be a more onerous standard for the applicant. A 6.75 metre wide road is given a capacity of 900 vehicles in each direction per hour of 10,800 per day. Much of the B4000 has this width of road, and clearly traffic levels are nowhere near this threshold.

10. Paragraph 109 of the National Planning Policy Framework 2019 states that "development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe".

11. I can therefore conclude that while the expected traffic increases from the development particular HGV's is not insignificant, from the evidence obtained, it is not in my view significant to be "severe" enough to raise objection.

Sustainability

12. As stated previously, I am concerned regarding how unsustainable this site is. The nearest bus stop is 1.9 km away and is served by just one service each way per day. Along Ramsbury Road there are no footways present on either side of the carriageway and no street lighting. Therefore it is not desirable or even possible to walk to the nearest bus stop. I would also add that it is also not desirable to cycle to the vicinity, particularly along the B4000. In response CEC have provided a Travel Plan (TP).

13. The main proposal within the TP is to provide and operate a staff mini-bus service between Swindon and the site. It is understood that the majority of existing permanent staff are based in Swindon with anticipation that the catchment area of future staff will also largely be from Swindon.

14. It is also understood that Walker Logistics currently employ a proportion of temporary contract staff at their existing premises, with this continuing for the proposed development. Temporary staff are recruited via an agency (Gravity Personnel) who have offices in both Reading and Swindon. Gravity Personnel currently provide an in-house mini-bus service for their staff between Reading and the existing Walker Logistics site. It is anticipated that this service will continue to operate and will serve both Walker Logistics' sites in the future and could be expanded to link the Swindon area should Agency staff also be employed from there. A further measure is that staff will be encouraged to car share where possible from an in-house car-sharing database to assist staff to find car sharers that live near them.

15. Colleagues in Transport Policy will need to comment on the TP in further detail, but I can state that in my view, a TP does not resolve the significant sustainability issues raised above. I would state that I would not expect a TP to be particularly effective or useful in this location. It cannot be guaranteed that staff will be a certain type or be recruited from a certain area. The highway authority is also aware of previous sites across the district where the provision of a mini bus has been promised, but then due to costs it then isn't retained for that long. The latest example being the Harrods Distribution Centre that is a much larger site than this proposal, and is in the relatively sustainable location of Thatcham. A further issue is that there isn't staff resourcing within the Council to monitor TP's for smaller developments of this size.

Conclusion

16. I conclude that no objection is raised by the highway authority on traffic grounds. However objection could be raised by the highway authority on sustainability grounds. It has been policy of the Highways Development Control for some time to try and resist expansion of the Membury Industrial Estate due to how unsustainable the location is. It could be considered that if the Climate Emergency is to be taken seriously then this proposal should be resisted.

WBC Transport Policy:	<p>It is clear that the site is unsustainable location, with non-car access to the site virtually impossible. Bearing this in mind, the accompanying Travel Plan Statement outlines the measures (particularly the commitment to provide a staff bus service and car-sharing scheme) that the occupier will look to use to reduce car journeys to the site. These measures will need to be effectively delivered and sustained if they are to make an effective and lasting contribution towards reducing car trips to the site. This is especially pertinent when considering the Council's Declaration of a Climate Emergency.</p> <p>However, I have concerns regarding the coverage of the bus service given that only two collection points are proposed in the Swindon area and that there appears to be no committed time period for which the service would operate. The latter is especially concerning as the service could be at risk of withdrawal should the site operator deem it not to be viable. Given that the bus service is considered to be the main focus outlined in the TPS for supporting sustainable travel to the site, greater certainty and commitment needs to be provided that the service will operate for a sustained period of time.</p>
WBC SuDS Drainage engineer:	No objections subject to a condition requiring provision of SuDS.
WBC Environmental Health:	No objections subject to conditions in respect of noise impact, construction management and lighting.
WBC Landscape Consultant:	<p>Consultation response:</p> <p>The site is set within the North Wessex Downs AONB. As stated within ADPP5, new development will need to conserve and enhance the local distinctiveness, sense of place and setting of the AONB whilst preserving the strong sense of remoteness. Development will need to respond positively to the local context and respect identified landscape features and components of natural beauty. The site is considered major development within the AONB, therefore para 172 within the NPPF will apply which states</p> <p>“planning permission should be refused for major development other than in exceptional circumstances, and where it can be demonstrated that the development is in the public interest. Consideration of such applications should include an assessment of: c) any detrimental effect on the environment, the landscape and recreational opportunities.”</p> <p>A Landscape Visual Assessment (LVA) has been provided as part of the application to assess the impact and effect on the landscape. As detailed above the LVA has been overly biased towards the proposals within its assessment and has omitted key aspects which has led to a number of conclusions which I cannot agree to or support.</p> <p>The proposal will result in a direct loss of an open field of pasture which contributes to a key characteristic as described as the</p>

mixed mosaic of woodland/ arable and pasture farmland within the Lambourn Wooded Downs of the NWD AONB. The proposal will not conserve or enhance this area of the AONB by replacing a field of pasture with a large scale building, a large area of hardstanding for over 100 cars, an entrance with signage, which will all result in a further change of the landscape character from rural to more suburban all set within the AONB. The proposal will also exacerbate the visual impact of existing development which is out of character at this location which will further detract from the rural qualities of the area. Increased traffic will have a further adverse impact on the rural quality of Ramsbury Road and tranquillity levels within the wider area. The proposals therefore do not comply with Policy ADPP5 and CS19 of the West Berkshire Core Strategy.

As stated within Policy CS 14: New development must demonstrate high quality and sustainable design that respects and enhances the character and appearance of the area. The proposals have been developed over time to produce the best layout for the site. Primary mitigation measures have been designed to reduce the visual impact of the building, by sensitive siting, colour and location; secondary mitigation measures have been proposed which includes extensive native tree planting, which is not out of context within the surrounding landscape pattern. However, the proposed development would still merge two PEAs and initially cause a loss of the rural character of this section of Ramsbury Road. Although the main building's present siting is towards the rear of the site with a wide band shown for landscaping; any proposed planting will take time to mature to be effective in screening and mitigating the massing and scale of the proposal, although the entrance and signage would always be visible from Ramsbury Road. The proposal would also intensify the impact of commercial development within this part of the AONB, including increased traffic on the rural road network, which would also be contrary to conserving and enhancing adjacent areas of the AONB.

Additionally, developing this site would then weaken the case for developing the site adjacent the silo towers, which would have an adverse effect on the amenity value of adjacent Honeysuckle Cottage and Cuckoo Cottage. Furthermore, allowing a gap to be included within the woodland belt could also open up the western area of this site to development pressure.

A further response was provided to the case officer in seeking clarification on certain matters:

Question: In respect of the site, we have discussed its level of importance within the AONB. Whilst not seeking to detract from the protected landscape status, my feelings are that the views of this site are quite localised, and that their main contribution to landscape quality is to the openness of views, particularly from Ramsbury Road. What are your views on this?

Answer: The views are localised and they do contribute to a sense of openness along the short adjacent section of road

Question: In respect of its contribution to landscape quality, in light of its position alongside the existing protected employment area and its associated industrial character buildings, and in consideration of the dense belt of trees to the boundaries of the site, my view is that the loss of this site in those views would be of a considerably lesser level of harm to the character and setting of the AONB than that of a more exposed site that was visible from more public view points. What are your views on this?

Answer: I agree, although the LVA overplayed the visibility of the surrounding industrial buildings (including the silo towers) and their degrading effect on the landscape character of the site. The site is well contained along its northern, western and southern boundaries mainly by trees/woodland, while also forming part of the more open landscape to the east.

Question: We discussed the possibility of a landscaping strategy that accommodated both elements that could provide shorter term softening of the impacts of the development and longer term a greater level of screening, and that with such a landscaping strategy the impacts of the development on the key views from Ramsbury Road, secured by the appropriate conditions for long term retention, management and maintenance, could be partially mitigated. The resultant impact would be in effect to move the visual impact of the belt of trees from the rear of the open field to closer to Ramsbury Road, with the accompanying loss of the views over the open field. What are your views on this?

Answer: By setting the building towards the rear of the site this would allow space for mitigation measures within the area to the front and adjacent Ramsbury Road. There would be sufficient space for a planting plan, where a number of faster growing trees planted at a higher density to encourage growth could be included then felled at a later date as a more appropriate woodland tree mix became established. However, the trees will take time to grow and this would replace a loss of views over an open field. A positive of this site is that there is space for mitigation which in time will be effective in reducing the adverse visual effect.

Question: We discussed that in this case there is a fine balance to be struck between the need for economic development in supporting an existing, reputable and well-established local business in its need for growth and the landscape impacts of the proposed development which, while resulting in a level of harm in respect of the erosion of the openness of localised views, are not severe in my view provided that appropriate mitigation landscaping is provided and maintained, which in this case there is clear justification to do. What are your views on this?

Answer: I agree, although the application might not conserve and enhance the AONB and there will be a loss of openness, in the long term an extensive mitigation plan including subtle mounding, extensive tree planting could reduce the level of effect, but this will take time.

WBC Tree officer:	No objections subject to provision of further details of planting included in a landscaping condition.
WBC Ecologist	No objections. Recommends conditions requiring provision of a CEMP and LEMP.
WBC Conservation officer:	No objections. The setting of designated and non-designated heritage assets will not be affected.
WBC Archaeologist:	The applicants have submitted a Heritage Desk-Based Assessment which examined the site of the proposed development and known heritage assets in the vicinity. The land was formerly part of the Second World War Membury military airfield, and appears to have contained part of two turning circles, with the rest being used to park planes. Prior to this wartime use, it was agricultural land. Due to the 20th century changes, I consider the archaeological potential to be low: the evidence suggests there will be no major impact on any features of archaeological significance from this proposal.
NWD AONB Board:	<p>The North Wessex Downs in this instance would object to the development proposed on this greenfield site.</p> <p>The primary purpose of the AONB designation is to conserve and enhance the natural beauty of the area, as confirmed by Section 82 of the Countryside and Rights of Way Act 2000 (CRoW Act). Section 85 of that Act confirms that there is a duty on all relevant authorities to have regard to this purpose in exercising or performing any functions in relation to, or so as to affect land in AONB's.</p> <p>The North Wessex Downs (NWD) is particularly sensitive to developments that are visually prominent, of an urban, suburban or industrial nature or are noisy.</p> <p>The site is not within the protected employment area of Membury and therefore is not in accordance with the local plan. The development in the opinion of the NWD AONB unit is major development which in a greenfield site is inappropriate and contrary to para 172 of the NPPF. We do not believe the development meets the test of appropriates as it has failed to demonstrate that there is no other alternative location, or that the redevelopment of their existing Walker Logistics site (within employment area) cannot accommodate the larger warehouse whilst smaller offices buildings could accommodate part of the proposed site.</p> <p>The agents state in their recent letter that the company tried previously working from separate sites, but it failed to work and state the reasoning is given in earlier documents, yet I see no reason as to why it failed. Logistic companies are by nature large as they involve warehouses and HGVs yet several national logistic companies manage to work from different locations across the country, which suggests that the attempt previously by Walker Logistics was not well executed. Another option is to set</p>

up a sister company which sits within the Walker family but operates independently, or to split the company into areas with hubs located close to existing supplies. The application demonstrates that applicants are taking the easier option which is not landscape led and fails to either conserve or enhance the AONB. The addition of a small museum is not of a public interest that outweighs the landscape harm.

The employee location details demonstrate that the bulk of the workforce come from Swindon, therefore this would make the logical option for a new site or even location of the business where there is more than sufficient space, given Swindon's heavily industrial character. Dorcan industrial estate and the new Symmetry Park both have ample available space with easy links to the M4, A419 and A420.

The current site due to its open character merging with the wider open countryside provides a sense of separation and spaciousness which reinforces the isolated character of the former airfield. The industrial nature of the business and the scale of the building proposed will erode the character of this part of the AONB. The current Walker Logistics buildings are located on the former camp where buildings and a few small hangers existed. The current site formed part of the wider runway network which was open, the full scale of openness has been affected by the tree planting carried out, but the site still retains an open character which merges with the wider open countryside. The proposed development would urbanise the site to the detriment of the AONB.

The loss of this green space would not result in any environmental or business benefits that outweigh the landscape harm. Nor would the development including its landscape mitigation conserve or enhance the natural and scenic beauty of the AONB, this is therefore contrary to the purpose of the AONB in addition to para 172 of the NPPF, the NWD AONB Management Plan and Area Plan 5 and policies CS9, CS10 and CS19 of the WB Core Strategy.

We would disagree with findings of the Landscape Appraisal and the proposed mitigation; the buffer line of trees and hedgerow fails to reflect the local context of the existing landscape. The buffer of trees would only act as a wall preventing any interconnectivity, hiding the development, which demonstrates harm. Therefore, the proposed landscaping cannot be considered mitigation as it fails to mitigate the harm but merely reinforces the adverse effect caused to the natural and scenic beauty of the AONB. Ponds are not characteristic of this landscape character area. A linear pond adjacent to the hedgerow would have the character of a drainage ditch which is more appropriate.

The importance of AONBs has further been heightened by the Glover Review which seeks to give further protection to AONBs. In terms of the museum, we commend the efforts of the family and their interest in keeping the memory of the airfield alive but do not consider the proposed museum stuck o the end of the development the most appropriate. The applicant has

	<p>demonstrated that there are two smaller sites available within the membury employment area which would be more appropriate for the location of the museum as an independent building, however the services where an existing memorial is positioned (agents document states there isn't one) that commemorates USAAF and the RAF, would be the best location given its exposure to number of people that pass through.</p> <p>There were over 1000 temporary airfields like Membury constructed for WWII, a number of which were within the AONB but do not have museums attached. The C47s were linked with Ramsbury and Greenham Common (outside AONB), an aircraft that flew from Greenham Common has also been restored and airworthy in the UK (Drag 'em out). The large American Air Museum in Cambridgeshire would however be the location to give the best exposure.</p> <p>The local area is void of street lights. It must be noted that introducing lighting columns or increased building floodlights into this locality would significantly impact upon the dark sky environment, a special quality of the AONB.</p> <p>The building has a number of windows which will cause light spill into a dark environment. Low transmittance glass should be conditioned if the officer is minded to approve. The colour of the building will not fade into the landscape, it will appear as a contrast to the natural greens and browns that make up the natural colour system of this landscape character area. Using the natural colour system to identify colours in the landscape which can aid in choosing more appropriate shades of green would have been a more responsible approach within a protected landscape.</p> <p>Overall, the use, scale, siting and design of the development would fail to comply with policy CS9, CS10, CS9 and CS19 of the Core Strategy and Area Plan 5, paras 8, 127, 170 and 172 of the NPPF and Policies within section 7.39 of the NWD Management plan. The development fits within the key issues identified in the NWD management plan, including loss of rural character, impact on dark skies, new noise creating activities and suburbanisation. Para 23 of NPPF (2018) underlines the need to have objectively assessed land use designations and allocations identified on a policies map for which West Berkshire do and it does not include the proposed application site. There are existing redundant/vacant industrial and commercial sites around Swindon that are available for development and could accommodate the uses and scale of development proposed. The development and use proposed would not provide any overriding benefits to outweigh the harm caused to the AONB.</p>
Thames Water:	No objections.

Public representations

4.2 Representations have been received from 37 contributors, 17 of which support, and 20 of which object to the proposal. A petition of 61 signatures has been received in support of the application and a petition of 176 signatures has been received objecting to the application. The applicant and agent have both submitted

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 in objection:

- Increase in traffic
- Loss of agricultural land/green field
- Health impacts
- Inadequate information on haulage and bus routes
- Highways safety impacts
- Loss of tranquillity of AONB
- Traffic pollution
- Detrimental impact on character and appearance of area
- Disruptive nature of logistics (unsociable hours)
- Inadequate highways network
- Damage to property due to vibrations from vehicles
- Impact on heritage value of WW2 airfield
- Suburbanisation due to managed landscaping
- Outside of designated PEA
- Industrial development should be contained to existing PEAs
- Light pollution
- Impact of lights on bats and biodiversity
- Impact on air quality having negative impact on local horse racing industry
- Employment from outside District/local area
- Visual prominence of building and intrusion on views
- Environmental impact of carbon emissions
- Impact on local wildlife
- Concerns regarding a precedent being set for future expansion
- Incremental impact on the cumulative scale of development at Membury
- Impact on local tourism
- Other brownfield sites should be considered
- The AONB is a finite resource
- Potential for increase in floorspace via insertion of mezzanines

The following issues/points have been raised in support:

- Benefit of museum to preserving heritage of airfield
- Locating industrial development alongside an existing industrial area
- Scheme will preserve landscape quality
- Will retain and increase local employment in vicinity of an existing area of employment
- Improving on the limited local employment opportunities in the vicinity of Lambourn
- Bus transport reduces need for separate vehicle journeys
- Existing road infrastructure is adequate
- Logistics is a particularly valuable business in current pandemic circumstances

The following other matters have been raised:

- Applicant has been a benefactor of the location and its heritage

- Inadequate public consultation
- Impact on house prices
- Littering from parked vehicles
- Improvement to visual amenity associated with the applicant's existing business

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, CS19 of the West Berkshire Core Strategy 2006-2026 (WBCS).
- Policies OVS5, OVS6, TRANS1 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)
- Planning Obligations SPD (2015)
- The West Berkshire SuDS Supplementary Planning Document (Dec 2018).

6. Appraisal

6.1 The main issues for consideration in this application are:

- The principle of development
- The landscape impact
- The highways impacts
- Noise and disturbance
- Heritage and tourism
- Ecological impacts

Principle of development

6.2 The application proposes the development of a storage and distribution warehouse, along with ancillary office accommodation and a museum building. In terms of the main proposal for storage and distribution use, the application proposes major development in the North Wessex Downs AONB. The NPPF states that planning permission should be refused for major development in designated areas, including the AONB other than in exceptional circumstances where it can be demonstrated that the development is in the public interest. Policy ADPP1 of the Core Strategy requires that only appropriate, limited development is allowed in the countryside, focussed on addressing identified needs and maintaining a strong rural economy. Policies ADPP5 and CS9 of the Core Strategy seek to direct new industrial development, including storage and distribution (B8) uses to the existing protected employment areas in the District. Therefore, in considering these proposals and whether a departure from the requirements of these policies is justified consideration must be given to the exceptional circumstances that support the application.

- 6.3 The applicant is the owner of an existing logistics business that operates from within the PEA to the south of the application site. The Economic Impact Report submitted with the application confirms that at the time the report was written that the existing business employs 81 FTE (full time equivalent) staff. It details a proposed increase in numbers of employees of an additional 40 FTE posts. The report sets out that the existing business has growth and expansion needs that cannot be accommodated by its existing premises.
- 6.4 The NPPF states that significant weight should be afforded to the need to support economic growth and productivity. The economic development officer was consulted and has assessed the potential for an alternative preferable site outside of the AONB to provide a sufficient amount of floorspace to accommodate the expansion needs of the existing business and has confirmed that in her view there are no alternative sites better situated for these works. This response is reflected in the planning policy assessment of the proposals, which notes that the site is currently being considered for allocation for industrial uses in the forthcoming local plan update that will, inter alia, review the boundaries of the existing Protected Employment Areas. While it is noted by the planning policy officer that limited weight can be attached to the potential allocation of the site, the response recognises that there is a need for growth in terms of providing land for industrial employment uses, and that this has impacted on the lack of availability of an appropriate site within the District to accommodate the needs of Walker as a medium sized business. It also recognises that the expansion needs of a successful medium sized business such as Walkers need to be supported where it is reasonable to do so. Consideration of the associated landscape harm is crucial to the assessment of whether in this case allowing the development would be reasonable. Both consultation responses also recognise that the need for expansion in order to facilitate the ongoing response to both the current global pandemic by Walker as a logistics business, and to build resilience against the financial uncertainty of Brexit provide justification in terms of need for the development, and in the case of the economic development officer the need is considered exceptional in order to prevent circumstances that might lead to this successful business needing to re-locate away from the District with the resultant impacts on local employment and the local economy, as well as the economic impact on the business itself. The applicant's submissions make clear the economic contribution that the business currently makes in terms of revenue, employment and business rates, and highlights that it is of national importance for planning decisions to allow opportunities to support economic development.
- 6.5 Policy CS9 requires that proposals for industry and distribution uses are directed towards the existing PEAs, but goes on to note that proposals for development outside of these areas will be assessed against the compatibility with uses in the area surrounding the proposal, the potential impacts of the proposed uses and the capacity and impact on the road network and access by sustainable modes of transport. In consideration of the location of the site, sandwiched between two existing areas of PEA, and in a site that is visually and physically constrained on its boundaries by industrial buildings, highway infrastructure and a dense belt of trees to the west, subject to the detailed considerations outlined below it is your officers' view that the proposed works would meet with the intentions of policy in this respect, and given the exceptional need for business expansion to support growth and economic development and retain the existing logistics business, on balance the principle of development should be accepted in the case of this particular application and site.
- 6.6 In respect of the proposed use of part of the site for providing a museum for the applicant's World War 2 aircraft and memorabilia, while it is noted that this would increase the built form associated with the development of the site, and as an isolated development may not be supported due to the limited associated benefit of such works, in the context of the proposed larger industrial development it would provide a heritage

and tourism benefit as discussed below, and therefore is considered to be on balance acceptable in the context of allowing industrial character development on the site.

Landscape impact

- 6.7 The application site is an open agricultural field that is mainly viewed from Ramsbury Road for a stretch of approximately 50 metres, and from the open fields beyond to the east. It is not situated in close proximity to any public right of way, but is located within the North Wessex Downs AONB. The site currently has an open, agricultural character, although this is viewed in the context of the industrial buildings to the south and the grain silos to the north.
- 6.8 The proposed works would introduce a substantial industrial warehouse building into these views, along with an associated access, parking area and yard. The indicative plan shows the building itself being located to the north western part of the site, alongside the existing tree belts, where it would relate more directly to the grain silos to the north east in views. Nevertheless, the impact is of a major industrial development in land that is currently open in views from the east up to the tree belt to the west of the site. This is recognised in the indicative layout which has confined the proposed works to allow a substantial space for new landscaping to mitigate and buffer the associated impacts on views from Ramsbury Road.
- 6.9 As part of consideration of this application a Landscape Visual Impact Assessment was commissioned, which was reviewed by the Council's landscape consultant. The landscape consultant notes the situation of the site in the AONB, and that the proposed works would result in its loss from views. However, the landscape consultant also notes that these views are, by virtue of the relatively confined boundaries of the site, including the tree belt to the west and north and, industrial development and grain silos to the north and the industrial sheds to the south, relatively confined, and less sensitive than those in a location with a greater variety of public views and less surrounding industrial development might be. The landscape consultant has further noted that planting to screen the grain silos has begun to establish itself well, providing an effective screen to soften the impact of these substantial structures, and that similarly a sensitively designed scheme of landscaping, including faster growing plants that could at a later date, once deeper screening is established, be removed, could help to considerably soften the impact of the development over time, effectively mitigating much of the loss of the openness of the views across the site, rather than a more significantly detrimental impact that might be engendered by a larger or less well situated development with less scope for landscaping on the site.
- 6.10 While the proposals would lead to the effective merging of two developed parts of the PEA care has been taken to confine development to the west of the site, allowing considerable space to the east for mitigation via landscaping. This is crucial in both the landscape consultant's balanced assessment and your officer's recommendation, as it confines the development into a single parcel of land rather than providing obvious visual opportunities for further encroachment into the AONB, and therefore confines and limits the associated detriment to the open character of views to the visual receptors along this 150 metre stretch of Ramsbury Road. The landscape consultant notes that the space provided for landscaping offers an excellent opportunity to provide a well-designed scheme that will have some benefit in reinforcing surrounding green infrastructure.
- 6.11 Your officer notes the objection of the AONB board, and has taken consideration of these matters. It is noted that the response from the AONB Board considers that the relocation of the existing business would be an acceptable outcome and has suggested potential for sites outside of the District to accommodate the proposed works, but takes the stance that the level of impact on the AONB would be unacceptable. This stance is

not reflected in the landscape consultant's comments, which provide a more balanced view of the outcome of the works at their proposed scale and the potential for landscaping to mitigate some of the associated landscape harm, while recognising that the circumstances of the site, tucked between two parts of the PEA and offering significant landscaping opportunities, while already providing a dense tree belt that confines views beyond the existing field, are quite unique, and that there is a need in this case to balance landscape harm with supporting a successful business to develop and meet its needs in the locality and addressing this economic need in a manner that minimises harm to the character of the surrounding area while recognising that the area is part of the AONB and has an important role to play within this valuable landscape.

- 6.12 The landscape consultant notes that there is a potential benefit to allowing development of the site to incorporate the economic needs of the applicant, which is that in reserving land to the east of the site as a thick woodland buffer it would allow for strategic integration of this woodland with a further woodland buffer opposite Honeysuckle Cottage and Cuckoo Cottage to the north east of the site, weakening the case for additional development on this land outside of the application site, while serving to enhance some of the views from Ramsbury Road.
- 6.13 In consideration of these matters, and the fact that detailed landscaping proposals can be developed at the reserved matters stage, your officer's view is that much of the landscape harm associated with this particular development and site could be substantially mitigated over time, and therefore would not be sufficient to merit a reason for refusal given in particular the significant weight attributed to supporting local business development and case for their being an exceptional need supported in this application.

Highways and transport

- 6.14 A number of objections refer to the impact of the proposed works on highway in terms of infrastructure capacity and highway safety. The applicant has provided traffic surveys and supporting data which have been assessed by the highways officer, who has stated that he is satisfied that the proposals will not result in a significant increase in vehicle movements that will be to the detriment of highway safety in the area or beyond the capacity of highway infrastructure to accommodate. He has also raised no objections in terms of the indicative layout and access arrangements.
- 6.15 Your officer notes that the highways officer has raised an objection in terms of the sustainability of the location for the use proposed. This is due to the lack of access by sustainable modes of transport, and is a concern that is repeated by the transport policy officer. While these objections are important material considerations, the application site is directly adjacent to the PEA, an area that is stated in policy to be one of the focal points for industrial development of this kind, and were it to be within the PEA then it would be hard to resist such development on grounds of sustainability. Similarly, in this case where officers accept the need for expansion of the business and recognise that the District is unable to yield a better situated location for this expansion to be directed the sustainability of the location must be balanced against this need. The documents accompanying the application note that a bus service currently operates for employees, and car sharing is also explored. There is also some opportunity for local journeys to be undertaken by bicycle, and a number of the representations on the application note local journeys by bicycle, but it is accepted that this would make up a small proportion of associated journeys due to the remoteness of the location from any settlement.
- 6.16 Your officer notes that the transport policy officer has raised concerns in respect of the submitted travel plan and the commitment to operation of a bus service. As access forms part of the reserved matters it is considered that a condition requiring submission of a travel plan prior to the site being taken into use will allow for these matters to be revisited.

- 6.17 In consideration of the location of the site alongside the existing PEA and the economic benefits associated with the proposed development, on balance it is not considered that the concerns raised in respect of the sustainability of the location of the site would merit refusal of this application.

Heritage and Tourism

- 6.18 The conservation officer and archaeologist have reviewed the proposed works in terms of impact on the World War 2 runway as a heritage asset. Neither have raised objections in respect of this matter while noting that the proposed aircraft museum provides a benefit to preservation and conservation of the heritage of the Membury airfield area. Your officer notes that while the museum is proposed to house a private collection, the applicant has proposed that public access to the proposed museum could be secured as a public benefit to the proposals, and agrees that this would add weight to the proposals in terms of supporting the local heritage value of the airfield and local tourism. As such a condition is recommended in respect of providing arrangements for public access to the museum on 28 days per year.

Ecology

- 6.19 The ecologist has considered the application and raises no objections. He has, however, requested conditions in request of a Landscape Ecological Management Plan (LEMP) and Construction Ecological Management Plan (CEMP). A condition requiring details of external illumination is recommended, and an informative regarding construction techniques for the building is also proposed as the ecologist is of the view that certain techniques including green wall/roof could be explored in the design of the building.

Noise and environment

- 6.20 While the application site is situated between industrial sites in an area that is predominated with industrial character development alongside open agricultural land, the nearest residential properties, Cuckoo Cottage and Honeysuckle Cottage, are located approximately 100 metres from the site boundary, and objections to the application raise concerns in respect of noise and disruption due to working hours and the hours of operation of logistics. The environmental health officer has assessed the application and has made recommendations in respect of conditions for noise management and control of external lighting. It is noted that a number of uses exist in the nearby area that historically have no controls on either noise management or external works, and operate vehicle movements in an unlimited fashion. Additionally the highways officer has noted that the increase in numbers of vehicle movements would not be significant by comparison to the number of movements overall in the area, and as such it is not considered that the proposals would engender a significant amount of additional disruption to the amenity of local residents. Conditions on levels and type of external illumination and limiting external working hours are recommended in the interests of nearby residential amenity.

Other matters

- 6.21 Agricultural land: The application site is Class 3 agricultural land, which falls under the categorisation “Best, most versatile” agricultural land. While it is therefore the case that the land in its current use contributes to the rural economy, and the planning statement confirms that part of it is currently in use for grazing sheep, as your officers accept the economic justification for development as an exceptional need in this case, it is considered that the benefits of the proposed change of use of the land would attract

more weight in the planning balance than its retention as agricultural in this particular case.

- 6.22 Personal permission: The planning statement supporting the application offers the applicant's agreement to a personal permission. While it is noted that a number of letters of support refer to tidiness of the applicant's existing site and his character as an advocate for the Membury area, these are not matters for consideration under this application. Objections to the application state concerns regarding the reasoning behind a personal permission. However, in this case your officer has reviewed the justification and is satisfied that in terms of matters relating to the applicant's particular model of business, including associated vehicle movements and matters such as the need for external lighting, there is justification to recommend a condition granting a personal planning permission in order that these matters can be revisited in detail in the event of the site changing hands in future.
- 6.23 In terms of concerns regarding the number of floors and potential future increase on floor area of the building, conditions are recommended to secure broad compliance with the submitted block plan, to remove permitted development rights for mezzanine floors and to stipulate that the floorspace and height are no greater than that shown on the block plan and given in the application details.
- 6.24 BREEAM and Zero Carbon: Policy CS15 requires non-residential development to meet a construction standard of BREEAM excellent and zero carbon. Conditions are imposed in respect of addressing these matters.

7. Planning Balance and Conclusion

- 7.1 In the case of consideration of this application your officers have carefully evaluated the environmental impacts of development of the site for the proposed use against the associated economic benefits of doing so. While it is important to note that the NPPF states that major development in the AONB should only be supported in exceptional circumstances, it also states that significant weight should be afforded to the need to support economic growth and productivity. The application has identified a need for this form of development and a shortfall of available space in the District to support it. As such, on balance officers accept the exceptional need for the development, and recommend that the application is approved.

8. Full Recommendation

- 8.1 To delegate to the Head of Development and Planning to GRANT OUTLINE PLANNING PERMISSION subject to the conditions listed below.

Conditions

1.	Reserved Matters Details of the access, appearance, layout and landscaping of the site (hereinafter called "the reserved matters") shall be submitted to and approved in writing by the Local Planning Authority before any development is commenced. Application for approval of the reserved matters shall be made to the Local Planning Authority before the expiration of three years from the date of this permission. Reason: To comply with Section 92 of the Town and Country Planning Act 1990 (as amended by Section 51 of the Planning and Compulsory Purchase Act 2004).
2.	Time limit

	<p>The development to which this permission relates shall be begun before the expiration of 3 years from the date of this decision, or before the expiration of two years from the date of approval of the last of the approved matters to be approved, whichever is the later.</p> <p>Reason: To comply with Section 92 of the Town and Country Planning Act 1990 (as amended by Section 51 of the Planning and Compulsory Purchase Act 2004).</p>
3.	<p>Indicative plans</p> <p>The layout of the site shall be in broad accordance with the indicative block plan reference number 03100-00-C. The building hereby approved shall be a maximum of 12.6 metres in height.</p> <p>Reason: For the avoidance of doubt and in the interests of proper planning, and in the interests of visual amenity in the North Wessex Downs AONB in accordance with the NPPF and Policies CS14 and CS19 of the West Berkshire Local Plan Core Strategy 2012.</p>
4.	<p>Permitted Development restriction</p> <p>Irrespective of the provisions of the Town and Country General Permitted Development Order 2015, as amended, or any subsequent revision thereof no addition floors or mezzanines shall be inserted in the building hereby approved.</p> <p>Reason: In order to prevent the overdevelopment and intensification of use of the site in a manner that might otherwise result in harm to the tranquillity of the AONB, highway safety and residential amenity in accordance with the NPPF, Policies CS9, CS13, CS14, CS19 of the West Berkshire Local Plan Core Strategy 2012 and Policies OVS5 and OVS6 of the West Berkshire District Local Plan 1991-2006 (Saved Policies 2007)</p>
5.	<p>Maximum floor areas</p> <p>The floor areas for the building hereby approved shall be limited to the maximum following floor areas:</p> <ul style="list-style-type: none"> -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 <p>Reason: In order to prevent the overdevelopment and intensification of use of the site in a manner that might otherwise result in harm to the tranquillity of the AONB, highway safety and residential amenity in accordance with the NPPF, Policies CS9, CS13, CS14, CS19 of the West Berkshire Local Plan Core Strategy 2012 and Policies OVS5 and OVS6 of the West Berkshire District Local Plan 1991-2006 (Saved Policies 2007)</p>
6.	<p>Construction Method Statement</p> <p>No development shall take place until a Construction Method Statement has been submitted and approved under a formal discharge of conditions application. The development shall be carried out in accordance with the approved details. The statement shall provide for:</p> <ul style="list-style-type: none"> (a) The parking of vehicles of site operatives and visitors (b) Loading and unloading of plant and materials (c) Storage of plant and materials used in constructing the development (d) The erection and maintenance of security hoarding including decorative displays and facilities for public viewing (e) Wheel washing facilities (f) Measures to control the emission of dust and dirt during construction (g) A scheme for recycling/disposing of waste resulting from demolition and construction works

	<p>The provisions of the Construction Method Statement shall be implemented in full and retained until the development has been occupied. Any deviation from the approved Construction Method Statement shall be first agreed in writing with the Local Planning Authority.</p> <p>Reason: To safeguard the amenity of adjoining land uses and occupiers and in the interests of highway safety. This condition is imposed in accordance with the National Planning Policy Framework, Policies CS5, CS13 and CS14 of the West Berkshire Core Strategy (2006-2026), Policy TRANS 1 of the West Berkshire District Local Plan 1991-2006 (Saved Policies 2007).</p>
7.	<p>Noise management plan</p> <p>A scheme shall be submitted to and approved in writing by the Local Planning Authority, which specifies the provisions to be made for the control of noise emanating from the site. Thereafter, the use shall not commence until the approved scheme has been fully implemented.</p> <p>Reason: To protect the occupants of nearby residential properties from noise in accordance with the requirements of the NPPF, Policy CS14 of the West Berkshire Local Plan Core Strategy 2012 and Policies OVS5 and OPS6 of the West Berkshire District Local Plan 1991-2006 (Saved Policies 2007).</p>
8.	<p>BREEAM</p> <p>The development hereby approved shall not be occupied until a post construction review demonstrating that the approved building has achieved a construction standard of BREEAM Excellent has been submitted and approved under a formal discharge of conditions application.</p> <p>Reason: In order to ensure a sustainable development of high quality construction in accordance with the NPPF and Policies CS14 and CS15 of the West Berkshire Local Plan Core Strategy (2006-2026) 2012.</p>
9.	<p>Zero carbon</p> <p>No development shall take place until a plan demonstrating how the building hereby approved will meet with the requirement for zero carbon development including construction, monitoring and reporting measures has been submitted and approved in writing by the Local Planning Authority. Thereafter the development shall be carried out in accordance with the approved plan.</p> <p>Reason: In order to secure zero carbon development in accordance with Policy CS15 of the West Berkshire Local Plan Core Strategy 2012.</p>
10.	<p>Construction Environmental Management Plan</p> <p>No development shall take place (including demolition, ground works, vegetation clearance unless otherwise agreed in writing by the Local Planning Authority) until a Construction Environmental Management Plan (CEMP) has been submitted to and approved in writing by the Local Planning Authority. The CEMP shall include the following:</p> <ul style="list-style-type: none"> (a) Risk assessment of potentially damaging construction activities. (b) Identification of “biodiversity protection zones”. (c) Practical measures (both physical measures and sensitive working practices) to avoid or reduce impacts during construction (may be provided as a set of method statements). (d) The location and timing of sensitive works to avoid harm to biodiversity features. (e) The times during construction when specialist ecologists need to be present on site to oversee works. (f) Responsible persons and lines of communication.

	<p>(g) The role and responsibilities on site of an ecological clerk of works (ECoW) or similarly competent person.</p> <p>(h) Use of protective fences, exclusion barriers and warning signs.</p> <p>The approved CEMP shall be adhered to and implemented throughout the construction period strictly in accordance with the approved details, unless otherwise agreed in writing by the local planning authority.</p> <p>Reason: A pre-commencement condition is required because the CEMP will need to be adhered to throughout construction. This condition is imposed in accordance with the requirements of the NPPF and Policy CS17 of the West Berkshire Local Plan Core Strategy 2012.</p>
11.	<p>Landscape Ecological Management Plan</p> <p>No development shall take place until a Landscape and Ecological Management Plan (LEMP) (also referred to as a Habitat or Biodiversity Management Plan) has been submitted to and be approved in writing by the Local Planning Authority. The content of the LEMP shall include the following:</p> <ul style="list-style-type: none"> (a) Description and evaluation of features to be managed. (b) Ecological trends and constraints on site that might influence management. (c) Aims and objectives of management. (d) Appropriate management options for achieving aims and objectives. (e) Prescriptions for management actions. (f) Preparation of a work schedule (including an annual work plan capable of being rolled forward over a five-year period). (g) Details of the body or organization responsible for implementation of the plan. (h) Ongoing monitoring and remedial measures. <p>The LEMP shall also include details of the legal and funding mechanism(s) by which the long-term implementation of the plan will be secured by the developer with the management body(ies) responsible for its delivery.</p> <p>The plan shall also set out (where the results from monitoring show that conservation aims and objectives of the LEMP are not being met) how contingencies and/or remedial action will be identified, agreed and implemented so that the development still delivers the fully functioning biodiversity objectives of the originally approved scheme.</p> <p>The approved plan will be implemented in accordance with the approved details.</p> <p>Reason: A pre-commencement condition is required because the LEMP may need to be implemented during construction. This condition is imposed in accordance with the requirements of the NPPF and Policy CS17 of the West Berkshire Local Plan Core Strategy 2012.</p>
12	<p>Lighting strategy</p> <p>No external lighting shall be installed until a lighting strategy has been submitted to and approved in writing by the Local Planning Authority. The strategy shall:</p> <ul style="list-style-type: none"> (a) Identify those areas on the site that are particularly sensitive for bats and that are likely to cause disturbance. (b) Show how and where external lighting will be installed so that it can be clearly demonstrated that areas to be lit will not disturb or prevent the above species. (c) Include and isolux diagram of the proposed lighting. (d) Ensure all lighting levels are designed within the limitations of Environmental Lighting Zone 1, as described by the Institute of Lighting Engineers. (e) Include a plan of timings for external lighting to minimise external lighting at times when the external areas of the site are not in use.

	<p>No external lighting shall be installed on the site except in accordance with the above strategy.</p> <p>Reason: To ensure the conservation and enhancement of the biodiversity assets of the site, to conserve the dark night skies of the North Wessex Downs AONB and in the interests of the amenity of nearby residential occupants. This condition is applied in accordance with the National Planning Policy Framework, the North Wessex Downs AONB Management Plan 2019-24, Policies CS14 CS17 and CS19 of the West Berkshire Core Strategy 2006-2026 and Policies OVS5 and OVS 6 of the West Berkshire District Local Plan 1991-2006 Saved Policies 2007.</p>
13.	<p>SuDS</p> <p>No development shall take place until details of sustainable drainage measures to manage surface water within the site have been submitted to and approved in writing by the Local Planning Authority.</p> <p>These details shall:</p> <ol style="list-style-type: none"> a) Incorporate the implementation of Sustainable Drainage methods (SuDS) in accordance with the Non-Statutory Technical Standards for SuDS (March 2015), the SuDS Manual C753 (2015) and West Berkshire Council local standards, particularly the WBC SuDS Supplementary Planning Document December 2018; b) Include and be informed by a ground investigation survey which establishes the soil characteristics, infiltration rate and groundwater levels; c) Include construction drawings, cross-sections and specifications of all proposed SuDS measures within the site; d) Include detailed manufacturer's information to ensure adequate sizing and water cleaning operation of the propose sewage treatment plant and oil interceptor; e) Include detailed hydraulic run-off calculations, discharge rates, infiltration and storage capacity calculations for the proposed SuDS measures based on a 1 in 100 year storm +40% for climate change; f) Include flood water exceedance routes, both on and off site; g) Include a management and maintenance plan for the lifetime of the development. This plan shall incorporate arrangements for adoption by an appropriate public body or statutory undertaker, management and maintenance by a management company or any other arrangements to secure the operation of the sustainable drainage scheme throughout its lifetime; h) Include a Flood Risk Assessment (FRA) for the development as the site area is larger than 1 hectare; i) Include a Contamination Risk Assessment for the soil and water environment (assessing the risk of contamination to groundwater, develop any control requirements and a remediation strategy); <p>The above sustainable drainage measures shall be implemented in accordance with the approved details before the use hereby permitted is commenced. The sustainable drainage measures shall be maintained in the approved condition thereafter.</p> <p>Reason: To ensure that surface water will be managed in a sustainable manner; to prevent the increased risk of flooding; to improve and protect water quality, habitat and amenity and ensure future maintenance of the surface water drainage system can be, and is carried out in an appropriate and efficient manner. This condition is applied in accordance with the National Planning Policy Framework, Policy CS16 of the West Berkshire Core Strategy (2006-2026), Part 4 of Supplementary Planning Document Quality Design (June 2006) and SuDS Supplementary Planning Document (Dec 2018). A pre-condition is necessary because insufficient detailed information accompanies the application; sustainable drainage measures may</p>

	require work to be undertaken throughout the construction phase and so it is necessary to approve these details before any development takes place.
14.	Hours of external operation To be confirmed on update sheet.
15.	Personal permission To be confirmed on update sheet.
16.	Levels No development shall commence on the site until full details of ground and floor levels as existing and proposed have been submitted and approved in writing by the Local Planning Authority. The site shall be constructed in accordance with the approved levels. Reason: In the interests of visual amenity in the North Wessex Downs AONB in accordance with the NPPF and Policies CS14 and CS19 of the West Berkshire Local Plan Core Strategy 2012.
17.	Public access to museum To be confirmed on update sheet.
18.	Travel Plan To be confirmed on update sheet.

Informatives

1.	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. In this application whilst there has been a need to balance conflicting considerations, the local planning authority has worked proactively with the applicant to secure and accept what is considered to be a development which improves the economic, social and environmental conditions of the area.
2.	Ecology & construction The applicant's attention is drawn to the following comments from the ecologist and the AONB officer in respect of detailed design: Ecologist - We recognise that one of the concerns of this development is that it is in the NWD AONB, the concern relates to the visibility of the new structure(s) we propose that one way that this these concerns could be reduced is the installation of green vegetated walls. This would be best achieved with rainwater harvesting to feed into a reservoir to help maintain the watering of the vegetated green walls around the building. These green walls will; soften the landscape views of the building, improve internal thermal stability lowering energy bills with the associated environmental sustainability benefits, increase carbon capture and slow the peak flows in high rain fall events. AONB officer - The local area is void of street lights. It must be noted that introducing lighting columns or increased building floodlights into this locality would significantly impact upon the dark sky environment, a special quality of the AONB. The building has a number of windows which will cause light spill into a dark environment. Low transmittance glass should be conditioned if the officer is minded to approve. The colour of the building will not fade into the landscape, it will appear as a contrast to the natural greens and browns that make up the natural colour system of this landscape character area. Using the natural colour system to identify colours in the landscape which can aid in choosing more appropriate shades of green would have been a more responsible approach within a protected landscape. The detailed design of the building accompanying the reserved matters application should demonstrate how these matters have been considered in choice of materials.

Pegasus Group
Jim Tarzey
10 Albemarle Street
London
W1S 4HH

Applicant:
Walker Logistics Limited

PART I - DETAILS OF APPLICATION

Date of Application

18th November 2019

Application No.

19/02979/OUTMAJ

THE PROPOSAL AND LOCATION OF THE DEVELOPMENT:

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

Land South Of Tower Works, Lambourn Woodlands, Hungerford,

PART II - DECISION

In pursuance of its powers under the Town and Country Planning Act 1990, West Berkshire District Council GRANTS OUTLINE planning permission for the development referred to in Part I in accordance with the submitted application form and plans, subject to the following condition(s):-

1. **Reserved Matters**
Details of the access, appearance, layout and landscaping of the site (hereinafter called "the reserved matters") shall be submitted to and approved in writing by the Local Planning Authority before any development is commenced. Application for approval of the reserved matters shall be made to the Local Planning Authority before the expiration of three years from the date of this permission.

Reason: To comply with Section 92 of the Town and Country Planning Act 1990 (as amended by Section 51 of the Planning and Compulsory Purchase Act 2004).

2. **Time limit**
The development to which this permission relates shall be begun before the expiration of 3 years from the date of this decision, or before the expiration of two years from the date of approval of the last of the approved matters to be approved, whichever is the later.

Reason: To comply with Section 92 of the Town and Country Planning Act 1990 (as amended by Section 51 of the Planning and Compulsory Purchase Act 2004).

3. Indicative plans

The layout of the site shall be in broad accordance with the indicative block plan reference number 03100-00-C. The building hereby approved shall be a maximum of 12.6 metres in height.

Reason: For the avoidance of doubt and in the interests of proper planning, and in the interests of visual amenity in the North Wessex Downs AONB in accordance with the NPPF and Policies CS14 and CS19 of the West Berkshire Local Plan Core Strategy 2012.

4. Permitted Development restriction

Irrespective of the provisions of the Town and Country General Permitted Development Order 2015, as amended, or any subsequent revision thereof no addition floors or mezzanines shall be inserted in the building hereby approved.

Reason: In order to prevent the overdevelopment and intensification of use of the site in a manner that might otherwise result in harm to the tranquillity of the AONB, highway safety and residential amenity in accordance with the NPPF, Policies CS9, CS13, CS14, CS19 of the West Berkshire Local Plan Core Strategy 2012 and Policies OVS5 and OVS6 of the West Berkshire District Local Plan 1991-2006 (Saved Policies 2007)

5. Maximum floor areas

The floor areas for the building hereby approved shall be limited to the maximum following floor areas:

- 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

Reason: In order to prevent the overdevelopment and intensification of use of the site in a manner that might otherwise result in harm to the tranquillity of the AONB, highway safety and residential amenity in accordance with the NPPF, Policies CS9, CS13, CS14, CS19 of the West Berkshire Local Plan Core Strategy 2012 and Policies OVS5 and OVS6 of the West Berkshire District Local Plan 1991-2006 (Saved Policies 2007)

6. Construction Method Statement

No development shall take place until a Construction Method Statement has been submitted and approved under a formal discharge of conditions application. The development shall be carried out in accordance with the approved details. The statement shall provide for:

- (a) The parking of vehicles of site operatives and visitors
- (b) Loading and unloading of plant and materials
- (c) Storage of plant and materials used in constructing the development
- (d) The erection and maintenance of security hoarding including decorative displays and facilities for public viewing
- (e) Wheel washing facilities

- (f) Measures to control the emission of dust and dirt during construction
- (g) A scheme for recycling/disposing of waste resulting from demolition and construction works

The provisions of the Construction Method Statement shall be implemented in full and retained until the development has been occupied. Any deviation from the approved Construction Method Statement shall be first agreed in writing with the Local Planning Authority.

Reason: To safeguard the amenity of adjoining land uses and occupiers and in the interests of highway safety. This condition is imposed in accordance with the National Planning Policy Framework, Policies CS5, CS13 and CS14 of the West Berkshire Core Strategy (2006-2026), Policy TRANS 1 of the West Berkshire District Local Plan 1991-2006 (Saved Policies 2007).

- 7. Noise management plan
A scheme shall be submitted to and approved in writing by the Local Planning Authority, which specifies the provisions to be made for the control of noise emanating from the site. Thereafter, the use shall not commence until the approved scheme has been fully implemented.

Reason: To protect the occupants of nearby residential properties from noise in accordance with the requirements of the NPPF, Policy CS14 of the West Berkshire Local Plan Core Strategy 2012 and Policies OVS5 and OPS6 of the West Berkshire District Local Plan 1991-2006 (Saved Policies 2007).

- 8. BREEAM
The development hereby approved shall not be occupied until a post construction review demonstrating that the approved building has achieved a construction standard of BREEAM Excellent has been submitted and approved under a formal discharge of conditions application.

Reason: In order to ensure a sustainable development of high quality construction in accordance with the NPPF and Policies CS14 and CS15 of the West Berkshire Local Plan Core Strategy (2006-2026) 2012.

- 9. Zero carbon
No development shall take place until a plan demonstrating how the building hereby approved will meet with the requirement for zero carbon development including construction, monitoring and reporting measures has been submitted and approved in writing by the Local Planning Authority. Thereafter the development shall be carried out in accordance with the approved plan.

Reason: In order to secure zero carbon development in accordance with Policy CS15 of the West Berkshire Local Plan Core Strategy 2012.

- 10. Construction Environmental Management Plan
No development shall take place (including demolition, ground works, vegetation clearance unless otherwise agreed in writing by the Local Planning Authority) until a Construction Environmental Management Plan (CEMP) has been submitted to and approved in writing by the Local Planning Authority. The CEMP shall include the following:

- (a) Risk assessment of potentially damaging construction activities.
- (b) Identification of "biodiversity protection zones".
- (c) Practical measures (both physical measures and sensitive working practices) to avoid or reduce impacts during construction (may be provided as a set of method statements).
- (d) The location and timing of sensitive works to avoid harm to biodiversity features.
- (e) The times during construction when specialist ecologists need to be present on site to oversee works.
- (f) Responsible persons and lines of communication.
- (g) The role and responsibilities on site of an ecological clerk of works (ECoW) or similarly competent person.
- (h) Use of protective fences, exclusion barriers and warning signs.

The approved CEMP shall be adhered to and implemented throughout the construction period strictly in accordance with the approved details, unless otherwise agreed in writing by the local planning authority.

Reason: A pre-commencement condition is required because the CEMP will need to be adhered to throughout construction. This condition is imposed in accordance with the requirements of the NPPF and Policy CS17 of the West Berkshire Local Plan Core Strategy 2012.

11. Landscape Ecological Management Plan
- No development shall take place until a Landscape and Ecological Management Plan (LEMP) (also referred to as a Habitat or Biodiversity Management Plan) has been submitted to and be approved in writing by the Local Planning Authority. The content of the LEMP shall include the following:
- (a) Description and evaluation of features to be managed.
 - (b) Ecological trends and constraints on site that might influence management.
 - (c) Aims and objectives of management.
 - (d) Appropriate management options for achieving aims and objectives.
 - (e) Prescriptions for management actions.
 - (f) Preparation of a work schedule (including an annual work plan capable of being rolled forward over a five-year period).
 - (g) Details of the body or organization responsible for implementation of the plan.
 - (h) Ongoing monitoring and remedial measures.

The LEMP shall also include details of the legal and funding mechanism(s) by which the long-term implementation of the plan will be secured by the developer with the management body(ies) responsible for its delivery.

The plan shall also set out (where the results from monitoring show that conservation aims and objectives of the LEMP are not being met) how contingencies and/or remedial action will be identified, agreed and implemented so that the development still delivers the fully functioning biodiversity objectives of the originally approved scheme.

The approved plan will be implemented in accordance with the approved details.

Reason: A pre-commencement condition is required because the LEMP may need to be implemented during construction. This condition is imposed in accordance with the requirements of the NPPF and Policy CS17 of the West Berkshire Local Plan Core Strategy 2012.

12. Lighting strategy

No external lighting shall be installed until a lighting strategy has been submitted to and approved in writing by the Local Planning Authority. The strategy shall:

- (a) Identify those areas on the site that are particularly sensitive for bats and that are likely to cause disturbance.
- (b) Show how and where external lighting will be installed so that it can be clearly demonstrated that areas to be lit will not disturb or prevent the above species.
- (c) Include and isolux diagram of the proposed lighting.
- (d) Ensure all lighting levels are designed within the limitations of Environmental Lighting Zone 1, as described by the Institute of Lighting Engineers.
- (e) Include a plan of timings for external lighting to minimise external lighting at times when the external areas of the site are not in use.

No external lighting shall be installed on the site except in accordance with the above strategy.

Reason: To ensure the conservation and enhancement of the biodiversity assets of the site, to conserve the dark night skies of the North Wessex Downs AONB and in the interests of the amenity of nearby residential occupants. This condition is applied in accordance with the National Planning Policy Framework, the North Wessex Downs AONB Management Plan 2019-24, Policies CS14 CS17 and CS19 of the West Berkshire Core Strategy 2006-2026 and Policies OVS5 and OVS 6 of the West Berkshire District Local Plan 1991-2006 Saved Policies 2007.

13. SuDS

No development shall take place until details of sustainable drainage measures to manage surface water within the site have been submitted to and approved in writing by the Local Planning Authority.

These details shall:

- a) Incorporate the implementation of Sustainable Drainage methods (SuDS) in accordance with the Non-Statutory Technical Standards for SuDS (March 2015), the SuDS Manual C753 (2015) and West Berkshire Council local standards, particularly the WBC SuDS Supplementary Planning Document December 2018;
- b) Include and be informed by a ground investigation survey which establishes the soil characteristics, infiltration rate and groundwater levels;
- c) Include construction drawings, cross-sections and specifications of all proposed SuDS measures within the site;
- d) Include detailed manufacturer's information to ensure adequate sizing and water cleaning operation of the propose sewage treatment plant and oil interceptor;
- e) Include detailed hydraulic run-off calculations, discharge rates, infiltration and storage capacity calculations for the proposed SuDS measures based on a 1 in 100 year storm +40% for climate change;
- f) Include flood water exceedance routes, both on and off site;
- g) Include a management and maintenance plan for the lifetime of the development. This plan shall incorporate arrangements for adoption by an appropriate public body or statutory undertaker, management and maintenance by a management company or any other arrangements to secure the operation of the sustainable drainage scheme throughout its lifetime;
- h) Include a Flood Risk Assessment (FRA) for the development as the site area is larger than 1 hectare;

- i) Include a Contamination Risk Assessment for the soil and water environment (assessing the risk of contamination to groundwater, develop any control requirements and a remediation strategy);

The above sustainable drainage measures shall be implemented in accordance with the approved details before the use hereby permitted is commenced. The sustainable drainage measures shall be maintained in the approved condition thereafter.

Reason: To ensure that surface water will be managed in a sustainable manner; to prevent the increased risk of flooding; to improve and protect water quality, habitat and amenity and ensure future maintenance of the surface water drainage system can be, and is carried out in an appropriate and efficient manner. This condition is applied in accordance with the National Planning Policy Framework, Policy CS16 of the West Berkshire Core Strategy (2006-2026), Part 4 of Supplementary Planning Document Quality Design (June 2006) and SuDS Supplementary Planning Document (Dec 2018). A pre-condition is necessary because insufficient detailed information accompanies the application; sustainable drainage measures may require work to be undertaken throughout the construction phase and so it is necessary to approve these details before any development takes place.

14. Hours of external operation

No external operations (including deliveries and unloading of lorries, but excluding use of the car park by employees for parking of private motor cars and access to and from the logistics warehouse building hereby approved) shall take place except in accordance with the following hours:

7:00am to 8:00pm Mondays to Fridays;

9:00am to 1:00pm on Saturdays;

No external operations on Sundays and Bank holidays.

Reason: In the interests of the amenity of nearby residential occupants in accordance with the NPPF, Policy CS14 of the West Berkshire Local Plan Core Strategy 2006-2026 and Policies OVS5 and OVS6 of the West Berkshire District Local Plan 1991-2006 Saved Policies 2007.

15. Personal permission

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.

Reason: The applicant has demonstrated through submissions accompanying this application that the associated vehicle movements and hours of external works relating to the operation of the site for his business are such as to allow for the applicant's particular business to operate on the site under the restrictions of the conditions of this planning permission without resulting in undue detriment to the amenity of neighbouring residential occupants, highway safety and the amenity of the highway network that might result from the operation of an uncontrolled B8 or other industrial use of the site. This condition is imposed in order that the use of the site by any alternative future occupant can be given details consideration in terms of the associated impacts on highways safety and residential amenity in the interests of residential amenity and highway safety in accordance with the NPPF, Policies CS5, CS13 and CS14 of the West Berkshire Local Plan Core Strategy

2006-2026 and Policy TRANS1 of the West Berkshire District Local Plan Saved 1991-2006 Saved Policies 2007.

16. Levels

No development shall commence on the site until full details of ground and floor levels as existing and proposed have been submitted and approved in writing by the Local Planning Authority. The site shall be constructed in accordance with the approved levels.

Reason: In the interests of visual amenity in the North Wessex Downs AONB in accordance with the NPPF and Policies CS14 and CS19 of the West Berkshire Local Plan Core Strategy 2012.

17. Public access (Museum)

The museum hereby approved shall not be taken into use until details of arrangements for public access have been submitted and approved in writing by the Local Planning Authority. Such access arrangements shall provide for the public to have visiting access to the museum on no less than 28 days per year, and shall include details of how such arrangements can be booked and will be publicised. The museum shall be made available for public visits in accordance with the approved details thereafter.

Reason: To secure the public benefit of the museum and its relationship to the wider Membury airfield site as a heritage asset, in the interests of the conservation and enhancement of heritage assets and their associated public benefits in accordance with the NPPF and Policies CS14 and CS19 of the West Berkshire Local Plan Core Strategy 2006-2026.

18. Travel plan

The building hereby approved shall not be brought into use until a Travel Plan has been submitted to and approved in writing by the Local Planning Authority. The Travel Plan shall be implemented as approved on commencement of the use as a school and its provisions shall continue to be implemented thereafter.

Reason: To ensure the efficient function of the site and to promote sustainable forms of transport. This condition is imposed in accordance with the National Planning Policy Framework, Policy CS13 of the West Berkshire Core Strategy 2006-2026, and Policy TRANS1 of the West Berkshire District Local Plan 1991-2006 (Saved Policies 2007).

19. Use restriction

Irrespective of the provisions of the Town and Country (General Permitted Development) Order 2015, as amended, or any subsequent revision thereof, the building hereby approved for a logistics warehouse shall be used only for purposes of use Class B8 storage and distribution and ancillary office accommodation, and the building hereby approved as a museum building shall only be used as a museum unless planning permission is granted on a planning application made for the purpose of changing the use of the buildings hereby approved.

Reason: The acceptability of the approved building in planning terms is dependent on an assessment of the associated level of vehicle movements and external works that relate to the buildings in their approved use. This condition is imposed in the

interests of preventing a change of use of the approved buildings that might otherwise result in an intensification of associated vehicle movements and associated activities in accordance with the requirements of the NPPF, Policies CS5, CS13 and CS14 of the West Berkshire Local Plan Core Strategy 2006-2026 and Policy TRANS1 of the West Berkshire District Local Plan Saved 1991-2006 Saved Policies 2007.

The decision to grant Outline Planning Permission has been taken having regard to the policies and proposals in the National Planning Policy Framework, South East Plan 2006-2026, West Berkshire District Local Plan 1991-2006 (WBDLP) Saved Policies 2007, the Waste Local Plan for Berkshire, adopted 1998, the Replacement Minerals Local Plan for Berkshire 1991-2006 (incorporating the alterations adopted in December 1997 and May 2001) and to all other relevant material considerations, including Government guidance, Supplementary Planning Document; and in particular guidance notes and policies:

The reasoning above is only intended as a summary. If you require further information on this decision please contact the Council via the Customer Call Centre on 01635 519111.

INFORMATIVE:

- 1 The applicant's attention is drawn to the fact that above conditions must be complied with in full before any work commences on site, failure to do so may result in enforcement action being instigated.
- 2 The above Permission may contain pre-conditions, which require specific matters to be approved by the Local Planning Authority before a specified stage in the development occurs. For example, "*Prior to commencement of development written details of the means of enclosure will be submitted to and approved in writing by the Local Planning Authority*". This means that a lawful commencement of the approved development cannot be made until the particular requirements of the pre-condition(s) have been met. A fee is required for an application to discharge conditions.
- 3 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. In this application whilst there has been a need to balance conflicting considerations, the local planning authority has worked proactively with the applicant to secure and accept what is considered to be a development which improves the economic, social and environmental conditions of the area.
- 4 **Ecology & construction**
The applicant's attention is drawn to the following comments from the ecologist and the AONB officer in respect of detailed design:
Ecologist - We recognise that one of the concerns of this development is that it is in the NWD AONB, the concern relates to the visibility of the new structure(s) we propose that one way that these concerns could be reduced is the installation of green vegetated walls. This would be best achieved with rainwater harvesting to feed into a reservoir to help maintain the watering of the vegetated green walls around the building. These green walls will; soften the landscape views of the building, improve internal thermal stability lowering energy bills with the associated environmental sustainability benefits, increase carbon capture and slow the peak flows in high rain fall events.

AONB officer - The local area is void of street lights. It must be noted that introducing lighting columns or increased building floodlights into this locality would significantly impact upon the dark sky environment, a special quality of the AONB. The building has a number of windows which will cause light spill into a dark environment. Low transmittance glass should be conditioned if the officer is minded to approve.

The colour of the building will not fade into the landscape, it will appear as a contrast to the natural greens and browns that make up the natural colour system of this landscape character area. Using the natural colour system to identify colours in the landscape which can aid in choosing more appropriate shades of green would have been a more responsible approach within a protected landscape.

The detailed design of the building accompanying the reserved matters application should demonstrate how these matters have been considered in choice of materials

5 The reserved matters application should be accompanied by a statement setting out how design, layout, travel, water management and energy solution choices have been made in order to positively contribute to the sustainability characteristics of the site, location and approved building. This may be in the form of a separate document or a chapter in the planning statement.

6 The applicant's attention is drawn to the fact that an updated ecological appraisal may be required to be submitted with a reserved matters application together with any additional surveys recommended. These updated ecological surveys should be used to inform any additional mitigation. It is therefore recommended that the applicant contacts the Council's ecologist for advice prior to the submission of the reserved matters.

Decision Date :- 5th May 2021



Gary Lugg
Head of Development and Planning

TOWN AND COUNTRY PLANNING ACT 1990

Notification to be sent to an applicant when a local planning authority refuse planning permission or grant it subject to conditions

Appeals to the Secretary of State

- If you are aggrieved by the decision of your local planning authority to refuse permission for the proposed development or to grant it subject to conditions, then you can appeal to the Secretary of State under section 78 of the Town and Country Planning Act 1990.
- If you want to appeal against the local planning authority's decision then you must do so within 6 months of the date of this notice.
- Appeals must be made using a form which you can get from the Planning Inspectorate at Temple Quay House, 2 The Square, Temple Quay, Bristol BS1 6PN or online using the Planning Portal at www.planningportal.co.uk.
- The Secretary of State can allow a longer period for giving notice of an appeal, but he will not normally be prepared to use this power unless there are special circumstances which excuse the delay in giving notice of appeal.
- The Secretary of State need not consider an appeal if it seems to him that the local planning authority could not have granted planning permission for the proposed development or could not have granted it without the conditions they imposed, having regard to the statutory requirements, to the provisions of any development order and to any directions given under a development order.
- In practice, the Secretary of State does not refuse to consider appeals solely because the local planning authority based their decision on a direction given by him.

Purchase Notices

- If either the local planning authority or the Secretary of State refuses permission to develop land or grants it subject to conditions, the owner may claim that he can neither put the land to a reasonably beneficial use in its existing state nor render the land capable of a reasonably beneficial use by the carrying out of any development which has been or would be permitted.
- In these circumstances, the owner may serve a purchase notice on the Council in whose area the land is situated. This notice will require the Council to purchase his interest in the land in accordance with the provisions of Part VI of the Town and Country Planning Act 1990.

**WESTERN AREA PLANNING COMMITTEE
28 APRIL 2021**

UPDATE REPORT

Item No: (2) **Application No:** 19/02979/OUTMAJ **Page No.** 39-76

Site: Land South Of Tower Works, Lambourn Woodlands, Hungerford

Planning Officer Presenting: Simon Till

Member Presenting: N/A

Written submissions

Parish Council: Cllr. Cocker - Lambourn Parish Council

Objector(s): Piers Yeld
Tony King

Supporter(s): N/A

Applicant/Agent: Philip Walker, Walker Logistics (Applicant)
Jim Tarzey, Pegasus Group (Planning Consultant)
Ian Southwell, Vectos (Highways Consultant)

Ward Member(s) speaking: Howard Woollaston

1. Additional Consultation Responses

Public representations:	An additional 4 letters of support have been received since publication of the agenda. These do not raise any additional matters beyond those reported. Amended numbers of representations are reported below.
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2. Representations

An error in the report refers to 17 letters of support and 20 letters of objection. This is incorrect. On the day of writing this update report the number of representations received are as follows-

Object: 56
Support: 34

3. Updated Recommendation

The recommendation remains as set out in the agenda committee report, subject to the following additional/amended conditions.

14.	<p>Hours of external operation</p> <p>No external operations (including deliveries and unloading of lorries, but excluding use of the car park by employees for parking of private motor cars and access to and from the logistics warehouse building hereby approved) shall take place except in accordance with the following hours:</p> <p>7:00am to 8:00pm Mondays to Fridays; 9:00am to 1:00pm on Saturdays; No external operations on Sundays and Bank holidays.</p> <p>Reason: In the interests of the amenity of nearby residential occupants in accordance with the NPPF, Policy CS14 of the West Berkshire Local Plan Core Strategy 2006-2026 and Policies OVS5 and OVS6 of the West Berkshire District Local Plan 1991-2006 Saved Policies 2007.</p>
15.	<p>Personal permission</p> <p>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.</p> <p>Reason: The applicant has demonstrated through submissions accompanying this application that the associated vehicle movements and hours of external works relating to the operation of the site for his business are such as to allow for the applicant's particular business to operate on the site under the restrictions of the conditions of this planning permission without resulting in undue detriment to the amenity of neighbouring residential occupants, highway safety and the amenity of the highway network that might result from the operation of an uncontrolled B8 or other industrial use of the site. This condition is imposed in order that the use of the site by any alternative future occupant can be given details consideration in terms of the associated impacts on highways safety and residential amenity in the interests of residential amenity and highway safety in accordance with the NPPF, Policies CS5, CS13 and CS14 of the West Berkshire Local Plan Core Strategy 2006-2026 and Policy TRANS1 of the West Berkshire District Local Plan Saved 1991-2006 Saved Policies 2007.</p>
17	<p>Public access to museum</p> <p>The museum hereby approved shall not be taken into use until details of arrangements for public access have been submitted and approved in writing by the Local Planning Authority. Such access arrangements shall provide for the public to have visiting access to the museum on no less than 28 days per year, and shall include details of how such arrangements can be booked and will be publicised. The museum shall be made available for public visits in accordance with the approved details thereafter.</p> <p>Reason: To secure the public benefit of the museum and its relationship to the wider Membury airfield site as a heritage asset, in the interests of the conservation and enhancement of heritage assets and their associated public benefits in accordance</p>

	with the NPPF and Policies CS14 and CS19 of the West Berkshire Local Plan Core Strategy 2006-2026.
18.	<p>Travel plan</p> <p>The building hereby approved shall not be brought into use until a Travel Plan has been submitted to and approved in writing by the Local Planning Authority. The Travel Plan shall be implemented as approved on commencement of the use as a school and its provisions shall continue to be implemented thereafter.</p> <p>Reason: To ensure the efficient function of the site and to promote sustainable forms of transport. This condition is imposed in accordance with the National Planning Policy Framework, Policy CS13 of the West Berkshire Core Strategy 2006-2026, and Policy TRANS1 of the West Berkshire District Local Plan 1991-2006 (Saved Policies 2007).</p>
19.	<p>Use restriction (additional condition)</p> <p>Irrespective of the provisions of the Town and Country (General Permitted Development) Order 2015, as amended, or any subsequent revision thereof, the building hereby approved for a logistics warehouse shall be used only for purposes of use Class B8 storage and distribution and ancillary office accommodation, and the building hereby approved as a museum building shall only be used as a museum unless planning permission is granted on a planning application made for the purpose of changing the use of the buildings hereby approved.</p> <p>Reason: The acceptability of the approved building in planning terms is dependent on an assessment of the associated level of vehicle movements and external works that relate to the buildings in their approved use. This condition is imposed in the interests of preventing a change of use of the approved buildings that might otherwise result in an intensification of associated vehicle movements and associated activities in accordance with the requirements of the NPPF, Policies CS5, CS13 and CS14 of the West Berkshire Local Plan Core Strategy 2006-2026 and Policy TRANS1 of the West Berkshire District Local Plan Saved 1991-2006 Saved Policies 2007.</p>

WESTERN AREA PLANNING COMMITTEE

MINUTES OF THE MEETING HELD ON WEDNESDAY, 28 APRIL 2021

Councillors Present: Adrian Abbs, Phil Barnett, Dennis Benneyworth, Jeff Cant, Hilary Cole, James Cole (Substitute) (In place of Howard Woollaston), Carlyne Culver, Clive Hooker (Chairman) and Tony Vickers (Vice-Chairman)

Also Present: Sharon Armour (Solicitor), Paul Goddard (Team Leader - Highways Development Control), Cheyanne Kirby (Planning Officer), Jenny Legge (Principal Performance, Research and Consultation Officer), Masie Masiwa (Planning Officer), Gordon Oliver (Corporate Policy Support) and Simon Till (Senior Planning Officer)

Apologies for inability to attend the meeting: Councillor Howard Woollaston

PART I

52. Minutes

The Minutes of the meeting held on 17 March 2021 were approved as a true and correct record and signed by the Chairman.

53. Declarations of Interest

Councillor Hilary Cole declared an interest in Agenda Item 4(1), but reported that, as her interest was a personal or an other registrable interest, but not a disclosable pecuniary interest, she determined to remain to take part in the debate and vote on the matter.

Councillors Phil Barnett and Tony Vickers declared an interest in Agenda Item 4(2), and reported that, as their interest was a disclosable pecuniary interest or an other registrable interest, they would be leaving the meeting during the course of consideration of the matter.

All Members of the Committee declared an interest in Agenda Item 4(2), but reported that, as their interest was a personal or an other registrable interest, but not a disclosable pecuniary interest, they determined to remain to take part in the debate and vote on the matter.

Councillor Phil Barnett declared an interest in Agenda Item 4(3), but reported that, as his interest was a personal or an other registrable interest, but not a disclosable pecuniary interest, they determined to remain to take part in the debate and vote on the matter.

54. Schedule of Planning Applications

(1) Application No. and Parish: 20/03074/COND3, Mary Hare Grammar School, Arlington Manor, Snelsmore Common, Chieveley

(Councillor Hilary Cole declared a personal interest in Agenda Item 4(1) by virtue of the fact that she was a member of Chieveley Parish Council, and had attended the meeting where the item had been discussed. However, she would consider the application afresh in light of further information that had been submitted following the Parish Council meeting. As her interest was personal and not prejudicial or a disclosable pecuniary interest, she determined to remain to take part in the debate and vote on the matter.)

WESTERN AREA PLANNING COMMITTEE - 28 APRIL 2021 - MINUTES

1. The Committee considered a report (Agenda Item 4(1)) concerning Planning Application 20/03074/COND3 in respect of an application for approval of details reserved by condition 15 (highways -cms) of approved 18/01161/COMIND - Construction of a single-storey primary school building and associated two-storey boarding house incorporating a part-lower ground floor area for use by Mary Hare Primary School (and to facilitate the relocation of the current Mary Hare Primary School from its current Mill Hall site); two-storey business centre comprising earmould manufacturing facility, audiology clinics, hearing aid repair shop (HARS) and conference centre rooms; single storey vocational classroom block for existing secondary school and single storey works facility to replace existing; formation of extended access road to primary school building; reconfiguration of existing car parking including provision of additional car/cycle parking; provision of new/reconfigured hard and soft landscaping to include a new external covered space to front of existing Blount Hall secondary school building; and other related works at Mary Hare Grammar School, Arlington Manor, Snelsmore Common, Newbury.
2. Ms Cheyanne Kirby, Planning Officer, introduced the report to Members, which took account of all the relevant policy considerations and other material planning considerations. In conclusion the report detailed that the proposal was acceptable in planning terms and officers recommended that the Head of Planning and Development be authorised to grant planning permission, subject to the conditions outlined in the main and update reports/for the reasons listed in the main and update reports.
3. The Chairman asked Mr Paul Goddard, Team Leader (Highways Development Control), if he had any observations relating to the application. Mr Goddard stated that he had nothing further to add to the points already raised by the Planning Officer. Changes had been made to the Construction Management Statement, which meant that construction traffic would no longer travel along the narrow Arlington Lane and therefore had overcome the objections. Highways Officers were content with all other aspects of the submitted Construction Management Statement.

Removal of speaking rights

4. As resolved at the Extraordinary Council meeting held on 29 April 2020, public speaking rights had been removed for virtual Council meetings. This right had replaced with the ability to make written submissions. This decision was made in accordance with The Local Authorities and Police and Crime Panels (Coronavirus) (Flexibility of Local Authority and Police and Crime Panels Meetings) (England and Wales) Regulations 2020.
5. The above changes to speaking rights were subsequently amended at the Council meeting on 10 September 2020. It was agreed that parties making written submissions in relation to a planning application would be invited to attend the remote meeting of the Planning Committee to answer any questions that Members of the Committee might wish to ask in order to seek clarification on any part of their statement.
6. In accordance with the Extraordinary Council resolution, written submissions relating to this application were received from, Dan and Helen Brown, objectors,. Those able to attend the remote meeting were, Dan and Helen Brown
7. Individual written submissions were published online along with the agenda
<http://decisionmaking.westberks.gov.uk/ieListDocuments.aspx?CId=155&MId=5743&Ver=4>

WESTERN AREA PLANNING COMMITTEE - 28 APRIL 2021 - MINUTES

Objectors' Submission

8. The Clerk read out the representation. Planning officers had summarised the multiple submissions as follows:

Welcome the change of management of traffic avoiding Arlington Lane, to implementing a one way system via Oxford Road and Wantage Road. Request that the Council consider the option of putting new permanent signage onto Arlington Lane to state that the single lane road, with no turning capacity is 'Not suitable for HGV's". This signage will assist in two ways, firstly, there is subsidence on the weak bridge toward the top of the lane which has caused damage to the land owners fence and field (due to heavy goods vehicles passing through) and it will help to prevent further issues here as well as keep road users, cyclists, walkers and horse riders safer. In addition, it will assist the school in managing the traffic to the stated aims within their revised proposal and help prevent heavy goods vehicles from using the lane instead of their proposed access.

Mary Hare's own "Primary School Project Design and Access Statement April 2018" specifically warns against increased traffic on Arlington Lane for safety reasons.

Introduction: Public Consultation (from 20th Feb 2018):

"A Statement of Community Involvement documents the responses but in summary there was universal support for the proposals subject to being satisfied that any additional traffic would not exacerbate issues already experienced on Arlington Lane."

Site Constraints (p32)

"Potential for any new vehicular access from Arlington Lane directly into the field, or from the existing school access road that runs along the east boundary of the field, is limited due to narrow single lane carriageway of Arlington Lane, poor visibility at the junction."

Design Statement (p37) "avoiding impact of additional traffic to Arlington Lane."

Second point refers to the environmental impact the build has considering West Berkshire Council unanimously declared a Climate Emergency on 2nd July 2019.

The Primary School building at Mary Hare School is proposed to be built on a 1 in 5 steeply sloping site. Retaining the slopes alone require thousands of linear metres of walls made from tens of thousands of tonnes of reinforced concrete. Excavating down three metres across the site is required to remove and transport over a hundred thousands of tonnes of land. The buildings require further amounts of steel and are made up of brick and concrete.

The Design and Access Statement celebrates a 39% reduction in CO2 from reduced energy usage, it specifically mentions that the site prevents it meeting the planning policy requirement for all major developments to achieve Breeam Excellent status. The carbon (CO2) released from the concrete poured to enable a school to be built on such a sloping site dwarfs the benefits made from efficiency gains, for decades.

Due to the Climate Emergency, can the Council and The School confirm that, the use of flat and level sites that do not require thousands of tonnes of excavation and concrete retaining for a largely subterranean building have not been overlooked? The school has several flat, brownfield sites available at White Cottages and near the school's main entrance on the Oxford Road.

Members' Questions to the Objectors

9. Members did not have any questions relating to the written submission.

WESTERN AREA PLANNING COMMITTEE - 28 APRIL 2021 - MINUTES

Ward Member Representation

10. Councillor Hilary Cole in addressing the Committee raised the following points:

- The main concern regarding the application had been the access for construction traffic along Arlington Lane however, this issue had been resolved and therefore Councillor Cole had nothing further to add on this matter. Councillor Cole was satisfied with the amended Construction Management Plan and believed residents also shared this view.
- Councillor Cole referred to comments made by Objectors about the climate emergency and stated that this was not for consideration as part of the application. The only area for discussion was the traffic conditions.

Members' Questions to the Ward Member

11. Members did not have any questions for the Ward Member

Members' Questions to Officers

12. Councillor Adrian Abbs asked for the drawing to be displayed that showed the access to the site. The drawing clearly showed the Oxford Road and he queried how it was intended traffic would get to the entry point of the site. He noted that traffic would not come off the A339 and then along Arlington Lane due to the issues raised regarding that route, however Councillor Abbs queried what would stop this occurring. Mr Goddard asked for clarification that Councillor Abbs was concerned about HGVs using Arlington Lane. Councillor Abbs noted that HGVs would not be able to enter the site via this route, however he queried how HGVs would get to the entry point and what the anticipated route was for these vehicles. Councillor Abbs asked for assurance that the route via the A339 and Arlington Lane would not be used.
13. In response to Councillor Abbs' query Ms Kirby stated that the agent had detailed in the Construction Management Statement that they would erect signage temporarily on Arlington Lane advising HGVs not to use the route. Delivery drivers would be informed of this and there would be a site officer directing vehicles. Delivery drivers would be provided with a pre-planned route to the entry point of the site. Councillor Abbs was satisfied with this response.
14. Councillor Carolyn Culver asked Officers if they were satisfied that the issues of concern regarding verges and hedgerows had been resolved. Councillor Culver further asked if it was anticipated that there would be any impact on the Berkshire, Buckinghamshire and Oxfordshire Wildlife Trust (BBOWT) Reserve at Snelsmore Common, which was directly opposite the entrance to the construction site. Ms Kirby responded that because there were no longer plans to use Arlington Lane, Officers had no concerns regarding the verges along this route. The other two accesses were already used frequently by large vehicles.
15. Mr Simon Till referred to the point raised regarding the BBOWT Reserve and added that this would need to have been addressed as part of the full planning application, rather than the discharge of conditions application.

Debate

16. Councillor Cole opened the debate by voicing that she was satisfied with the amendments that had been made to the discharge of conditions application, and believed objectors were of the same view. On this basis Councillor Cole proposed that Members accept officer recommendation to grant planning permission subject to the conditions listed in the main report and update report.

WESTERN AREA PLANNING COMMITTEE - 28 APRIL 2021 - MINUTES

17. Councillor Abbs seconded the proposal by Councillor Cole. He stated that it was important that officer's ensured that the necessary signage was erected. There had been requests made by some residents for permanent signage to deter HGVs from using Arlington Lane, and Councillor Abbs felt that this needed to be followed up and actioned if possible.
18. Councillor Tony Vickers stated that he used Arlington Lane for circular walks around and beyond Snelsmore Common, and it was not suitable for HGV use. He suggested that the matter of it becoming a non HGV route permanently could be considered by the Transport Action Group or the Ward Member, preferably before work on the application site commenced.
19. The Chairman asked Officers if they were satisfied that Councillor Abbs' requests regarding signage were included within conditions. Legal Officer, Sharon Armour, explained that the issue of permanent signage was not a matter for the Committee. Regarding temporary signage, Ms Kirby had confirmed that the matter was included in the Construction Management Statement.
20. Councillor Hilary Cole advised the Committee that, as Ward Member, she would direct the request for permanent signage to Highways Officers.
21. The Chairman invited the Committee to vote on the proposal by Councillor Cole, seconded by Councillor Abbs to grant planning permission. At the vote the motion was carried.

RESOLVED that the Head of Development and Planning be authorised to grant planning permission subject to the following conditions:

Conditions

1. Condition 15

The details submitted in relation to Condition 15 are hereby approved by the Local Planning Authority. To fully comply with these conditions, the development must be carried out in accordance with the full terms of the conditions as set out in the decision notice, and in accordance with the following approved details:

Construction Management and Environmental Plan Dated 25/03/2021 Rev A received on 26th March 2021;
Traffic Management Plan received on 26th March 2021.

(2) **Application No. and Parish: 19/02979/OUTMAJ, Land South of Tower Works, Ramsbury Road, Lambourn Woodlands, Lambourn**

(Councillor Tony Vickers declared a potential personal and prejudicial interest in Agenda Item 4(2) by virtue of the fact that he was a member of Greenham Parish Council (GPC), which owned the freehold of Greenham Control Tower. Part of the function of the control tower was to act as a Cold War Museum, though to the best of his knowledge an enterprise similar to that proposed as part of this application had never been discussed by GPC. The management of the control tower was the responsibility of a separate charity Greenham Control Tower Ltd (GCTL). Councillor Vickers had no controlling interest in GCTL, nor did GPC have any say in how its asset was managed. However, he reported that should the decision hinge on the museum aspect, he would declare a disclosable pecuniary or an other registerable interest, and he would leave the meeting during the course of discussion of the matter.)

(Councillor Adrian Abbs and Phil Barnett declared a personal interest in Agenda Item 4(2) by virtue of the fact that they were members of Greenham Parish Council, which was promoting the use of the Greenham Common Control Tower as a Cold War Museum.

WESTERN AREA PLANNING COMMITTEE - 28 APRIL 2021 - MINUTES

However, they had not pre-determined the application and would consider it with an open mind. As their interest was personal and not prejudicial or a disclosable pecuniary interest, they determined to remain to take part in the debate and vote on the matter.)

(All Members of the Committee declared that they had been lobbied on Agenda Item 4(2).)

22. The Committee considered a report (Agenda Item 4(2)) concerning Planning Application 19/02979/OUTMAJ in respect of 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 at Land South of Tower Works, Ramsbury Road, Lambourn Woodlands, Hungerford.
23. Mr Simon Till, Team Leader (Western Area Planning), introduced the report to Members, which took account of all the relevant policy considerations and other material planning considerations. In conclusion, the report detailed that on balance officers accepted the exceptional need for the development. As such, officers recommended that the Head of Development and Planning be authorised to grant planning permission, subject to the conditions outlined in the main and update reports.
24. The Chairman asked Mr Paul Goddard, Team Leader (Highways Development Control), if he had any observations relating to the application. Mr Goddard highlighted two significant issues: traffic impact, and the sustainability of the location. He confirmed that the site layout and parking levels were acceptable, but those matters were reserved. He noted that transport statements had been submitted including a recent one with updated survey counts, which showed that there would be 160 additional vehicle movements per day from the proposal, including 38 HGVs. These would double the current traffic levels. He stated that he did not consider the impact on the B4000 to be severe. He highlighted historical traffic survey data, which showed an increase in car trips on the B4000, but there was limited evidence for HGV movements. He noted that residents had long been concerned about increased traffic on the B4000, but the evidence and limited increase associated with the development made it difficult to object to the proposal.
25. He highlighted the personal consent and suggested this was important. He stated that around four times the trips could be expected from a conventional B8 warehouse. Although Highways did not object on increased traffic grounds, they did object on sustainability grounds. He highlighted the lack of public bus services and footways, which meant that the only way to access the site was by car. He noted that officers had long been concerned about development proposals in this area. Although a travel plan and minibuss service was proposed, he indicated that these were insufficient to satisfy sustainability concerns. He noted similar arrangements had been proposed for other developments in the vicinity, but these were expensive to run and generally ceased to operate after a few months. He observed that local experience had shown shuttle bus services were not viable, even for larger sites such as the Harrods distribution depot in Thatcham. He suggested that the travel plan for this development was unlikely to be monitored, since the Transport Policy Team only had sufficient resources to monitor the largest commercial and residential developments. He concluded that Highways objected on sustainability grounds and suggested that the proposal was contrary to Policy CS13 of the Core Strategy, the Local Transport Plan and the Council's Climate Change Emergency Declaration.

WESTERN AREA PLANNING COMMITTEE - 28 APRIL 2021 - MINUTES

Removal of speaking rights

26. As resolved at the Extraordinary Council meeting held on 29 April 2020, public speaking rights had been removed for virtual Council meetings. This right had replaced with the ability to make written submissions. This decision was made in accordance with The Local Authorities and Police and Crime Panels (Coronavirus) (Flexibility of Local Authority and Police and Crime Panels Meetings) (England and Wales) Regulations 2020.
27. The above changes to speaking rights were subsequently amended at the Council meeting on 10 September 2020. It was agreed that parties making written submissions in relation to a planning application would be invited to attend the remote meeting of the Planning Committee to answer any questions that Members of the Committee might wish to ask in order to seek clarification on any part of their statement.
28. In accordance with the Extraordinary Council resolution, written submissions relating to this application were received from Lambourn Parish Council (Mrs Sue Cocker), Mr Piers Yeld and Mr Tony King, objectors, and Mr Philip Walker (Walker Logistics), Mr Jim Tarzey (Pegasus Group) and Mr Ian Southwell (Vectos). All those who made submission were able to attend the remote meeting.
29. Individual written submissions were published online with the agenda: <http://decisionmaking.westberks.gov.uk/ieListDocuments.aspx?CId=155&MId=5743&Ver=4>

Parish Council's Submission

30. The Clerk read out the representation. Members questioned the attendee as follows:
31. Councillor James Cole asked how much unemployment there was in the Lambourn area. Mrs Cocker explained there was no ward level data, and the horse racing industry provided transient employment, so numbers fluctuated. She suggested that there may be around 100 unemployed people in the area. Councillor James Cole suggested that some of those people would be interested in employment at the proposed development. Mrs Cocker agreed.
32. Councillor James Cole noted that a proposed condition would not permit 7-day or external operation, and asked if this would mitigate the Parish Council's concerns. Mrs Cocker highlighted residents' experience with HGVs using Ermin Street and Ramsbury Road in the early hours of the morning. These often could not access premises because they were locked, so sat with engines idling. She suggested that if the condition could be enforced, then it may help to alleviate concerns, but local experience suggested that enforcement did not take place.
33. Councillor Adrian Abbs noted that the Housing and Employment Land Availability Assessment (HELAA) showed the site to be 'potentially developable' and asked the Parish Council about this. Mrs Cocker highlighted a comment, which suggested the site was not considered for the HELAA, because it was not considered sustainable.
34. Councillor Abbs asked if traffic were to enter and exit the site via Membury Services, whether that would address the Parish Council's concerns. Mrs Cocker noted that this was prohibited by Highways England. The Chairman indicated that the question was not a matter of clarification of the Parish Council's submission.

Objectors' Submission

35. The Clerk read out the representation. Members questioned the attendees as follows:

WESTERN AREA PLANNING COMMITTEE - 28 APRIL 2021 - MINUTES

36. Councillor Tony Vickers asked about alternative sites considered. Mr Yeld noted that the applicant had considered sites in Swindon and West Berkshire, and had threatened that if permission was not granted, the company would move to the 'golden triangle' in Northamptonshire.
37. Councillor Phil Barnett noted that the objectors referred to 776 vehicle movements. Having visited the site, he was surprised at the number of vehicles. He noted difficulties in vehicles parking and passing. He also noted that the objectors' traffic figures differed from those supplied by the applicant. Mr King explained that the current transport analysis was based on output from the current Walker's facility instead of the TRICS database. He understood the proposed personal condition, but asked if a new owner would change the operation and achieve the quoted figures. He noted the applicant had indicated there would be 200 new employees, but the application quoted 45-50. This suggested that traffic could increase by a factor of five. Mr Yeld highlighted that the TRICS database had shown 776 vehicle trips could be expected for a site of this size, which was considerably more than 153 trips stated by the applicant. He indicated that the applicant had not answered the question as to why the TRICS data had not been used, but suggested that it was because of the personal condition. He indicated that he was not satisfied with this.
38. Councillor Vickers asked if the objectors felt that there were any other key issues not addressed in the committee report. Mr Yeld noted that local residents had engaged a planning consultant, who had highlighted the vulnerability of the personal condition in the event that the site were to change ownership, and had suggested that it would be virtually impossible for the Council to restrict the capacity of future operations. Mr Yeld noted that as part of the applicant's threat to relocate their business, they had indicated they would be forced to lease their existing site to a high-transport haulage businesses. He suggested that this further supported the use of the substantially increased traffic flows indicated by the TRICS database.

Applicant/Agent's Submission

39. The Clerk read out the representation. Members questioned the attendees as follows:
40. Councillor Abbs noted that the applicant was proposing to increase staff, when other logistics companies were investing in automation. He asked Mr Walker how his business was different. Mr Walker stated that his business was a fulfilment company, which was labour-intensive and low on HGV movements, with orders processed within its warehouse. He explained that it was a multi-user site serving small to medium customers with different requirements. He noted that larger operators such as Wincanton tended to operate dedicated sites for their customers, which allowed some automation, because they could predict activity. However, this site had lots of people picking, packing and processing orders.
41. Councillor Abbs asked if the new jobs would be sustainable in the medium to long term. Mr Walker explained that the data in the application was out of date. He stated that there were currently 168 full-time employees, with 42 temporary staff. He highlighted that there had been enormous growth during the pandemic, and 70 new jobs had been created since 2020. He indicated that the business had been operating for 22 years.
42. Councillor Barnett asked if the full-time jobs would be permanent. Mr Walker confirmed that they would be.
43. Councillor Barnett asked if the business would recruit locally as well as from Swindon. Mr Walker confirmed that the business had taken on many local people,

WESTERN AREA PLANNING COMMITTEE - 28 APRIL 2021 - MINUTES

and there had been more interest in the last year, with people losing jobs and being furloughed. He stated that there were 2 employees from Downlands, 10 from Lambourn (with two zero-hour contracts), and 6 from Hungerford (with two zero-hour contracts). He noted that the business was close to the county boundary, so it also employ people from nearby villages in Wiltshire. He indicated that jobs were advertised outside the building, and they wanted as many local people as possible.

44. Councillor Carolyne Culver noted that the National Planning Policy Framework (NPPF) stated that building should only take place in the AONB in exceptional circumstances. With no guarantee that jobs would go to local people, she asked why West Berkshire Council should permit this proposal. She also noted that the project would not be liable for CIL contributions. Mr Walker conceded that the site was in the AONB, but it was next to their existing site. He suggested that it was of low value in terms of benefits to the AONB. He indicated that he wished to expand the business, which had been in the area for 22 years. He explained that it was not possible to dictate where the workforce would be drawn from, but confirmed that they wanted to attract local people. However, staff would be employed on the basis of their skills sets. He suggested that creating at least 200 new jobs justified the exceptional circumstances.
45. Mr Tarzey acknowledged that developing in the AONB was a high policy test to pass. He noted the NPPF had set three tests relating to: need; scope to relocate outside the AONB; and environmental impacts. He acknowledged that there would be some impact on the AONB, but this particular site could come forward for development in future. He stressed that the impact would be limited and would be confined to Ramsbury Road, since there were no elevated/long-distance views of the site. Although already well-contained, he noted that there would be additional planting. He stressed the need to look at the proposal on a site-specific basis and suggested that the proposal was justifiable, based on need.
46. Councillor Dennis Benneyworth noted that the development was within the AONB and outside a protected employment area (PEA). He asked how the development would enhance the character and appearance of the area, as required by Policy CS14. Mr Tarzey referred to Policy CS9, which allowed for development outside the PEA, and required consideration of the compatibility of the proposed use with the surrounding area. He acknowledged that the development would not enhance the site, but stressed the need to look at whether impacts would be harmful and offset. He indicated that the site was part of the former airfield and had a close relationship with existing industrial buildings. He suggested that any impacts could be mitigated with landscaping.
47. Councillor Vickers noted the proposed World War II (WW2) aircraft museum, and highlighted that other local airfields aspired to have similar museums. He asked how important this was to the applicant, and whether he had considered locating it elsewhere. Mr Walker indicated that he owned the land, and stressed the importance of the proposal in terms of the heritage of the airfield. He was aware of alternative proposals at Greenham and Welford and had cooperated with them. He indicated that he wanted the museum to act as a history lesson, commemorating the people based there who had lost their lives. He noted that Winston Churchill had visited the airfield and suggested that it was a site that ought to be preserved.
48. Councillor Vickers sought confirmation that this element did not carry much weight in terms of the planning balance. He asked if it was being proposed for sentimental reasons, rather than as a key part of the application. He indicated that it would not be a key factor affecting his vote, but stressed that it accounted for 10 percent of the

WESTERN AREA PLANNING COMMITTEE - 28 APRIL 2021 - MINUTES

footprint. Mr Walker noted that the building would need to accommodate an aircraft that had flown from Membury during WW2. He conceded that it was not the most important part of the application, and noted that some people had suggested it was being used as a lure to gain planning consent, but that was not correct.

49. Councillor Abbs asked about how the proposal would contribute to the Council's aspiration for net zero emissions. Mr Tarzey noted that the building would need to meet relevant BREEAM standards, but that was different to the sustainability credentials of the location, which had been criticised by Highways Officers.
50. Councillor Culver wondered why the museum would only be open 28 days per year. Mr Walker explained that he did not have public money to set up and run the museum, and it would be run with support from volunteers. He indicated that 28 days would be the minimum, and it could also be opened by invitation for educational opportunities.
51. The Chairman asked the planning officer to confirm the operating period. Mr Till confirmed that the proposed condition stated it would be open for a minimum of 28 days.

Ward Member Representation

52. Councillor Howard Woollaston in addressing the Committee raised the following points:
 - He had been lobbied on both sides as ward member and had intended to prepare a balanced speech. However, apart from the fact that Walker Logistics was a responsible employer, he could not see any justification for the proposal, so he had stood down from the committee so as to be able to represent residents in his ward.
 - The industrial estate would not have been allowed, but for an anomaly caused by WW2.
 - It was in the middle of the countryside with poor road access, and no public transport.
 - It had been allowed to develop haphazardly over the years, with unsuitable occupiers who had little respect for the countryside, or local residents.
 - There had been unprecedented levels of local opposition to the proposal, with no residents expressing support for it.
 - The Parish Council had objected in the strongest possible way.
 - 176 residents had signed a petition objecting to the proposal, and there had been 56 individual letters of opposition.
 - The crux of the decision was whether the policy protecting the AONB could be overridden by extraordinary economic need, but in terms of West Berkshire, it could not.
 - Walker Logistics employed 164 people, of whom 25 percent lived within 10 miles and 18 percent lived within 5 miles.
 - The site was very close to the western boundary of the district, with Swindon just 10 miles away, so the economic benefit to West Berkshire residents was halved.
 - Most staff were bussed in from Reading and Swindon, bringing no economic benefit to West Berkshire.

WESTERN AREA PLANNING COMMITTEE - 28 APRIL 2021 - MINUTES

- Just 15 of the current staff were from West Berkshire and of the 45 additional staff proposed, just 4 would come the district, which did not represent a major economic benefit.
- The location was not sustainable for local employment, unless people drove to work.
- The nearest bus stop was nearly 2 km away, with just two services per day.
- Ramsbury Road had no pavements or street lights and was very narrow, and people would not walk or cycle down it with so many HGVs going past.
- The North West Downs AONB submission was damning. It highlighted far better locations in Swindon, and queried why two sites caused so many problems. This had been ignored in the recommendation.
- Walker Logistics indicated that with few exceptions, they operated 9am-5pm on weekdays only, but they advertised a 24/7 facility to customers and were seeking employees for shifts from 7am to 8pm on Sundays, and from 3pm to midnight on weekdays.
- Walker Logistics said that they would create few HGV trips, but their customers would create many more trips (e.g. Royal Mail, DPD, etc).
- While Highway Officers did not object to the proposal, they clearly stated that the location was unsustainable, and had raised concerns about accessibility.
- The industry standard TRICS database had not been used, which would have shown an additional 776 daily vehicle movements to and from Junction 14 of the M4.
- He suggested that: the draft Local Plan was not relevant and business rates were not a planning consideration.
- The plans showing scale and landscaping were deceptive. The building was 40 feet high and the size of two Wembley football pitches. As such, it would not sink into the background as shown in the literature, and it would take decades for the tree cover to be provided.
- The personal consent was “a nonsense” and a future application to release it would be unlikely to be opposed.
- The number of new jobs proposed had suddenly increased from 45 to 200, although some explanation for this had been provided at the meeting.
- If approved, this application would be the thin end of the wedge, as two designated employment areas would be joined and a further site would be brought forward in the future.
- It was time to draw a line in the sand and say no to environmentally unfriendly industrial development in this protected rural environment.
- He strongly urged members to reject the officers’ recommendation, to approve the application, which he felt to be contrary to policy.

Members’ Questions to the Ward Member

53. Councillor Vickers suggested that the ward member’s comments implied people living outside West Berkshire should not have a job in the district. He noted the site was close to the Wiltshire boundary and suggested this was not a sensible argument. Councillor Woollaston responded that people who lived in Swindon did not spend the

WESTERN AREA PLANNING COMMITTEE - 28 APRIL 2021 - MINUTES

money they earned in Membury within the local area, so the economic benefit to the area was virtually nil.

54. Councillor Jeff Cant raised a point of order that this was an opportunity to ask questions of clarification of the ward member's representation rather than entering into debate.
55. Councillor James Cole asked about the potential for local residents to take up jobs at the site. Councillor Woollaston stated that employment data lacked sufficient granularity and had to be inferred from West Berkshire figures. This suggested around 100 unemployed people in the Lambourn area, but it was a transient population due to the racing industry.
56. Councillor James Cole suggested that people in the racing industry would not be keen to take up distribution jobs. Councillor Woollaston agreed.

Member's Questions to Officers

57. Councillor Abbs asked why access could not be via the M4 services. Mr Goddard confirmed that this was prohibited by Highways England and was national policy.
58. Councillor Hilary Cole suggested that increasing weight could be given to the emerging Local Plan as it progressed in its development. She noted that it was scheduled to go to Regulation 19 consultation and be submitted to the planning inspectorate in the summer. She asked what weight had been given to it by officers. Mr Till agreed that the draft Local Plan gathered weight over time and depending on the stage of preparation. He indicated that the Planning Policy Officer's view was that it should be given limited weight, with a recognised need for industrial development and for that to be accommodated within industrial employment areas. He noted that Membury, as an existing PEA, was under consideration, and may be allocated for further development. He acknowledged that while current policy stated that industrial employment uses should be directed to PEAs, they allowed for consideration of land alongside those areas subject to consideration of location and compatibility with surrounding uses, sustainability, etc. He concluded that the main consideration should be under current policy with limited weight under the new plan, since the site was being considered for allocation for industrial development.
59. Councillor Hilary Cole sought confirmation that account had been taken of the fact that the HELAA had identified the site as 'potentially developable'. Mr Till confirmed that it had.
60. Councillor Vickers noted that the national move towards electric vehicles, which would reduce the carbon footprint of the development. He asked Mr Goddard what weight he attached to this and if it would affect the assessment about the sustainability of the site in 20 years' time. Mr Goddard agreed that it was UK Government policy that no further fossil fuel powered cars would be built after 2035. However, he highlighted that fossil fuels were still required to generate power to charge electric cars. He did not consider that current policy gave sufficient weight to take account of the impact of electric vehicles, other than to promote their usage.
61. Councillor James Cole queried the statement in the report, which suggested that the proposed operating hours would not be to the detriment of residents, particularly in relation to traffic noise. Mr Till explained that the site was between two PEAs, where there were uncontrolled industrial uses in the area, operating around the clock, with numerous associated vehicle movements. He indicated that it was standard practice to allow operating hours of 7am to 8pm, and suggested this would not be disruptive, given the context of the site.

WESTERN AREA PLANNING COMMITTEE - 28 APRIL 2021 - MINUTES

62. Councillor James Cole highlighted traffic flows further along the B4000 in Wickham and asked if the growth could in part be attributed to development at Membury, and also how it would be affected by this application if approved. Mr Goddard agreed that some of the traffic increase was related to Membury, but it may also be due to development in Lambourn. He noted that traffic levels on the B4000 had risen over the last 12 years, but without additional traffic surveys, it was difficult to say where this was coming from.
63. Councillor Phil Barnett asked if HGVs could be restricted to 'access only' on sections of the B4000. Mr Goddard indicated that he was not aware of any such proposals. He explained that it was difficult to prove where HGVs were going, and therefore enforce these restrictions. He suggested that if the local community wished to pursue such a restriction, then they should contact the Traffic and Road Safety Team.

Debate

64. Councillor Abbs opened the debate. He indicated that he was conflicted about which way to vote. He suggested that the applicant could have done more to improve the application (e.g. build a net zero warehouse). He also suggested that new jobs might not be permanent due to automation within the industry. However, he was comfortable with the location and highlighted the fact that the site had been designated in the HELAA as "potentially developable" for storage and distribution uses. He suggested that an alternative development could come forward at this site in future, which would be consistent with the new Local Plan.
65. Councillor Cant stated that he had looked for an exceptional reason to support this development within the AONB. He agreed with Councillor Woollaston's argument about how small the economic benefit would be for West Berkshire. He also indicated that he was looking for the applicant to show respect for the local community, but the range in traffic forecasts did not give confidence that it would bring local benefits. He referred to the emerging planning policy, which he did not think could be assumed to permit further development. He also referred to the fact that the Highways Officer had objected on sustainability grounds, and indicated that he would vote against the proposal.
66. Councillor Vickers had visited the area on the previous Sunday. He confirmed that he had not seen any moving vehicles, which suggested that local employers did not operate on Sundays. He did not consider the landscape impact to be severe or permanent, since there were already substantial trees present. He noted that there were PEAs to either side of the site, and the site itself might be designated as a PEA in the new Local Plan, so another distribution centre could be proposed for the site in future. He agreed that not all new staff would be from West Berkshire, but suggested that hiring staff from Wiltshire villages still counted as local. He indicated that a PEA in the middle of an AONB would inevitably result in people commuting by car. He acknowledged that the application was finely balanced, but suggested that it would be difficult to refuse it.
67. Councillor James Cole highlighted the need to protect the AONB and did not consider the economic argument was sufficient to tip the planning balance. He acknowledged that tree planting was proposed, but suggested that they would take many years to be effective in screening the buildings. He indicated that he was uncomfortable with the traffic and sustainability impacts of the proposal.
68. Councillor Barnett indicated that he had initially been in favour of the site on economic grounds. He suggested that people from local villages might commute by motorbike or bicycle. Also, he noted that employers had located to Membury over the

WESTERN AREA PLANNING COMMITTEE - 28 APRIL 2021 - MINUTES

years and found it to be a beneficial location. However, he had reservations due to the strong arguments against the proposal and was undecided about how to vote.

69. Councillor Hilary Cole suggested that the determination hinged on whether an exceptional need had been demonstrated. She indicated that planning balance was in favour of economic development to aid post-Covid recovery. She noted that half of those employed in the district commuted in from other areas and half of West Berkshire's residents commuted out, so the issue of where new staff would be drawn from was a 'red herring'. She referred to the comments from the AONB, which focused on the need to protect the area, but suggested that they did not understand the economic benefits. Also, they had ignored policy in the NPPF, which supported economic growth and productivity. She noted that the site was next to a PEA, and it was shown as "potentially developable" in the HELAA. She acknowledged sustainability concerns, but stressed that the site was next to an established PEA, so people already travelled to the area. She noted that Planning Policy was giving a balanced view on this application.
70. Councillor Hilary Cole proposed to accept Officer's recommendation and grant planning permission subject to the conditions listed in the main report and update report. This was seconded by Councillor Abbs.
71. Councillor Abbs noted that the application was very finely balanced. The fact that the company was local had swayed him. He asked what conditions could be imposed, such as in relation to achieving a net zero development. Mr Till referred to recommended Conditions 8 and 9 which related to BREEAM and measures to comply with policy CS15 on zero carbon development.
72. Councillor Abbs indicated that he was also concerned about the operation of the facility. Mr Till noted that this was an outline application and indicated that matters such as parking and EV charge points would be considered at the detailed design stage. He suggested that an informative could be drafted, highlighting the importance of seeking submissions detailing how the building would further the sustainability aims of the district.
73. The Chairman noted concerns about landscaping and asked if another informative could be used to specify a minimum height for trees. Mr Till explained that the applicant had already made a significant commitment to landscaping, and had a long-term record of maintaining the existing landscaping. He noted that this was a reserved matter, but the supporting documents already showed understanding of the need for a long-term strategy. He acknowledged the need for the landscaping to be sensitively designed.
74. Councillor Vickers noted that the site would only be visible from Ramsbury Road. He suggested that there should be a fast-growing screen of trees close to the road.
75. The Chairman invited Members of the Committee to vote on the proposal by Councillor Hilary Cole, seconded by Councillor Adrian Abbs to grant planning permission. At the vote the motion was carried.

RESOLVED that the Head of Development and Planning be authorised to grant planning permission subject to the following conditions:

Conditions

1. Reserved Matters

Details of the access, appearance, layout and landscaping of the site (hereinafter called "the reserved matters") shall be submitted to and approved in writing by the Local Planning Authority before any development is commenced. Application for

WESTERN AREA PLANNING COMMITTEE - 28 APRIL 2021 - MINUTES

approval of the reserved matters shall be made to the Local Planning Authority before the expiration of three years from the date of this permission.

Reason: To comply with Section 92 of the Town and Country Planning Act 1990 (as amended by Section 51 of the Planning and Compulsory Purchase Act 2004).

2. Time Limit

The development to which this permission relates shall be begun before the expiration of 3 years from the date of this decision, or before the expiration of two years from the date of approval of the last of the approved matters to be approved, whichever is the later.

Reason: To comply with Section 92 of the Town and Country Planning Act 1990 (as amended by Section 51 of the Planning and Compulsory Purchase Act 2004).

3. Indicative Plans

The layout of the site shall be in broad accordance with the indicative block plan reference number 03100-00-C. The building hereby approved shall be a maximum of 12.6 metres in height.

Reason: For the avoidance of doubt and in the interests of proper planning, and in the interests of visual amenity in the North Wessex Downs AONB in accordance with the NPPF and Policies CS14 and CS19 of the West Berkshire Local Plan Core Strategy 2012.

4. Permitted development restriction

Irrespective of the provisions of the Town and Country General Permitted Development Order 2015, as amended, or any subsequent revision thereof no addition floors or mezzanines shall be inserted in the building hereby approved.

Reason: In order to prevent the overdevelopment and intensification of use of the site in a manner that might otherwise result in harm to the tranquillity of the AONB, highway safety and residential amenity in accordance with the NPPF, Policies CS9, CS13, CS14, CS19 of the West Berkshire Local Plan Core Strategy 2012 and Policies OVS5 and OVS6 of the West Berkshire District Local Plan 1991-2006 (Saved Policies 2007).

5. Maximum floor areas

The floor areas for the building hereby approved shall be limited to the maximum following floor areas:

- 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

Reason: In order to prevent the overdevelopment and intensification of use of the site in a manner that might otherwise result in harm to the tranquillity of the AONB, highway safety and residential amenity in accordance with the NPPF, Policies CS9, CS13, CS14, CS19 of the West Berkshire Local Plan Core Strategy 2012 and Policies OVS5 and OVS6 of the West Berkshire District Local Plan 1991-2006 (Saved Policies 2007).

6. Construction Method Statement

No development shall take place until a Construction Method Statement has been submitted and approved under a formal discharge of conditions application. The

WESTERN AREA PLANNING COMMITTEE - 28 APRIL 2021 - MINUTES

development shall be carried out in accordance with the approved details. The statement shall provide for:

- (a) The parking of vehicles of site operatives and visitors
- (b) Loading and unloading of plant and materials
- (c) Storage of plant and materials used in constructing the development
- (d) The erection and maintenance of security hoarding including decorative displays and facilities for public viewing
- (e) Wheel washing facilities
- (f) Measures to control the emission of dust and dirt during construction
- (g) A scheme for recycling/disposing of waste resulting from demolition and construction works

The provisions of the Construction Method Statement shall be implemented in full and retained until the development has been occupied. Any deviation from the approved Construction Method Statement shall be first agreed in writing with the Local Planning Authority.

Reason: To safeguard the amenity of adjoining land uses and occupiers and in the interests of highway safety. This condition is imposed in accordance with the National Planning Policy Framework, Policies CS5, CS13 and CS14 of the West Berkshire Core Strategy (2006-2026), Policy TRANS 1 of the West Berkshire District Local Plan 1991-2006 (Saved Policies 2007).

7. Noise management plan

A scheme shall be submitted to and approved in writing by the Local Planning Authority, which specifies the provisions to be made for the control of noise emanating from the site. Thereafter, the use shall not commence until the approved scheme has been fully implemented.

Reason: To protect the occupants of nearby residential properties from noise in accordance with the requirements of the NPPF, Policy CS14 of the West Berkshire Local Plan Core Strategy 2012 and Policies OVS5 and OPS6 of the West Berkshire District Local Plan 1991-2006 (Saved Policies 2007).

8. BREEAM

The development hereby approved shall not be occupied until a post construction review demonstrating that the approved building has achieved a construction standard of BREEAM Excellent has been submitted and approved under a formal discharge of conditions application.

Reason: In order to ensure a sustainable development of high quality construction in accordance with the NPPF and Policies CS14 and CS15 of the West Berkshire Local Plan Core Strategy (2006-2026) 2012.

9. Zero carbon

No development shall take place until a plan demonstrating how the building hereby approved will meet with the requirement for zero carbon development including construction, monitoring and reporting measures has been submitted and approved in writing by the Local Planning Authority. Thereafter the development shall be carried out in accordance with the approved plan.

Reason: In order to secure zero carbon development in accordance with Policy CS15 of the West Berkshire Local Plan Core Strategy 2012.

WESTERN AREA PLANNING COMMITTEE - 28 APRIL 2021 - MINUTES

10. Construction environment management plan

No development shall take place (including demolition, ground works, vegetation clearance unless otherwise agreed in writing by the Local Planning Authority) until a Construction Environmental Management Plan (CEMP) has been submitted to and approved in writing by the Local Planning Authority. The CEMP shall include the following:

- (a) Risk assessment of potentially damaging construction activities.
- (b) Identification of “biodiversity protection zones”.
- (c) Practical measures (both physical measures and sensitive working practices) to avoid or reduce impacts during construction (may be provided as a set of method statements).
- (d) The location and timing of sensitive works to avoid harm to biodiversity features.
- (e) The times during construction when specialist ecologists need to be present on site to oversee works.
- (f) Responsible persons and lines of communication
- (g) The role and responsibilities on site of an ecological clerk of works (ECoW) or similarly competent person.
- (h) Use of protective fences, exclusion barriers and warning signs.

The approved CEMP shall be adhered to and implemented throughout the construction period strictly in accordance with the approved details, unless otherwise agreed in writing by the local planning authority.

Reason: A pre-commencement condition is required because the CEMP will need to be adhered to throughout construction. This condition is imposed in accordance with the requirements of the NPPF and Policy CS17 of the West Berkshire Local Plan Core Strategy 2012.

11. Landscape Ecological Management Plan

No development shall take place until a Landscape and Ecological Management Plan (LEMP) (also referred to as a Habitat or Biodiversity Management Plan) has been submitted to and be approved in writing by the Local Planning Authority. The content of the LEMP shall include the following:

- (a) Description and evaluation of features to be managed.
- (b) Ecological trends and constraints on site that might influence management.
- (c) Aims and objectives of management.
- (d) Appropriate management options for achieving aims and objectives.
- (e) Prescriptions for management actions.
- (f) Preparation of a work schedule (including an annual work plan capable of being rolled forward over a five-year period).
- (g) Details of the body or organization responsible for implementation of the plan.
- (h) Ongoing monitoring and remedial measures.

The LEMP shall also include details of the legal and funding mechanism(s) by which the long-term implementation of the plan will be secured by the developer with the management body(ies) responsible for its delivery.

WESTERN AREA PLANNING COMMITTEE - 28 APRIL 2021 - MINUTES

The plan shall also set out (where the results from monitoring show that conservation aims and objectives of the LEMP are not being met) how contingencies and/or remedial action will be identified, agreed and implemented so that the development still delivers the fully functioning biodiversity objectives of the originally approved scheme.

The approved plan will be implemented in accordance with the approved details.

Reason: A pre-commencement condition is required because the LEMP may need to be implemented during construction. This condition is imposed in accordance with the requirements of the NPPF and Policy CS17 of the West Berkshire Local Plan Core Strategy 2012.

12. Lighting strategy

No external lighting shall be installed until a lighting strategy has been submitted to and approved in writing by the Local Planning Authority. The strategy shall:

- (a) Identify those areas on the site that are particularly sensitive for bats and that are likely to cause disturbance.
- (b) Show how and where external lighting will be installed so that it can be clearly demonstrated that areas to be lit will not disturb or prevent the above species.
- (c) Include and isolux diagram of the proposed lighting.
- (d) Ensure all lighting levels are designed within the limitations of Environmental Lighting Zone 1, as described by the Institute of Lighting Engineers.
- (e) Include a plan of timings for external lighting to minimise external lighting at times when the external areas of the site are not in use.

No external lighting shall be installed on the site except in accordance with the above strategy.

Reason: To ensure the conservation and enhancement of the biodiversity assets of the site, to conserve the dark night skies of the North Wessex Downs AONB and in the interests of the amenity of nearby residential occupants. This condition is applied in accordance with the National Planning Policy Framework, the North Wessex Downs AONB Management Plan 2019-24, Policies CS14 CS17 and CS19 of the West Berkshire Core Strategy 2006-2026 and Policies OVS5 and OVS 6 of the West Berkshire District Local Plan 1991-2006 Saved Policies 2007.

13. SuDS

No development shall take place until details of sustainable drainage measures to manage surface water within the site have been submitted to and approved in writing by the Local Planning Authority.

These details shall:

- a) Incorporate the implementation of Sustainable Drainage methods (SuDS) in accordance with the Non-Statutory Technical Standards for SuDS (March 2015), the SuDS Manual C753 (2015) and West Berkshire Council local standards, particularly the WBC SuDS Supplementary Planning Document December 2018;
- b) Include and be informed by a ground investigation survey which establishes the soil characteristics, infiltration rate and groundwater levels;
- c) Include construction drawings, cross-sections and specifications of all proposed SuDS measures within the site;

WESTERN AREA PLANNING COMMITTEE - 28 APRIL 2021 - MINUTES

- d) Include detailed manufacturer's information to ensure adequate sizing and water cleaning operation of the proposed sewage treatment plant and oil interceptor;
- e) Include detailed hydraulic run-off calculations, discharge rates, infiltration and storage capacity calculations for the proposed SuDS measures based on a 1 in 100 year storm +40% for climate change;
- f) Include flood water exceedance routes, both on and off site;
- g) Include a management and maintenance plan for the lifetime of the development. This plan shall incorporate arrangements for adoption by an appropriate public body or statutory undertaker, management and maintenance by a management company or any other arrangements to secure the operation of the sustainable drainage scheme throughout its lifetime;
- h) Include a Flood Risk Assessment (FRA) for the development as the site area is larger than 1 hectare;
- j) Include a Contamination Risk Assessment for the soil and water environment (assessing the risk of contamination to groundwater, develop any control requirements and a remediation strategy).

The above sustainable drainage measures shall be implemented in accordance with the approved details before the use hereby permitted is commenced. The sustainable drainage measures shall be maintained in the approved condition thereafter.

Reason: To ensure that surface water will be managed in a sustainable manner; to prevent the increased risk of flooding; to improve and protect water quality, habitat and amenity and ensure future maintenance of the surface water drainage system can be, and is carried out in an appropriate and efficient manner. This condition is applied in accordance with the National Planning Policy Framework, Policy CS16 of the West Berkshire Core Strategy (2006-2026), Part 4 of Supplementary Planning Document Quality Design (June 2006) and SuDS Supplementary Planning Document (Dec 2018). A pre-condition is necessary because insufficient detailed information accompanies the application; sustainable drainage measures may require work to be undertaken throughout the construction phase and so it is necessary to approve these details before any development takes place.

14. Hours of external operation

No external operations (including deliveries and unloading of lorries, but excluding use of the car park by employees for parking of private motor cars and access to and from the logistics warehouse building hereby approved) shall take place except in accordance with the following hours:

7:00am to 8:00pm Mondays to Fridays;

9:00am to 1:00pm on Saturdays;

No external operations on Sundays and Bank holidays.

Reason: In the interests of the amenity of nearby residential occupants in accordance with the NPPF, Policy CS14 of the West Berkshire Local Plan Core Strategy 2006-2026 and Policies OVS5 and OVS6 of the West Berkshire District Local Plan 1991-2006 Saved Policies 2007.

15. Personal permission

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.

WESTERN AREA PLANNING COMMITTEE - 28 APRIL 2021 - MINUTES

Reason: The applicant has demonstrated through submissions accompanying this application that the associated vehicle movements and hours of external works relating to the operation of the site for his business are such as to allow for the applicant's particular business to operate on the site under the restrictions of the conditions of this planning permission without resulting in undue detriment to the amenity of neighbouring residential occupants, highway safety and the amenity of the highway network that might result from the operation of an uncontrolled B8 or other industrial use of the site. This condition is imposed in order that the use of the site by any alternative future occupant can be given details consideration in terms of the associated impacts on highways safety and residential amenity in the interests of residential amenity and highway safety in accordance with the NPPF, Policies CS5, CS13 and CS14 of the West Berkshire Local Plan Core Strategy 2006-2026 and Policy TRANS1 of the West Berkshire District Local Plan Saved 1991-2006 Saved Policies 2007.

16. Levels

No development shall commence on the site until full details of ground and floor levels as existing and proposed have been submitted and approved in writing by the Local Planning Authority. The site shall be constructed in accordance with the approved levels.

Reason: In the interests of visual amenity in the North Wessex Downs AONB in accordance with the NPPF and Policies CS14 and CS19 of the West Berkshire Local Plan Core Strategy 2012.

17. Public access to museum

The museum hereby approved shall not be taken into use until details of arrangements for public access have been submitted and approved in writing by the Local Planning Authority. Such access arrangements shall provide for the public to have visiting access to the museum on no less than 28 days per year, and shall include details of how such arrangements can be booked and will be publicised. The museum shall be made available for public visits in accordance with the approved details thereafter.

Reason: To secure the public benefit of the museum and its relationship to the wider Membury airfield site as a heritage asset, in the interests of the conservation and enhancement of heritage assets and their associated public benefits in accordance with the NPPF and Policies CS14 and CS19 of the West Berkshire Local Plan Core Strategy 2006-2026.

18. Travel plan

The building hereby approved shall not be brought into use until a Travel Plan has been submitted to and approved in writing by the Local Planning Authority. The Travel Plan shall be implemented as approved on commencement of the use as a school and its provisions shall continue to be implemented thereafter.

Reason: To ensure the efficient function of the site and to promote sustainable forms of transport. This condition is imposed in accordance with the National Planning Policy Framework, Policy CS13 of the West Berkshire Core Strategy 2006-2026, and Policy TRANS1 of the West Berkshire District Local Plan 1991-2006 (Saved Policies 2007).

Use restriction (additional condition) Irrespective of the provisions of the Town and Country (General Permitted Development) Order 2015, as amended, or any subsequent revision thereof, the building hereby approved for a logistics warehouse

WESTERN AREA PLANNING COMMITTEE - 28 APRIL 2021 - MINUTES

shall be used only for purposes of use Class B8 storage and distribution and ancillary office accommodation, and the building hereby approved as a museum building shall only be used as a museum unless planning permission is granted on a planning application made for the purpose of changing the use of the buildings hereby approved.

Reason: The acceptability of the approved building in planning terms is dependent on an assessment of the associated level of vehicle movements and external works that relate to the buildings in their approved use. This condition is imposed in the interests of preventing a change of use of the approved buildings that might otherwise result in an intensification of associated vehicle movements and associated activities in accordance with the requirements of the NPPF, Policies CS5, CS13 and CS14 of the West Berkshire Local Plan Core Strategy 2006-2026 and Policy TRANS1 of the West Berkshire District Local Plan Saved 1991-2006 Saved Policies 2007.

Informatives

1. 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. In this application whilst there has been a need to balance conflicting considerations, the local planning authority has worked proactively with the applicant to secure and accept what is considered to be a development which improves the economic, social and environmental conditions of the area.

2. Ecology & construction

The applicant's attention is drawn to the following comments from the ecologist and the AONB officer in respect of detailed design:

Ecologist - We recognise that one of the concerns of this development is that it is in the NWD AONB, the concern relates to the visibility of the new structure(s) we propose that one way that these concerns could be reduced is the installation of green vegetated walls. This would be best achieved with rainwater harvesting to feed into a reservoir to help maintain the watering of the vegetated green walls around the building. These green walls will; soften the landscape views of the building, improve internal thermal stability lowering energy bills with the associated environmental sustainability benefits, increase carbon capture and slow the peak flows in high rain fall events.

AONB officer - The local area is void of street lights. It must be noted that introducing lighting columns or increased building floodlights into this locality would significantly impact upon the dark sky environment, a special quality of the AONB. The building has a number of windows which will cause light spill into a dark environment. Low transmittance glass should be conditioned if the officer is minded to approve.

The colour of the building will not fade into the landscape, it will appear as a contrast to the natural greens and browns that make up the natural colour system of this landscape character area. Using the natural colour system to identify colours in the landscape which can aid in choosing more appropriate shades of green would have been a more responsible approach within a protected landscape.

The detailed design of the building accompanying the reserved matters application should demonstrate how these matters have been considered in choice of materials.

- (3) **Application No. and Parish: 20/00912/FULEXT, Land at End Of Charlotte Close Hermitage Thatcham, Hermitage**

(Councillor(s) Phil Barnett declared a personal interest in Agenda Item 4(3) by virtue of the fact that he had visited the site with a resident. As his interest was personal and not

WESTERN AREA PLANNING COMMITTEE - 28 APRIL 2021 - MINUTES

prejudicial or a disclosable pecuniary interest, he determined to remain to take part in the debate and vote on the matter.)

76. The Committee considered a report (Agenda Item 4(3)) concerning Planning Application 20/00912/FULEXT in respect of the erection of 16 dwellings and associated landscape and highway works on land at end of Charlotte Close, Hermitage.
77. Mr Masie Masiwa, Senior Planning Officer, introduced the report to Members, which took account of all the relevant policy considerations and other material planning considerations. In conclusion the report detailed that the proposal was acceptable in planning terms and officers recommended that the Head of Planning and Development be authorised to grant planning permission, subject to the completion of a Section 106 legal agreement by 28th July 2021 and in accordance with the schedule of conditions.
78. The Chairman asked Mr Paul Goddard, Team Leader (Highways Development Control), if he had any observations relating to the application. Mr Goddard noted that this was an allocated site in the Site Allocations Development Plan Document (DPD), with an allocation of 15 dwellings. He explained that vehicular access would be via Charlotte Close, with pedestrian/cycle routes onto Station Road to the south and the allocated site on the Old Farmhouse to the north. He confirmed that parking and site layout were acceptable. He noted local concern about the impact on the B4009/Station Road mini-roundabout, but modelling showed the junction was operating close to capacity and traffic from the proposed development (and that of nearby proposals/recently approved developments) could be accommodated without causing extensive congestion. He concluded that the Highways Officers recommended approval of the application subject to the conditions listed in the reports.

Removal of speaking rights

79. As resolved at the Extraordinary Council meeting held on 29 April 2020, public speaking rights had been removed for virtual Council meetings. This right had replaced with the ability to make written submissions. This decision was made in accordance with The Local Authorities and Police and Crime Panels (Coronavirus) (Flexibility of Local Authority and Police and Crime Panels Meetings) (England and Wales) Regulations 2020.
80. The above changes to speaking rights were subsequently amended at the Council meeting on 10 September 2020. It was agreed that parties making written submissions in relation to a planning application would be invited to attend the remote meeting of the Planning Committee to answer any questions that Members of the Committee might wish to ask in order to seek clarification on any part of their statement.
81. In accordance with the Extraordinary Council resolution, written submissions relating to this application were received from Mr Simon Joyce, agent. Mr Joyce was able to attend the remote meeting.
82. Individual written submissions were published online along with the agenda <http://decisionmaking.westberks.gov.uk/ieListDocuments.aspx?CId=155&MId=5743&Ver=4>

Applicant/Agent's Submission

83. The Clerk read out the representation. Members did not have any questions for the agent.

WESTERN AREA PLANNING COMMITTEE - 28 APRIL 2021 - MINUTES

Ward Member Representation

84. Councillor Hilary Cole in addressing the Committee raised the following points:

- Hermitage Parish Council decided not to attend the meeting, as they had no objections to the application, but they did send a letter, which was appended to the update sheet.
- The Parish Council had outstanding concerns about:
 - Traffic flow at the Newbury Road/Priors Court Road, which was an ongoing issue, and
 - Potential overloading of the Downland GP Practice.
- This application had come a long way since the appeal was dismissed in 2017.
- The Housing Site Allocation Development Plan Document (HSADPD) indicated that the site was suitable for 15 dwellings, and 16 were proposed.
- Careful consideration had been given to the design and layout.
- It was pleasing to see that there would be 40 percent affordable housing.
- She was supportive of the application.

85. The Chairman noted that the application had been called in because 10 letters of objection had been received, yet no written statement had been received from the objectors for Members to consider.

Member's Questions to the Ward Member

86. Members did not have any questions for the Ward Member.

Member's Questions to Officers

87. Members did not have any questions for officers.

Debate

88. Councillor Tony Vickers opened the debate. He suggested that development was needed to link Hungerford Green to the village. He welcomed the permeability through the development. Overall, he considered the development to be well thought through. He noted that the land was not actively used and had become a haven for wildlife, but hoped the developer would rehome any protected species.

89. Councillor Tony Vickers proposed to accept Officer's recommendation and grant planning permission subject to the completion of a Section 106 legal agreement by 28 July 2021, and in accordance with the conditions listed in the main report and update report. This was seconded by Councillor Hilary Cole.

90. Councillor Phil Barnett indicated that he hoped the mature oak trees felled in 2016 would be put to good use.

91. Councillor Dennis Benneyworth echoed the comments of Councillor Hilary Cole and Councillor Vickers. He noted that the affordable homes were much needed and indicated that he was in favour of the application.

92. Councillor Hilary Cole highlighted the extensive list of proposed conditions and informatives. Councillor Tony Vickers agreed that they addressed all relevant points.

93. The Chairman invited Members of the Committee to vote on the proposal by Councillor Tony Vickers, seconded by Councillor Hilary Cole to grant planning permission. At the vote the motion was carried.

WESTERN AREA PLANNING COMMITTEE - 28 APRIL 2021 - MINUTES

RESOLVED that the Head of Development and Planning be authorised to grant planning permission subject to the completion of a Section 106 legal agreement by 28th July 2021 and in accordance with the schedule of conditions as follows.

Heads of Terms for Section 106 Agreement

1 . Affordable housing

- To provide 40% affordable housing on site in accordance with the details provided in Amended affordable housing plan drawing no FLU.1126.16 Rev. E.
- Transfer to Registered Housing Provider.
- Of the affordable housing units, 70% being social rented tenure, 30% being an intermediate or shared ownership form of affordable housing.
- Detailed requirements and specifications in accordance with the Planning Obligations SPD.

2. Public Open Space

- Provision of public open space, including a local area of play.
- Governance by a management company, subject to clauses to ensure transparency in the process of setting of annual fees for residents.

3. Environmental Management Plan

- To secure details of the creation, details of the management, maintenance and long term protection of the hard and soft landscaping, public open space and Ecological Mitigation Area within the Site (as shown on the Section 106 Site Plan(s)).
- The Environmental Management Plan shall be in accordance with the details provided in amended play area details drawing No CALA22960-15A and amended open space plan drawing no CALA22960-10.
- Not to permit the occupation of the development without first forming a Management Company (which for the avoidance of doubt shall assume responsibility for implementing the Environmental Management Plan) and not to wind up the Management Company or alter its constitution unless the whole of the Development shall have been demolished or unless the Council have otherwise first agreed in writing.
- To provide that the first and all subsequent buyers of each Residential Unit within the Development enters into covenants with the Management Company to pay the Management Company a pro rata proportion (according to the number of Residential Units in the Development) of the costs and expenses incurred by the Management Company in respect of its administration and of insuring, maintaining, repairing and as necessary renewing the hard and soft landscaping, public open space and Ecological Mitigation Area in accordance with the Environmental Management Plan.

4. Council's Costs

- To pay the Council for the reasonable legal costs incurred in the review, negotiation, preparation and execution of the section 106 legal agreement through an administration fee.

Schedule of Conditions

1. Time limit for commencement

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

WESTERN AREA PLANNING COMMITTEE - 28 APRIL 2021 - MINUTES

Reason: To comply with Section 91 of the Town and Country Planning Act 1990 (as amended by Section 51 of the Planning and Compulsory Purchase Act 2004).

2. Approved plans

The development hereby permitted shall be carried out in accordance with the following approved documents and plans:

Received on 16 April 2020:

- Preliminary Ecology Assessment
- Heritage Statement
- Noise Assessment

Received on 28 April 2020:

- Geoenvironmental Report

Received on 07 October 2020:

- Hermitage Biodiversity Metric
- Hermitage BNG report
- Biodiversity Homes Brochure 2019
- Ecological Assessment

Received on 14 December 2020:

- Amended Arboriculture statement No 20066-AA4-DC
- Amended tree protection plan drawing no 20066-BT3
- Amended Play Area details drawing no CALA22960-15A
- Amended soft landscape proposals drawing no CALA22960-11A sheet 1
- Amended soft landscape proposal drawing no CALA22960-11A sheet 2
- Amended proposed hard landscaping drawing no CALA22960-12B sheet 1
- Amended proposed hard landscape plan drawing no CALA22960-12B sheet 2
- Amended Landscape Visual Impact Assessment Report (LVIA)
- Amended LVIA appendices 1 – 11b
- Amended Plot 3 floor plans and elevations drawing no FLU.1126.04 Rev. J
- Amended Plot 4 floor plans and elevations drawing no FLU.1126.05 Rev. J
- Amended Plot 5 floor plans and elevations drawing no FLU.1126.06 Rev. K
- Amended Plot 6 floor plans and elevations drawing no FLU.1126.07 Rev. H
- Amended Plot 7 floor plans and elevations drawing no FLU.1126.08 Rev. H
- Amended Plot 8 floor plans and elevations drawing no FLU.1126.09 Rev. G
- Amended Plot 9 floor plans and elevations drawing no FLU.1126.10 Rev. H
- Amended Plot 10 floor plans and elevations drawing no FLU.1126.11 Rev. J
- Amended Plot 11-12 floor plans and elevations drawing no FLU.1126.12 Rev. H
- Amended Plot 16 floor plans and elevations drawing no FLU.1126.19 Rev. B
- Tree management on sites manual
- Amended site layout plan drawing no FLU.1126.02 Rev. E1
- Amended transport statement Issue 4
- Amended Utilities & Foul Water Drainage Assessment Issue 4
- Amended pedestrian cycle connection drawing no 8190446/6103 Rev E

Received on 18 December 2020:

- Amended street scene drawing no FLU.1126.15 Rev. P
- Received on 29 January 2021:
- Amended affordable housing plan drawing no FLU.1126.16 Rev. E

WESTERN AREA PLANNING COMMITTEE - 28 APRIL 2021 - MINUTES

- Received on 18 February 2021:
- Amended proposed car ports plans and elevations drawing no FLU.1126.20 Rev A
- Amended Plot 13 floor plans and elevations drawing no FLU.1126.13 Rev. K
- Amended Plots 1-2 floor plans and elevations drawing no FLU.1126.03 Rev. M
- Amended Plot 14-15 floor plans and elevations drawing no FLU.1126.18 Rev. B

Received on 12 March 2021:

- Amended flood risk assessment report and appendices A-G Issue 7
- Amended Flood risk assessment - appendices H-K
- Amended Flood risk assessment - appendices L- M

Reason: For the avoidance of doubt and in the interest of proper planning.

3. External materials

Prior to above foundation level works commencing, details of external facing materials for the development shall have been submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be carried out in accordance with approved details.

Reason: To ensure the satisfactory appearance of the development and in order to protect the character and amenity of the AONB area. This condition is applied in accordance with the National Planning Policy Framework, Policies ADPP5, CS14 and CS19 of the West Berkshire Core Strategy (2006-2026), the Quality Design SPD (June 2006) and Hermitage Village Design Statement.

4. Means of enclosure

Notwithstanding the provisions of the plans hereby approved, the development hereby permitted shall not be occupied until full details have been submitted to and approved in writing in respect of means of enclosure or boundary treatments on site, including all residential curtilages, to include a plan indicating the positions, design, materials and type of boundary treatment and gates to be erected within the site. The plan will also include the ecological mitigation fencing, children's play area fencing. The boundary treatments shall be completed in accordance with the approved scheme before the development hereby permitted is first occupied. The boundary treatment shall thereafter be retained in accordance with the approved details.

Reason In the interest of visual amenity and to protect neighbouring residential amenity, to reduce the risk of crime and anti-social behaviour and to ensure the satisfactory appearance of the development. This condition is imposed in accordance with the National Planning Policy Framework, Policy CS14 of the West Berkshire Core Strategy, the Quality Design SPD (design guidance on safe and high quality environments) 2007) and the Hermitage Village Design Statement.

5. Landscape and Ecological Management Plan

No development shall take place on the site until a Landscape and Ecological Management Plan (LEMP) has been submitted to and approved in writing by the local planning authority. The LEMP should be based on the Ecological Assessments by Ethos Environmental Planning dated September 2020 received on 07 October 2020 and the approved SuDS and Landscaping documents and plans. Such a Plan shall include:

- a) Detailed habitat creation and management prescriptions (including costings) for the retained and newly created habitats meeting all the needs of biodiversity net gain timeframes, monitoring and reviews.

WESTERN AREA PLANNING COMMITTEE - 28 APRIL 2021 - MINUTES

b) Provision of features for protected and priority fauna as outlined within the Ecological Assessment by Ethos Environmental Planning dated September 2020 received on 07 October 2020 and deliver the recommendations of this Assessment to ensure the appropriate protection and conservation of protected habitats and species.

c) Include (but not necessarily be limited to) details of management, maintenance and long-term protection of the hard and soft landscaping, public open space, and ecological mitigation area.

d) Submit a green phasing plan to interact with the CEMP and LEMP. Include the planting list, hard and soft infrastructure shown and boundary treatments and species and habitat enhancements and protections.

e) May incorporate any/all mitigation measures secured by other planning conditions attached to this permission, including SuDS and Landscaping. The approved LEMP shall be implemented in full upon commencement of development.

Reason: The LEMP is necessary to ensure the adequate protection and conservation of protected species and habitats on the site, and to achieve the specific recommendations of the submitted Ecological Assessment. A comprehensive LEMP will also ensure that interrelated landscape and ecological proposals are delivered and managed in a holistic manner. To ensure that habitats are protected and enhanced in the best way possible and that the planting can become as established as possible before handover to the management company as a condition. Detailed provisions for implementation are contained with the s106 legal agreement. The detailed LEMP is required before commencement of development because insufficiently detailed information has been submitted at the application stage, and it may include measures that require implementation during the construction phase. This condition is applied in accordance with the NPPF, Policies CS14, CS17, CS18 and CS19 of the West Berkshire Core Strategy (2006- 2026), and the Planning Obligations SPD.

6. Construction Environmental Management Plan (CEMP)

No development shall take place (including ground works, vegetation clearance) until a Construction Environmental Management Plan (CEMP) has been submitted to and approved in writing by the local planning authority. The CEMP shall include the following;

(a) A risk assessment of potentially damaging construction activities

(b) Identification of biodiversity protection zones

(c) Practical measures to avoid and reduce impacts during construction

(d) The location and timing of sensitive works to avoid harm to biodiversity features including protected species and tree protection measures

(e) The times during construction when specialist ecologists need to be present on site to oversee works

(f) Responsible persons and lines of communication

(g) The role and responsibilities of the ecological clerk of works or similarly competent person

(h) Use of protective fences, exclusion barriers and warning signs

(i) Any temporary lighting that will be used during construction

WESTERN AREA PLANNING COMMITTEE - 28 APRIL 2021 - MINUTES

(j) A scheme of works or such other steps to minimise the effects of dust during construction

(k) The implementation of these measures prior to the commencement of each phase.

The development shall not be constructed otherwise than in accordance with the approved CEMP.

Reason: To ensure the conservation and enhancement of the biodiversity assets of the site, including the protection of species and habitats. A pre-condition is required because insufficient information accompanies the application. This condition is applied in accordance with the National Planning Policy Framework, and Policy CS17 of the West Berkshire Core Strategy 2006-2026.

7. Updated Ecological Appraisal

In the event that development has not commenced 3 years from the date of this permission, no development shall take place until an updated Ecological Appraisal has been submitted to and approved in writing by the Local Planning Authority, together with any additional surveys recommended by the updated Ecological Appraisal. The updated surveys shall be used to inform the mitigation measures for this development.

Reason: If the development has not been commenced by September 2023 the ecological appraisal should be updated. This is because the latest ecology assessment report was dated September 2020 and many of the species considered during the current survey are highly mobile and the ecology of the site is likely to change over this period. This condition is applied in accordance with the statutory provisions relating to the protected species and habitats on the site, the National Planning Policy Framework, and Policy CS17 of the West Berkshire Core Strategy (2006-2026).

8. Natural England licence (bats and great crested newts)

Any works which affect bats or great crested newts, or result in loss or deterioration of their habitats (including site clearance) shall not in any circumstances commence unless the Local Planning Authority has been provided with either:

(a) A licence issued by Natural England pursuant to Regulation 53 of the Conservation of Habitats and Species Regulations 2010 authorising the specified activities to go ahead; or

(b) A statement in writing from Natural England to the effect that it does not consider that the specified activity will require a licence.

Reason: The approval of this information is required before development commences because insufficient information accompanies the application and mitigation will be required before any site clearance or development takes place.

This condition is applied to avoid contravention of the Conservation of Habitats and Species Regulations 2010 (as amended), and in accordance with the National Planning Policy Framework, and Policy CS17 of the West Berkshire Core Strategy (2006-2026).

9. Great crested newt mitigation scheme

No development shall take place until a great crested newt mitigation scheme has been submitted to and approved in writing by the Local Planning Authority. The mitigation scheme shall include (but not necessarily limited to) translocation of the

WESTERN AREA PLANNING COMMITTEE - 28 APRIL 2021 - MINUTES

areas of suitable terrestrial habitat, and translocation of the species, to the Ecological Mitigation Area. The submission shall include details of implementation timings.

Thereafter, the development shall not take place without the great crested newt mitigation scheme being implemented in accordance with the approved scheme.

Reason: To ensure the implementation of appropriate mitigation for great crested newts, including a translocation exercise, in line with the recommendations of the submitted Ecological Assessment. The approval of this information is required before development commences because insufficient information accompanies the application and mitigation will be required before any site clearance or development takes place. This condition is applied in accordance with the statutory provisions relating to great crested newts, the National Planning Policy Framework, and Policy CS17 of the West Berkshire Core Strategy (2006-2026).

10. Drainage measures

The use hereby permitted shall not commence until the sustainable drainage measures identified in the Flood Risk Assessment (prepared by Glanville Consultants Ltd, report ref: 023_8190446_AP_FRA Issue 7, dated 5 March 2021) have been implemented in accordance with the approved details. The sustainable drainage measures shall be maintained, retained and managed in accordance with the approved details thereafter.

Reason: To ensure that surface water will be managed in a sustainable manner. This condition is imposed in accordance with the National Planning Policy Framework, Policy CS16 of the West Berkshire Core Strategy (2006-2026), and Part 4 of Supplementary Planning Document Quality Design (June 2006).

11. Groundwater monitoring

No development shall take place until details of groundwater monitoring within the site have been submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure that groundwater does not restrict or limit the use of infiltration SuDS in accordance with Environment Agency guidelines and that the proposed infiltrating SuDS feature should be positioned no less than 1m above the peak groundwater level, and to inform the design of such SuDS measures. This condition is imposed in accordance with the National Planning Policy Framework, Policy CS16 of the West Berkshire Core Strategy (2006-2026), and Part 4 of Supplementary Planning Document Quality Design (June 2006).

12. Layout and design standards

The detailed layout of the site shall comply with the Local Planning Authority's standards in respect of road and footpath design and vehicle parking and turning provision and the Developer to enter into a Section 278/Section 38 Agreement for the adoption of all highway infrastructure within the site. This condition shall apply notwithstanding any indications to these matters which have been given in the current application.

Reason: In the interest of road safety and flow of traffic and to ensure waste collection. This condition is imposed in accordance with the National Planning Policy Framework, Policy CS13 of the West Berkshire Core Strategy (2006-2026) and Policy TRANS1 of the West Berkshire District Local Plan 1991-2006 (Saved Policies 2007).

WESTERN AREA PLANNING COMMITTEE - 28 APRIL 2021 - MINUTES

13. Access construction before development

No development shall take place until details of the proposed vehicular and pedestrian access into the site from Charlotte Close have been submitted to and approved in writing by the Local Planning Authority. As a first development operation, the vehicular, pedestrian/cycle access and associated engineering operations shall be constructed in accordance with the approved drawings.

Reason: To ensure that the accesses into the site are constructed before the approved buildings in the interest of highway safety. This condition is imposed in accordance with the National Planning Policy Framework and Policy CS13 of the West Berkshire Core Strategy (2006-2026).

14. Parking and turning in accordance with approved plans

No dwelling shall be occupied until the associated vehicle parking and turning spaces have been surfaced, marked out and provided in accordance with the approved plans. The parking and turning spaces shall thereafter be kept available for parking of private motor cars at all times.

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 imposed in accordance with the National Planning Policy Framework, Policy CS13 of the West Berkshire Core Strategy (2006-2026) and Policy TRANS1 of the West Berkshire District Local Plan 1991-2006 (Saved Policies 2007).

15. Cycle parking in accordance with approved plans

No dwelling shall be occupied until the cycle parking has been provided in accordance with the approved drawings and this area shall thereafter be kept available for the parking of cycles at all times.

Reason: To ensure the development reduces reliance on private motor vehicles and assists with the parking, storage and security of cycles. This condition is imposed in accordance with the National Planning Policy Framework, Policy CS13 of the West Berkshire Core Strategy (2006-2026) and Policy TRANS1 of the West Berkshire District Local Plan 1991-2006 (Saved Policies 2007).

16. Footway/cycleway provision

The tenth dwelling hereby approved shall not be occupied until:

- The 2.5 metre wide footway / cycleway and features have been constructed to the north east boundary
- The 2.5 metre wide footway / cycleway and features have been constructed onto Station Road including the crossing facility

These routes shall be constructed in accordance with the approved drawings.

Reason: In the interest of road safety and to ensure adequate and unobstructed provision for pedestrians and/or cyclists. This condition is imposed in accordance with the National Planning Policy Framework and Policy CS13 of the West Berkshire Core Strategy (2006-2026).

17. Construction method statement

No development shall take place until a Construction Method Statement has been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details. The statement shall provide for:

WESTERN AREA PLANNING COMMITTEE - 28 APRIL 2021 - MINUTES

- (a) The parking of vehicles of site operatives and visitors
- (b) Loading and unloading of plant and materials
- (c) Storage of plant and materials used in constructing the development
- (d) The erection and maintenance of security hoarding including decorative displays and facilities for public viewing
- (e) Wheel washing facilities
- (f) Measures to control the emission of dust and dirt during construction
- (g) A scheme for recycling/disposing of waste resulting from demolition and construction works
- (h) A site set-up plan during the works

Reason: To safeguard the amenity of adjoining land uses and occupiers and in the interests of highway safety. This condition is imposed in accordance with the National Planning Policy Framework, Policies CS5 and CS13 of the West Berkshire Core Strategy (2006-2026), Policy TRANS 1 of the West Berkshire District Local Plan 1991-2006 (Saved Policies 2007).

18. Electric Charging Point

No development shall take place until details of electric vehicle charging points has been submitted to and approved in writing by the Local Planning Authority. No dwelling shall be occupied until the associated electric vehicle charging point has been provided in accordance with the approved drawings. The charging point shall thereafter be retained and kept available for the potential use of an electric car.

Reason: To promote the use of electric vehicle. This condition is imposed in accordance with the National Planning Policy Framework, Policies CS13 and CS14 of the West Berkshire Core Strategy (2006-2026), Policy P1 of the Housing Site Allocation DPD and Policy TRANS1 of the West Berkshire District Local Plan 1991-2006 (Saved Policies 2007).

19. Broadband, Wi-Fi Fibre Connections and Mobile Phone Signal

Prior to above foundation level works commencing details of a Super-Fast Broadband, Wi-Fi Fibre Connections and Mobile Phone Signal Strategy Statement shall have been submitted and approved in writing by the Local Planning Authority. Such a Strategy Statement shall set out how super-fast broadband, Wi-Fi fibre connections and mobile phone signals are to be provided to the development, including a timeline schedule for connection. Thereafter no part of the development hereby permitted shall be occupied until the infrastructure has been provided in accordance with the approved details.

Reason: To ensure that the site is provided with high speed communications infrastructure in the interests of the amenity of the occupants of the site in accordance with the requirements of the National Planning Policy Framework, Policies CS5 and CS14 of the West Berkshire Local Plan Core Strategy (2006-2026).

20. Emergency water supplies

No dwelling shall be first occupied until either:

- (a) Private fire hydrants, or other suitable emergency water supplies, have been provided in accordance with details that have first been submitted to and approved in writing by the Local Planning Authority (in consultation with Royal Berkshire Fire and Rescue Service); or

WESTERN AREA PLANNING COMMITTEE - 28 APRIL 2021 - MINUTES

(b) Royal Berkshire Fire and Rescue Service confirm that such provision is not required (for example, because the main water supply for the development is sufficient) and confirmation of the same has been given in writing by the Local Planning Authority pursuant to this condition.

Reason: At present there are no available public mains in this area to provide suitable water supply in order to effectively fight a fire. Suitable private fire hydrant(s), or other suitable emergency water supplies, are therefore required to meeting Royal Berkshire Fire and Rescue Service requirements, in the interests of public safety. The approval of this information is required before development commences because insufficient information accompanies the application and it will affect the servicing of the development. This condition is applied in accordance with the National Planning Policy Framework and Policies CS5 and CS14 of the West Berkshire Core Strategy (2006-2026) and Supplementary Planning Document Quality Design (June 2006).

21. Refuse Storage

No dwelling shall be occupied until the refuse and recycling facilities have been provided in accordance with the approved drawings and these facilities shall be retained for this purpose thereafter.

Reason: To ensure that there is adequate and safe refuse/recycling facilities within the site. This condition is imposed in accordance with the National Planning Policy Framework, Policies CS13 and CS14 of the West Berkshire Core Strategy (2006-2026), and Supplementary Planning Document Quality Design (June 2006).

22. External lighting

No external lighting shall be installed until a lighting strategy has been submitted to and approved in writing by the Local Planning Authority. The strategy shall:

- (a) Identify those areas on the site that are particularly sensitive for bats and that are likely to cause disturbance.
- (b) Show how and where external lighting will be installed so that it can be clearly demonstrated that areas to be lit will not disturb or prevent the above species.
- (c) Include and isolux diagram of the proposed lighting.
- (d) Ensure all lighting levels are designed within the limitations of Environmental Lighting Zone 1, as described by the Institute of Lighting Engineers.

Notwithstanding the provisions of Article 3 and Schedule 2 of the Town and Country Planning (General Permitted Development) (England) Order 2015, no external lighting shall be installed except in accordance with the specifications and locations set out in the strategy and these shall be maintained thereafter in accordance with the strategy. Under no circumstances should any other external lighting be installed without prior consent from the local planning authority.

Reason: Firstly, to ensure the conservation and enhancement of the biodiversity assets of the site, including the protection of species and habitats. Secondly, to conserve the dark night skies characteristics 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 ADPP5, CS14, CS17 and CS19 of the West Berkshire Core Strategy (2006-2026).

23. Hours of work (construction)

No construction works shall take place outside the following hours:

WESTERN AREA PLANNING COMMITTEE - 28 APRIL 2021 - MINUTES

7:30am to 6:00pm Mondays to Fridays;

8:30am to 1:00pm Saturdays;

No work shall be carried out at any time on Sundays or Bank Holidays.

Reason: To safeguard the amenities of adjoining land uses and occupiers. This condition is applied in accordance with the National Planning Policy Framework, and Policy CS14 of the West Berkshire Core Strategy (2006-2026).

24. Noise Mitigation

The development hereby approved shall not be occupied until the noise mitigation measures as set out in the Noise assessment report No: P16-585-R02v2 dated March 2020, submitted with the application, have been implemented. The noise mitigation measures shall be retained and maintained thereafter

Reason: To protect future occupants from the adverse effects of excessive noise levels that may be generated by the adjacent commercial uses and any other noise sources in the area. This condition is applied in accordance with the National Planning Policy Framework, Policy CS14 of the West Berkshire Core Strategy (2006-2026), Policy OVS.6 of the West Berkshire District Local Plan 1991 -2006 (Saved Policies 2007), and Quality Design SPD.

25. Contaminated land condition

Unless otherwise agreed by the Local Planning Authority, development other than that required to be carried out as part of an approved scheme of remediation must not commence until conditions 1 to 4 have been complied with. If unexpected contamination is found after development has begun, development must be halted on that part of the site affected by the unexpected contamination to the extent specified by the Local Planning Authority in writing until condition 4 has been complied with in relation to that contamination.

1. Site Characterisation

An investigation and risk assessment, in addition to any assessment provided with the planning application, must be completed in accordance with a scheme to assess the nature and extent of any contamination on the site, whether or not it originates on the site. The contents of the scheme are subject to the approval in writing of the Local Planning Authority. The investigation and risk assessment must be undertaken by competent persons and a written report of the findings must be produced. The written report is subject to the approval in writing of the Local Planning Authority.

The report of the findings must include:

(i) a survey of the extent, scale and nature of contamination;

(ii) an assessment of the potential risks to:

- human health,
- property (existing or proposed) including buildings, crops, livestock, pets, woodland and service lines and pipes,
- adjoining land,
- groundwater and surface waters,
- ecological systems,
- archaeological sites and ancient monuments;

(iii) an appraisal of remedial options, and proposal of the preferred option(s).

This must be conducted in accordance with DEFRA and the Environment Agency's 'Model Procedures for the Management of Land Contamination, CLR 11'.

WESTERN AREA PLANNING COMMITTEE - 28 APRIL 2021 - MINUTES

2. Submission of Remediation Scheme

A detailed remediation scheme to bring the site to a condition suitable for the intended use by removing unacceptable risks to human health, buildings and other property and the natural and historical environment must be prepared, and is subject to the approval in writing of the Local Planning Authority. The scheme must include all works to be undertaken, proposed remediation objectives and remediation criteria, timetable of works and site management procedures. The scheme must ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation.

3. Implementation of Approved Remediation Scheme

The approved remediation scheme must be carried out in accordance with its terms prior to the commencement of development other than that required to carry out remediation, unless otherwise agreed in writing by the Local Planning Authority. The Local Planning Authority must be given two weeks written notification of commencement of the remediation scheme works.

Following completion of measures identified in the approved remediation scheme, a verification report that demonstrates the effectiveness of the remediation carried out must be produced, and is subject to the approval in writing of the Local Planning Authority.

4. Reporting of Unexpected Contamination

In the event that contamination is found at any time when carrying out the approved development that was not previously identified it must be reported in writing immediately to the Local Planning Authority.

An investigation and risk assessment must be undertaken in accordance with the requirements of condition 1, and where remediation is necessary a remediation scheme must be prepared in accordance with the requirements of condition 2, which is subject to the approval in writing of the Local Planning Authority.

Following completion of measures identified in the approved remediation scheme a verification report must be prepared, which is subject to the approval in writing of the Local Planning Authority in accordance with condition 3.

If required:

5. Long Term Monitoring and Maintenance

A monitoring and maintenance scheme to include monitoring the long-term effectiveness of the proposed remediation over a period to be agreed with LPA, and the provision of reports on the same must be prepared, both of which are subject to the approval in writing of the Local Planning Authority.

Following completion of the measures identified in that scheme and when the remediation objectives have been achieved, reports that demonstrate the effectiveness of the monitoring and maintenance carried out must be produced, and submitted to the Local Planning Authority.

This must be conducted in accordance with DEFRA and the Environment Agency's 'Model Procedures for the Management of Land Contamination, CLR 11'.

Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite

WESTERN AREA PLANNING COMMITTEE - 28 APRIL 2021 - MINUTES

receptors. To ensure that any unexpected contamination encountered during the development is suitably assessed and dealt with, such that it does not pose an unacceptable risk to human health or the environment. This condition is applied in accordance with the National Planning Policy Framework, Policies CS14 of the West Berkshire Core Strategy (2006 -2026), and Policies OVS.5 of the West Berkshire District Local Plan 1991 -2006 (Saved Policies 2007).

26. Construction Management Plan

No development shall not take place until details of a scheme (Construction Method Statement) to control the environmental effects of the demolition and/or construction work has been submitted to and approved in writing by the Local Planning Authority.

The scheme shall include:-

- (i) the control of noise
- (ii) the control of dust, smell and other effluvia
- (iii) the control of rats and other vermin
- (iii) the control of surface water run-off
- (iv) the proposed method of piling for foundations (if any)
- (v) proposed construction and demolition working hours
- (vi) hours during the construction and demolition phase when delivery vehicles, or vehicles taking materials, are permitted to enter or leave the site.

The development shall be carried out in accordance with the approved scheme.

Reason: To safeguard the amenity of adjoining land uses and occupiers. The approval of this information is required at this stage because insufficient information has been submitted with the application. The approval of this information is required before development commences because insufficient information accompanies the application and the Construction Management Plan must be in place before construction operations commence. This condition is applied in accordance with the National Planning Policy Framework, Policies CS14 of the West Berkshire Core Strategy (2006 -2026), and Policies OVS.5, OVS.6 of the West Berkshire District Local Plan 1991 -2006 (Saved Policies 2007).

27. Thames Water

No dwelling shall be occupied until confirmation of capacity of the water supply and any upgrades required to accommodate the development from Thames Water has been submitted and approved in writing by the local planning authority as part of a discharge of condition application for that purpose. The confirmation from Thames Water shall provide that either:

- a) all water network upgrades required to accommodate the additional flows to serve the development have been completed; or
- b) a development and infrastructure phasing plan has been agreed with Thames Water to allow additional development to be occupied.

Where a development and infrastructure phasing plan is agreed with Thames Water, no occupation of those agreed dwellings shall take place other than in accordance with the agreed development and infrastructure phasing plan.

Thereafter the development shall be carried out in accordance with the approved details.

WESTERN AREA PLANNING COMMITTEE - 28 APRIL 2021 - MINUTES

Reason: To ensure the provision of adequate and appropriate infrastructure for water supply. The development may have low / no water pressures and network reinforcement works are anticipated to be necessary to ensure that sufficient capacity is made available to accommodate additional demand anticipated from the new development. Any identified reinforcement works will be necessary in order to avoid low / no water pressure issues. This condition is applied in accordance with the National Planning Policy Framework, Policies CS5 of the West Berkshire Core Strategy (2006-2026).

28. Petrol / oil interceptors

No development shall commence until details of petrol / oil interceptors to be fitted in all car parking areas are submitted to and approved in writing by the Local Planning Authority. The approved details shall be retained and maintained thereafter as the approved details.

Reason: To ensure the protection of the watercourses within the area from potential pollutants. The approval of this information is required before development commences because insufficient information accompanies the application and the details of petrol / oil interceptors must be in place before construction operations commence. This condition is applied in accordance with the National Planning Policy

Framework, Policies CS14 and CS16 of the West Berkshire Core Strategy (2006 - 2026), and Policies OVS.5 of the West Berkshire District Local Plan 1991 -2006 (Saved Policies 2007).

29. Landscaping

All landscape works shall be completed in accordance with the submitted plans, schedule of planting and retention, programme of works and other supporting information including drawing numbers Detailed Soft Landscaping proposal ACD Environmental CALA22960-11A Sheets 1 and 2.

Any trees, shrubs or hedges planted in accordance with the approved scheme which are removed, die, or become diseased within five years from completion of this development shall be replaced within the next planting season by trees, shrubs or hedges of a similar size and species to that originally approved.

Reason: To ensure the implementation of a satisfactory scheme of landscaping in accordance with the objectives of the NPPF and Policies CS14, CS18 and CS19 of the West Berkshire Core Strategy 2006-2026 and Hermitage Village Design Statement.

30. Landscaping implementation

The approved landscaping plan Detailed Soft Landscaping proposal ACD Environmental CALA22960-11A Sheets 1 and 2 shall be implemented within the first planting season following completion of development or in accordance with a programme submitted to and approved in writing by the Local Planning Authority.

Any trees, shrubs or plants that die or become seriously damaged within five years of this development shall be replaced in the following year by plants of the same size and species.

Reason: To ensure the implementation of a satisfactory scheme of landscaping. This condition is applied in accordance with the NPPF and Policies CS14, CS18 and CS19 of West Berkshire Core Strategy 2006-2026 and Hermitage Village Design Statement.

WESTERN AREA PLANNING COMMITTEE - 28 APRIL 2021 - MINUTES

31. Tree Protection

Protective fencing shall be implemented and retained intact for the duration of the development in accordance with the tree and landscape protection scheme identified on approved drawing numbered plan Barrell tree Consultancy Tree Protection Plan 20066 BT-3.

Within the fenced areas, there shall be no excavations, storage of materials or machinery, parking of vehicles or fires

Reason: To ensure the enhancement of the development by the retention of existing trees and natural features during the construction phase. This condition is applied in accordance with the NPPF and Policies CS14, CS18 and CS19 of West Berkshire Core Strategy 2006-2026 and Hermitage Village Design Statement.

32. The Arboricultural Method Statement

The Arboricultural Method Statement and tree protection measures within report ref: Barrell tree Consultancy Arboricultural Method Statement V2.1 shall be implemented in full and tree protection measures and works carried out in accordance with the Assessment. No changes shall be made to the works unless amendments have been submitted to and approved in writing by the Local Planning Authority and shall include details of any changes to the implementation, supervision and monitoring of all temporary tree protection and any special construction works within any defined tree protection area.

Reason: To ensure the protection of trees identified for retention at the site. This condition is applied in accordance with the NPPF and Policies CS14, CS18 and CS19 of West Berkshire Core Strategy 2006-2026.

33. Arboricultural supervision condition

No development shall take place (including site clearance and any other preparatory works) until the applicant has secured the implementation of an arboricultural watching brief in accordance with a written scheme of site monitoring, which has been submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure the enhancement of the development by the retention of existing trees and natural features during the construction phase. A pre-commencement condition is necessary because insufficient detailed information accompanies the application; tree protection installation measures and site supervision works may be required to be undertaken throughout the construction phase and so it is necessary to approve these details before any development takes place. This condition is applied in accordance with the NPPF and Policies CS14, CS18 and CS19 of West Berkshire Core Strategy 2006-2026.

Informatives

1. Approach of the LPA

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. In this application whilst there has been a need to balance conflicting considerations, the local planning authority has worked proactively with the applicant to secure and accept what is considered to be a development which improves the economic, social and environmental conditions of the area.

WESTERN AREA PLANNING COMMITTEE - 28 APRIL 2021 - MINUTES

2. CIL

The development hereby approved results in a requirement to make payments to the Council as part of the Community Infrastructure Levy (CIL) procedure. A Liability Notice setting out further details, and including the amount of CIL payable will be sent out separately from the Decision Notice. You are advised to read the Liability Notice and ensure that a Commencement Notice is submitted to the authority prior to the commencement of the development. Failure to submit the Commencement Notice will result in the loss of any exemptions claimed, and the loss of any right to pay by instalments, and additional costs to you in the form of surcharges. For further details see the website at www.westberks.gov.uk/cil

3. Legal agreements - Section 106

This Decision Notice must be read in conjunction with the terms of the Legal Agreement of the *. You are advised to ensure that you have all the necessary documents before development starts on site.

4. Fire hydrants

There are at present, no available public mains in this area to provide a suitable water supply in order to effectively fight a fire. The applicant is advised to provide suitable private fire hydrants, or other suitable emergency water supplies to meet Royal Berkshire Fire & Rescue Service requirements. The attached condition is instructive.

5. Surface water drainage (Thames Water informative)

It is the responsibility of a developer to make proper provision for drainage to ground, water courses or a suitable sewer. In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of groundwater. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. They can be contacted on 0800 009 3921.

6. Thames Water main(Thames Water informative)

There is a Thames Water main crossing the development site which may/will need to be diverted at the Developer's cost, or necessitate amendments to the proposed development design so that the aforementioned main can be retained. Unrestricted access must be available at all times for maintenance and repair. Please contact Thames Water Developer Services, Contact Centre on Telephone No: 0800 009 3921 for further information.

7. Construction noise

The attention of the applicant is drawn to the requirements of Section 60 of the Control of Pollution Act 1974 in respect of the minimisation of noise on construction and demolition sites. Application under Section 61 of the Act, for prior consent to the works, can be made to West Berkshire Environmental Health. For more information:

email ehadvice@westberks.gov.uk, call 01635 519192,
or visit <http://info.westberks.gov.uk/environmentalhealth>.

WESTERN AREA PLANNING COMMITTEE - 28 APRIL 2021 - MINUTES

8. Access construction

The Highways Manager, West Berkshire District Council, Transport & Countryside, Council Offices, Market Street, Newbury, RG14 5LD, telephone number 01635 – 519887, 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.

9. Damage to verges,etc.

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.

55. Appeal Decisions relating to Western Area Planning Committee

Members noted the outcome of appeal decisions relating to the district.

Councillor Hilary Cole noted that appeal decisions were listed by committee, which was useful in allowing Members to see decisions in areas they were not directly involved with. She thanked officers for their work.

(The meeting commenced at 6.30 pm and closed at 9.38 pm)

CHAIRMAN

Date of Signature