

<b>Item No</b>	<b>Application No. and Parish</b>	<b>8/13 week date</b>	<b>Proposal, Location and Applicant</b>
(2)	15/03196/COMIND Cold Ash	2 March 2016	Flood alleviation scheme. Land off Tull Way, Thatcham. Highways and Transport Department, West Berkshire Council.

To view the plans and drawings relating to this application click the following link:  
<http://planning.westberks.gov.uk/rpp/index.asp?caseref=15/03196/COMIND>

**Recommendation Summary:**            **The Head of Planning and Countryside be authorised to grant planning permission**

**Ward Member(s):**                            Councillor Garth Simpson

**Reason for Committee Determination:**            As a major application on Council owned land the proposal has to be considered by Committee under the Council's Constitution.

**Committee Site Visit:**                      Thursday 16<sup>th</sup> February 2017.

<b>Contact Officer Details</b>	
<b>Name:</b>	Lydia Mather
<b>Job Title:</b>	Senior Planning Officer
<b>Tel No:</b>	(01635) 519111
<b>E-mail Address:</b>	<a href="mailto:Lydia.mather@westberks.gov.uk">Lydia.mather@westberks.gov.uk</a>

## 1. Site History

13/02461/SCREEN: Environmental Impact Assessment Screening Opinion - Proposed Flood Alleviation Scheme at Tull Way, Thatcham. EIA not required 25.10.13.

15/00071/COMIND - Approval of flood alleviation scheme, September 2015.

## 2. Publicity of Application

Press Notice Expired: 18/12/2015

Site Notice Expired: 08/01/2015

## 3. Consultations and Representations

**Cold Ash Parish** Support.

**Council:**

**Thatcham Town** No objection.

**Council (adj):**

**Highways:** No objection following amended plans and additional information, subject to conditions.

**Archaeology:** No objection subject to condition.

**Minerals and** No objection subject to condition.

**Waste:**

**Tree Officer:** No objection subject to condition.

**Ecology:** No objection.

**Natural England:** No objection.

**Environmental** No objection subject to condition.  
**Health:**

## 4. Policy Considerations

4.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that the determination of any planning application must be made in accordance with the development plan unless material considerations indicate otherwise.

The statutory development plan comprises:

- The West Berkshire Core Strategy 2006-2026
- The West Berkshire District Local Plan Saved Policies 2007
- The South East Plan 2009 Policy in so far as Policy NRM6 applies
- The Replacement Minerals Local Plan for Berkshire 2001
- The Waste Local Plan for Berkshire 1998

4.2 The following Core Strategy policies carry full weight and are relevant to this application:

- National Planning Policy Framework Policy
- Area Delivery Plan Policy 1: Spatial Strategy
- Area Delivery Plan Policy 2: Newbury
- Area Delivery Plan Policy 3: Thatcham

- CS 13: Transport
- CS 14: Design Principles
- CS 16: Flooding
- CS 17: Biodiversity and Geodiversity
- CS 18: Green Infrastructure
- CS 19: Historic Environment and Landscape Character

4.3 The saved policies of the West Berkshire District Plan carry due weight according to their degree of conformity with the National Planning Policy Framework. The following saved policies are relevant to this application:

- TRANS.1: Meeting the Transport Needs of New Development
- OVS.5: Environmental Nuisance and Pollution Control

4.4 Other material considerations include:

- The National Planning Policy Framework 2012
- The Planning Practice Guidance Suite 2014
- Manual for Streets
- The Wildlife and Countryside Act 1981 (as amended).
- The Conservation of Habitats and Species Regulations 2010
- West Berkshire Supplementary Planning Document Quality Design 2006
- Cold Ash and Ashmore Green Village Design Statement

## **5. Description of Development**

5.1 The application is a resubmission of a previous permission with some amendments to the internal layout and materials. An additional stretch of track is proposed over the eastern side of the bund to provide access to a field to the north. The parking for one or two inspection vehicles after construction would now be on the access track to the centre of the rear access track, rather than a separate designated area. The materials for the headwall and wingwall within the bund would be concrete rather than brick.

5.2 Following the floods of July 2007, West Berkshire Council undertook a Flood Survey which identified Thatcham as one of the areas which experienced surface water flooding. In 2009, in partnership with DEFRA, West Berkshire Council undertook a Surface Water Management Plan (SWMP) for Thatcham. As part of the SWMP, an analysis of flooding from ordinary watercourses and overland flow was undertaken. This identified the area surrounding Tull Way in Thatcham as having been severely affected by flooding from a combination of ordinary watercourse and overland flows.

5.3 As part of the SWMP, an outline design for an earth bund and detention basin was produced to reduce the risk of flooding to the North West of Thatcham. This detention basin would provide flood protection to approximately 200 residential properties and improve safety of the travelling public on Tull Way itself.

5.4 The Tull Way Flood Alleviation Scheme follows on from Phase 1 of the Cold Ash Hill Flood Alleviation Scheme which was completed in the summer of 2014. Tull Way is located to north-west of Thatcham in West Berkshire, which is approximately 3 miles to the east of Newbury. The site is to the north of Tull Way Road and consists of arable farm land and paddock.

- 5.5 The Ash Bourne and an unnamed ditch flow beneath Tull Way at this location continue to flow in culverts through Thatcham before discharging into the Moor Ditch and then the River Kennet. Thatcham is within 'Thames Sub-Area 1' where the preferred policy is for the Environment Agency to 'take action with others to store water or manage run-off in locations that provide overall flood risk reduction or environmental benefits'.
- 5.6 The Ash Bourne has been overflowing and flooding properties where it crosses Bowling Green Road since the 1950s. This area has suffered a number of flood events in July 2007 and 2008. Northfield Road, whose surface water drainage is connected to the Ash Bourne in culvert, has suffered numerous flood events since the 1970s. The Ash Bourne has historically exceeded its capacity in the north west of Thatcham causing flooding on Bowling Green Road and the surrounding area. The worst flooding experienced was in July 2007 where more than 431 residential properties in the central part of Thatcham were affected, including the residential properties around Florence Gardens and Bowling Green Road.
- 5.7 The flooding has been attributed to the overland flows from the areas to the north of Thatcham which exceeded the capacity of the Ash Bourne watercourse and ditches to the south of Tull Way. The detailed hydraulic modelling undertaken as part of this study estimated 312 residential properties at risk of internal flooding, with a total of 1,412 residential properties estimated to be at risk of surface water flooding during the climate change 1 in 100 rainfall event.
- 5.8 This application seeks permission for a flood alleviation scheme on the north side of Tull Way set back from the road which comprises the creation of a bund of varying height that rises from the western end to a maximum height of 2.81 metres above the road level toward the eastern end of the bund. The bund would be approximately 330 metres in length from east to west. A further 45 metres length of bund at the eastern end of the site which runs behind the residential dwellings of Henwick Close is also proposed.
- 5.9 The design comprises the construction of an earth bund of mainly imported material. It is estimated that approximately 15,615m<sup>3</sup> of imported material will be required. Currently there are two ditches that channel flows under Tull Way. It is envisaged that these two watercourses will be merged upstream of the bund and channelled through the bund and under the highway by extending the existing road culvert. Flows through the bund will be managed by way of a control structure that will be protected by a trash screen. The materials of this structure have been amended with this application from brick to concrete.
- 5.10 The quantity of water to be retained in the basin is estimated to be 56,300m<sup>3</sup>. The surface area at top water level is estimated to be 42,000 m<sup>2</sup>. The site will be classified as a reservoir under the Reservoirs Act and the design and construction will be overseen by an appointed Panel Engineer. The scheme has been designed to work in conjunction with the existing Thames Water surface water drainage systems. In previous times of intense rain fall the Thames Water system has become overwhelmed and water has overflowed the road and flooded the residential areas to the south of Tull Way. The attenuation bund is designed to attenuate flows and allow a controlled release in to the Thames Water system.

- 5.11 An access road into the site is proposed at the western end of the bund which splits with one route travelling to the rear of the bund providing access to the bottom of the sluice only, and the field to the north. The sluice access track ends approximately halfway along the bund. The other route travels along the entire spine of the bund, at a raised level, to enable access to the top of the headwall and control of the sluice. This route then continues along the top of the bund and provides an exit at the eastern end of the bund. This application includes a spur that was not previously proposed to the track to the eastern end of the bund to provide access to the field to the north.
- 5.12 The majority of the bund is to be planted with wildflower grass planting. A replacement hedgerow interspersed with trees is proposed along the southern edge of the bund between the bund and the road. Along the northern edge of the access road, behind the bund, a hedgerow is also proposed. The remainder of the northern edge of the bund is proposed to be planted with a wildflower meadow mix and trees. A timber fence and field gate is proposed along the northern edge of the bund and access road. Access routes into the site will have timber field gates. A public right of way currently runs through the site and the public right of way access is maintained with the proposal through the provision of steps over the bund itself.

## **6. Consideration of the Proposal**

The main issues for consideration in the determination of this application are:

- 6.1. Principle of the development;
- 6.2. The impact on the character and appearance of the area;
- 6.3. The impact on neighbouring amenity;
- 6.4. Highway and Public Rights of Way matters;
- 6.5. Other matters.

### **6.1 Principle of Development**

- 6.1.1. The site is located outside of but adjacent to the defined settlement boundary of Thatcham which runs along the southern side of Tull Way, as defined by Policy HSG.1 of the West Berkshire District Local Plan Saved Policies. As such the application site falls within the open countryside as identified within Policy ADPP1 of the Core Strategy.
- 6.1.2. Policy ADPP2 states that ‘opportunities will be taken to reduce flood risk, particularly in the Town Centre through flood alleviation scheme and redevelopment’. Policy ADPP3 of the Core Strategy which is applicable to development within Thatcham adjacent to the application site does also note that ‘the risk of flooding within the area will be reduced and managed through the implementation of schemes within the Thatcham Surface Water Management Plan and in accordance with Policy CS16.’ The proposed flood alleviation scheme is identified within the Thatcham Surface Water Management Plan (2010). The principle of the development is therefore considered acceptable unless there are significant adverse impacts or specific policies which indicate permission should be refused.

## **6.2. The Impact on the Character and Appearance of the Area**

- 6.2.1 The site is located on the northern side of Tull Way. To the southern side of Tull Way is the built up area of Thatcham. At the western end of the application site are the rear gardens of residential dwellings within Henwick Close. The ground level rises from the A4 junction with Tull Way and then drops as one continues along Tull Way towards the application site. The application site is located within a dip in the local terrain with the ground levels rising to the north/north-west and south-west.
- 6.2.2 The proposal will alter the appearance of the site significantly through the engineering works proposed. The bund is set back from the road on land that is at a lower level than the road itself. The spine of the bund is located approximately 20 metres from the edge of the road at its highest point. Views towards the countryside to the north and north-west of the application site will be obscured by the proposed bund for a length of approximately 250 metres when travelling along Tull Way. This would be detrimental to the existing character of the immediate area which enables views across to countryside and creates a sense of space to the edge of settlement location.
- 6.2.3. In the early stages of construction the appearance of the site will be greatly altered. However once the proposed bund has been constructed, and the proposed landscaping established, the development will be softened considerably and large sections of the bund will be obscured in views out towards the countryside from Tull Way. The views from the public right of way which crosses the bund will be greatly altered for a short section of the footpath from Tull Way when travelling north along the footpath. When travelling south along the footpath towards Tull Way the bund will be apparent in views and will obscure some views of the built form of Thatcham. The bund will be seen as a man made feature, however, as the landscaping proposed is established this will be softened greatly in views from the footpath when travelling southwards.
- 6.2.4 The proposed bund is of significant height reaching approximately 2.8 metres above the level of Tull Way at the highest point. However it is set back from the road with the spine of the bund being located approximately 20 metres from the road edge at the highest point. Landscaping along the side of the bund will help the man-made structure blend into the surrounding fields to the north and north-west. A hedgerow will be planted between the bund and the road for approximately 250 metres from the western end to the east. Part way along the bund is a spillway section of the bund over which protection matting has to be located and as such a hedgerow is unable to be planted for a short section between the bund and the road.
- 6.2.5 The proposed access routes to the rear of the bund, and along the spine, will be constructed with compacted stone. The steps of the footpath over the bund will be constructed using timber retainers filled with compacted hoggin. A 1 metre tall wooden hand rail is also proposed. At the headwall where the flow of water is to be controlled is a hand wheel for raising and lowering the sluice, a trash screen to prevent debris from flowing further downstream and concrete access steps to the bottom of the bund where the outfall culvert is to be located. The headwall is cut into the bund structure and its sides will be finished with concrete on the side walls of the headwall. Therefore the trash screen, concrete steps and wingwalls will be largely hidden from view.

- 6.2.6 Overall the proposal will result in a significant change to ground levels and views into and out of the countryside. The proposal will be seen as a man made structure on the edge of the settlement of Thatcham. The extensive landscaping proposed will greatly soften the development and help it to blend in with the surrounding fields to the north and reduce the impact from Tull Way. However the access paths, timber fencing and gates at a height, steps and wingwalls do introduce alien features in views from the public realm.
- 6.2.7 Therefore the proposal is considered to detrimentally impact on the character and appearance of the countryside. This has to be balanced against the planning merits of the proposal which is discussed later in this report.

### **6.3. Impact on Neighbouring Amenity**

- 6.3.1 Planning Policies CS 14 and CS 19 of the West Berkshire Core Strategy are of importance with regard to the potential impact upon neighbouring amenity. Policy CS 14 requires new development to make a positive contribution to the quality of life in West Berkshire. There will be an impact on the outlook from the properties along Henwick Close that back on to the site at the east and on the south side of Tull Way. However, due to the separation between the bund and the properties themselves, as well as the site being at a lower ground level, the overall height of the bund will not cause significant loss of daylight to those properties.
- 6.3.2 The construction works themselves will cause potential noise disturbance. A construction management plan has been submitted with the application detailing the hours goods vehicles can enter and exit the site and how local residents will be provided information on the works. A condition that requires the construction management plan to be adhered to would secure these measures.
- 6.3.3 The additional stretch of access track within the site to the east would involve some visibility from vehicles accessing the field to the rear towards the rear gardens of Henwick Close. As a private access track serving a field the frequency of car movements would be very low and would not involve long term parking on the track itself. The impact of the additional stretch of access is therefore considered acceptable.

### **6.4. Highway and Public Rights of Way matters**

- 6.4.1 The construction of the bund will require the importation of approximately 15,615m<sup>3</sup> of imported material. This will result in approximately 1250 deliveries by HGV to the site over a period of 3 months which equates to approximately 42 HGV movements daily (21 vehicles in and 21 vehicles out). The material is to be sourced from AWE Burghfield with a haul route via the A4, Henwick Roundabout. Initially, all site traffic will leave site from the western access along Tull Way but as works progress, site tippers will leave from the western access for the latter stages of construction and other vehicles will be permitted to use the eastern access.
- 6.4.2 The number of HGV movements and haulage route has been reviewed by the Highways Officer and is considered satisfactory for the relatively short period of construction. A parking space provided on the site will be used for maintenance and inspection vehicles to attend to the finished structure. Typically it is expected that one vehicle will be required for inspection purposes and two vehicles for

maintenance purposes (though not necessarily at the same time). Therefore, it is considered that adequate off road parking is proposed. During the construction phases of the works construction vehicles would park within a designated area of the site compound.

- 6.4.3 Swept path plans for tipper trucks using the western access have been provided and are considered acceptable. Plans showing suitable visibility splays at both accesses during construction and post-construction have also been provided and are considered acceptable.
- 6.4.4 A construction management plan has also been submitted together with a transport note which details vehicles movements and times and routes of HGV movements as well as contractor parking within the site, wheel washing facilities, road sweeping where necessary, communication with local residents and storage of materials. These are considered acceptable.
- 6.4.5 The drawings submitted show a bonded material to be used at the access points for a distance of five metres set back from the edge of the carriageway during and post construction to reduce the risk of migration of loose material onto Tull Way. This is considered acceptable.
- 6.4.6 Therefore the proposal is not considered to detrimentally impact on highway safety.
- 6.4.7 In respect of the existing public right of way footpath (COLD/4/3) there will be disruption to this route whilst construction is taking place. Once constructed an appropriately surfaced stepped route over the bund will be in place. Therefore the proposal is not considered to detrimentally impact on the public right of way. Overall the application is considered acceptable under development plan policies CS 13 and CS 18 of the Core Strategy and TRANS.1 of the Local Plan.

## **6.5. Other matters**

### **Impact on Biodiversity**

- 6.5.1 The application has been reviewed by the Principal Ecologist who raises no objections subject to conditions to ensure protection of species and provision of suitable landscaping to enhance biodiversity in accordance with Policy CS17 of the Core Strategy.

### **Flooding**

- 6.5.2 As previously noted the development proposed has been detailed in the Thatcham Surface Water Management Plan (2010) and extensive consultation with the Thatcham Flood Forum and Thatcham Town Council has been undertaken by the applicants. The development proposed accords with Policies ADPP3 and CS16 of the Core Strategy as it will enable management and reduction of flooding. The flood alleviation scheme will be managed and maintained by West Berkshire Council.



## **Planning Balance**

6.5.3 As identified in this report the proposed flood alleviation scheme will impact on the immediate character and appearance of the area. The bund will create an enclosed feel for a relatively short length of Tull Way. However the bund is set within terrain that rises to the north, north-west and south-west. Furthermore the built up area of Thatcham to the south-east also limits the extent of impact of the development on the wider area. The development would contribute a significant public benefit through the reduction in risk of flooding to the north-west of Thatcham. The detention basin created would provide flood protection to approximately 200 residential properties and improve the safety of the travelling public on Tull Way itself. Therefore, whilst some harm to the character and appearance of the area has been identified, this is considered to be limited to the immediate area and is outweighed by the significant public benefit that the flood alleviation scheme would create. The additional access track to the east of the site over the bund, and the change in material within the headway itself is not considered to alter the overall assessment of the scheme.

## **Presumption in Favour of Sustainable Development**

6.5.4 The NPPF has introduced a presumption in favour of sustainable development, which paragraph 197 advises should be applied in assessing and determining development proposals.

6.5.5 The NPPF identifies three dimensions to sustainable development: economic, social and environmental. The policies of the NPPF, taken as a whole, constitute the Government's view of what sustainable development in England means in practice for the planning system.

6.5.6 In contributing to the economic role the development proposed would aid in providing short term economic benefits during the construction phase. However this is of limited economic benefit. The protection of a significant number of homes and businesses from flooding is considered to contribute to long term economic benefits.

6.5.7 Contributing to protecting and enhancing the natural, built and historic environment is fundamental to fulfilling the environmental role of planning. As detailed in this report the proposal would introduce some limited detrimental impact to the character and appearance of the area through the introduction of a man-made structure partially obscuring views into and out of the countryside. This weighs against the environmental sustainability of the proposal.

6.5.8 However the development of the flood alleviation scheme would contribute to protecting the built environment of Thatcham in favour of the environmental sustainability of the proposal. Furthermore the proposal is considered to be of significant public benefit to reduce the risk of flooding to a wide area and help protect a large number of residential properties as well as the travelling public from flooding in the future. This is considered to contribute significantly to the social sustainability of the proposal. As such in balancing the dimensions of sustainable development identified in the NPPF the proposed when taken as a whole would constitute sustainable development in accordance with the NPPF.

## **7. Conclusion**

- 7.1. Having taken account of all the relevant policy considerations and the other material considerations referred to above, it is considered that, on balance, the development proposed is acceptable and should be approved for the reasons set out below.
- 7.2. The principle development proposed has been detailed in the Thatcham Surface Water Management Plan (2010) and is in accordance with the Core Strategy specifically Policies ADPP2 and ADPP3 as well as CS16.
- 7.3. The development would introduce some detrimental impact to the immediate character and appearance of the area through the introduction of a man-made structure partially obscuring views into and out of the countryside. The bund will also create an enclosed feel for a relatively short length of Tull Way. However the impact on the wider area is considered to be relatively limited due to local terrain and the built up area of Thatcham to the south-east.
- 7.4. The development would contribute a significant public benefit through the reduction in risk of flooding to the north-west of Thatcham. The detention basin created would provide flood protection to approximately 200 residential properties and improve the safety of the travelling public on Tull Way itself. Therefore, whilst some limited harm to the character and appearance of the area has been identified, this is considered to be outweighed by the significant public benefit that the flood alleviation scheme would create.

## **8. Full Recommendation**

- 8.1. The Head of Planning and Countryside be authorised to grant planning permission subject to the conditions previously applied regarding approved plans, access construction, visibility splays, after construction parking, construction method statement, landscaping, set back of access gates, boundary treatments, archaeology, and ecology conditions. An additional condition specifically regarding materials is also to be applied in accordance the materials agreed by Natural England for the imported material to construct the bund and for the headwall.

## **9. Conditions**

### **Time Limit**

1. The development shall be started within three years from the date of this permission and implemented strictly in accordance with the approved plans.

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); to enable the Local Planning Authority to review the desirability of the development should it not be started within a reasonable time.

### **Plans**

2. The development hereby permitted shall be carried out in accordance with drawing numbers:  
3189-GA-100 Rev G, 3189-SD-101 Rev G received on 20 January 2017;  
WBC/118/8K1/Rev E received on 11 July 2016;

3189-ATR-01 Rev F, 3189-ATR-02 Rev E, 3189-ATR-03 Rev E, 3189-ATR-04 Rev E, 3189-GA-02 Rev F, 3189-GA-03 Rev E, 3189-RP-100 Rev E, 3189-RP-101 Rev E, 3189-RP-102 Rev D, 3189-SD-100 Rev D, 3189-SD-102 Rev D received on 28 August 2016;  
3189-RP-01 Rev G and 3189-RP-02 Rev B received on 2 December 2015;  
Geotechnical Interpretative Report by Geo Environmental Services received on 20 November 2015;  
Geotechnical Lab Test Results Summary, documents GE10924-App6-1, GE10924 EWKSPEC and email received on 19 April 2016;  
Cotswold Archaeology project ref 77022 received on 22 February 2016.

Reason: To ensure that the development is carried out in accordance with the submitted details assessed against Policies ADPP1, ADPP2, ADPP3, CS13, CS14, CS16, CS17, CS18 and CS19 of the West Berkshire Core Strategy 2006 – 2026, TRANS.1 and OVS.5 of the West Berkshire District Local Plan Saved Policies 2007, the National Planning Policy Framework, and the Wildlife and Countryside Act 1981 (as amended) should it not be started within a reasonable time.

### **Access Construction**

3. As a first development operation the western access at Tull Way shall be constructed in accordance with the approved drawing 3189-ATR-03 Rev E received on 23 August 2016. The access at the site shall not be brought into use for construction until give way markings have been implemented across the entire access for the temporarily widened access during construction.

Reason: In the interest of road safety. This condition is imposed in accordance with the National Planning Policy Framework 2012 and Policy CS13 of the West Berkshire Core Strategy 2006-2026.

### **Construction Method Statement**

4. The development shall be carried out in accordance with the approved revised Technical Note and the revised Construction Method Statement received on 20 January 2017. These documents 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;
  - (e) Wheel washing facilities;
  - (f) Measures to control the emission of dust and dirt during construction.

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 2012, Policies CS5 and CS13 of the West Berkshire Core Strategy 2006-2026, Policy TRANS.1 of the West Berkshire District Local Plan Saved Policies 2007.

## **Materials**

5. The materials to be used in the development hereby permitted shall be as specified on the plans and supporting documents. The headwall and wingwall concrete finish shall be as per drawing 3189-SD-101 Rev G received on 20 January 2017. The bund shall be constructed in accordance with the details submitted within documents: Geotechnical Interpretative Report by Geo Environmental Services received on 20 November 2015; Geotechnical Lab Test Results Summary, documents GE10924-App6-1, GE10924 EWKSPEC and email received on 19 April 2016.

Reason: To ensure that the materials respond to local character and do not impact features of special interest for which the River Kennet Site of Special Scientific Interest is notified. This condition is imposed in accordance with the National Planning Policy Framework 2012, Policies CS14, CS17, and CS 19 of the West Berkshire Core Strategy 2006-2026, and the Wildlife and Countryside Act 1981 (as amended).

## **Set Back of Gates**

6. Any gates to be provided at accesses where vehicles will enter or leave the site, shall open away from the adjoining highway and be set back a distance of at least five metres from the edge of the highway.

Reason: In the interest of road safety and to ensure that vehicles can be driven off the highway before the gates are opened. This condition is imposed in accordance with the National Planning Policy Framework 2012 and Policy CS13 of the West Berkshire Core Strategy 2006-2026.

## **Visibility Splays**

7. The use shall not commence until the visibility splays at both accesses on Tull Way have been provided in accordance with drawing number 3189-GA-100 Rev G received on 20 January 2017. The land within these visibility splays shall thereafter be kept free of all obstructions to visibility over a height of one metre above the carriageway level.

Reason: In the interests of road safety. This condition is imposed in accordance with the National Planning Policy Framework 2012 and Policy CS13 of the West Berkshire Core Strategy 2006-2026.

## **Parking Provision**

8. The vehicle parking and turning spaces shown on approved drawing number 3189-GA-100 Rev G received on 20 January 2017 shall be provided within four weeks of the bund becoming operational. The parking and turning space shall thereafter be kept available for parking 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 2012, Policy CS13 of the West Berkshire Core Strategy 2006-2026 and Policy TRANS1 of the West Berkshire District Local Plan Saved Policies 2007.

## **Landscaping**

9. The hard and soft landscaping as detailed on drawing number WBC/118/SK1/RevE received on 11 July 2016 shall be implemented in full within the first planting season following the completion of the development. Any trees, shrubs or plants that die or become seriously damaged within five years of the completion of the development shall be replaced in the next planting season by plants of the same size and species.

Reason: To ensure the implementation of a satisfactory scheme of landscaping and enhance the biodiversity of the area. This condition is imposed in accordance with the National Planning Policy Framework 2012 and Policies CS14, CS17 and CS19 of the West Berkshire Core Strategy 2006-2026.

## **Vegetation removal**

10. No vegetation to be removed during the bird nesting season (1<sup>st</sup> March – 30<sup>th</sup> September) unless a report has been submitted and approved by the Local Planning Authority that shows there are no breeding birds present. Vegetation removal will be undertaken within 5 days of such approval.

Reason: To ensure the protection of species protected by law and to accord with Policy CS17 of the West Berkshire Core Strategy 2006-2026 and the National Planning Policy Framework 2012.

## **No Steep Sided Holes**

11. During the construction period no steep sided holes will be left over night without either being covered or having a means of escape such as the insertion of a scaffold plank in the hole.

Reason: To ensure the protection of species protected by law and to accord with Policy CS17 of the West Berkshire Core Strategy 2006-2026 and the National Planning Policy Framework 2012.

## **No Sheep Netting**

12. No sheep netting shall be attached to site fencing unless details of the exact location of the badger gate have been submitted to and approved in writing by the Local Planning Authority. The badger gate must be installed next to the footpath on the line of the badger run.

Reason: To ensure the protection of species protected by law and to accord with Policy CS17 of the West Berkshire Core Strategy 2006-2026 and the National Planning Policy Framework 2012.

## **Boundary treatments**

13. No operation of the development shall take place until the boundary treatments shown on drawing number WBC/118/SK1/RevE received on 11 July 2016 and 3189-RP-01 Rev G received on 2 December 2015 have been implemented in full.

Reason: To ensure that the boundary treatments are constructed in a timely manner following completion of the development. This condition is imposed in accordance with the National Planning Policy Framework 2012 and Policies CS14 and CS19 of the West Berkshire Core Strategy 2006-2026.

### **Archaeological Watching Brief**

14. The development shall be constructed in accordance with the Archaeological Watching Brief produced by Cotswold Archaeology and received on 22 February 2016.

Reason: To ensure that any significant archaeological remains that are found are adequately recorded. This condition is imposed in accordance with the National Planning Policy Framework 2012 and Policies ADPP2, ADPP3 and CS14 of the West Berkshire Core Strategy 2006-2026.

DC