

Item No.	Application No. and Parish	8/13 Week Date	Proposal, Location and Applicant
(1)	17/00223/FULEXT Greenham Parish Council.	9 th May 2017.	Erection of 71 dwellings with associated access roads and car parking, pedestrian access and parking with landscaping. Land on north and east side of Pyle Hill, Greenham. David Wilson Homes

To view the plans and drawings relating to this application click the following link:
<http://planning.westberks.gov.uk/rpp/index.asp?caseref=17/00223/FULEXT>

Ward Member(s):

Councillor Drummond
Councillor Bartlett

Reason for Committee determination:

The Council has received in excess of 10 letters of objection.

Committee Site Visit:

20th June 2017.

Recommendation.

The Head of Development and Planning be authorised to GRANT conditional planning permission, subject to the first completion of a s106 planning obligation.

Contact Officer Details

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1. Site History

126373/minmaj. Gravel extraction. Refused 1986.

16/01286/screen. Opinion re. Environmental Impact Assessment. Closed June 2016.

2. Publicity of Application

Site notice displayed 15th February 2017. Expiry on 8th March 2017.

Advertised in the NWN on 23rd February 2017.

Amended plans site notice. Erected on the 6th June 2017. Expiry on the 20th June 2017.

3. Consultations and Representations

Greenham Parish Council	Objection. Overdevelopment, access problems, loss of amenity. Loss of green space. Damage to ancient hedge. Particular concern with the location of the new access so close to the primary school.
Newbury Town Council	Objection. The number of dwellings noted in the policy was 65 but this application is for 71 - thus an overdevelopment.
Highways	Generally content with the proposed access and the proposed internal site layout. Content with the increase in traffic generation caused by the development in terms of impact on the total highway network, during peak periods. Conditional permission recommended with appropriate s278 works to be completed, along with the Travel Plan.
Education	The additional impact on education created by the new occupants will be adequately mitigated by the CIL charges made. No s106 obligation required for additional funding.
Planning Policy	The application complies in principle with the policy designation of HSA4 in the HSADPD - The Inspector at the Local Plan Inquiry has now officially confirmed [inter alia] this housing allocation and the Local Plan was formally adopted on 9 th May 2017 by Council. The decision maker will need to take into account the acceptability or not of the rise of 6 dwellings over and above the allocated number of 65.
Housing	It is anticipated that 40% of the dwellings will be for affordable purposes in accord with policy CS6 in the Core Strategy as adopted. This equates to 28 dwellings [rounded down]. This will need to be achieved via a s106 obligation. 20 units for social rent, 8 shared ownership
Tree Officer	Conditional permission is recommended. Amended landscaping plan is requested but this can be conditioned. Larger native tree species should be planted on site and shading analysis of specific dwellings is requested. Amended plans to be submitted.
Natural England	No objections. The impact on the local ancient woodland and the nearby SSSI must be properly assessed by the Council. Standing advice needs to be adhered to.
Thames Water	A pre-development condition to be applied re. waste water infrastructure to ensure no overflow of capacity. In addition no objections on surface water run off.
Environment Agency	No objections to the application.

Fire and Rescue Service	No objections but a condition should be applied if the application is approved to provide fire hydrants on the application site.
Archaeologist	Conditional permission.
Waste Services	Conditional permission is recommended.
Public Open Space	Commuted sum of £28,100 is required.
Ecologist	Conditional permission is recommended.
BBOWT	Object to the application. On the grounds that there will not be a net gain in biodiversity on the application site, and there is a lack of information on the potential impact upon the Greenham and Crookham Common SSSI. Also upon the West Wood ancient woodland LWS adjacent the application site to the north. It is suggested that a 30m buffer zone be set out between the new housing and the woodland adjacent. Comments awaited on amended plans.
SuDS	Initially objected to the proposal on drainage grounds and potential pollution issues. The whole layout should be moved to the south to improve the SuDs situation. Amended plans received. No objections. Conditional permission is recommended.
Public Representations.	26 objection letters received. Concerned about poor drainage on the site leading to flooding, impact on local ecology, impact on public right of way, impact on local infrastructure, in particular the local schools, impact on local highways capacity at peak periods, detrimental impact on local road safety, visual impact, air quality concerns, overdevelopment of the site, contrary to policy HSA4, loss of green space, increased urban sprawl. In addition, loss of local views and no future guarantee that the remaining open space on the site will be that in perpetuity. Deeds of covenant can be overridden. Systematic and cumulative overdevelopment of south east Newbury to its overall detriment. The land should not be built upon but remain an open space between Newbury and Greenham. Amended plans. One further letter of objection on the grounds once more of the principle of the development. An additional letter also received regarding the method in which open land adjacent the site could actually be retained in perpetuity—or not.

4. Policy Considerations

National Planning Policy Framework 2012.

National Planning Practice Guidance 2014.

West Berkshire Core Strategy 2006 to 2026.

HSADPD November 2015. Policies GS1 and HSA 4 - land off Greenham Road.

Policies ADPP1, CS1, CS4, CS6, CS13, CS14, CS16, CS18, and CS19.

5 Description of development.

- 5.1.1 The gross site area of the application proposed is 3.33ha which includes the buffer area to the north and south, and the public open space to the south. This equates to an overall gross density of 21.3 plots per ha. The net site area is 1.84ha resulting in a net density of 38.6 plots per ha.
- 5.1.2 The application proposal comprises 71 dwellings, 40% of which will be for affordable purposes. This equates to 28 dwellings. The total units will comprise 22 No. 2 bed houses, 25 No. 3 bed houses and 16 No. 4 bed houses, with 8 No. 1 bed flats. The sole vehicle access will be taken off Pyle Hill to the west of the site. In terms of access there will be an internal loop road through the site, which, whilst proposed to be adopted, will be designed so as to result in slow moving traffic in the "estate". Each new dwelling will have its own individual curtilage / garden area, with associated parking on site. The number of garage spaces will be 17, allocated parking at 156, with 20 additional visitor spaces in the red line area. In addition there will be 4 unallocated visitor parking spaces. This results in a total of 197 spaces meaning a total ratio of 2.53 spaces per new dwelling when the garage spaces are excluded – as required by the newly adopted policy P1 in the HSADPD. Car ports are however permitted. This was the subject of further amended plans post the Committee site visit, and relevant parties have been duly consulted/ notified of this change.
- 5.1.3 The Committee, from the site visit, will be aware that woodland abuts the application site to the north. This is ancient woodland and also a designated local wildlife heritage site. Given the ecological importance of this habitat, in accord with the policy HSA4 in the Local Plan, a buffer strip of a minimum of 20m is identified to the east between the new housing and the woodland. In addition this buffer strip is increased to over 30m to the north in places. This strip of land will also include the existing definitive right of way [footpath] through the application site from Pyle Hill to the east. Via amended plans, which have been reconsulted upon, this width of buffer strip has been increased. In addition the designated public open space to the south will include a local area of play for the public. The land further to the south towards Water Lane will remain open agricultural land, retained by the present landowner.
- 5.1.4 The design of the new dwellings is traditional vernacular with most dwellings being two storey with pitched roofs, although a few are to be 2.5 storey with rooms in the roof. Materials will also be traditional, with facing Berkshire red brick, tile, [slate grey and farmhouse red, with some breckland brown].

5.2 Environmental Impact Assessment Regulations.

- 5.2.1 The Council was required to undertake a screening opinion on whether the proposal would require an Environmental Statement to be submitted with the application. On the 6th June 2016 it was confirmed that an application for 65 dwellings would not require an ES. It is confirmed in this report that officers' view remains the same for the additional 6 dwellings proposed in the current application site. In addition the application has not been advertised as a departure from the Development Plan, since the site is now formally allocated in the now adopted Local Plan.

6. Consideration of the application.

The application will be examined under the following issues.

- 6.1 - Policy
- 6.2 - Highways impact
- 6.3 - Landscape impact
- 6.4 - Ecology.
- 6.5 - Other issues.eg flood risk.

6.1 - Policy

- 6.1.1 Policy GS1 in the Local Plan identifies how planning applications should be progressed on allocated sites. This application is slightly unusual in that two separate applications have been submitted under policy HSA4 – namely this one and application 16/00669/fulext for 157 dwellings on land to the west. This was resolved to be approved by this Council subject to the completion of a s106 obligation, but was subsequently found to be invalid. Consequently a fresh application will be submitted shortly, it is understood. The reason for the two distinct applications under HSA4 is because of two different landowners. Secondly it is noted in GS1 that an integrated water supply and drainage strategy should be submitted with each application, in order to ensure that a] there is sufficient capacity in the local network to sustain sewerage facilities and water supply, and b] any increase in off site run off will not be ecologically harmful, nor indeed increase any possible rise in local flooding. Such reports have been submitted in the application pack, and notwithstanding the concerns of the Council's SUDS team, it is considered that the application still complies with the policy designation and is physically capable of implementation, and occupation. Policy GS1 also highlights the transport plans which will need to be submitted with any application - this has been done and highways issues will be considered in a later section. In addition a landscape and visual impact assessment must be submitted - this has been done - see section 3. Finally ecological issues must be carefully examined and this is covered in section 4.
- 6.1.2 The sole minor “discrepancy” between the submitted application and the policy HSA4 is that site NEW047C should have “approximately” 65 dwellings. Clearly 71 dwellings is just over 9% more than this. However 65 is not an upper limit in the policy, and by having an additional 6 dwellings, the Council will achieve two additional affordable units. In addition the overall density change is just 3.1 units per ha from 35.4 to 38.6. This is not considered to be harmful in any way and will make more effective use of land, ultimately.
- 6.1.3 In terms of the modifications made by the Inspector on the submitted HSADPD, the only alterations was that the overall site area of the whole allocation under HSA4 [not just this site] be reduced from 8.5ha to 7.7ha and no noise and air quality assessment was required to be submitted with any application. This has not impacted on the consideration of NEW047C.
- 6.1.4 In terms of the detail of HSA4, it notes [inter alia] that access should be from Greenham Road, an application should be informed by an extended Phase 1 habitat survey, together with further surveys, a full land contamination assessment to be submitted, and a Transport Assessment to be submitted. This has been done. In addition, a minimum buffer of 15m should lie between the development site and the west wood, the central part of the site should be public open space, forming a coherent location for a bio diversity corridor. The application has, in the officers' opinion, achieved all of these points successfully. That is, notwithstanding the continuing objection from BBOWT, both Natural England and the Council's Ecologist have not raised any objection to the application - highways are recommending conditional permission and environmental health have also recommended conditional permission [re. the potential contaminated land issue].
- 6.1.5 Overall, it is clear to officers that the principle of additional housing on this greenfield site has already been accepted by the Council, so this is not now a matter for the Committee to reconsider at this stage in the planning process. The Committee rather are required to consider matters of detail in this full application, to ensure these are acceptable.
- 6.1.6 In terms of policy ADPP1, the application is compliant, since it adjoins an existing settlement boundary of Newbury - which will be revised in due course should this application be approved. Policy ADPP2 in the housing section identifies a number of smaller extensions to the urban area – of which this is one. Policy CS4 is the next relevant policy in that it relates

to an appropriate housing mix for developments. It notes that outside the town centre, densities of between 30 and 50 units per ha should be achieved. The application does this and also incorporates a mix of dwellings which is deemed acceptable in terms of the area's prevailing character. For affordable housing, under policy CS6, the 40% greenfield rate is accepted by the applicants. No viability is prayed in aid to reduce the number to be provided. Policy CS13 deals with transport issues and this is considered separately in that section. It is important that the location of the site is sustainable having regard to access to main facilities such as schools and shops: this is clearly the case here with for example a primary school being opposite the application site. Policy CS14 considers design principles. Officers believe that both the design, massing and scale of the dwellings with garages is acceptable, as is the overall layout. This will create a new built form which will be attractive in terms of local street scenes and, by keeping nearly all of the units to two storeys, will not be harmful visually [in terms of prominence] in the wider environment. Policy CS16 corresponds to flooding issues – this is a matter for the final section in this report. Similarly policy CS17 examines biodiversity issues and this is considered in the ecology section. Policy CS18 is related to green infrastructure. [GI] The current landowner has permitted “unauthorised” access for some time for dog walkers etc so the site has become something of local informal public space. It is anticipated that once the application is built out [if approved] the public open space and ecological area will be available for not only the new occupants on the site, but also existing residents via the existing footpath. So whilst there is some loss of GI, this is not considered so harmful as to justify any refusal. Finally, policy CS19 considers the historic environment and landscape character. The section on landscape will cover this in part, but it is acknowledged that there are no heritage assets that will be harmed by the scheme, as acknowledged by the conditional permission recommended by the Council's Archaeologist.

6.2 Highways

- 6.2.1 This planning application has been submitted with a Transport Assessment (TA) submitted by Glanville.
- 6.2.2 The proposed vehicular and pedestrian access is on the northern side of the site. The TA includes details a speed survey taken on Greenham Road during September 2016. The 85th percentile speed recorded is just below 40 mph in both directions. Sight lines have therefore been designed for these recorded speeds. The access therefore complies with all standards regarding width and sight lines.
- 6.2.3 A cycle route and hourly bus services exist fronting the site, therefore the site is well connected for all modes of travel.
- 6.2.4 The highway officer is generally satisfied with the layout of the site, although it is considered that some of the block paving, the proposed speed tables and pinch points are somewhat superfluous. This is a detail that can be worked on further during the road adoption stage. The proposal complies with the new parking standards set alongside the Housing Site Allocations DPD.
- 6.2.5 To project traffic levels for the development, as is an often standard procedure, the Trip Rate Information Computer System (TRICS) was referred to, that obtained a rate of traffic generation. TRICS is a UK national database of traffic surveys covering many different land uses including residential. From TRICS, the following traffic projections have been made for the site:

Period	Arrive	Depart	Total
Weekday AM Peak (08.00 to 09.00)	12	27	38
Weekday PM Peak (17.00 to 18.00)	24	24	48

- 6.2.6 The highway officer considers that this projection to be sufficiently robust. In response to many of the letters of objection, it needs to be emphasised that this is not the total traffic flows that can be expected from the proposal, and vehicles do not all leave at once. This is only the traffic levels during the busiest hours during the AM and PM weekday peaks, and these are the periods when the traffic impact needs to be assessed.
- 6.2.7 There is concern regarding the additional traffic impact from the development particularly during the AM peak with the school opening. The proposal will generate an additional 27 cars to and from the north, with 9 cars to and from the south. In addition, there will be 22 cars to and from the recently submitted planning application 17/00196 /OUTMAJ for 157 residential units, if approved by the Council. This is an increase overall in traffic in the immediate vicinity of the site of 7.6 to 8.4%. In assessing this impact, highway officers have visited the area prior to school opening, and the area was as busy as expected. Parking for the school did take place in The Nightingales, Wallis Gardens and Westwood Road. However the busier Greenham Road was clear of parking throughout the visit. There is an existing signalised crossing to the north of The Nightingales that was in frequent use. Any traffic queuing at the crossing would however not take long to clear. At times traffic queues also built up at The Nightingales / Greenham Road junction, but again they did not last long. The development will certainly add traffic to this location, but from observations made on site, the view of the highway officer is that it could not be considered that the additional impact would be severe.
- 6.2.8 The TA also considered key junctions and links within the vicinity of the development site as follows:
Greenham Road / Water Lane;
Pinchington Lane / Greenham Road / Bury Bank Road;
Pinchington Lane / Haysoms Drive / Deadmans Lane; and,
Pinchington Lane / The Triangle.
- 6.2.9 The highway officer does not have any concerns regarding any of these junctions, but as with all developments in Newbury I do have concerns regarding the A339. There are a whole series of developments in Newbury, including Sandford Park. It can be said that this proposal is one of the smaller developments.
- 6.2.10 With all of these developments coming to Newbury, the highway authority is designing junction improvements schemes along the whole of the A339 from and including the A4 / A339 / B4009 Robin Hood Gyratory to the A339 / B4640 Roundabout. Funding from this development towards these improvement schemes can be obtained from the Community Infrastructure Levy (CIL).
- 6.2.11 Paragraph 32 of the NPPF states that all developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment. Plans and decisions should take account of whether:
- the opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure;
 - safe and suitable access to the site can be achieved for all people; and
 - improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.
- 6.2.12 Highway Officers therefore conclude that the site complies with the NPPF and any impact should not be considered as a severe

6.3 Landscape impact.

- 6.3.1 The application has clearly come about due to the past allocation process in the Core Strategy/Local Plan. This original designation was in turn informed by a landscape assessment to ensure that if the allocation was finally approved the level of harm to the local landscape would not be do significant as to merit refusal. The applicants, in accord with the specific guidelines in policy HSA4 have submitted a landscape and visual impact assessment report to ensure that since the original scoping exercise was undertaken for the HSADPD, there have been no substantial physical or policy changes which would mean the landscape assessment becomes out of date.
- 6.3.2 Policy CS19 in the adopted Core Strategy seeks to ensure that the diversity and local distinctiveness of the character of the countryside in the District is where possible conserved and enhanced. Clearly it is self evident that new built form is unlikely to actually enhance a local landscape, but the important issue here is that the form of the new housing will not demonstrably harm the area.
- 6.3.3 There are a number of points for the Committee to bear in mind when considering the application. Firstly the site has no special designation although it did formally form part of the Gap between Newbury and Greenham pre 2012, before such policy protections were deleted. Secondly it does not form any part of a conservation area. Thirdly the only important asset is West Wood adjacent which is a WHS as noted. Fourthly the site is presently unmanaged grassland which is not in itself especially attractive. Next the height of the site in the south is about 115m AOD falling to about 110m AOD to the north. The plateau area to the south beyond the red line application site lies at 120m AOD. In addition, in examining the future potential visual impact of the application on the area, the Committee will need to bear in mind the further housing sites identified under HSA4 which when built [presumably] will themselves impinge upon the character and inherent value of the local area, and so visual setting of this particular site. Next, the applicants have submitted in their analysis of the area that it has a medium to high sensitivity to change in the future, but this recognises the fact that this particular LCA includes [for example] Greenham Common. It is still important however to the rural setting of south east Newbury as it stands, although its intrinsic scenic value is medium at best. This recognises that the function of the application site in visual terms is actually more important than its actual quality.
- 6.3.4 Accordingly, by ensuring that the housing portion of the red line site is set as low as possible to the north, so avoiding the higher plateau area which by definition is more sensitive change due to its elevation, and with the natural screening afforded by the mature hedgerow to be retained on the east side of Greenham Road [about 20m will have to be removed for visibility splays] and the strong boundary screening afforded by West Wood, to the north, the overall impact of the housing on the skyline will be acceptable. There will of course be a clear impact on users of the public right of way however. Accordingly the applicants' LVIA concludes that there should be no reason to reject the application on the grounds of adverse visual impact, and so the scheme is not considered to be contrary to the aims of policy CS19 in the Core Strategy. What officers do not resile from however is that inevitably a degree of harm will arise due to the 71 dwellings with associated works as proposed, so affecting the current setting of south east Newbury, but this setting and nature in any event has been diminished by the new Greenacres scheme just completed, and by the prospective housing allocations made under HSA4. The application is thus considered to be acceptable in landscape / visual terms.
- 6.4. Ecology.
- 6.4.1 The Council has policy CS17 in the Core Strategy to consider in regard to the ecological assessment of this proposal, in addition to the advice on planning and ecological issues in both the NPPF and NPPG. In addition the Standing Advice from Natural England and the NERC Act of 2006 in relation to Habitats and Species of Principal Importance is also pertinent.

- 6.4.2 The applicants, as required by the guidelines set out in policy HSA4, have submitted a comprehensive ecology study by BSG. The study has examined the local populations of protected species on the application site, which includes bats, dormice, great crested newts [terrestrial phase only] breeding birds, badgers and reptiles. The survey results are set out in those reports. The recommendations are that with a) the 15m buffer strip to the north of the building proposed to West Wood and b) the new ecological mitigation area surrounding the built form, with appropriate future management and monitoring, there should be no long term harm to the species populations identified. Indeed these conclusions are supported by both the Council's Ecologist and Natural England.
- 6.4.3 However BBOWT initially objected to the application as first submitted. This was based on the following: the 15m buffer to West Wood should be extended to 30m to protect the ancient woodland, the impact of the new occupants of the housing upon Greenham Common should be mitigated through an additional s106 contribution [not CIL] and a net gain in biodiversity will not be achieved on the application site. In addition if the application is permitted by the Council appropriate conditions should be applied regarding future light pollution and a reptile mitigation strategy.
- 6.4.4. The Council has now received amended plans which have been duly reconulted upon. The response of BBOWT will be reported on the update sheet. The buffer strip has now been substantially increased to West Wood, close to 30m in places. In addition the applicant's agents have responded in writing to the BBOWT objections, noting that firstly that there is no precise justification for an additional off site payment via a s106 obligation to mitigate the potential harm that might occur on Greenham Common. They refer to para 204 of the NPPF in this regard. The case officer concurs with this point, noting that the CIL charges will include such an offset /ecological impact contribution. In addition, BBOWT are worried about an overall net loss in local biodiversity should the development proceed. It is accepted that 2.1ha of species poor grassland will be developed, but in recognition of this, the remaining land will be improved via species rich grassland, plus new hedgerows. It is also recognised that over time the advent of gardens on the red line site will in themselves produce a degree of bio diversity. In addition, the applicant has confirmed that the "blue land" to the south of the application site will be set aside, for ecological habitat purposes, which will assist the biodiversity matrix position, which is in dispute [at the time of writing] between BBOWT and the applicant's ecologist. Notwithstanding this disagreement, Council officers remain firmly of the view that the application should still be considered favourably. The update sheet should include further information on this matter.

7.0 Conclusion

7.1.1 The application before Committee has now been accepted in principle by the Council, given that it is an identified part of policy HSA4 in the now adopted HSADPD. This application is considered to comply with the allocation details, for the reasons set out in this agenda report.

7.1.2 All planning applications are required to be determined in accord with the three sustainability tenets in the NPPF. In economic terms the application should be supported, given that not only will the local construction economy be boosted during the build out phase, but the introduction of approximately 170 new residents in the town will increase local expenditure considerably. In addition the CIL charges are identified as being approximately £387,000.

Secondly, the application should be supported in social terms, as the introduction of an additional 28 affordable units will certainly be of benefit to those in local housing need. Finally, the environmental impacts are more finely balanced. There will clearly be some highways impact arising from the new housing upon the local road network, and there will be a degree of additional visual impact caused by the new housing on the open land. There will, to a degree be some ecological impact as highlighted above. However, balanced against this is the ongoing need for new housing in sustainable locations in the District, which must be addressed.

7.1.3 Given the strong reasons to support the application, identified above, the application is duly recommended for approval, subject to the first completion of the required s 106 obligation, and the conditions proposed to be attached.

8. Recommendation.

The Head of Development and Planning be authorized to GRANT Conditional Planning Permission subject to the first completion of a s106 planning obligation. That obligation to deliver the 28 affordable homes and the commuted sum of £28,100 for the public open space maintenance, plus the relevant s278 highways works. The s106 obligation to also include the inclusion of the blue land to the south for future ecological/habitat purposes.

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 enable the Local Planning Authority to review the desirability of the development against the advice in the DMPO of 2015, should it not be started within a reasonable time.

Materials.

2. No development shall commence until samples of the materials to be used in the proposed development have been submitted to and approved in writing by the Local Planning Authority. This condition shall apply irrespective of any indications as to the details that may have been submitted with the application, and shall where necessary include the submission of samples of glass, plastic and mortar materials. Thereafter the materials used in the development shall be in accordance with the approved samples.

Reason: In the interests of visual amenity in accordance with Policy C1 in the adopted HSADPD of May 2017.

Fire hydrants.

3. No development shall commence until a scheme indicating the provision of new fire hydrants on the site has been submitted to and approved in writing by the LPA. The scheme shall not be occupied until such time as the hydrants are laid out on site in accord with the approved scheme.

Reason: In the interests of public safety in accord with NPPF advice.

Archaeology.

4. No development shall take place within the application area until the applicant has secured the implementation of a programme of archaeological work in accordance with a written scheme of investigation which has been submitted to and approved in writing by the Local Planning Authority. Thereafter the development shall incorporate and be undertaken in accordance with the approved statement.

Reason: To ensure that any significant archaeological remains that are found are adequately recorded. Such an approach follows the guidance set out in paragraph 141 of the National Planning Policy Framework.

Hours of working.

5. The hours of work for all contractors for the duration of the site development shall unless otherwise agreed by the Local Planning Authority in writing be limited to: 7.30 am to 6.00 p.m. on Mondays to Fridays 8.30 am to 1.00 p.m. on Saturdays and NO work shall be carried out on Sundays or Bank Holidays.

Reason: In the interests of the amenities of neighbouring occupiers in accord with saved policy OVS6 in the WBDLP 1991 to 2006.

Contamination.

6. 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:

o human health,

o property (existing or proposed) including buildings, crops, livestock, pets, woodland and service lines and pipes,

o adjoining land,

o groundwaters and surface waters,

o ecological systems,

o archeological 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'.

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 (common to all): 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.

Ecology.

7. Development shall proceed in accordance with the ecological mitigation, compensation and enhancement measures detailed within the Ecological Mitigation and Management Plan (BSG, December 2016) unless otherwise agreed in writing by the Local Planning Authority. All mitigation, compensation and enhancement features shall be permanently retained and maintained.

Reason: to provide ecological protection and enhancement in accordance with the Conservation Regulations 2010, Wildlife & Countryside Act 1981, NPPF, NERC Act 2006 and Policy CS 17 of the West Berkshire Core Strategy Development Plan Document 2012.

Landscaping.

8. No development or other operations shall commence on site until a detailed scheme of landscaping for the site is submitted to and approved in writing by the Local Planning Authority. The details shall include schedules of plants noting species, plant sizes and proposed

numbers/densities, an implementation programme and details of written specifications including cultivation and other operations involving tree, shrub and grass establishment. The scheme shall ensure;

- a) Completion of the approved landscape scheme within the first planting season following completion of development.
- b) 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 in accordance with the NPPF and Policies CS14, CS18 and CS19 of the West Berkshire Core Strategy 2006-2026.

Arboricultural Method Statement

9 No development or other operations shall commence on site until an arboricultural method statement has been submitted to and approved in writing by the Local Planning Authority and shall include details of 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 in accordance with the objectives of the NPPF and Policies CS14, CS18 and CS19 of the West Berkshire Core Strategy 2006-2026.

Watching brief.

10. 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 in accordance with the objectives of the NPPF and Policies CS14, CS18 and CS19 of West Berkshire Core Strategy 2006-2026.

Tree works.

11. No development or other operations shall commence on site until a detailed schedule of tree works including timing and phasing of operations has been submitted 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 in accordance with the objectives of the NPPF and Policies CS14, CS18 and CS19 of West Berkshire Core Strategy 2006-2026.

Management plan.

12. No development or other operations shall commence on site until a landscape management plan including long term design objectives, management responsibilities and maintenance schedules for a minimum period of 3 years has been submitted to and approved in writing by the Local Planning Authority. The plan shall include any areas of existing landscaping including woodlands and also include any areas of proposed landscaping other than areas of private domestic gardens.

Reason: To ensure the long term management of existing and proposed landscaping in accordance with the objectives of the NPPF and Policies CS14, CS18 and CS19 of the West Berkshire Core Strategy 2006-2026.

Landscape scheme.

13. No development or other operations shall commence on site until details of the maintenance of the proposed landscape scheme have been approved in writing and shall include an implementation programme and details of written specifications including cultivation and other operations involving tree, shrub and grass establishment. The scheme shall ensure;

- (a) Details of soil preparation, plant protection, watering and weeding.
- (b) Any trees shrubs or plants that die, become seriously damaged or die 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 in accordance with the objectives of the NPPF and Policies CS14, CS18 and CS19 of the West Berkshire Core Strategy 2006-2026.

Drainage strategy.

14. Development shall not commence until a drainage strategy detailing any on and/or off site drainage works, has been submitted to and approved by, the local planning authority in consultation with the sewerage undertaker. This shall include details of how the SUDS measures are to be maintained and managed by both the sewerage undertaker and any private management Company after completion. No discharge of foul or surface water from the site shall be accepted into the public system until the drainage works referred to in the strategy have been completed"

Reason: The development may lead to sewage flooding; to ensure that sufficient capacity is made available to cope with the new development; and in order to avoid adverse environmental impact upon the community in accord with the advice in the NPPF of 2012.

Amended plans .

15. The development shall be carried out in strict accord with the amended plans as identified in the list of revised documents received on the covering letter from the applicant dated the 26th June 2017.

Reason. To ensure clarity in the permission in accord with the advice in the DMPO of 2015.

Construction Method Statement

16 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:

- (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) Timing of deliveries

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 (March 2012), 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).

Layout and Design Standards

17 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. The road and footpath design should be to a standard that is adoptable as public highway. 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. This condition is imposed in accordance with the National Planning Policy Framework (March 2012), 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).

Visibility splays onto Greenham Road

18 No development shall take place until visibility splays at the proposed access onto Greenham Road have been provided in accordance with drawing number 8160567/6101 received on June 28th 2017. The land within these visibility splays shall thereafter be kept free of all obstructions to visibility over a height of 0.6 metres above the carriageway level.

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

Visibility splays within the site

19 Visibility splays of 2.4 metres by 25.0 metres shall be provided adjacent plot 5 in accordance with drawing number H5365/PL/01 received June 28th 2017. The visibility splays shall, thereafter, be kept free of all obstructions to visibility above a height of 0.6 metres above carriageway level.

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

Parking and turning

20 No dwelling shall be occupied until the vehicle parking and/or turning space provided for it has been surfaced, marked out and provided in accordance with the approved plan(s). The parking and/or turning space shall thereafter be kept available for parking (of private motor cars and/or light goods vehicles) 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 (March 2012), 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).

Access construction before development

21 No development shall take place until details of the proposed vehicular access, footway access, footway widening fronting the site and dropped kerbs and tactile paving over Greenham Road have been submitted to and approved in writing by the Local Planning Authority. As a first development operation, the vehicular and pedestrian access and associated engineering

operations shall be constructed in accordance with the approved drawing(s).

Reason: To ensure that the access(es) 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 (March 2012) and Policies CS13 and CS14 of the West Berkshire Core Strategy (2006-2026).

Cycle storage

22 No development shall take place until details of the cycle parking and storage space have been submitted to and approved in writing by the Local Planning Authority. No dwelling shall be occupied until the cycle parking and storage space for the dwelling has been provided in accordance with the approved details and retained for this purpose at all times.

Reason: To ensure that there is adequate and safe cycle storage space within the site. This condition is imposed in accordance with the National Planning Policy Framework (March 2012), 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).

Schedule of materials for access roads

23 No development shall take place until a schedule of materials to be used in the access and car park area has been submitted to and approved in writing by the Local Planning Authority. The materials should be permeable. This condition shall apply irrespective of any indications as to these matters which have been detailed in the current application the use shall not commence until the access and car park has been constructed in accordance with the approved schedule.

Reason: To ensure that the appearance of the access is appropriate to the character of the area. This condition is imposed in accordance with the National Planning Policy Framework (March 2012) and Policy CS13 of the West Berkshire Core Strategy (2006-2026).

Travel Plan

24 No development shall take place until a Travel Plan has been submitted to and approved in writing by the Local Planning Authority. The Travel Plan shall be implemented from the development first being brought into use. It should be reviewed and updated if necessary within 6 months of first implementation. After that the Travel Plan shall be annually reviewed and updated and all reasonable practicable steps made to achieve the agreed targets and measures within the timescales set out in the plan and any subsequent revisions.

Reason: To ensure the development reduces reliance on private motor vehicles and provides the appropriate level of vehicle parking. This condition is imposed in accordance with the National Planning Policy Framework (March 2012), Policies CS13 and CS14 of the West Berkshire Core Strategy (2006-2026), Policy TRANS1 of the West Berkshire District Local Plan 1991-2006 (Saved Policies 2007).

INFORMATIVE:

- 1 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 this 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

- 2 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.
- 3 This Decision Notice must be read in conjunction with the terms of a Legal Agreement of the ****. You are advised to ensure that you have all the necessary documents before development starts on site.

DC